



FY 2025 Unified Planning Work Program (UPWP)

Administered by the Chatham County - Savannah Metropolitan Planning Commission in cooperation with the Georgia Department of Transportation

Adopted on: February 28, 2024

Fiscal Year 2025
July 1, 2024 - June 30, 2025

Transportation Planning Activities for the
Coastal Region Metropolitan Planning Organization
(CORE MPO)

The format of this document as well as the particular work tasks and subtasks were determined through a cooperative effort between the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT) and the Georgia Metropolitan Planning Organizations (MPOs). In 2001/2002, a series of four separate meetings were held in Atlanta over the course of several months at the request of FHWA staff. The objective of these four meetings, which included attendees from FHWA, GDOT and the Georgia MPOs, was to standardize the format and work tasks of all the Georgia UPWPs in order to facilitate a more efficient review process by FHWA. The Coastal Region MPO, by convention, continues to follow this FHWA and GDOT approved format.

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Karen L. Williams, Mayor
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Chairman
CORE MPO Economic Development and
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Georgia Department of Transportation
District 5**

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City of Pooler**

**Omar Senati-Martinez
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**Zhongze (Wykoda) Wang, Director of
Transportation Administration
Chatham County - Savannah
Metropolitan Planning Commission**

**Melanie Wilson, Executive Director
Chatham County - Savannah
Metropolitan Planning Commission**

**Randy Weitman, Facilities Engineer
Georgia Ports Authority**

**Staff Representative
Town of Vernonburg**

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
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Sabrina David, GA Division Administrator
Federal Highway Administration

Regional Administrator or designee
Federal Transit Administration

Garrison Commander
Hunter Army Airfield

Jeff Ricketson, Executive Director
Hinesville Area Metropolitan Planning
Organization (HAMPO)

Stephanie Rossi, Planning Director
Low-country Area Transportation Study
(LATS – Hilton Head Area MPO)

Technical Coordinating Committee

Sean Brandon, Parking and Mobility
Services Administrator
City of Savannah

Shannae Johnson, Transit Planner
Office of Intermodal Programs, Georgia
Department of Transportation

Joseph Longo, Community Planner
Federal Highway Administration

Aviance Webb, Transportation Planner
Federal Transit Administration

US Army District Engineer
Corps of Engineers

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Bert Brantley, President and CEO
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Georgia Motor Trucking Association

Ned Green, Policy and Freight Branch
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Environmental Group

Dennis Jones
Chatham Emergency Management Agency

Representative
Law Enforcement

Representative
Savannah - Chatham County Public Schools

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Daniel Brantley
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Representative
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Kevin Glover
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Robert Milie
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Representative
City of Tybee Island

Representative
City of Richmond Hill

Representative
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
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Representative
Savannah Council of the Blind

Tia Baker, ADA Paratransit Coordinator
Chatham Area Transit

Executive Director
Kicklighter Resource Center

Wayne Dawson, Executive Director
Savannah - Chatham County Fair Housing
Council

Representative
Coastal Center for Development Services

Ron Lewis, Representative
Chatham County

Representative
Intermodal Program District Representative
Georgia Department of Transportation

Neil Ligon, Executive Director
Living Independence for Everyone Inc.

Representative
Georgia Association of the Deaf

Patti Lyons, President
Senior Citizens Savannah - Chatham County
Inc.

Representative
City of Richmond Hill

Tyron Palmer
National Federation of the Blind

Representative
Effingham County

Brenda Pollen, Resident Service Coordinator
Housing Authority of Savannah

Representative
Savannah-Chatham Council on Disability Issues

Terry Tolbert
Economic Opportunity Authority

Representative
Interested Citizen

Paula Valdez
Savannah Center for the Blind and Low Vision

Representative
Interested Citizen

Executive Secretary
NAACP - Savannah Branch

Representative
Interested Citizen

President and CEO
Goodwill Industries of the Coastal Empire

Representative
Interested Citizen

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
STAFF MEMBERS**

Melanie Wilson, Executive Director
Chatham County - Savannah Metropolitan Planning Commission

Zhongze (Wykoda) Wang, Director of Transportation Administration
Chatham County - Savannah Metropolitan Planning Commission

Genesis Harrod, Principal Transportation Planner
Chatham County - Savannah Metropolitan Planning Commission

Asia Hernton, Transportation Planner
Chatham County - Savannah Metropolitan Planning Commission

Anna McQuarrie, Planner - Special Projects & Transportation
Chatham County - Savannah Metropolitan Planning Commission

Kieron Coffield, Administrative Assistant
Chatham County - Savannah Metropolitan Planning Commission

RESOLUTION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

ADOPTION OF CORE MPO FY 2025 UNIFIED PLANNING WORK PROGRAM

WHEREAS, in accordance with the joint Federal Highway Administration - Federal Transit Administration regulations on urban transportation planning (23 CFR Parts 420 and 450, and 49 CFR Part 613), a Unified Planning Work Program is required to be developed; and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

WHEREAS, the Coastal Region Metropolitan Planning Organization, in accordance with Federal requirements for a Unified Planning Work Program, and in cooperation with area planning, implementation, and operating transportation agencies, has developed a total Transportation Planning Program for the Savannah urbanized area for the upcoming fiscal year which is specific by planning element and cost, and which combines all applicable funding sources; and

WHEREAS, the Unified Planning Work Program is consistent with all plans, goals, and objectives of the Coastal Region Metropolitan Planning Organization; and

WHEREAS, the Coastal Region Metropolitan Planning Organization Board is in support of all planning work tasks contained herein, acknowledges and confirms that MPO Dues match is available for all listed tasks.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the CORE MPO FY 2025 Unified Planning Work Program, with any changes and corrections based upon the motion of February 28, 2024, as its official program of transportation planning activities for the period from July 1, 2024 to June 30, 2025.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on February 28, 2024.



Chester Ellis, Chairman
Coastal Region Metropolitan Planning Organization

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OVERVIEW

A Metropolitan Planning Organization (MPO) is required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308) (b)]. MPOs are responsible for preparing the UPWP and ensuring it is consistent with federal and state regulations. The UPWP's focus is derived from a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP).

The UPWP for the CORE MPO is developed annually and describes the transportation planning activities supporting the maintenance and update of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to be performed with funds provided under Title 23 U.S.C. 134 and the Federal Transit Act, with regulations included in 23 C.F.R. 450.

The UPWP for the CORE MPO is developed in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Georgia Department of Transportation (GDOT), the Chatham Area Transit Authority (CAT), the Chatham County - Savannah Metropolitan Planning Commission (MPC), and the Coastal Region Metropolitan Planning Organization (CORE MPO).

What is the UPWP?

The UPWP, short for Unified Planning Work Program, involves the prioritization of all potential transportation planning studies and technical analyses that could be undertaken to benefit the region each year. Specifically, the UPWP is a financial plan that is produced in compliance with the federally mandated metropolitan transportation planning process. The UPWP explains how federal transportation planning funds will be spent in a given federal fiscal year (FY). The UPWP performs three distinct functions:

1. It describes the transportation planning activities to be undertaken that address regional issues and priorities;
2. It serves to document the proposed expenditures of federal, state, and local funds in support of applications for various planning grants; and
3. It provides a management tool in scheduling major transportation planning activities, milestones, and products.

What is an MPO?

Decisions about how to allocate transportation funds in a metropolitan area are guided by information and ideas garnered from government representatives, elected officials, transportation agencies, residents, and other stakeholders in a collaborative and transparent public process. Metropolitan planning organizations (MPOs) are the bodies responsible for providing a forum for this decision - making process. Each metropolitan area in the United States with a population of 50,000 or more - also known as an urbanized area - is required by federal legislation to establish an MPO, which decides how to spend federal transportation funds for capital projects and planning studies for the area.

THE CORE MPO

The Coastal Region Metropolitan Planning Organization (CORE MPO), managed by the Transportation Planning Department of the Chatham County – Savannah Metropolitan Planning Commission (MPC), is currently comprised of a policy board known as the CORE MPO Board, a technical committee known as the Technical Coordinating Committee (TCC), the Advisory Committee on Accessible Transportation (ACAT), the Citizens Advisory Committee (CAC), the Economic Development and Freight Advisory Committee (EDFAC) and professional staff. The professional staff consists of the Executive Director of the MPC, the Director of Transportation Administration,

Transportation Planners, an Administrative Assistant, and other Planning Staff as assigned by the Executive Director. **Figure 1** illustrates the current organizational structure of the CORE MPO.

CORE MPO is in the process of updating the Memorandum of Understanding (MOU) and Bylaws to revise its committee structure. It is expected that ACAT and CAC will be consolidated into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) with a focus on equity and public participation in the CORE MPO's transportation planning process. A new Bicycle and Pedestrian Advisory Committee (BPAC) will be established to advise in the planning, project selection and implementation of bike, pedestrian and trail projects in the CORE MPO planning area. The updated MOU and Bylaws are expected to be adopted in the Spring of 2024. The revised committee structure, as shown in **Figure 2**, is expected to provide more inclusive and better tailored public involvement for the transportation planning process.

The Transportation Planning Department staff, committees, and other staff of the MPC perform the day-to-day functions of transportation planning activities for the CORE MPO planning area. In addition, they help carry out the MPO's 3-C planning process with maximum inclusivity and effectiveness, as shown in **Figure** . The staff, committees, and CORE MPO Board oversee the development process, select studies, and invite the public to submit feedback before plans are finalized. Each CORE MPO advisory committee is comprised of representatives at the local and sometimes state level who possesses expertise in a particular aspect of transportation relevant to the CORE MPO. Currently, with the exception of the TCC, each advisory committee has a voting representative on the CORE MPO Board. The CORE MPO voting structure is being revisited and revised as a part of the MOU and Bylaws updates. It is expected that only EDFAC will have a voting seat on the CORE MPO Board as a result of the update.

CORE MPO PLANNING AREA

CORE MPO is the designated MPO for the Savannah Urban Area, a Census-designated area that includes the City of Savannah as well as surrounding Census blocks with at least 500 people per square mile. CORE MPO is regional and includes Chatham County and portions of Bryan County and Effingham County. The current CORE MPO Metropolitan Planning Area (MPA) boundary is depicted in **Figure 4**. With the release of updated Savannah Urban Area by Census, the CORE MPO Metropolitan Planning Area boundary has been expanded more into Effingham County and Bryan County. The updated MPA boundary, shown in **Figure 5**, was adopted by the CORE MPO Board in February 2024. The newly revised CORE MPO MPA boundary is expected to be approved by FHWA, GDOT and the Governor of Georgia in the Spring of 2024.

Did you know? ...

In 2002 CORE MPO was designated a Transportation Management Area (TMA) when the Savannah Urbanized Area population exceeded 200,000. TMA MPOs are required to develop a Congestion Management Process (CMP). The CMP outlines how congestion will be managed through a series of recommendations and tools to be continuously implemented to enhance mobility across the multimodal transportation system.

MPOs which are designated as TMAs take on a greater responsibility and authority in the areas of congestion management and project selection. In addition, TMAs are required to undergo a certification review with the Federal Highway Administration (FHWA) and the Federal Transit Administration every four (4) years.

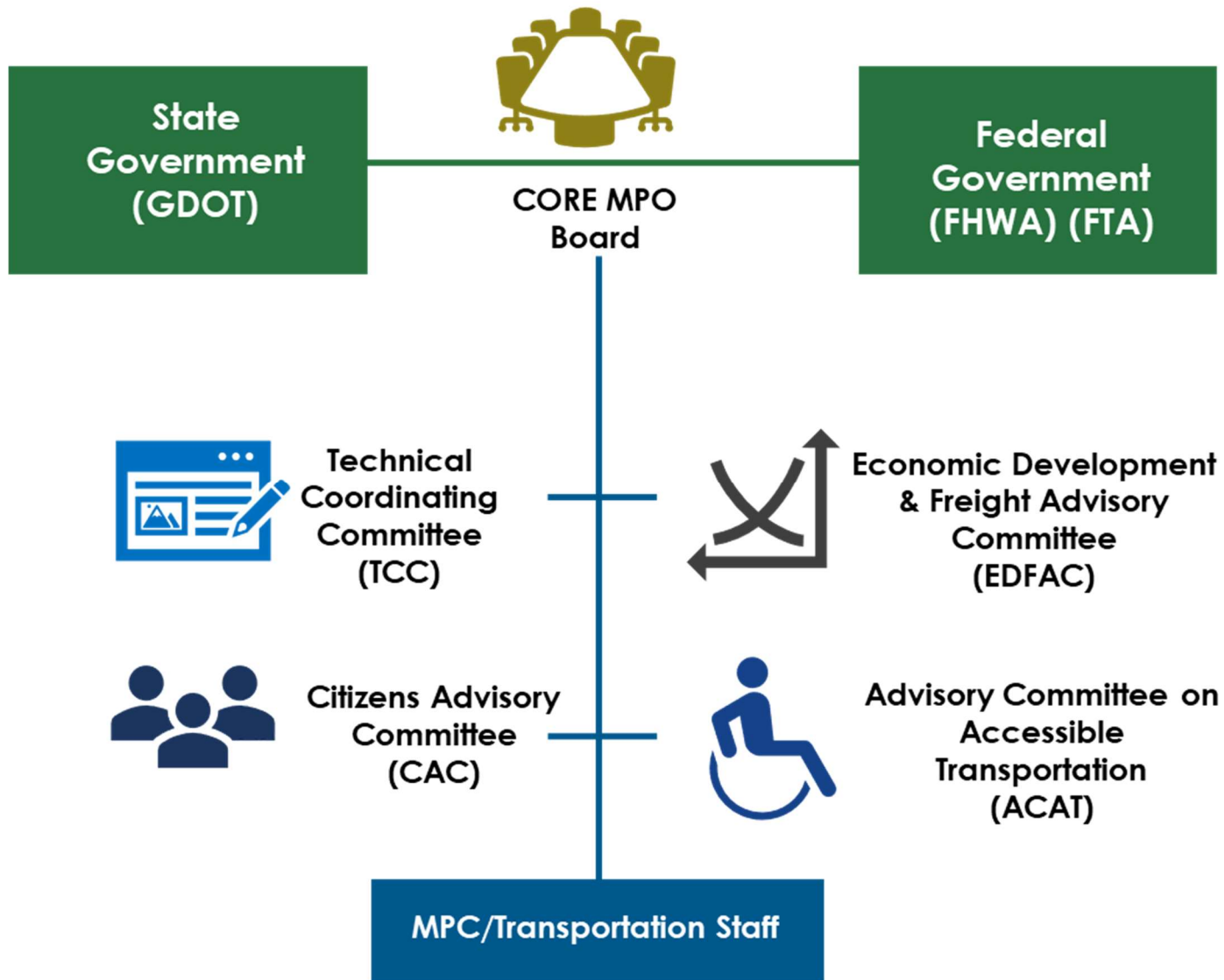


Figure 1: Current CORE MPO Organizational Structure.

CORE MPO Organization

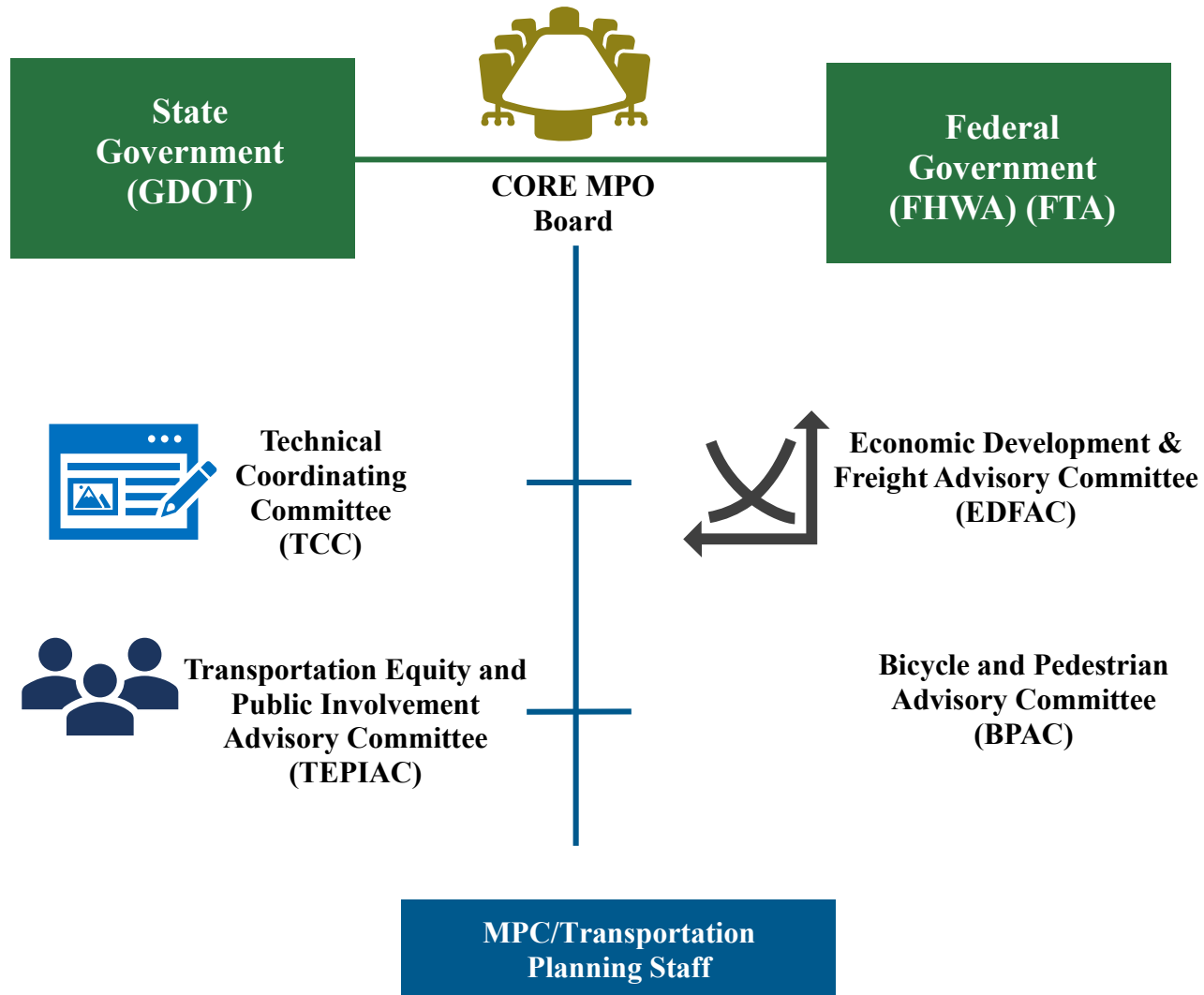


Figure 2: Proposed CORE MPO Organizational Structure.

CORE MPO Board

Comprised of elected and appointed officials from all the member jurisdictions, as well as executives from the local and state agencies. It reviews and approves all the MPO plans, programs, and studies.

Advisory Committee on Accessible Transportation (ACAT) – Proposed to be consolidated into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC)

ACAT acts as a liaison between the transportation planning process and the traditional underserved communities in the area (i.e., communities with high concentrations of minority, low income, disabled, and elderly populations). *TEPIAC will maintain the ACAT functions but will expand on equity planning.*

Citizens Advisory Committee (CAC) - Proposed to be consolidated into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC)

CAC is comprised of appointed local citizens and functions and informs the MPO of the community’s perspective while providing information to the community about transportation planning policies and issues. It reviews MPO plans, programs, and studies and provides recommendations to the MPO Board. *TEPIAC will maintain the CAC functions but will provide more effective public involvement.*

Economic Development and Freight Advisory Committee (EDFAC)

Composed of key staff members of freight stakeholders and economic development agencies in the Savannah region. It informs the MPO Board on freight and economic development issues and makes freight improvement recommendations to the MPO Board.

Technical Coordinating Committee (TCC)

Composed of key staff members of participating governmental jurisdictions and modal transportation representatives. It reviews MPO plans, programs, and studies and provides technical guidance. It makes recommendations to the MPO Board on all MPO plans and programs.

Bicycle and Pedestrian Advisory Committee (BPAC) – proposed new advisory committee

Composed of key staff members of participating governmental jurisdictions, accessibility organizations, bike and pedestrian advocacy organizations, and modal transportation representatives. It advises the MPO in the planning, project selection and implementation of bike, pedestrian and trail projects in the CORE MPO planning area.

CORE MPO Staff

Provides professional transportation planning services and administrative support to the CORE MPO. The CORE MPO functions are primarily carried out by the MPC Transportation Planning Department with support from other departments. Melanie Wilson is the MPC Executive Director. Key MPO staff members are identified below.

Transportation Planning Department

Zhongze (Wykoda) Wang, Director of Transportation Administration

Oversee the Transportation Planning Department operation. Review all documents going out of the department. Manage Metropolitan Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and Freight Plan development and update. Manage Special Studies. Oversee contracting and grant management. Lead staff to CORE MPO Board, EDFAC and TCC.

Genesis Harrod, Principal Transportation Planner

Congestion Management System, Special Studies, Traffic Impact Study review, DRI review, transit planning, Performance Based Planning and Programming (PBPP). Alternate to Transportation Planner.

Asia Hernton, Transportation Planner

Transportation Disadvantaged issues, Equity planning, Environmental Justice, Title VI, Limited English Proficiency (LEP) planning and complaint resolution. Non-Motorized Transportation Plan and Thoroughfare Plan. Public Involvement. Lead staff to ACAT/CAC/TEPIAC, and BPAC. Alternate to Principal Transportation Planner.

Kieron Coffield, Administrative Assistant

Administrative assistance, grant administration and management, public involvement assistance.

Anna McQuarrie, Planner - Special Projects & Transportation

Resiliency planning, special studies.

Figure 3: CORE MPO Policy Board and Committees as well as Professional Staff.

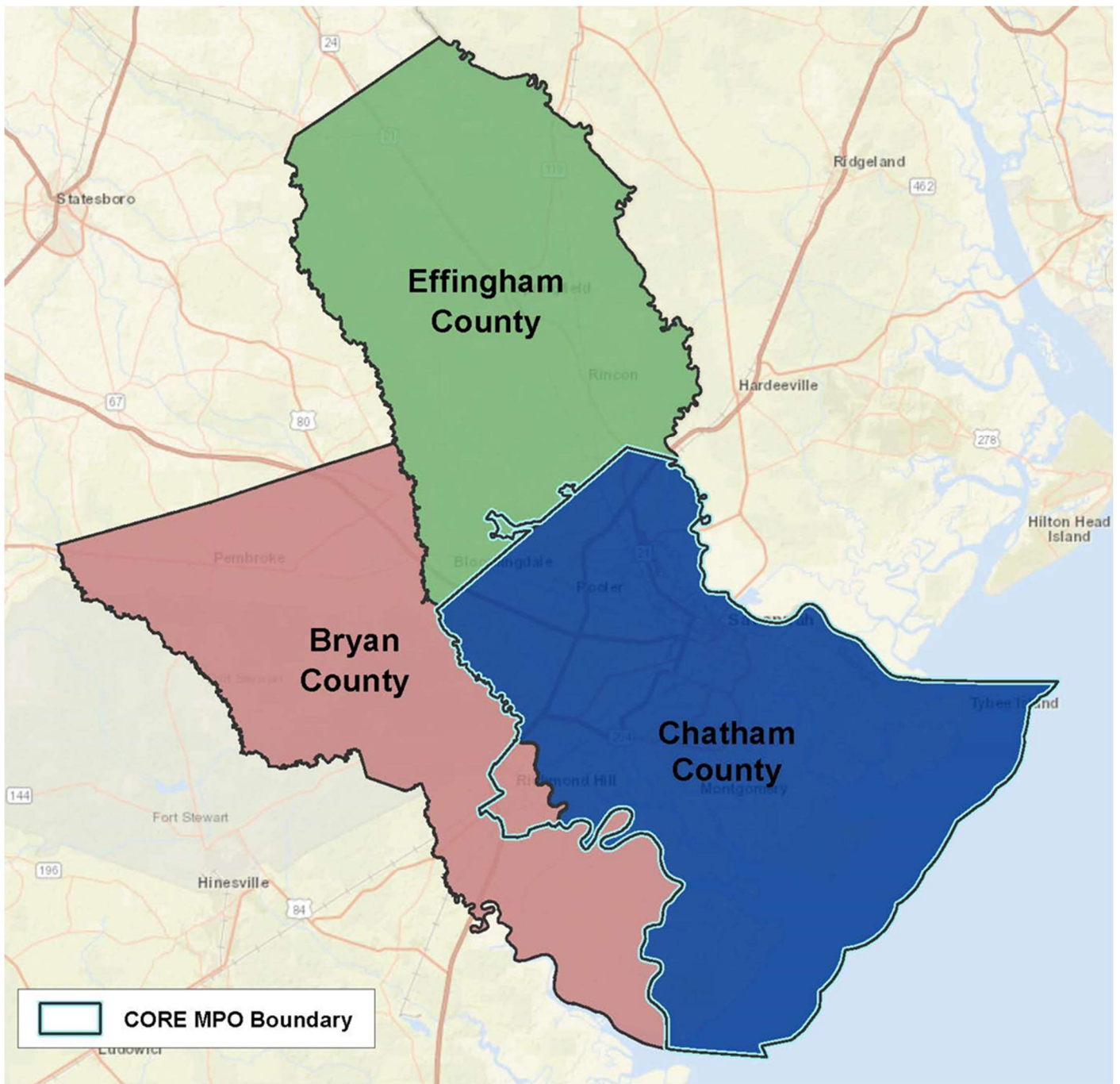


Figure 4: Current CORE MPO Metropolitan Planning Area Boundary

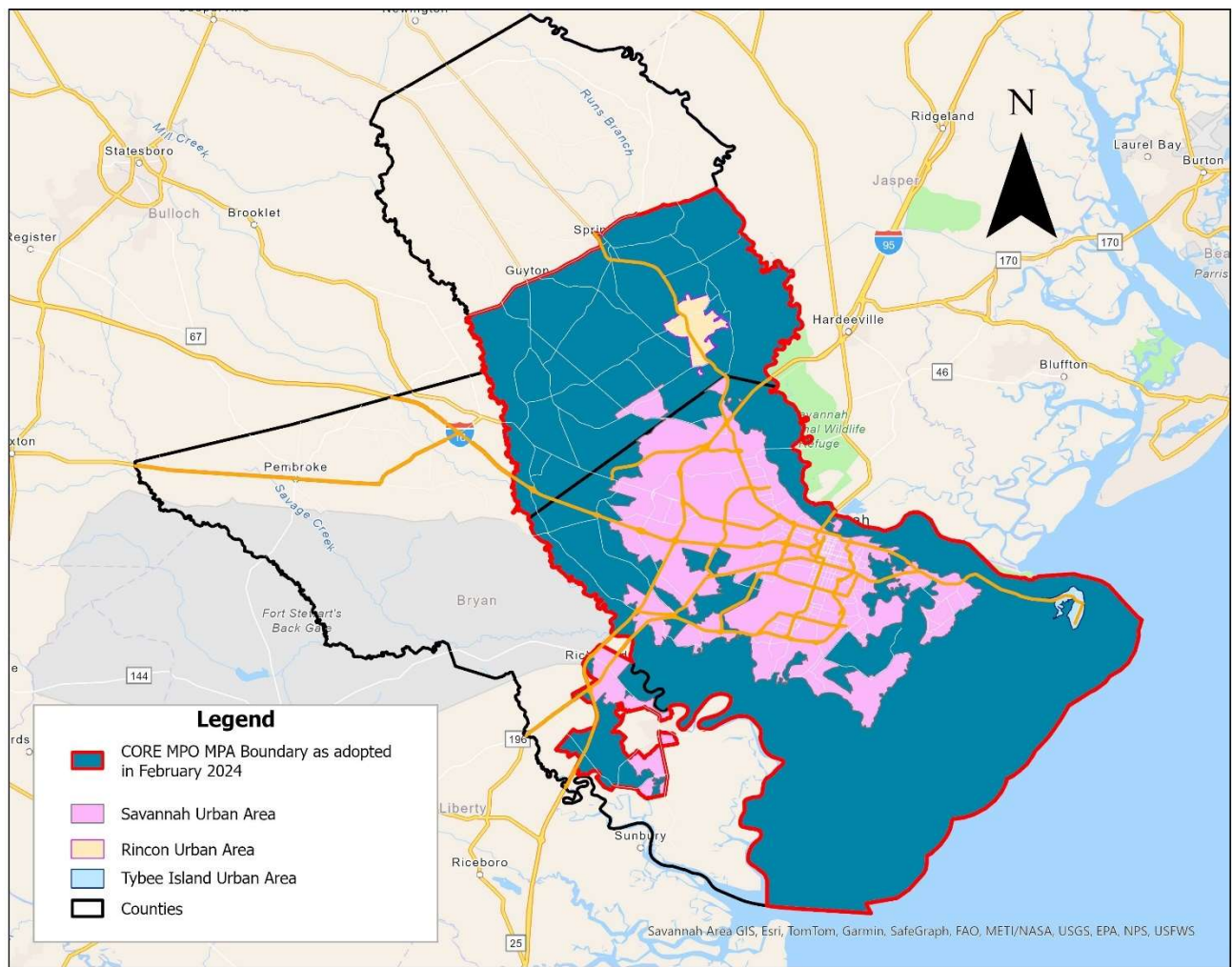


Figure 5: New CORE MPO Metropolitan Planning Area Boundary as adopted by the MPO Board in February 2024. Expected approval by FHWA, GDOT and the Governor of Georgia in Spring 2024.

UPWP DEVELOPMENT AND PARTICIPATION PROCESS

Development of the UPWP is carried out by the MPC Transportation Planning Department staff. The review and adoption process follows the CORE MPO Board and advisory committee process and includes two rounds of public meetings with opportunity for comment, and response to all comments. These public meetings coincide with the regular bi-monthly CORE MPO Board and advisory committee meetings. Prior to adoption by the CORE MPO Board, FHWA and GDOT conduct an independent thirty-day review and comment period with changes and comments submitted to Transportation Planning Department staff for execution prior to adoption by the CORE MPO Board and advisory committees, and the public for review and approval. Once the CORE MPO Board has adopted the UPWP, it is again submitted to FHWA and FTA for approval.

Participation during amendments to the UPWP follows the CORE MPO committee review process and includes one round of public meetings with opportunity for comment, and response to all comments.

The UPWP lists proposed funding sources for each project as well as the agencies that participate in these projects.

- The MPC's Transportation Planning Department staff serves as staff to CORE MPO and receives federal funding for both highway and transit planning.
- The Georgia Department of Transportation (GDOT) is an active participant in the transportation planning process and receives federal funding for planning.
- The Chatham Area Transit Authority (CAT) and the MPC, through an ongoing annual agreement, collaborate on defining transit planning projects for listing in the UPWP.
- FHWA, FTA and other local agencies in the CORE MPO MPA participate in the transportation planning process as well.

PARTICIPATION PROCESS

CORE MPO continues to emphasize participation of all interested parties. All CORE MPO Board and advisory committee meetings are open to the public, with meeting agendas and materials published in advance. In addition, all planning products are prepared with multiple opportunities for participation throughout the process. For specific details, please refer to the CORE MPO Participation Plan and the Title VI Program at <https://www.thempc.org/Core/TitleVI>. Other components of the transportation planning process which include study organization/management and responsibilities are addressed in the Memorandum of Understanding (MOU) and Bylaws. The current MOU and Bylaws were adopted in 2015 (see <https://www.thempc.org/Core/Who>). Both documents are being revised with adoption expected in Spring 2024.

MPO TRANSPORTATION PLANNING PROCESS

Section 134 of Title 23 of the Federal-Aid Highway Act and Section 5303 of the Federal Transit Act, as amended, require that urbanized areas conduct a transportation planning process to be eligible for federal funds, resulting in plans and programs consistent with the planning objectives of the metropolitan area. The Chatham County - Savannah Metropolitan Planning Commission (MPC) provides staff and administrative support to the CORE MPO planning process.

The current surface transportation law, Infrastructure Investment and Jobs Act (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)), requires that the metropolitan transportation planning process consider projects and strategies to improve the resilience and reliability of the transportation system, storm-water mitigation, and enhance travel and tourism. The law requires all MPOs to carry out a continuing, comprehensive, and cooperative (3-C) transportation planning process. This UPWP has been developed in accordance with the

federal regulations and guidelines. **Figure** illustrates the established general responsibilities of the CORE MPO within the Metropolitan Planning Area.

The following table details the timeline of activity for development of the Unified Planning Work Program and the opportunities for input. The FY 2025 UPWP development schedule is depicted but is typical.

UPWP Development Process Activity	2023					2024					
	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
CORE MPO conducts Call for Plans and Studies for 2025 UPWP.											
GDOT provides PL and Section 5303 funding information to CORE MPO for draft FY 2025 UPWP development.											
CORE MPO staff updates Transit Planning Work Tasks for 2025 UPWP as a part of Section 5303 grant application.											
CORE MPO staff develops Draft FY 2025 UPWP.											
CORE MPO Committees and Board review Draft FY 2025 UPWP and select Plans and Studies.											
CORE MPO staff incorporates the MPO Board and advisory committee comments.											
30-day FHWA, FTA and GDOT review of the Draft FY 2025 UPWP.											
CORE MPO staff addresses FHWA, FTA and GDOT comments and develops revised draft.											
CORE MPO Board and advisory committees review and adopt revised draft.											
CORE MPO staff incorporates and summarizes any final comments and finalizes the FY 2025 UPWP document.											
CORE MPO staff posts the final FY 2025 UPWP on the MPO website and transmits it to FHWA, FTA and GDOT.											
FHWA/FTA approve the Final FY 2025 UPWP.											

A shaded box indicates anticipated periods of work activity.

The 3-C Planning Process of the CORE MPO

To maintain a comprehensive, cooperative and continuing multi-agency regional transportation planning process.

Comprehensive

In that it involves detailed examination of all available surface travel modes in the metropolitan planning area.

Cooperative

In that it involves representatives of local governments, agencies, and the general public.

Continuing

In that it annually adopts an on-going planning program and budget to address changing transportation issues and problems.

To promote public participation in the transportation decision-making process through public outreach pursuant to federal and state guidelines.

To exercise leadership and initiative in planning and assisting in the development of an efficient, cost-effective, and integrated transportation system in the MPA.

Figure 6: CORE MPO 3-C planning process and responsibilities.

CORE MPO PLANNING PRIORITIES

CORE MPO is responsible for developing the 20 plus year Metropolitan Transportation Plan (MTP), also known as Long Range Transportation Plan (LRTP) and the short-range Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects, and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is a detailed capital program or a list of funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The TIP must be consistent with the MTP.

MAJOR PLANNING PRIORITIES AND FOCUS AREAS

The FY 2025 UPWP work tasks revolve around the following major planning focus areas/planning priorities.

2050 Metropolitan Transportation Plan Update and Maintenance

The 2050 MTP update is a multi-year effort.

In late FY 2021, CORE MPO staff initiated development of the full update of the 2050 MTP with a review of socio-economic data availability and needs.

In FY 2022, draft Goals and Objectives were developed to guide the development of 2050 MTP and the prioritization of transportation infrastructure. The public participation process also began in FY 2022, with preparation of a survey and hosting early public outreach meetings to discuss the community's vision for transportation and validate the proposed Goals and Objectives. In addition, validating the travel demand model network links' functional classifications and number of lanes has started.

In FY 2023 more intensive 2050 MTP update activities have been conducted, including the development of base year and horizon year socio-economic data, development of model networks one through four, branding the 2050 MTP as Moving Forward Together 2050, launching the 2050 MTP survey in four different languages (English, Spanish, Chinese and Vietnamese), launching the dedicated plan update website and social media, refining and finalizing the Goals and Objectives based on the survey results, development of the 2050 MTP Public Involvement Plan, conducting the intensive first round of public outreach and education, starting development of financial information for fiscal constraint analysis, starting updates to the project prioritization process, continuing to work with project advisory groups, and continuing intergovernmental coordination and legislative review of new requirements for an MTP based on the Infrastructure Investment and Jobs Act (IIJA) of 2021.

Following the release of Census Urban Area designations in December 2022, the CORE MPO Metropolitan Planning Area (MPA) boundary was reviewed and adjusted. The initial updated MPA boundary was adopted by the CORE MPO Board in June 2023. In January and February 2024, the MPA boundary was further adjusted with input from Bryan County. The new MPA boundary with adjustments in Bryan County was adopted by the CORE MPO Board on February 28, 2024. In association with the MPA boundary update, the MPO's MOU and Bylaws were updated. The MOU/Bylaws update started in FY 2023 and continued in FY 2024. The MPA/MOU/Bylaws update activities have impacts on the 2050 MTP update in terms of revenue projections, project selections, and public involvement process.

In FY 2024 the work activities on 2050 MTP update included conducting the 2nd round of public involvement to provide plan development status and findings from the surveys and the supporting plans, finalization of the 2050 socio-economic data development, completion of the various travel demand model runs (base year, projection year no build, E+C, STIP, 5th network, and fiscally constrained plan), completing the contributing plans and studies (Non-Motorized Transportation Plan, Congestion Management Process, Freight Transportation Plan, Urban Flooding Model Study, US 80 Corridor Study, etc.), developing the financial plan, incorporating new requirements from IIJA/BIL (resiliency consideration, affordable housing consideration, etc.), development of the draft fiscally constrained 2050 MTP, and starting the 3rd round of public involvement including conducting the public review and comment period for the draft plan.

As an air quality attainment area, the CORE MPO is required to update the MTP at least every five years. The Moving Forward Together 2050 Plan is anticipated to be adopted no later than August 7, 2024. After the plan adoption, the FY 2025 activities will focus on finalizing all chapters and appendices, developing a graphic driven Executive Summary and translating it into the required LEP languages, and making copies of the plan for distribution and web-posting.

In addition, the 2050 MTP will be maintained and amended/updated as needed in FY 2025.

FY 2024 - 2027 TIP: Maintenance and Update

The Transportation Improvement Program is a detailed list of funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The TIP allocates federal funds for use in the construction of the highest-priority projects identified in the MTP. All transportation projects must appear in an approved MTP and TIP before they receive federal funds for implementation.

In FY 2023, CORE MPO conducted Calls for Projects for Surface Transportation Block Group (STBG) funds and Transportation Alternatives (TA) funds in support of the development of the FY 2024 - 2027 TIP. CORE MPO coordinated with GDOT and the local project sponsors for revenues, project lists, funding balances, obligation status, lump sum funding updates and other related activities.

In FY 2024, the coordination activities continued, and the TIP document development was completed. After a 30-day review and comment period, the CORE MPO Board adopted the FY 2024 – 2027 TIP on November 1, 2023. Afterwards, CORE MPO maintained and updated the FY 2024 - 2027 TIP as needed.

In FY 2025, maintaining and updating the FY 2024 – 2027 TIP with a performance-based approach will continue to be a focus area. This is necessitated by the need to keep the TIP consistent with ongoing project implementation activities by GDOT and other project sponsors, and to satisfy the federal requirements for performance-based planning and programming.

Transportation Planning Department staff had utilized a web-based query and visualization tool called E-TIP in previous years. This tool allowed CORE MPO to bring the TIP into the age of technology by offering access to the TIP through web-based and mobile applications. E-TIP improves accessibility and relevance of the TIP to a broader cross section of the public. In January 2024, the Transportation Planning Department staff received notification from the vendor, AtkinsRéalis, that the company will not be continuing with the Online TIP Application Tool. The service has been cancelled. In FY 2025, staff will explore new options for online TIP application tools and would like to incorporate Call for Projects and project scoring and ranking into the new tool.

Performance Based Planning and Programming Implementation

Performance Based Planning and Programming (PBPP) refers to the application of transportation system data to inform decisions aimed at helping achieve desired outcomes in the transportation planning area. PBPP intent is to ensure that transportation investment decisions are made based on their ability to meet established goals. Implementation is done through performance management. The Moving Ahead for Progress in the 21st Century Act (MAP-21), required for the first time, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to conduct performance-based planning and performance management in statewide and metropolitan planning. The requirements are carried forward to the later transportation legislation - Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA).

The planning programs in the FY 2025 UPWP will emphasize continuation of the PBPP outlined in the federal transportation legislation. PBPP has been fully integrated into the CORE MPO's planning process and will require periodic updates, maintenance, and reporting. GDOT is the lead agency for updating highway performance targets and providing reports on them – PM1 Safety Targets are updated annually; PM2 Pavement and Bridge Condition targets are updated every 4 years; and PM3 System Performance and Freight targets are updated every 4 years. New in FY 2024, FHWA is amending its regulations on national performance management measures at 23 CFR part 490 (part 490) and establishing a method for the

measurement and reporting of GHG (Greenhouse Gas) emissions. GDOT is expected to set the initial statewide GHG performance targets in March 2024. CORE MPO has 180 days after that to adopt the GHG targets. The MPO plans to adopt the GHG targets as a part of the 2050 MTP as well as a part of the MPO's overall resiliency planning efforts. GDOT Intermodal and CAT are taking the lead in updating transit targets and providing reports on them annually. CORE MPO will coordinate with GDOT and CAT, review the updated targets for consistency, and make necessary amendments or administrative modifications to the Moving Forward Together 2050 Plan and/or FY 2024 – 2027 TIP as needed. The MPO will complete all necessary system performance reports and make them available to our planning partners.

Federal Certification Review

Every four years the FHWA and FTA conduct a review of the metropolitan transportation planning process within each TMA to certify that MPOs conduct the comprehensive, cooperative, and continuing transportation planning process in adherence with federal statutes and regulations. The CORE MPO completed its latest federal certification review in FY 2021 and received its federal certification on March 31, 2021. The final certification report can be found on the MPC website at <https://www.thempc.org/docs/lit/CoreMpo/Latest/2021/TMACertification.pdf>.

In FY 2025, CORE MPO will go through another round of federal certification review. Staff will prepare all required documents and coordinate with FHWA/FTA/GDOT to complete the review process. Afterwards, staff will continue to hold quarterly coordination meetings with FHWA/FTA/GDOT and will address any recommendations received during the certification process.

Monitoring and Implementation of the Transportation Legislation

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law – PL 117-58. The IIJA includes a five-year surface transportation bill. There are more than 100 formula and discretionary funding programs included in the bill and the federal governments are issuing guidance and Notices of Funding Opportunities on them continuously. The Transportation Planning Department staff will continue to monitor the IIJA rulemaking process in FY 2025 to ensure that the MPO's Planning Process is compliant with the latest federal transportation legislation.

FY 2025 PLANNING FACTORS, EMPHASIS AREAS AND UPWP TASKS

PLANNING FACTORS

The FY 2025 UPWP work tasks correlate directly to the federal planning factors. The Metropolitan Planning program provides funding for the integration of transportation planning processes in the MPOs into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, Section 134(h) describes Federal Planning Factors issued by Congress to emphasize the planning factors from a national perspective. The following is a summary of these planning factors and illustrates how CORE MPO incorporates them into the transportation planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

These planning factors have been incorporated into the goals of Mobility 2045 and the draft goals of Moving Forward Together 2050.

Goal – *Safety and Security*: A safe, secure, and resilient transportation system for all types of users and for freight.

Goal – *System Performance*: An efficient, reliable, multi-modal transportation system that supports economic competitiveness and enhances tourism.

Goal – *Accessibility, Mobility and Connectivity*: Access and mobility, equitably and reliably available, for people and for freight, through a range of travel options and an integrated, connected transportation system.

Goal – *Environment and Quality of Life*: A healthy, sustainable environment through the compatible integration with land use and transportation while taking into consideration the impact of transportation, including that of stormwater.

Goal – *State of Good Repair*: Maintain a state of good repair.

Goal – *Intergovernmental Coordination*: Wise use of public funds through coordination and a performance-based planning process.

Besides incorporating these planning factors into the MTP goals and objectives, CORE MPO has been working on addressing the planning factors in its various work programs, including but not limited to, coordinating with various agencies in development of the MPO's plans and programs; working with environmental groups to identify environmental concerns including storm water impacts and obtaining guidance on best practices and techniques for certain types of mitigation; identifying transportation system reliability measures in freight transportation plan and CMP update; working with the various City of Savannah departments and Bike/Pedestrian proponents to develop strategies to promote tourism and multi-modal connections; and working with various implementation agencies to program projects to maintain a state of good repair. The MPO's work to address the federal planning factors will continue in FY 2025.

PLANNING EMPHASIS AREAS

The FY 2025 UPWP work tasks also correlate directly with the federal Planning Emphasis Areas (PEAs). The latest PEAs were sent by USDOT to FHWA and FTA on December 30, 2021 and are listed below.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

Equity and Justice 40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the

reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environmental Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community’s transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

Correlation between the PEAs and the CORE MPO’s Planning Tasks

CORE MPO has been integrating the federal planning emphasis areas into various work programs and will continue this effort in FY 2025. The following table serves as a visualization tool which shows how the proposed transportation planning tasks relate to the Planning Emphasis Areas (PEAs) and underscores the strong alignment between CORE MPO’s planning activities and the federal transportation planning priorities.

Task No.	Task Description	Climate Crisis / Clean Energy / Resilient Future	Equity / Justice40	Complete Streets	Public Involvement	STRAHNET / DOD Coordination	FLMA Coordination	PEL	Data
1	Administration	X				X	X		
2	Public Involvement		X		X				
3	Data Collection and Analysis								X
4	Systems Planning / Operations	X	X	X	X	X	X	X	X
5	Transit Planning	X	X	X	X			X	X
6	Increasing Safe & Accessible Transportation Options	X	X	X	X			X	X
7	Special Studies	X	X	X	X	X	X	X	X

MAJOR PLANNING DOCUMENTS

The following table highlights the major planning documents produced through the activities of the work program. The planning documents incorporate the planning factors and the federal Planning Emphasis Areas in the CORE MPO’s transportation planning process.

Product	Update Cycle	Current Adoption/Completion Date	Next Adoption/Completion Date
Unified Planning Work Program (UPWP)	Annually	February 2023	February 2024
Metropolitan Transportation Plan (MTP)	5 Years	August 2019	August 2024
Transportation Improvement Program (TIP)	3-4 Years	November 2023	June – August 2027
Congestion Management Process (CMP)	As Needed*	March 2017	May 2024
Non-Motorized Transportation Plan	As Needed*	February 2020	Before August 2024
MPO Freight Plan	As Needed*	October 2023	2028
Limited English Proficiency (LEP) Plan	3 Years	February 2021	August 2024***
Participation Plan (PP)	5 Years	February 2021	August 2024**
Title VI Policy and Procedures	3 Years	February 2021	August 2024***

*There is no specific federally required update cycle for this planning document. CORE MPO normally adheres to a maximum five-year update cycle to maintain currency with the MTP.

**Though the Participation Plan is updated every five years, CORE MPO updates the plan as needed. The PP will be updated in conjunction with the public involvement process for the 2050 MTP update.

***The LEP and Title VI Plan will be updated in conjunction with the 2050 MTP update to ensure plan coordination.

FY 2025 UPWP TASK ORGANIZATION

The work program planning documents identified on the prior table, the Federal Planning Factors and the Planning Emphasis Areas are addressed through activities identified in the task areas listed below. All work tasks identified in this UPWP are related to the federal planning factors and performance-based planning and programming. The following tasks are the result of a consolidation of previous years’ UPWP tasks and sub-tasks. See appendix A for description of each original sub-task.

Task 1 – Administration: Facilitate timely and effective decision-making by coordinating the activities of the CORE MPO and its member jurisdictions, partners, and stakeholders. Conduct the continuing, cooperative, and comprehensive transportation planning process of the CORE MPO in a manner that ensures all transportation planning projects, activities, and documents meet Federal and State requirements.

Task 2 – Public Involvement: Facilitate the two-way exchange of information between CORE MPO and the public on transportation matters as outlined in the CORE MPO Participation Plan (PP) and Title VI Plan. Ensure public awareness of the transportation planning process and provide equitable and meaningful opportunities to participate in the transportation planning process.

Task 3 – Data Collection and Analysis: Responsible stewardship of storage, security, analysis, and distribution of transportation related data. Ensure all transportation plans, programs, and projects are based

on the most accurate information and data projections available. Ensure that land use development and travel demand impacts maintain the functional integrity of the transportation system.

Task 4 – Systems Planning and Operations: Enhance the operating efficiency of the regional transportation system and reduce congestion. Transportation systems management and operations strategies are integrated into the planning process for the purpose of improving transportation system safety, efficiency, reliability, and options. Undertake short and long-term planning processes and projects that lead to the development of the MTP, the TIP, and the UPWP. Subtasks include:

- MTP
- TIP
- CMP
- Freight
- Bike/Ped

Task 5 – Transit Planning: Includes both short- and long-range transit planning activities. Support Chatham Area Transit Authority's (CAT's) transit planning initiatives and work to incorporate priority transit projects and initiatives into the CORE MPO MTP, TIP and UPWP as appropriate.

Task 6 – Increasing Safe & Accessible Transportation Options: The funds from this program will be utilized to help develop, maintain, update and implement the CORE MPO's Non-Motorized Transportation Plan and Thoroughfare Plan.

Task 7– Special Studies: Special studies are conducted on an as-needed basis in response to the needs of the CORE MPO and its sponsoring members usually with funding awards of MPO Planning Funds by the Georgia PL Funds Review Committee or Surface Transportation Block Grant (STBG) funds. Other funding sources might include earmarks, competitive federal and state grants, and others. Until a study is funded, it is listed as an Illustrative study under this task. Some previously requested unfunded studies are listed as they are still considered needed. Once funded, the studies are moved to the Special Studies funded section.

CORE MPO WORK PROGRAM ACTIVITIES

PROJECTED KEY WORKLOAD ACTIVITIES

The table below outlines the projected UPWP workload and timeline of the CORE MPO. Appendix B shows a timeline and detailed list of milestones planned through FY 2026, and steps to be performed by MPO, MPC, and consultants as applicable.

Task/Activities	2022	2023	2024	2025	2026	2027
Annually						
Develop Unified Planning Work Program (UPWP)	X	X	X	X	X	X
Metropolitan Planning Service Contracts	X	X	X	X	X	X
Title VI Data Collection and Reporting	X	X	X	X	X	X
Update PM1 Safety Targets	X	X	X	X	X	X
Update PTASP Public Transit Agency Safety Targets	X	X	X	X	X	X
Biennial						
Update Congestion Management Process Report Card		X		X		X
Every Three Years						
Limited English Proficiency (LEP) Plan	X			X		
Title VI Policy and Procedures	X			X		
Every Four Years						
Update the Transportation Improvement Program (TIP)		X				X
Transportation Management Area Planning Certification Review				X		
System Performance Report		X			X	
Update PM2 Pavement and Bridge Condition Targets		X			X	
Update PM3 System Performance Targets		X			X	
Update PM4 TAM Plan (Transit Asset Management)		X			X	
Every Five Years						
Update Metropolitan Transportation Plan (MTP)	O	X	X	X		
Update Congestion Management Process (CMP)	O	X	X			
Update MPO Freight Plan	O	X	X			O
Update Public Participation Plan (PPP)			O	X		
Update Non-Motorized Transportation Plan	O	X	X			O
Every 10 Years						
Adjust Urban Area Boundary		O	X			
Update Bylaws, Membership and MOU		O	X			
Ad Hoc or as Needed						
Call for Projects Programming	X	X	X	X	X	X
Urban/Regional Flooding Model	O	X	X			
US 80 Corridor Study*	O	X	X			
SR 25 / US 17 Corridor Study*		O	X	X		
SR 204 Access Study*		O	X	X		
President Street Railroad Crossing Elimination Study*		O	X	X		
I-16 Exit Ramp Removal IMR*		O	X	X		
Transit Master Plan	O	X	X			

Transit Development Plan	O	X	X			
* Special Study requested by CORE MPO member jurisdictions.						
X Indicates anticipated completion of study or task.						
O indicates anticipated beginning or kickoff of a multi-year task.						

FY 2024 MAJOR ACTIVITIES AND ACCOMPLISHMENTS

The following is a list of the major activities and accomplishments for the prior years' work program (FY 2020 - 2024).

- Developed the annual Unified Planning Work Program (UPWP).
- Completed the quadrennial Federal Certification Review process for TMAs.
- Integrated Performance-Based Planning and Programming into CORE MPO planning process and planning documents.
- Maintained and amended the 2045 MTP (Mobility 2045).
- Conducted the 2050 MTP update, worked on 3 rounds of intensive public outreach, launched a survey and compiled input, refined goals and objectives, developed socio-economic data, developed networks for the travel demand model, completed the model runs, completed the financial analysis, and developed the draft document for public review and comment.
- Completed the Congestion Management Process update.
- Updated the Non-Motorized Transportation Plan and Thoroughfare Plan.
- Conducted Calls for Projects as needed in support of TIP development and amendments.
- Adopted, maintained and updated the FY 2021 – 2024 TIP.
- Adopted, maintained and updated the FY 2024 – 2027 TIP.
- Maintained and updated the CORE MPO's Title VI Plans and Participation Plan.
- Updated the CORE MPO Metropolitan Planning Area (MPA) boundary, MOU and bylaws.
- Completed the SR 21 Access Management Study.
- Completed the SR 307 Corridor Study.
- Completed the CORE MPO Regional Freight Transportation Plan update.
- Completed the Urban Flooding Model Study.
- Completed the US 80 Corridor Study.
- Coordinated with local planning partners in conducting various special transportation planning studies:
 - SR 25/US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
 - I-16 Exit Ramp Removal IMR
 - Transit Master Plan, Transit Development Plan, SMART grant funded study for microtransit implementation, Bus Stop Inventory project, and ARP and AOPP funded transit studies.

FY 2025 MAJOR ACTIVITIES AND PROJECTS

The following are a list of major projects and activities to be initiated or completed in FY 2025.

- Continue the update of the 2050 MTP as an "in house" effort. Complete the 3rd round of public involvement. Complete the 2050 MTP public review and comment period and incorporate all received comments. Adopt the 2050 MTP in August 2024. Finalize all chapters and appendices. Develop a graphic driven Executive Summary and translate it into the required LEP languages. Make copies of the 2050 MTP document for distribution and web-posting.

- Maintain and update the FY 2024 – 2027 TIP through amendments and administrative modifications. Conduct Call for Projects as needed in support of the TIP updates. Explore new options for online TIP application tools.
- Work with FHWA, FTA and GDOT to complete the federal certification review process.
- Monitor the rule-making process and implement the Infrastructure Investment and Jobs Act (IIJA).
- Coordinate with planning partners in conducting and/or completing the special transportation planning studies and make sure the recommendations feed into the current and/or future MTPs.
 - SR 25/US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
 - I-16 Exit Ramp Removal IMR
 - ARP and AOPP funded studies, and SMART grant funded study for microtransit implementation.
- Collaborate with GDOT and transit providers on Performance Management and Performance Targets. Activities can include but are not limited to:
 - Develop specific written provisions for PM1, PM2, PM3, GHG, transit safety and TAM performance measures as needed.
 - Update the System Performance Report to incorporate the performance targets.
 - Update CORE MPO's Metropolitan Planning Agreements as needed.
 - Link investment priorities to the achievement of performance targets.

FUNDING SOURCES

All work detailed in the FY 2025 Unified Planning Work Program, including CORE MPO staff time and consultant studies, is funded by one or more of the following funding sources.

Federal Highway Administration (FHWA) Formula Planning Funds (PL)

Federal planning funds can be used for up to 80% of a project, with a required 20% match typically provided by local governments.

Federal Highway Administration (FHWA) Formula Increasing Safe and Accessible Transportation Options Funds (Y410)

This is a new funding category under BIL/IIJA, as a PL set aside. These federal planning funds can be used for up to 80% of a project, with a required 20% match typically provided by local governments.

In early 2023 FHWA released an MOU for a Waiver to the local match requirement as “Providing safe streets for all users (i.e., reducing fatal and injury accidents, including bicyclists and pedestrians) is in the national interest of the Federal-aid highway program, and this non-Federal match waiver for SPR and PL funds further encourages and makes it easier for States and MPOs to advance Complete Streets activities within their transportation planning processes.”

Federal Transit Administration (FTA) Section 5303

Section 5303 funds are Federal funds designated for transit planning and research activities. Up to 80% Federal funds can be used for a project.

GDOT 5303 Match

GDOT provides half of the required 20% matching funds for the FTA Section 5303 grant.

MPO Dues

MPO member dues provide the required local match for the federal planning grants and fund costs not covered by the federal grants.

Other

Discretionary PL funds, Surface Transportation Block Group (STBG) funds, Covid Relief and Recovery Supplemental Appropriation Act (CRRSAA) funds, and earmark funds are used to conduct various special studies. Some transit funds are used to conduct transit planning studies. These funds are not used to cover MPO staff members' planning activities, but their application process normally requires MPO actions in terms of UPWP amendments, grant applications, and/or TIP amendments. The ongoing projects funded through these sources are listed in the UPWP for information only.

- CRRSAA funding was awarded to Chatham County to conduct the SR 25/US 17 Corridor Study, SR 204 Access Study and President Street Railroad Crossing Elimination Study.
- Earmark funding was awarded to the City of Savannah to conduct the I-16 Exit Ramp Removal IMR update.
- The American Rescue Plan Act (ARP) funding was used by Chatham Area Transit to conduct a route restoration study.
- The FTA's Areas of Persistent Poverty (AOPP) Program funding was used by Chatham Area Transit to conduct a study to address poverty reduction through transit improvements.

FY 2025 UPWP BUDGET SUMMARY

FY 2025 Budget as Adopted on February 28, 2024					
Task	Description	FHWA Formula PL*	MPO Dues Match	GDOT Match	Total
1	Administration	158,862.14	39,715.54	0.00	198,577.68
2	Public Involvement	31,200.00	7,800.00	0.00	39,000.00
3	Data Collection, Analysis and Forecasting	44,000.00	11,000.00	0.00	55,000.00
4	Systems Planning and Operations	210,000.00	52,500.00	0.00	262,500.00
FHWA Formula PL Planning Funds		\$444,062.14	\$111,015.54	\$0.00	\$555,077.68
*GDOT provided updated PL revenue for FY 2025 on February 1, 2024.					
Task		FTA Formula Section 5303*	MPO Dues Match	GDOT Match	Total
5	Transit Planning				
	44.21.00 Administration	65,925.00	8,240.63	8,240.63	82,406.25
	44.23.01 Long Range Planning	50,000.00	6,250.00	6,250.00	62,500.00
	44.24.00 Short Range Planning	43,000.00	5,375.00	5,375.00	53,750.00
	44.25.00 Transportation Improvement Program	30,000.00	3,750.00	3,750.00	37,500.00
FTA Formula Section 5303 Transit Planning Funds		\$188,925.00	\$23,615.63	\$23,615.63	\$236,156.25
*Amount based on Section 5303 grant application.					
Task	Description	FHWA Formula Y410*	MPO Dues Match	GDOT Match	Total
6	Increasing Safe & Accessible Transportation Options	11,386.20	0.00	0.00	11,386.20
FHWA Formula Y410 Planning Funds		\$11,386.20	\$0.00	\$0.00	\$11,386.20
*GDOT provided updated Y410 revenue for FY 2025 on February 1, 2024.					
		Federal	Local	State	Total
Total Funds to Cover MPO Staff Planning Activities		\$644,373.34	\$134,631.16	\$23,615.63	\$802,620.13

Task		FTA Discretionary Section 5303	Local Match	GDOT Match	Total
5	Transit Planning*				
	Remix Purchase	28,800.00	3,600.00	3,600.00	36,000.00
FTA Discretionary Section 5303 Transit Planning Funds		\$28,800.00	\$3,600.00	\$3,600.00	\$36,000.00
*CORE MPO requested additional funds to purchase a transit planning tool (Remix) for CAT in FY 2025.					
Task		ARP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Route Restoration and Transit Enhancement Study	550,000.00	0.00	0.00	550,000.00
American Rescue Plan Act (ARP) Funds		\$550,000.00	\$0.00	\$0.00	\$550,000.00
*CAT is conducting this study. No local match required. Study listed for information.					
Task		AOPP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Study to Address Poverty Reduction Through Transit Improvements	400,000.00	44,444.00	0.00	444,444.00
FTA Areas of Persistent Poverty (AOPP) Program Funds		\$400,000.00	\$44,444.00	\$0.00	\$444,444.00
*CAT is conducting this study and proving local match. Study listed for information.					
Task		AOPP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	CAT will use the funds to plan and prototype technology needed to explore potential zonal micro transit via EVs that can enable systems to increase connectivity in Savannah, GA.	1,201,736.00	0.00	0.00	1,201,736.00
FTA Areas of Persistent Poverty (AOPP) Program Funds		\$1,201,736.00	\$0.00	\$0.00	\$1,201,736.00
*CAT is conducting this study and proving local match. Study listed for information.					
		Federal	Local	State	Total
Total Transit Funds Listed for Information		\$2,180,536.00	\$48,044.00	\$3,600.00	\$2,232,180.00

Description		Earmark	Local Match	GDOT Match	Total
7	Special Studies*				
	I-16 Exit Ramp Removal IMR Update	720,000.00	180,000.00	0.00	900,000.00
CRRSAA Funds		\$720,000.00	\$180,000.00	\$0.00	\$900,000.00
*Earmark funds awarded to City of Savannah in FY 2023. The City will provide local match. GDOT will serve as project lead in coordination with the City. RFP process is taking place in FY 2024. Study is expected to start in FY 2024 and carried forward to FY 2025. Study listed for information.					
Description		CRRSAA Funds	Local Match	GDOT Match	Total
7	Special Studies (Continued)*				
	SR 25/US 17 Corridor Study	500,000.00	0.00	0.00	500,000.00
	SR 204 Access Study	300,000.00	0.00	0.00	300,000.00
	President Street Rail Crossing Elimination Study	300,000.00	0.00	0.00	300,000.00
CRRSAA Funds		\$1,100,000.00	\$0.00	\$0.00	\$1,100,000.00
*CRRSAA funds were authorized in FY 2023 for the three studies. Chatham County is the project manager. RFP process was completed in FY 2024. Studies kicked off in FY 2024 and will be carried forward to FY 2025. Studies are listed for information.					
		Federal	Local	State	Total
Total Highway Fund Listed for Information		\$1,820,000.00	\$180,000.00	\$0.00	\$2,000,000.00
		Federal	Local	State	Total
Total Planning Funds for CORE MPO Operations		\$644,373.34	\$134,631.16	\$23,615.63	\$802,620.13
Total Transit Funds for Transit Planning Studies and Tools (for information)		\$2,180,536.00	\$48,044.00	\$3,600.00	\$2,232,180.00
Total Highway Funds for Special Transportation Studies (for information)		\$1,820,000.00	\$180,000.00	\$0.00	\$2,000,000.00
Total All Sources of Funds		\$4,644,909.34	\$362,675.16	\$27,215.63	\$5,034,800.13

TASK 1 ADMINISTRATION

Objectives:

- Oversee and carry out the 3-C Metropolitan Transportation Planning process for the CORE MPO Metropolitan Planning Area.
- Provide administrative support for CORE MPO Board and advisory committees and for the day-to-day functions of the CORE MPO.
- Provide program coordination with FHWA, FTA, GDOT, nearby MPOs and units of government and advocacy groups in support of the 3-C process.
- Maintain professional competency in transportation planning and traffic analysis methods and procedures and enhancing the technical capacity of the planning process.
- Purchase and maintain supplies to support the transportation planning functions of the MPO.
- Administer and manage contracts, grants, invoices and reimbursements, MOU and Bylaws.
- Develop and maintain the annual Unified Planning Work Program.
- Manage the grant application and procurement process for special studies which inform the Metropolitan Transportation Planning process.

Program Support and Administration

Provide program support and administration to the CORE MPO transportation planning process.

FY 2024 Work:

- Carried out the 3-C transportation planning process for the CORE MPO Metropolitan Planning Area (MPA) in coordination with partner agencies.
- Work with interested organizations, agencies, and local/state governments to promote a cooperative and open transportation planning process.
- Conducted routine administrative tasks - maintaining and updating the MPO's contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, file archiving and organization, etc.
- Provided adequate administrative support to prepare, process and track annual and quarterly grant documentation in support of the MPO's operating budget.
- Monitored guidance and rulemakings for IIJA/BIL and incorporated implementation activities into the MPO work program as appropriate.
- Prepared for and attended transportation related meetings, as well as inter-staff and inter-agency coordination meetings.
- Coordinated with FHWA, FTA and GDOT for Performance Based Planning and Programming implementation and long- and short-range planning efforts.
- Assisted local project sponsors to conduct procurement activities for approved special studies.
- Established ad hoc committees to address emerging issues as determined by the CORE MPO Board, its standing advisory committees and/or staff.
- Prepared and provided routine administrative and transportation related materials, to include but not limited to, study emails, letters, meeting summaries, correspondence, presentations, policy recommendations, white papers, information flyers and the like.
- Conducted quarterly coordination calls with FHWA, FTA and GDOT on MPO work progress and encountered issues.
- Facilitated public comment periods for MPO planning products and studies.
- Coordinated with local, state and federal governments, modal agencies and jurisdictions to complete the updates to the CORE MPO Metropolitan Planning Area boundary, MOU and bylaws.

FY 2025 Activities:

- Carry out the 3-C transportation planning process for the CORE MPO Metropolitan Planning Area (MPA) in coordination with partner agencies.
- Work with interested organizations, agencies, and local/state governments to promote a cooperative and open transportation planning process.
- Conduct routine administrative tasks - maintaining and updating the MPO's contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, file archiving and organization, etc.
- Provide adequate administrative support to prepare, process and track annual and quarterly grant documentation in support of the MPO's operating budget.
- Monitor emerging guidance and rulemakings for IJJA/BIL and incorporate implementation activities into the MPO work program as appropriate.
- Prepare for and attend transportation related meetings, as well as inter-staff and inter-agency coordination meetings.
- Coordinate with FHWA, FTA and GDOT for Performance Based Planning and Programming implementation and long- and short-range planning efforts.
- Conduct procurement activities for newly approved special studies.
- Develop ad hoc committees to address emerging issues as determined by the CORE MPO Board, its standing advisory committees and/or staff.
- Prepare and provide routine administrative and transportation related materials, to include but not limited to, study emails, letters, meeting summaries, correspondence, presentations, policy recommendations, white papers, information flyers and the like.
- Work with FHWA, FTA and GDOT to complete the federal certification review to ensure that federal transportation investments continue to flow to the Savannah region.
- Conduct quarterly coordination calls with FHWA, FTA and GDOT to address recommendations from the certification review, to provide update on MPO's work progress, and to resolve obstacles in the transportation planning process.
- Develop a procedures and policy manual for the CORE MPO.
- Facilitate public comment periods for MPO planning products and studies.
- Maintain the updated MOU and bylaws as well as the GIS files for the updated MPA boundary.
- Conduct recruitment to ensure that the Transportation Planning Department is fully staffed.

Training and Professional Development

To enhance the technical capacity of the planning process, Transportation Planning Department staff actively participate in various organizations and attend conferences, seminars, meetings, workshops, webinars, and other training opportunities. The funding for this task is to cover all federally eligible expenses such as registration costs, travel expenses (both in-state and out-of-state travel), and staff time to participate in the training activities.

FY 2024 Work:

- CORE MPO staff attended the AMPO Annual Conference and the AMPO Planning Tools and Training Symposium. In addition, staff participated in the virtual meetings and webinars of the AMPO Policy Committee, and the AMPO Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation Working Groups.
- CORE MPO staff attended the GAMPO Conferences.
- CORE MPO staff attended the Georgia Planning Association (GPA) conference.
- CORE MPO staff attended the TRB Conference.
- CORE MPO staff participated in webinars and online trainings provided by qualified sponsors such as TRB, FHWA, FTA, GDOT, NHI, NTI and others on topics related to transportation planning, including Congestion

Management, Freight Planning, Long-Range Transportation Planning, Performance-Based Planning, Public Participation, Complete Street, and Multi-modal Planning.

FY 2025 Activities:

- Continue staff training efforts by participating and/or attending workshops, seminars, conferences, and committee meetings related to transportation planning.
- Attend the Association of Metropolitan Planning Organizations (AMPO) annual conference. Participate in the webinars and workshops hosted by the AMPO Policy Committee, working groups, and technical committees such as Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation.
- Attend the Georgia Association of Metropolitan Planning Organizations (GAMPO) annual meetings and workgroups.
- Attend the Transportation Research Board (TRB) annual meeting and webinars such as Safety Performance, Transit-Oriented Development, Transportation Impacts of Natural Disasters, and Utilizing Technology in Public Participation.
- Attend other webinars and trainings relevant to transportation planning provided by qualified sponsors such as FHWA, FTA, GDOT, NHI, and NTI on topics that include but are not limited to: Congestion Management, Transit Planning, Freight Planning, Performance-Based Planning, Performance Measurement, Public Participation, and Multi-modal Planning.
- Attend the available briefings on IIJA.
- Attend the American Planning Association (APA) annual conference.
- Attend the Georgia Chapter APA planning conferences and events.

Equipment and Supplies

The Transportation Planning Department Staff review the software and hardware needs, purchase necessary hardware equipment, and pay licenses and maintenance fees as needed. Equipment and supplies used by the Transportation Planning Department Staff include but are not limited to:

- Licenses for software such as CUBE, Synchro, TSIS, ArcGIS, MS Project, online TIP application tool and other transportation related software packages as needed.
- Adobe Creative Suite, Go-To-Meeting, Zoom, Survey Monkey, and Animaker.
- Purchases for supplies such as technical manuals, records, and computer equipment (e.g., computers, printers, peripherals, projectors, and monitors).

FY 2024 Work:

- CORE MPO staff have maintained licenses for ArcGIS, CUBE, Survey Monkey, Zoom, Go-To-Meeting, and Adobe Creative Suite.

FY 2025 Activities:

- CORE MPO staff will maintain software updates and licenses for ArcGIS, CUBE, Survey Monkey, Zoom, Go-To-Meeting, Adobe Creative Suite and others.
- CORE MPO staff will purchase updated technical manuals as needed (ITE Trip Generation, MUTCD, AASHTO Green Book, etc.).
- CORE MPO staff will maintain/update the computers and other equipment as needed to carry out the 3-C transportation planning process.

Contracts and Grants

To apply for and achieve approval of highway planning assistance grants, the Transportation Planning Department and other MPC Staff maintain records as required under Federal and State regulations for contracts administered by the MPO. Staff activities include, but are not limited to:

- o Assist in the preparation of planning services contracts.
- o Track staff time charges and direct expenses.
- o Develop progress reports and reimbursement requests.

FY 2024 Work:

- Processed reimbursement requests for FY 2023 Metropolitan Planning Services (PL) funds.
- Assisted the state in the preparation and execution of the Metropolitan Planning Services (PL) Contract and the Complete Street (Y410) Contract for FY 2024.
- Tracked staff time and expenses.
- Developed progress reports and reimbursement requests for FY 2024 PL and Y410 funds.
- Monitored the status of grant reimbursements.
- Processed the invoices for the CORE MPO Regional Freight Transportation Plan Update and the Urban Flooding Model Study.
- Assisted GDOT and the City of Pooler in processing the invoices for the US 80 Corridor Study.

FY 2025 Activities:

- Process the final reimbursement request for FY 2024 Metropolitan Planning Services (PL) funds.
- Assist in the preparation and execution of the FY 2025 FHWA PL and Y410 contracts for transportation planning services.
- Track staff time and expenses.
- Develop progress reports and reimbursement requests for FY 2025 PL and Y410 funds.
- Monitor the status of grant reimbursements.
- Assist in the preparation and execution of discretionary funding contracts for approved special studies and coordinate interlocal agreements with project sponsors.

Unified Planning Work Program

The Transportation Planning Department develops and maintains the UPWP annually. Staff activities include, but are not limited to:

- o Administrative modification, amendments, and budget adjustments to adopted UPWP as needed.
- o Identify priority transportation planning tasks.
- o Identify funding sources.
- o Coordinate input from the CORE MPO Board and advisory committees and other agencies.
- o Develop upcoming FY UPWP.

FY 2024 Work:

- Processed administrative modifications, amendments, and budget adjustments to FY 2024 UPWP.
- Issued a Call for Plans and Studies in support of the FY 2025 UPWP development.
- Developed and adopted the FY 2025 UPWP.

FY 2025 Activities:

- Maintain FY 2025 UPWP including administrative modifications and amendments.
- Coordinate UPWP amendments with local governments and agencies as well as TCC regarding Special Planning Studies.
- Issue Call for Plans and Studies to solicit proposals from member jurisdictions for planning studies if needed.

- Develop the FY 2026 UPWP.

FY 2025 Deliverables for Task 1 Administration:

Task	Expected Completion Date
Provide staff support and preparation for and attendance of meetings for CORE MPO Board and advisory committees.	As Established by Approved Schedules
Prepare proper study documentation for grant reimbursement including development of Annual and Quarterly Progress Reports.	July & Oct. 2024 Jan. & April 2025
Assist the state in the preparation of the Metropolitan Planning Services Contracts.	July-Aug. 2024 April-June 2025
Maintain the FY 2025 UPWP and prepare budget adjustments and amendments.	June 2025
Develop the FY 2026 Unified Planning Work Program.	Sept 2024 – Feb 2025

Responsible Agencies:

Organization	Activity
MPC	Administrative work to maintain the 3-C process. Administration of contracts and reimbursement requests. Lead UPWP development.
FHWA, FTA, GDOT	Webinars, conference calls, workshops, MPO meeting attendance and participation, contract preparation and reimbursement processing.
GAMPO	Semi-annual meetings, PL Funds Review meetings.
Chatham County, City of Savannah, Other MPOs, CAT, GPA, Other Governments and Agencies	MPO meeting attendance and participation; provide local sponsorship for special studies.
FHWA, FTA	Review and approve UPWP.
GDOT	Provide revenue projections for UPWP. Assist MPO in processing UPWP amendments and budget adjustments.
TRB, AMPO, GAMPO, APA, GPA, ITE	Conduct annual conferences, mid-year meetings, working group meetings, technical meetings, committee meetings, webinars, etc.
NHI, NTI, ITRE, NaCO, NADO, NARC, RDC, other training agencies	Conduct trainings, workshops, webinars, etc.

Funding:

Funding Source	Amount
FHWA Formula PL	\$158,862.14
MPO Dues Formula PL Match	\$39,715.54
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$198,577.68

Staffing:

Executive Director	Director of Transportation Administration	Principal Transportation Planner
Transportation Planner	Planner - Special Projects & Transportation	Administrative Assistant
Other MPC staff as needed		

TASK 2 PUBLIC INVOLVEMENT

Objectives:

- Provide data and analysis as well as planning and project information to local governments, agencies, the public, and CORE MPO Board and advisory committees.
- Provide continuously updated resources and information to the public about the CORE MPO and the transportation planning process.
- Raise citizens' level of understanding of the CORE MPO transportation planning process through continued education and outreach.

Community Outreach and Education

Community outreach and education involve efforts to seek out all members of the community and provide opportunities to get involved and learn about the planning efforts. This is especially true for communities most affected by transportation planning decisions and communities which may not otherwise learn about these opportunities. The CORE MPO will continue community outreach and education efforts as outlined in the Participation Plan. Staff efforts include but are not limited to:

- Utilizing resources such as the Transportation Equity and Public Involvement Advisory Committee (TEPIAC – consolidated from the previous Citizens Advisory Committee (CAC) and Advisory Committee on Accessible Transportation (ACAT)) to share opportunities for community involvement.
- Maintaining the CORE MPO website with the most updated information and announcements and applying social media efforts (when possible).
- Evaluating the measures of effectiveness on how well outreach and education efforts are increasing and encouraging public engagement.

It should be noted that the development and update of CORE MPO's plans and programs have more specific and intensive public involvement processes in addition to the efforts listed above. Those specific public involvement processes are listed under each plan/program.

FY 2024 Work:

- Hosted orientation sessions for new MPO Board and advisory committee members.
- Coordinated public participation activities for all plans and programs and advertised public comment opportunities and meeting notices.
- Evaluated participation effectiveness of the CORE MPO Board and advisory committee meetings.
- Prepared for and hosted the CAC and ACAT meetings and developed CAC and ACAT minutes and follow up materials.
- Worked with CAC and ACAT to update the MOU and bylaws for the newly consolidated TEPIAC to have more focused and effective public involvement.
- Maintained and updated the CORE MPO website and social media outlets to disseminate transportation planning information.
- Provided plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.
- Conducted public involvement at community events to educate the public on CORE MPO and MPC.

FY 2025 Activities:

- Meet with community groups and individuals to provide information on transportation plans, programs and projects and explain the organization's role in transportation planning activities.
- Maintain the CORE MPO website with updated resources and information.

- Implement the MPO social media presence based on staff recommendations approved by the CORE MPO Board; maintain and update the CORE MPO social media accounts to disseminate transportation planning information.
- Assess the CORE MPO participation process in coordination with the CORE MPO Board and advisory committees.
- Implement IJIA requirements for public involvement to engage all sectors and users of the transportation network.
- Continue to provide orientation briefings for new MPO Board and advisory committee members when appointed, and annually as a refresher.
- Continue to develop and publish newsletters and newspaper inserts to document the status of transportation planning and implementation in the CORE MPO Metropolitan Planning Area.
- Continue to provide staff support for the Transportation Equity and Public Involvement Advisory Committee.
- Continue to provide plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.

Participation Plan

A Participation Plan is developed and maintained to ensure full, fair, and meaningful participation by all communities in the transportation planning and decision-making process. The Transportation Planning Department staff develop and update the Participation Plan that describes strategies and techniques that the CORE MPO uses to inform and engage the public. The CORE MPO updates the plan at least every five years. The most recent plan update was adopted in February 2021. Staff periodically review the effectiveness of the plan and make revisions, as necessary.

FY 2024 Work:

- Evaluated the public involvement process for the 2050 MTP and other plan/program updates (Regional Freight Plan, CMP, TIP, Non-Motorized Transportation Plan, etc.) and noted effectiveness and improvement needs that will be incorporated into the Participation Plan update.
- Started the Participation Plan update to incorporate the updated CORE MPO Metropolitan Planning Area boundary, MOU and Bylaws as well as the latest public involvement efforts and practices from the 2050 MTP development and other plans/programs.

FY 2025 Activities

- Complete the updates to the Participation Plan.
- Continue to monitor and evaluate the effectiveness of the Participation Plan.

Environmental Justice/Title VI

CORE MPO is committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs. The staff's objective regarding Environmental Justice (EJ) and Title VI is to accomplish full and fair participation by underserved communities during the transportation planning process. CORE MPO develops and maintains a Title VI Plan, an EJ Plan, and a Language Assistance Plan (LAP), identifying responsibilities and activities to upholding our commitment to the policies and regulations established by federal regulation. The EJ Plan and LAP Plan were most recently updated in August 2019 and the Title VI Plan was updated in February 2021. Activities and responsibilities of staff to uphold federal regulations include but are not limited to:

- Utilize resources such as the Transportation Equity and Public Involvement Advisory Committee (TEPIAC – consolidated from the previous Citizens Advisory Committee (CAC) and Advisory Committee on Accessible Transportation (ACAT)) to share opportunities for involvement by the underserved communities.

- o Ensure that target populations receive a proportionate share of benefits of federal transportation investments.
- o Prevent disproportionate impacts to the minority and/or low-income populations in transportation services and projects.
- o Assess whether there are disproportionately high and adverse impacts on the target populations resulting from federal programs.
- o Educate and notify the public of its rights under Title VI.

FY 2024 Activities:

- Evaluated the Title VI public involvement process for the 2050 MTP and other plan/program updates (Regional Freight Plan, CMP, TIP, Non-Motorized Transportation Plan, etc.) and noted effectiveness and improvement needs that will be incorporated into the next plan update.
- Conducted equity analysis for the 2050 MTP and the Non-Motorized Transportation Plan.
- Started the Title VI Plan update to incorporate the updated CORE MPO Metropolitan Planning Area boundary, MOU and Bylaws as well as the latest Title VI (including EJ and LEP) public involvement efforts and practices from the 2050 MTP development and other plans/programs.
- Completed the annual Title VI Data Collection and Reporting for FY 2023.

FY 2025 Activities:

- Facilitate and support the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) to provide advice and recommendations regarding transportation planning for the transportation disadvantaged.
- Conduct Title VI/EJ/Anti-Poverty/Equity Planning.
- Coordinate with local EJ organizations in various programs, projects, and studies.
- Represent the CORE MPO in community meetings to explain the organization’s role in transportation planning activities.
- Complete the updates to the Title VI Plan (including the EJ Plan and LAP).
- Complete the annual Title VI Data Collection and Reporting.

FY 2025 Deliverables for Task 2 Public Involvement:

Task	Expected Completion Date
Provide staff support and preparation for and attendance of meetings of TEPIAC.	As Established by Approved Schedules
Provide annual Title VI data collection and reporting.	July 2024
Provide annual MPO 101 training	June 2025
Provide plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.	June 2025
Maintain and update the CORE MPO website and social media accounts.	June 2025 (ongoing activity)
Updated Participation Plan and Title VI Plans	August – October 2024

Responsible Agencies:

Organization	Activity
MPC	Conduct public involvement activities and Title VI/Equity planning to support the 3-C process.
FHWA, FTA, GDOT	Interpret federal and state legislation, provide guidance and trainings regarding public participation and Title VI/equity planning.

Funding:

Funding Source	Amount
FHWA Formula PL	\$31,200.00
MPO Dues Formula PL Match	\$7,800.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$39,000.00

Staffing:

Executive Director	Director of Transportation Administration	Principal Transportation Planner
Transportation Planner	Planner - Special Projects & Transportation	Administrative Assistant
Other MPC staff as needed		

TASK 3 DATA COLLECTION AND ANALYSIS

Objectives:

- Monitor land use changes, analyze transportation impacts, and identify needed improvements.
- Maintain base year and forecast year socioeconomic data at the TAZ level for use by the CORE MPO travel demand model.
- Collect non-motorized transportation data in coordination with Bike Walk Savannah and other advocacy groups.
- Utilize the travel demand model and other analytical tools to identify and evaluate alternative transportation improvements.
- Collect, analyze, and monitor transportation data for all modes of transportation as well as demographic and land use information.
- Maintain transportation related data for use in identifying new projects, informing existing projects, and in the development of miscellaneous planning projects.
- Evaluate the effectiveness of the ongoing transportation planning and programming process through performance measures.

Socio-Economic Data and Census Data

The staff of the Transportation Planning Department and other MPC departments develop socio-economic data for travel demand modelling; collect and analyze census data for revisions to the Metropolitan Planning Area and associated bylaw and MOU updates; and collect and analyze data to aid the MPO's public involvement and Title VI/Equity Planning process.

FY 2024 Work:

- Completed the 2050 forecast year socio-economic data for the travel demand model in support of the 2050 MTP update.
- Finalized the CORE MPO Metropolitan Planning Area boundary using the Census Urban Area GIS files and other supporting files.
- Collected and analyzed the decennial census data and American Community Survey (ACS) data in support of the MPO's plan and program updates.
- Used the latest census information to update GIS analysis on Title VI (identification of Title VI communities, updates to the benefits/burden analysis relative to access to essential services, transportation improvement projects and capital public transit projects, etc.) as a part of the 2050 MTP update.

FY 2025 Activities:

- Maintain and update the SE data as needed.
- Keep track of the latest Census data development for use in the MPO's transportation planning process.
- Maintain the CORE MPO digital files and website with updated data and analyses to ensure ease of use and navigation.

Transportation Surveys, Data, Models, and Analysis

The transportation planning process requires input from communities and the Transportation Planning Department staff will seek public comments on such topics as levels of service for highway and multimodal travel by use of surveys. To further support the transportation planning process and decision-making, staff will maintain current data for the travel demand model (TDM) and GIS shapefiles, provide the data set for project analysis and/or prioritization, and collect bike/ped counts.

FY 2024 Work:

- Completed the review of the 2020/2050 travel demand model for development of and improvements to the model network.
- Provided traffic model data and expertise in development reviews and special transportation studies.
- Continued to receive and analyze the responses from the 2050 MTP Update survey to collect public input for use in finalizing the 2050 MTP goals and objectives and developing project prioritization methodologies.
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Maintained and updated GIS data on existing and planned bicycle and pedestrian facilities (with support from SAGIS staff to publish GIS layer update).
- Reviewed and provided feedback on walking and bicycling activities, plans, and studies in the Savannah region.
- Completed the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure and made all data available online.

FY 2025 Activities:

- Coordinate with GDOT to prepare forecasts using the travel demand model as needed in support of special studies and development impact review.
- Coordinate with GDOT to refine the MPO travel demand model in support of performance-based planning requirements under the federal legislation.
- Develop and launch surveys as needed to support the MPO's plan and program updates.
- Continue to coordinate with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Maintain GIS data on existing and planned bicycle and pedestrian facilities.
- Use the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure to assist transportation and land use planning.

Land Use Monitoring

The Transportation Planning Department staff provide expertise to the development community and our member agencies to mitigate the impacts to the transportation network from development. This is accomplished by providing review and comments on development plans, traffic studies, and reports in support of the MTP and may also include maintenance of land use information.

FY 2024 Work:

- Reviewed site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Reviewed and provided comments on various traffic analysis studies.
- Completed the CORE MPO Regional Freight Transportation Plan which contains analysis and recommendations related to freight land use in the three-county Savannah region.
- Participated in the presentations from the Urban Planning and Design at the University of Georgia regarding the land use analysis and findings related to the Hyundai developments in the three-county Savannah region.

FY 2025 Activities:

- Request and assist with review of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Work with the City of Savannah and Chatham County to prepare traffic impact analysis reports for developments which are anticipated to generate a significant number of trips.

- Review traffic impact analysis and provide feedback on the transportation impacts of development proposals to ensure that the land use decisions of the MPC are fully integrated into the MPO’s transportation plans.
- Compile the Building Permit reports for the City of Savannah and Chatham County to keep track of the land use developments in the Savannah area and assist in the census data collection process. The Building Permit report will feed into the census housing data development which in turn is used for delineating urban areas and other socio-economic data. The census SE data is a major source to the MPO’s travel demand model development and update, as well as for such analysis as Environmental Justice and Title VI/Equity planning.
- Conduct land use monitoring and planning to provide a linkage between land use and transportation planning. Examples of activities include but are not limited to:
 - Update spatial data analysis for changes in current land use.
 - Collect building permit and Certificate of Occupancy data and allocate to SE data by TAZ.
 - Update zoning and land use GIS data collected from regional partners.
- Document transportation needs, identify appropriate mitigation, and facilitate developer participation in the costs of improvements of proposed developments.

FY 2025 Deliverables for Task 3 Data Collection and Analysis:

Task	Expected Completion Date
Develop Building Permit reports for Chatham County and the City of Savannah.	Monthly
Reports on 2020 Census data that can be utilized for the CORE MPO’s transportation planning process.	Extends Beyond FY 2025
Maintain GIS shapefiles and layers in the transportation system database.	Extends Beyond FY 2025
Collect pedestrian and bicycle counts.	Sept 2024 May 2025
Update socio-economic forecasts and trip tables.	Extends Beyond FY 2025
Application of Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure	Extends Beyond FY 2025

Responsible Agencies:

Organization	Activity
MPC	Provide support for census data collections, monitor census data availability, review and utilize collected SE data, compile building permit reports, prepare population, employment, housing and other SE data for use by MPO. Assist in TIA and DRI Review.
GDOT	Review and utilize collected SE data, coordinate SE data outside of CORE MPO MPA, and assist in analysis and data using travel demand model.
Census Bureau	Provide general SE data
City of Savannah	Site plan review
Chatham County	Site plan review
Coastal Regional Commission (CRC)	DRI Review

Funding:

Funding Source	Amount
FHWA Formula PL	\$44,000.00
MPO Dues Formula PL Match	\$11,000.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$55,000.00

Staffing:

Executive Director	Director of Transportation Administration	Principal Transportation Planner
Transportation Planner	Planner - Special Projects & Transportation	Other MPC staff as needed

TASK 4 SYSTEMS PLANNING AND OPERATIONS

Objectives:

- Maintain the CORE MPO MTP on an ongoing basis and update every five years.
- Maintain the CORE MPO TIP on an ongoing basis and update at least every four years or as required by GDOT.
- Maintain the Congestion Management Process (CMP). Assess the effectiveness of congestion mitigation strategies undertaken and update the CMP every five years which supports the maintenance of and updates to the MTP and the TIP.
- Maintain the CORE MPO Freight Plan. Track freight issues in coordination with the EDFAC Committee and update the MPO Freight Plan every five years which supports the maintenance of and updates to the MTP and the TIP.
- Maintain the CORE MPO Non-Motorized Transportation Plan and update every five years. Work collaboratively with bike and pedestrian advocacy groups through the newly established Bicycle and Pedestrian Advisory Committee (BPAC) and coordinate multimodal solutions through the MPO planning process.
- Continue to implement Performance Based Planning and Programming (PBPP) through periodic updates.

Metropolitan Transportation Plan

The Transportation Planning Department staff maintain the performance based, multimodal Metropolitan Transportation Plan (MTP) on a continuous basis. Staff update the MTP at least every five years and promote all multimodal planning practices that support the goals and objectives of the MTP.

FY 2024 Work:

- Processed 2045 MTP amendments in support of new project proposals and updates to existing projects.
- Prepared MTP appendices for Performance Based Planning.
- Worked on 2050 MTP update in house.
 - Maintained and updated the dedicated website and social media accounts for the 2050 MTP update.
 - Continued to monitor the 2050 MTP Update survey and analyze survey responses.
 - Conducted the second round of public outreach for the 2050 MTP Update to present progress and recommendations from contributing plans, and collect further input. Activities included hosting in-person/virtual public meetings, giving presentations at organization meetings, and attending community events.
 - Prepared for and conducted the third round of public outreach to present the draft 2050 MTP.
 - Completed the development of 2050 horizon year socio-economic data.
 - Completed the travel demand model network check for functional classification and number of lanes.
 - Completed the travel demand model runs.
 - Obtained revenue projections for the revised CORE MPO Metropolitan Planning Area.
 - Completed several contributing plans – Regional Freight Plan, CMP, Non-Motorized Transportation Plan, Transit Master Plan, Transit Development Plan, and US 80 Corridor Study. Developed a matrix from all of the contributing plans to compile project list for 2050 MTP consideration.
 - Worked with project advisory groups and incorporated their input.

- o Conducted intergovernmental coordination and legislative review of new requirements for an MTP based on the Infrastructure Investment and Jobs Act (IIJA) of 2021. Worked on incorporating the new requirements such as resiliency planning and affordable housing into the 2050 MTP.
- o Obtained a cost estimating tool to derive costs for new projects.
- o Researched on Consumer Price Index for determining inflation factors.
- o Reviewed and revised the project prioritization methodology.
- o Completed the fiscal constraint analysis and the financial plan development.
- o Developed Title VI/EJ/Equity analysis for the financially constrained 2050 MTP.
- o Coordinated with GDOT and FHWA on incorporating the Greenhouse Gas (GHG) performance targets into the 2050 MTP.
- o Developed the draft 2050 MTP document and started the public review and comment period.

FY 2025 Activities:

- Finalize the 2050 MTP Update.
 - o Complete the 3rd round of public involvement for the 2050 MTP Update.
 - o Continue to work with project advisory groups and conduct intergovernmental coordination.
 - o Address all comments received for the draft 2050 MTP.
 - o Adopt the 2050 MTP.
 - o Finalize all chapters and appendices for the 2050 MTP.
 - o Develop a graphic driven Executive Summary for the 2050 MTP and translate it into the required LEP languages.
 - o Make copies of the 2050 MTP document for distribution and web-posting.
- Maintain the 2050 MTP with PBPP requirements and in conformance with the federal transportation legislation.
- Process 2050 MTP amendments and addenda in concert with TIP amendments for new project proposals or updates to existing projects.

FY 2025 Deliverables for MTP:

Subtask	Expected Completion Date
Final 2050 MTP document that includes all required elements. All of the appendices for the 2050 MTP. Executive Summary of the 2050 MTP in required languages.	June 2025
2050 MTP Amendment reports and addenda.	June 2025 (As Needed)
System Performance Report for PBPP conformance.	June 2025

Transportation Improvement Program

The Transportation Planning staff maintain the four-year, performance based, multi-modal Transportation Improvement Program (TIP) and update it at least every four years. The TIP projects and strategies are consistent with and support the goals and objectives of the MTP.

FY 2024 Work:

- Developed the FY 2024 - 2027 TIP.
- Maintained and updated the FY 2024 - 2027 TIP through amendments and administrative modifications.
- Coordinated with project sponsors on implementing the TIP projects.
- Published the Annual Obligated Project List.

FY 2025 Activities:

- Maintain and update the FY 2024 - 2027 TIP through amendments and administrative modifications as needed to implement the priority projects of the CORE MPO.
- Collaborate with the Technical Coordinating Committee (TCC) to conduct Calls for Projects as needed to allocate available federal funds.
- Update the FY 2024 – 2027 TIP to conform to PBPP targets and requirements from the federal transportation legislation.
- Work with project sponsor to facilitate TIP project implementation.
- Publish the Annual Obligated Project List.
- Explore new options for an online TIP application tool to facilitate project management, information dissemination and the competitive project selection process.

FY 2025 Deliverables for TIP:

Subtask	Expected Completion Date
Calls for Projects manuals, forms, schedules and others.	As Needed
TIP Administrative Modifications and Amendments reports.	As Needed.
Updated TIP project implementation tracking table.	Bi-monthly
Findings on online TIP application tools	June 30, 2025

Congestion Management and IT Operations

The Congestion Management Process identifies strategies to alleviate current observed and future projected congestion. The Transportation Planning Department staff monitor effectiveness of congestion mitigation strategies on a continuous basis and update the CMP every five years to maintain currency with the MTP objectives.

FY 2024 Work:

- Revisited and revised the scope of work for the CMP update.
- Reviewed the previous CMP documents for the update.
- Identified the CMP network and selected corridors.
- Identified and collected data needed for the CMP update.
- Coordinated with other planning studies that address congestion – Regional Freight Transportation Plan for truck/rail congestion, US 80 Corridor Study, etc.
- Identified congestion mitigation strategies for congestion problems.

- Identified funding and project opportunities to the regions’ transportation systems management and operations.
- Completed the CMP update and incorporated the recommendations into the 2050 MTP.
- Monitored progress toward meeting congestion reduction performance targets.

FY 2025 Activities:

- Complete the CMP report card for the congestion mitigation strategies listed in the 2023-2024 CMP.
- Conduct corridor and hot spot analyses to evaluate congestion for selected analysis periods.
- Continue to monitor progress toward meeting congestion reduction performance targets.

FY 2025 Deliverables for CMP:

Subtask	Expected Completion Date
CMP report card for the strategies listed in the CMP.	June 2025
Maintenance of the completed CMP report.	June 2025

Regional Freight Transportation Plan

The Transportation Planning Department staff maintain the CORE MPO Regional Freight Transportation Plan and conduct the comprehensive update every five years to inform the MTP and TIP.

FY 2024 Work:

- Completed the comprehensive update to the CORE MPO Regional Freight Transportation Plan which was conducted by the selected consultant, Cambridge Systematics.
- Provided support to the Economic Development and Freight Advisory Committee (EDFAC) in concert with the freight plan update.
- Monitored freight and logistics developments in the Savannah region.
- Attended the Georgia Logistics Summit.
- Attended the ARC Truck Parking Roundtable sessions and FHWA Talking Freight webinars.

FY 2025 Activities

- Host EDFAC meetings as needed as new freight developments are being planned.
- Continue to monitor freight and logistics developments in the Savannah region.
- Attend freight and logistics meetings and conferences as needed to keep abreast of the latest freight development trends and practices.

FY 2025 Deliverables for Freight Planning:

Subtask	Expected Completion Date
Maintain the final CORE MPO Regional Freight Transportation Plan.	June 2025
Freight development memos, minutes and other information.	As Needed

Liveability and Transportation Alternatives

The Transportation Planning Department staff maintain and update the CORE MPO Non-Motorized Transportation Plan to reflect current priorities of MPO member governments and local advocacy groups. The

plan is updated at least every five years in concert with the MTP update or as appropriate. Staff also support and work collaboratively with bike and pedestrian advocacy groups and coordinate the multimodal solutions through the MPO planning process.

FY 2024 Work:

- Updated the Non-motorized Transportation Plan. The Non-Motorized Transportation Plan serves as a guide for bike/ped/trail projects. The comprehensive update to the Non-Motorized Transportation Plan and Thoroughfare Plan was based on the latest census and safety data, newly available bike/ped counts, as well as research findings on Complete Streets, road dieting and local Vision Zero plans. The plan recommendations were incorporated into the 2050 MTP.
- Supported and coordinated with the Savannah-Chatham Mobility Advisory Committee (MAC) in the development and implementation of bicycle, pedestrian, and trail projects.
- Continued collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies.
- Established the new CORE MPO Bicycle and Pedestrian Advisory Committee (BPAC).
- Participated in the statewide Pedestrian Task Team meetings.
- Provided recommendations for bicycle and pedestrian strategies and projects for other plans and documents.
- Assisted Bike Walk Savannah in collecting bicycle and pedestrian count data as part of the National Bicycle and Pedestrian Documentation Project.
- Coordinated with the local governments in the Safety Streets for All (SS4A) program and the Active Transportation Infrastructure Investment Program (ATIIP).

FY 2025 Activities:

- Continue to maintain, evaluate, and update the Non-Motorized Transportation Plan as needed. The Non-Motorized Transportation Plan serves as a guide for bike/ped/trail projects.
- Continue to support and coordinate with the Savannah-Chatham Mobility Advisory Committee (MAC) in the development and implementation of bicycle, pedestrian, and trail projects.
- Continue collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies.
- Provide support to the Bicycle and Pedestrian Advisory Committee (BPAC) and work with the committee to track implementation of bicycle, pedestrian, and trail projects and apply for funding for various non-motorized projects.
- Continue to participate in the statewide Pedestrian Task Team meetings and activities.
- Provide recommendation for bicycle and pedestrian strategies and projects for other plans and documents.
- Assist Bike Walk Savannah in collecting count data as part of the National Bicycle and Pedestrian Documentation Project.
- Explore performance metrics for bicycle and pedestrian facility networks.
- Process amendments and administrative modifications to the Non-Motorized Transportation Plan as new needs and improvements are identified.

FY 2025 Deliverables for Non-Motorized Planning:

Subtask	Expected Completion Date
Updated non-motorized count data as part of the National Bicycle and Pedestrian Documentation Project	September 2024, May 2025
Updated Non-Motorized Transportation Plan and Thoroughfare Plan	June 2025
Amendment reports for Non-Motorized Transportation Plan updates.	As Needed

Responsible Agencies for Task 4 System Planning and Operations:

Organization	Activity
MPC	Lead in MTP maintenance and development/update. Maintain and update TIP. Lead in CMP maintenance and update. Lead in bicycle and pedestrian planning. Manage freight plan development and maintain/update the freight plan as needed.
FHWA	Provide guidance and data.
GDOT	Provide guidance and data as well as report performance management process. Program and implement highway and bike/ped projects. Develop travel demand model networks. Assist in developing traffic projections, travel project cost estimates, revenue projections and financial analysis. Host concept meetings and PIOHs.
Local municipalities, CAT, and agencies	Assist in additional data collection. Implement highway, transit and bike/ped projects. Assist in developing project information and priorities.
Various agencies.	Consultation.

Funding:

Funding Source	Amount
FHWA Formula PL	\$210,000.00
MPO Dues Formula PL Match	\$52,500.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$262,500.00

Staffing:

Executive Director	Director of Transportation Administration	Principal Transportation Planner
Transportation Planner	Planner - Special Projects & Transportation	Administrative Assistant
Other MPC staff as needed		

TASK 5 TRANSIT PLANNING

Objectives:

- Conduct transit and paratransit planning activities in support of the CORE MPO MTP and TIP as well as Chatham Area Transit.
- Take a comprehensive approach to the integration of various modes of transportation and identify how they relate and influence each other.
- Support and identify improvements of public transit services and transportation options for disadvantaged populations.
- Provide staff support to the CORE MPO Transportation Equity and Public Involvement Advisory Committee (TEPIAC) and the Bicycle and Pedestrian Advisory Committee (BPAC).

FY 2024 Activities: CORE MPO staff worked on the following tasks in FY 2024.

- Provided general transit planning and coordination services.
- Administered CORE MPO Board and advisory committee meetings related to transit planning.
- Provided support for and hosted all MPO board and advisory committee meetings, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports. Committees staffed include the CORE MPO Board (MPO), the Technical Coordinating Committee (TCC), TCC sub-committees, the Economic Development and Freight Advisory Committee (EDFAC), the Citizens Advisory Committee (CAC)**, the Advisory Committee on Accessible Transportation (ACAT)** and the Bicycle and Pedestrian Advisory Committee (BPAC)**.
(*The CAC and ACAT were restructured and consolidated into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) in FY 2024. The Bicycle and Pedestrian Advisory Committee (BPAC) was established in FY 2024. Both advisory committees will start operation in FY 2025.)
- Completed the reapportionment process – expanded the CORE MPO Metropolitan Planning Area (MPA) boundary, updated the Memorandum of Understanding (MOU), finalized the membership dues structure, reorganized the MPO Board/advisory committee structure, and updated the Bylaws.
- Conducted other routine administrative tasks – maintaining and updating the MPO’s contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, etc.
- Worked with CAC and ACAT in restructuring and consolidating the two committees into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC), who will continue to provide advice and recommendations regarding transportation equity, Title VI, Environmental Justice and public involvement in the transportation planning process.
- Established the Bicycle and Pedestrian Advisory Committee (BPAC), who will provide advice on improving accessibility for users of non-motorized modes and on making connections between transit services and bike/pedestrian travel.
- Worked with the ACAT Committee to conduct virtual meetings which relieved the disabled members’ transportation difficulties.
- Attended the CAT Board meetings, various committee meetings and public information meetings to keep track of the region’s transit planning developments.
- Attended the GDOT Sub-recipient workshops and various training programs to keep abreast of the state requirements on transit planning.
- Attended the annual AMPO Conference and GAMPO Conference to keep track of the federal and state developments regarding transit planning.
- Participated in other trainings, workshops, conferences and webinars related to transit and paratransit planning.
- Assisted the State in the preparation of Section 5303 Transit Planning Contract for FY 2024.

- Prepared proper study documentation for FY 2023 and FY 2024 Section 5303 grant reimbursements including development of Quarterly and Annual Progress Reports.
- Processed grant application for FY 2025 Section 5303 funds via BlackCAT, including coordination with CAT on requesting discretionary Section 5303 funds for route-scheduling software.
- Processed administrative modifications and amendments as needed to the FY 2024 UPWP regarding Transit and Paratransit Planning.
- Developed the FY 2025 Unified Planning Work Program that incorporates expected transit planning tasks.
- Tracked transit funding and planning developments of CAT and GDOT.
- Coordinated with CAT and GDOT Intermodal on implementation of the federal transportation legislation through:
 - maintenance of and update to the Transit Asset Management/State of Good Repair (TAM/SGR) Plans and the Public Transportation Agency Safety Plan (PTASP);
 - setting regional transit performance management targets;
 - maintenance of and update to the Written Procedures on Performance Based Planning and Programming for the Savannah Metropolitan Area for TAM and SGR; and
 - processing of MTP and TIP amendments to incorporate TAM/SGR targets and transit safety targets.
- Provided assistance, coordination, information sharing and technical support such as mapping and analysis as needed to CAT on general planning and specific projects related to the transit system and new transit services in the Savannah area. Projects include but are not limited to:
 - Transit Development Plan;
 - Transit Master Plan;
 - Bus Stop Inventory Project;
 - Zero Emission Implementation Plan;
 - ARP Route Restoration Study;
 - AOPP funded study to address consistent poverty;
 - Public Transportation Agency Safety Plan (PTASP) and safety targets;
 - Transit Asset Management/State of Good Repair Plans and TAM/SGR targets;
 - FTA funds and flexed FHWA funds grant applications and funding tracking;
 - Analysis of and update to the current transit system operations to determine service refinements and enhance operational efficiency of the system; and
 - CAT's Triennial Review.
- Provided letters of support for CAT's grant applications and assisted CAT in accessing the awarded grant funds by processing plan and program amendments.
- Processed amendments and addenda for Mobility 2045 as a part of TIP amendments and administrative modifications.
- Worked on updating the 2050 Metropolitan Transportation Plan (MTP):
 - Monitored the survey and map survey launched in FY 2023 to continue collecting public input on various modes including highway, transit, bike and pedestrian;
 - Conducted intensive public outreach to collect input on transportation needs of all transportation system users, project prioritization methodology, and project selection through:
 - holding public meetings at various locations (including the environmental justice areas);
 - giving presentations at various councils', agencies' and neighborhoods' meetings;
 - attending pop-up events and talking with people on their transportation needs and project selection preference;
 - developing and distributing brochures and presentations;
 - updating the social media on the 2050 MTP; and
 - updating the dedicated 2050 MTP update website.
 - Completed the Socio-economic data development;

- Developed the revenue projections for the next 25 years and cost estimates, developed and refined the prioritization methodology, and developed the fiscally constrained plan;
 - Coordinated with CAT on transit plans that fed into the 2050 MTP and worked with CAT on incorporating transit priority projects recommended in transit plans and studies into the 2050 MTP; and
 - Drafted the 2050 MTP document, started the public review and comment period and addressed the comments as they came in.
- Conducted Calls for Projects as needed to award federal funds and support the TIP development and amendments.
- Worked with CAT, GDOT and other project sponsors in developing the FY 2024 – 2027 TIP and had the new TIP adopted.
- Processed amendments and administrative modifications to the FY 2024 – 2027 TIP for transit projects as needed.
- Completed the Congestion Management Process (CMP) update.
- Conducted Title VI/EJ/Anti-poverty/Equity planning:
 - Completed the Annual Title VI Questionnaire; and
 - Worked on updating the CORE MPO’s Title VI Plan, Environmental Justice Report, Language Assistance Plan, and Participation Plan to incorporate new data as well as results from the 2050 MTP Update.
- Worked on updating the Non-Motorized Transportation Plan and Thoroughfare Plan:
 - Reviewed partner agencies’ plans such as the City of Savannah’s Vision Zero Plan for consistency and coordination;
 - Conducted sidewalk inventory with a focus on sidewalk connections to transit stops;
 - Conducted walkability safety audits in various neighborhoods;
 - Reviewed existing walking audits conducted by local agencies and incorporated them into the planning process;
 - Evaluated the bikeway system and modified the network based on updated needs;
 - Reviewed data to identify origin and destination as well as high-accident areas for bicycle and pedestrian travel;
 - Reviewed and analyzed the results from the Non-Motorized Transportation Plan update survey;
 - Reviewed American Community Survey (ACS) data on the area to assess non-motorized transportation needs;
 - Reviewed design guidelines for bike lanes, crosswalks, and sidewalks;
 - Updated the trail system;
 - Conducted steering committee and stakeholder meetings as well as public involvement activities for the plan update;
 - Checked the project implementation status of the bike/ped projects in the current Non-Motorized Transportation Plan;
 - Coordinated with Bryan County and Effingham County for bike/ped projects in the expanded CORE MPO MPA boundary;
 - Incorporated new non-motorized needs and projects;
 - Updated the prioritization methodology and developed the bike/ped/trail project rankings; and
 - Drafted the final documents for adoption.

In FY 2024 CAT did the following using 5307 funds and other FTA discretionary funds.

- Maintained and updated the Transit Asset Management/ State of Good Repair (TAM/SGR) Plans and shared the TAM/SGR targets with CORE MPO.
- Maintained and updated the Public Transportation Agency Safety Plan (PTASP) and shared the safety targets with CORE MPO.

- Completed and adopted the Master Transit Plan.
- Completed and adopted the Transit Development Plan.
- Completed and adopted the Zero Emission Implementation Plan.
- Completed the Bus Stop Inventory Project.
- Conducted the ARP Route Restoration Study.
- Conducted the AOPP funded study to address consistent poverty.
- Conducted the SMART grant funded study for microtransit implementation.
- Processed grant applications to access both FTA funds and flexed FHWA funds.
- Conducted project planning in further development of specific CAT transit service projects by determining precise location, alignment, and preliminary design of improvements.
- Continued to analyze and optimize the current transit system in light of driver shortage and other transit operations, and to work on service refinements and enhance operational efficiency of the system.
- Conducted Title VI/EJ/Anti-poverty/Equity planning with involvement of traditionally underserved communities for continuous and effective public viewpoint approaches.
- Continued to coordinate with CORE MPO for transit and paratransit planning.

FY 2025 Activities: CORE MPO staff will work on the following tasks in FY 2025.

- Provide staff support for CORE MPO Board and advisory committee meetings related to transit planning tasks, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports.
- Continue to conduct administrative and program coordination activities in support of the 3-C transportation planning process.
- Work with FHWA, FTA and GDOT to complete the federal certification review to ensure CORE MPO is federally certified for another five (5) years so that the Savannah area is eligible for FTA funding.
- Attend necessary trainings on transit planning, paratransit planning, Title VI, environmental justice and equity planning that are hosted by FTA, FHWA, GDOT, NTI, NHI and other agencies in support of the 3-C metropolitan transportation planning process.
- Maintain and update the FY 2025 Unified Planning Work Program.
- Process grant application for FY 2026 Section 5303 funds.
- Develop the FY 2026 Unified Planning Work Program – identify priority transit planning work tasks in coordination with the CORE MPO Board and advisory committees, prepare descriptive narrative for each work task as well as cost estimates, develop project schedules based upon timelines for key planning deliverables, coordinate input from other agencies, and prepare the FY 2026 Unified Planning Work Program.
- Assist the state in the preparation of the Section 5303 Planning Services Contracts.
- Prepare proper study documentation for Section 5303 grant reimbursements including development of Quarterly and Annual Progress Reports.
- Conduct public outreach and education to involve the public in transit/paratransit planning to facilitate the two-way exchange of information between CORE MPO and the general public.
- Conduct Title VI/EJ/Anti-poverty/Equity planning.
 - Complete the updates to the Participation Plan and the Title VI Plans (including the Environmental Justice (EJ) Plan and the Language Assistance Plan (LAP)) and have these plans adopted by the CORE MPO Board.
 - Continue to involve traditionally underserved communities within the CORE MPO MPA in the MPO's transportation planning process as identified in the MPO Participation Plan and Title VI Plans through the use of public involvement and analytical techniques (e.g. using Geographic Information Systems (GIS) mapping to locate Title VI populations within the MPA).
 - Continue to identify potential transportation barriers and gaps to essential services and assess the benefits and burdens of existing and planned transportation system investments on the

- identified target populations.
- Undertake significant steps, through the increased involvement of TEPIAC, to publicize the efforts mentioned above and involve the public and ensure that the EJ and Title VI communities are represented as members of TEPIAC.
 - Provide staff support in the continuing functioning of TEPIAC by arranging for TEPIAC meetings and preparing and distributing meeting agendas and minutes. Make arrangements to ensure that all TEPIAC members can fully participate in the process (make meeting reminder calls, send large font minutes to visually impaired members, etc.).
 - Provide staff support in the continuing functioning of BPAC by arranging for BPAC meetings and preparing and distributing meeting agendas and minutes.
 - Continue to evaluate the MTP, TIP, and other programs and plans for Title VI compliance, and continue to pursue partnerships with service and non-profit groups that could assist the MPO to conduct equity planning and engage minority, low income and LEP persons both through TEPIAC and other forms of outreach.
 - Make arrangements for language translation services so that the major planning products are better related to the persons with Limited English Proficiency (LEP).
 - Continue to monitor the Environmental Justice and equity planning implementation and update GIS data analysis or benefits/burden analysis as needed relative to access to essential services, transportation improvement projects and capital public transit projects implemented within the MPO area.
 - Provide annual Title VI Data Collection and Reporting.
- Continue to coordinate with CAT and GDOT Intermodal on implementation of the latest transportation legislation regarding transit planning and paratransit planning.
 - Work with CAT and GDOT Intermodal to set/update regional transit performance management targets when applicable.
 - Maintain and incorporate TAM/SGR/PTASP targets in MTP and TIP.
 - Coordinate and assist CAT with technical support such as mapping, analysis, and other projects related to the transit system and new transit services in the Savannah area; activities include but are not limited to:
 - Identify and access grant funds.
 - Provide letters of support.
 - Ferry service coordination.
 - Amend multimodal and transit planning documents to implement and conform to the transportation legislation.
 - Provide general planning services and assist CAT in development of transit plans and studies.
 - Assist CAT in implementation and optimization of the transit services.
 - Conduct other short-range transit projects depending upon CAT's strategic priorities.
 - Continue to coordinate and work with CAT on defining transit and mobility priorities for the region.
 - Continue to assist CAT in efforts to track, coordinate and apply for federal funding.
 - Assist CAT to identify new sources of transit funding.
 - Assist CAT with grant opportunities through letters of support as well as plan and program amendments.
 - Assist CAT with any follow up and implementation activities of the TDP and system optimization.
 - Assist CAT and Mobility Management Board with short range transit projects as needed.
 - Continue to coordinate with CAT on Performance Based Planning and Programming regarding transit.
 - Assist CAT in efforts to coordinate with the City of Savannah to implement TSP and other ITS tools.

- Continue to assist CAT in efforts to coordinate with the Savannah Convention and Trade Center for ferry service.
- Continue to assist CAT in efforts to expand the transit service area and the implementation of park and ride lots.
- Conduct analysis in partnership with CAT using a transit data and planning tool that will allow for the development and evaluation of regional transit services using a performance-based project selection methodology.
- Continue to integrate new demographic data and population trends into all planning processes.
- Continue to coordinate with CAT staff through attendance at CAT Board meetings and regular check in and coordination meetings.
- Plan for transit – oriented development.
- Maintain and update the TIP to incorporate transit program changes.
- Complete and adopt the 2050 MTP; and maintain and update the plan as needed.
- Complete and adopt the Non-Motorized Transportation Plan; maintain and update the plan as needed and assist BPAC in planning and implementing bike/ped/trail projects.
- Apply for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program grant to write a Resilience Improvement Plan. A Resilience Improvement Plan is a voluntary, risk-based assessment of vulnerable transportation assets in immediate and long-term transportation planning that demonstrates a systemic approach to surface transportation system resilience (23 U.S.C. 176(e)).

In FY 2025 CAT plans to do the following using 5307 funds and other FTA discretionary funds.

- Plan and implement recommendations from the adopted Transit Master Plan, Transit Development Plan and Comprehensive Operations Analysis, Zero Emission Implementation Plan, the AOPP funded study and ARP funded study, and SMART grant funded study for microtransit implementation.
- Maintain and update the Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management/State of Good Repair (TAM/SGR) Plans.
- Report on the TAM/SGR and transit safety targets and coordinate with CORE MPO to incorporate the targets into the MPO's plans and programs.
- Process grant applications to access both FTA funds and flexed FHWA funds.
- Conduct Title VI/EJ/Anti-poverty/Equity planning with involvement of traditionally underserved communities for continuous and effective public viewpoint approaches.
- Continue to analyze and develop the current transit system for optimization of operations, to determine service refinements and enhance operational efficiency of the system.
- Continue to coordinate with CORE MPO for transit/paratransit planning.
- Participate in the CORE MPO Board, TCC, TEPIAC and BPAC meetings and furnish information pertaining to the implementation of CAT Transit & CAT Mobility services.
- Continue to improve bus stop amenities based on on-boarding and off-boarding ridership.

Program Support and Administration

ALI Code 44.21.00

The Transportation Department staff administer and operate the MPO transit planning process by coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, the Chatham Area Transit, and all involved stakeholders, including time and financial accounting for MPO transit planning-related activities during the fiscal year. In addition, staff provide regional coordination for transit planning and efforts to increase ridership for transit systems with continued emphasis on coordination between our transit providers.

Long-Range Transportation Planning**ALI Code 44.23.01**

The CORE MPO continues to focus on performing Transit Planning in compliance with the performance based, multimodal MTP. The Transportation Department staff perform transit planning in accordance with the latest transportation legislation and other federal regulations, the MTP and supplements.

Short-Range Transportation Planning**ALI Code 44.24.00**

The CORE MPO provides planning support to the local urbanized transit system to encourage strategic management and operations improvements and to facilitate increased access and mobility to public transportation.

Transportation Improvement Program**ALI Code 44.25.00**

The CORE MPO TIP provides a detailed list of priority funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The Transportation Department staff develop and maintain a Transportation Improvement Program (TIP) in cooperation with local and state planning partners. In addition, staff ensure that the TIP is consistent with the MTP and incorporates PBPP.

FY 2024 – FY 2025 Deliverables:

Task	Expected Completion Date
TEPIAC and BPAC meeting agendas, staff reports, recordings and minutes.	June 2025
Meeting agendas, minutes, recordings and mailings related to transit planning tasks.	June 2025
Adoption of 2050 MTP.	August 2024
Adoption of updated Non-Motorized Transportation Plan and Thoroughfare Plan.	Before August 2024
Adoption of updated Participation Plan and Title VI Plans.	August – October 2024
Process MTP and TIP amendments to incorporate TAM/SGR and safety targets.	As needed
Attend monthly CAT board meetings.	June 2025
Grant application for FY 2026 Section 5303 funds.	September – October 2024
Assist the state in the preparation of the Section 5303 Planning Services Contracts.	August 2024
Apply for Section 5303 discretionary grant funds for purchase of transit planning tool, Remix. (CAT)	September – October 2024
Annual and quarterly progress reports and reimbursement requests for Section 5303 grants.	July and October 2024, January and April 2025
FY 2026 UPWP published on CORE MPO website and in print upon request.	February – March 2025

Responsible Agencies:

Organization	Activity
MPC	Transit and paratransit planning, general coordination and administration, TEPIAC and BPAC support, grant application, contract and grant administration, UPWP development and maintenance, PBPP implementation regarding transit, public outreach and Title VI/EJ/Equity planning activities to support the 3-C transportation planning process, Transit – oriented development to link land use with transit planning.
CAT	Service refinement and expansion; TDP development and implementation; Ferries and dockside facilities; Passenger amenities; Transit Studies; Grant applications; provide staff support for TEPIAC and BPAC; coordinate with CORE MPO; and provide information on transit and paratransit services.
CAT and GDOT Intermodal	Conference calls; attending and participating at MPO meetings; Transit Asset Management/State of Good Repair/ Public Transportation Agency Safety Plans development, maintenance and update; target setting and reporting; coordination with CORE MPO on PBPP implementation.
GDOT Intermodal	Trainings; contract development and grant reimbursement processing; technical assistance.
FTA	Conference calls; attending and participating at MPO meetings; provide federal and state legislations, guidance, and trainings regarding Title VI/EJ/Equity/ transit/paratransit planning and PBPP.

FY 2025 Funding:

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303	\$188,925.00
GDOT Formula 5303 Match	\$23,615.62
MPO Dues Formula 5303 Match	\$23,615.63
FTA Discretionary Section 5303*	\$28,800.00
GDOT Discretionary 5303 Match*	\$3,600.00
CAT Discretionary 5303 Match*	\$3,600.00
TOTAL FUNDS	\$272,156.25

FY 2026 Funding:**

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303	\$188,925.00
GDOT Formula 5303 Match	\$23,615.62
MPO Dues Formula 5303 Match	\$23,615.63
FTA Discretionary Section 5303*	\$28,800.00
GDOT Discretionary 5303 Match*	\$3,600.00
CAT Discretionary 5303 Match*	\$3,600.00
TOTAL FUNDS	\$272,156.25

* Includes CORE MPO request for additional funds to purchase a transit planning tool (Remix). Projected cost is \$36,000: (80% Federal Share - \$28,800) (10% State Share – \$3,600) (10% Local Match - \$3,600).

** It is assumed that FY 2026 will remain at the same funding level.

Staffing:

Executive Director	Director of Transportation Administration	Principal Transportation Planner
Transportation Planner	Planner - Special Projects & Transportation	Administrative Assistant
Other MPC staff as needed		

TASK 6 INCREASING SAFE & ACCESSIBLE TRANSPORTATION OPTIONS (Y410)

Objectives:

- Utilize the Increasing Safe & Accessible Transportation Options funds (Y410 funds)* to help develop and implement the CORE MPO's Non-Motorized Transportation Plan and Thoroughfare Plan.

FY2024 Activities:

- Worked on updating the Non-Motorized Transportation Plan and Thoroughfare Plan.

FY2025 Activities: The activity falls under Increasing Safe & Accessible Transportation Options (Y410).

- Complete the updates to both the Thoroughfare Plan and Non-Motorized Transportation Plan with new information, such as new census data, bike and pedestrian volumes, crash data, and public outreach data.
- Continue to assess the needs and opinions of non-motorized transportation among residents in the Savannah region. Specifically, conduct outreach with those who need and depend on non-motorized transportation systems (people with disabilities, people without cars, bike riders, etc.). The updated plans will include new data on:
 - Transportation needs among those without cars;
 - Updated information on which areas need pedestrian infrastructure improvements, etc.
- Incorporate the findings from the Non-Motorized Transportation Plan and Thoroughfare Plan into other CORE MPO Plans, such as the Metropolitan Transportation Plan and the Congestion Management Process.
- Coordinate and collaborate with local jurisdictions to implement the recommendations from the Non-Motorized Transportation Plan and Thoroughfare Plan.
- Use data, research, and public outreach to develop projects that are specific to each jurisdiction within the CORE MPO metropolitan planning area.
- Research the most feasible methods to implement non-motorized infrastructure.
- Work with local jurisdictions to ensure the Non-Motorized Transportation Plan is consistent with their plans.
- Work with the Bicycle and Pedestrian Advisory Committee (BPAC) to oversee the implementation of the Non-Motorized Transportation Plan and track status of projects within the Non-Motorized Transportation Plan project list.
- Work with local jurisdictions to ensure that Non-Motorized Transportation Plan aligns with Vision Zero initiatives.

Product	Expected Completion Date
Updated Thoroughfare Plan and Non-Motorized Transportation Plan. Qualitative data on pedestrians and bicyclists that will further inform the CORE MPO and local jurisdictions on non-motorized transportation needs.	June 2025

Organization	Activity
MPC	Research, funding, and coordination with/assistance to local jurisdictions for Non-Motorized Transportation plan implementation.
Local municipalities and agencies	Work with CORE MPO to implement bike/ped/trail projects.
FTA, FHWA, GDOT	Provide guidance and funding for bike/ped/trail planning and implementation.

Funding:

Funding Source	Amount
FHWA Formula Y410	\$ 11,386.20
MPO Dues Formula Y410 Match	\$0.00
TOTAL FUNDS	\$11,386.20

Staffing:

Transportation Planner		

*Set-aside for Increasing Safe and Accessible Transportation Options

- The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]
- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]
- For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

TASK 7 SPECIAL STUDIES

Objective: Support the maintenance and updates of the MTP and TIP through detailed study of specific transportation issues or specific transportation facilities which the CORE MPO has determined require focused attention and additional resources. Only studies with funds passing through FHWA are listed here. Transit studies with funds passing through FTA are listed under Task 5.

COMPLETED STUDIES

FY 2024 Activities: In FY 2024, the following plans and studies have been completed. The information and recommendations from these plans and studies were incorporated into the 2050 MTP development.

- Regional Freight Transportation Plan – Managed by CORE MPO and funded by Discretionary PL funds.
- Urban Flooding Model Study – Managed by CORE MPO and funded by Discretionary PL funds.
- US 80 Corridor Study – Managed by the City of Pooler and funded by CRRSAA funds.

ONGOING STUDIES

FY 2025 Activities: Several studies will kick off in FY 2024 and continue in FY 2025. The Transportation Planning Department staff will coordinate with the project sponsors during the study development process. The recommendations from these studies will feed into CORE MPO's future MTP and TIP.

- SR 204 Between King George Blvd and US-17 – Managed by Chatham County and funded by CRRSAA funds.
- US 17/SR 25 Corridor Study – Managed by Chatham County and funded by CRRSAA funds.
- President Street at Truman Parkway Railroad Crossing Grade-Separation Study – Managed by Chatham County and funded by CRRSAA funds.
- I-16 Exit Ramp Removal IMR Update – Managed by GDOT/the City of Savannah and funded by federal earmark funds.

UNFUNDED STUDIES

FY 2025 Activities: Several unfunded studies are listed in this section. The Transportation Planning Department staff will work with the project sponsors to apply for funds from different sources. If grant funds are awarded, staff will amend the FY 2025 UPWP to move the unfunded studies into the funded section. Staff will then either conduct the RFP process or assist the sponsors for the RFP process, depending on project management arrangements. Some transit studies are listed because staff might apply for FHWA funds for them.

- Regional Truck Parking Study
- Resilience Improvement Plan (RIP)
- Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure Phase II
- Bicycle and Pedestrian Facility Study
- US 80 Corridor Study Phase II
- Islands Expressway Between Truman Parkway and US 80
- Transit Oriented Development Study
- Transit Stops Amenities Study
- Mobility Hub Study and Program
- Bus Rapid Transit Feasibility Study

ONGOING STUDIES

SR 204 Between King George Blvd and US-17

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the SR 204 Access Study. The funding was replaced by CRRSAA funds at the end of FY 2023 and got authorized. Chatham County conducted the consultant procurement process and selected VHB as the consultant. The study kicked off in FY 2024.

FY 2025 Activities: Conduct the SR 204 Access Study between King George Blvd and US 17.

Project Description: This is a traffic engineering study to propose concept alternatives to complete limited access through the section of SR 204 between King George Blvd and US 17. Scope includes review of previous corridor studies, traffic counts, determination and evaluation of alternatives including cost estimates, intermediate and final reports as well as several stakeholder meetings.

Product	Lead Agency/Local Sponsor	Consultants
Detailed traffic study of recommended improvements to program a project in the CORE MPO's MTP and TIP.	Chatham County	VHB

Responsible Agencies:

Organization	Activity
MPC	Project coordination.
Chatham County	Local sponsor, RFP process, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
CRRSAA (Y972) Funds	\$300,000.00
Local Match	\$0.00
TOTAL FUNDS	\$300,000.00

Proposed Schedule:

Task	Start	End	2023			2024												2025											
			Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
Notice to Proceed	8-Dec-2023	8-Dec-2023		■																									
Kick-off Meeting	14-Nov-2023	14-Nov-2023	■																										
2.1 Study - Existing Conditions	8-Dec-2023	8-Mar-2024		■																									
Count, Design Traffic, Existing Analysis	8-Dec-2023	23-Feb-2024		■																									
Existing operational and safety report	23-Feb-2024	8-Mar-2024					■																						
Design database	8-Dec-2023	19-Jan-2024		■																									
2.2 Study - Alternatives Development	15-Dec-2023	13-Dec-2024		■																									
Alternatives Identification	15-Dec-2023	23-Feb-2024		■																									
Alternatives Workshop	8-Mar-2024	8-Mar-2024					■																						
Schematic Layouts and Cost Estimates	29-Dec-2023	29-Mar-2024		■																									
Concept Layouts and Cost Estimates	27-Sep-2024	13-Dec-2024																											
2.3 Study - Alternatives Analysis	9-Mar-2024	10-Jan-2025					■																						
Schematic Level Analysis	9-Mar-2024	10-Apr-2024					■																						
Alternatives Workshop	26-Sep-2024	26-Sep-2024																											
Concept Level Analysis	27-Sep-2024	10-Jan-2025																											
2.4 Study - Public Involvement	9-Dec-2023	2-May-2025		■																									
Public Involvement Plan	9-Dec-2023	20-Jan-2024		■																									
Stakeholder meetings	22-Mar-2024	31-Oct-2024					■																						
CORE MPO TCC Meeting	15-Aug-2024	15-Aug-2024																											
Public Information Open House (PIOH) No. 1	5-Sep-2024	5-Sep-2024																											
CORE MPO TCC Meeting	20-Mar-2025	20-Mar-2025																											
Public Information Open House (PIOH) No. 2	10-Apr-2025	10-Apr-2025																											
2.5 Study - Final Recommendations	8-May-2025	27-Jun-2025																											
Alternatives Workshop	8-May-2025	15-May-2025																											
Finalize Alternatives Matrix and Operational Report	16-May-2025	27-Jun-2025																											

State Route 25 Corridor Study

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the SR 25/US 17 Corridor Study. The funding was replaced by CRRSAA funds at the end of FY 2023 and got authorized. Chatham County conducted the consultant procurement process and selected Kimley-Horn as the consultant. The study kicked off in FY 2024.

FY 2025 Activities: Conduct the SR 25/US 17 Corridor Study.

Project Description: The State Route 25 corridor is one of the main routes of access into the County from Richmond Hill, Bryan County and southwestern portions of Chatham County. This corridor is also experiencing a considerable amount of development and re-development, increasing the traffic volumes (car and truck) along the corridor.

The study will evaluate the existing and future capacity, operation, and safety conditions of the corridor from its southern terminus at the Ogeechee River northwards to its terminus at Interstate 516. Updated traffic counts and projections will be obtained throughout the corridor, as well as crash data. This data will be used to evaluate the operation and safety of the corridor with strong consideration given to access management improvements that will improve the operation and safety. The study will consider freight, commuter, local traffic and pedestrian/bicyclist travelers. The study will also account for current and future land use patterns and anticipated continued growth. The goal of the study will be to identify and prioritize short-term and long-term improvements needed for the corridor to operate at an acceptable level of service and provide prioritization of the required improvements to facilitate planning and programming of projects through the MPO MTP process. Previous studies and projects will be used to help develop baseline and existing conditions.

Product	Lead Agency/Local Sponsor	Consultants
Final, detailed corridor study that identifies and prioritizes short-term (0-5 years) and long-term (5+ years) projects that will improve the operation and safety of the corridor. The study will help justify the future programming of projects in the CORE MPO's MTP and TIP.	Chatham County	Kimley-Horn

Responsible Agencies:

Organization	Activity
MPC	Project coordination.
Chatham County	Local sponsor, RFP process, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
CRRSAA (Y972) Funds	\$500,000.00
Local Match	\$0.00
TOTAL FUNDS	\$500,000.00

Proposed Schedule:

SCHEDULE AND MILESTONES

Traffic Count Map	14-NOV-2023
PMWP	12-JAN-2024
Stakeholder Engagement Plan	08-FEB-2024
Existing Conditions Report	23-MAY-2024
Traffic Forecasting Memorandum	30-AUG-2024
Draft Alternatives Analysis	06-FEB-2025
Final Report	07-MAY-2025

President Street at Truman Parkway Railroad Crossing Grade-Separation Study

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the President Street at Truman Parkway Railroad Crossing Grade-Separation Study. The funding was replaced by CRRSAA funds at the end of FY 2023 and got authorized. Chatham County conducted the consultant procurement process and selected Atlas Technical Consultants as the consultant. The study kicked off in FY 2024.

FY 2025 Activities: Conduct the President Street at Truman Parkway Railroad Crossing Grade-Separation Study.

Project Description: This task will provide a detailed study and alternatives analysis, including cost estimates, of the existing at-grade railroad crossing and Truman Parkway/President Street interchange. The goal of the study will be to identify a preferred alternative for a grade-separated railroad crossing including the required modifications to the existing interchange.

The industries served by this shortline railroad crossing continue to grow and expand their operations and they do not have adequate room on their terminals to add additional track on their property. This combination has resulted in longer trains needing to be built and has increased the frequency of blocked traffic on President Street. As such, the study will provide for feasible alternatives and their associated costs for constructing a grade-separated crossing to eliminate the delays and improve the safety of the crossing. Complicating the existing, at-grade crossing is that it is at the intersection of two major arterial routes used for access to downtown Savannah. These are President Street/Island’s Expressway and Truman Parkway. President Street had an AADT of 29,300 in 2019 (pre-covid) and the ramps on/off Truman Parkway had an AADT of 10,720 vehicles in 2019. Elimination of the at-grade rail crossing could eliminate delays and improve safety for the average of 40,000 vehicles per day that use this area to get to and from downtown Savannah.

The study will update traffic counts, evaluate the existing operation and safety of the railroad crossing and interchange, project new traffic volumes based on growth and land use data, evaluate the crash history, develop alternatives to grade separate the railroad crossing, evaluate alternatives using traffic projections, provide cost estimates for the alternatives and provide preliminary environmental screening to facilitate development of a future concept report.

Product	Lead Agency/Local Sponsor	Consultants
Detailed traffic study of recommended improvements to program a project in the CORE MPO’s MTP and TIP.	Chatham County	Atlas Technical Consultants

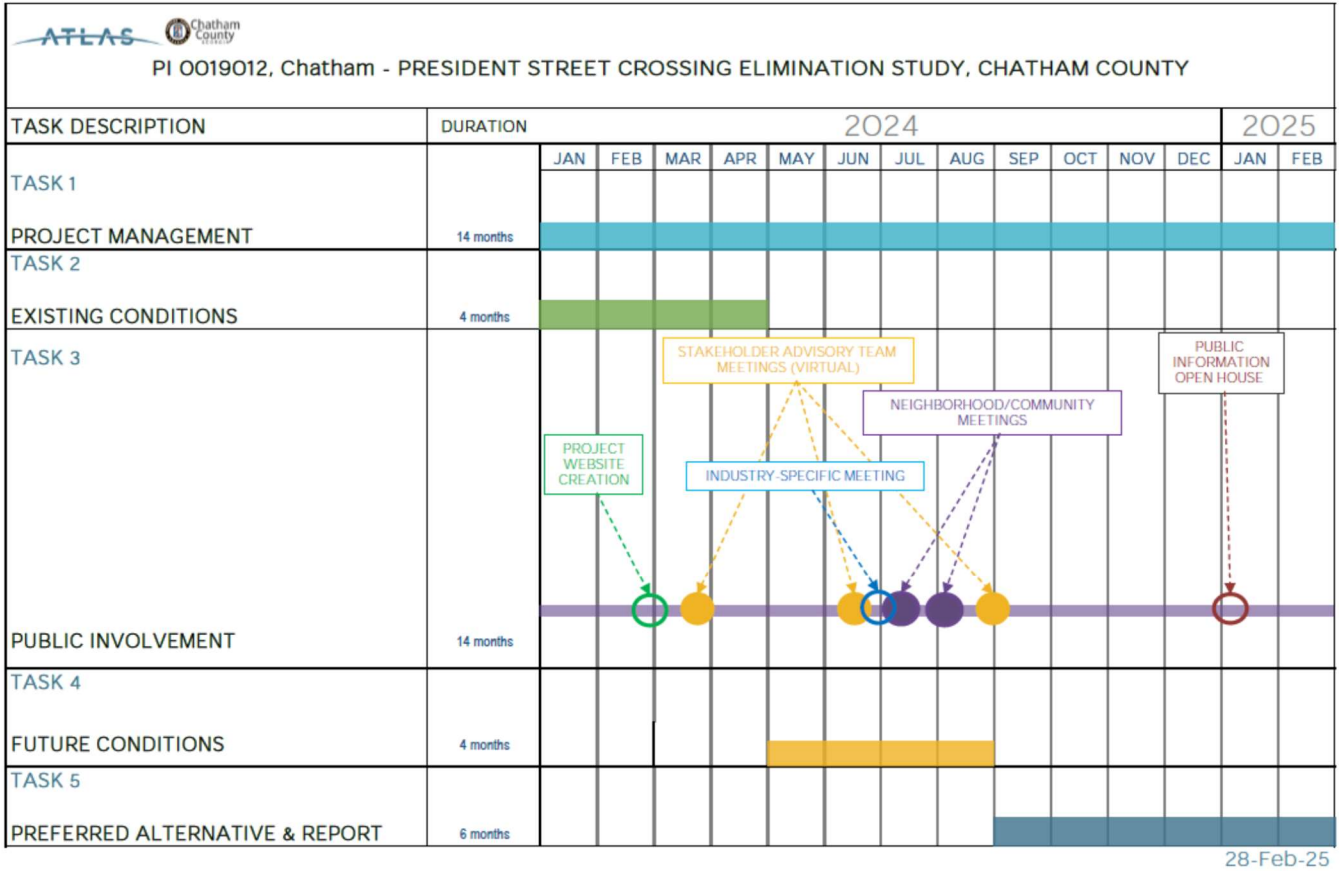
Responsible Agencies:

Organization	Activity
MPC	Project coordination.
Chatham County	Local sponsor, RPF process, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
CRRSAA (Y972) Funds	\$300,000.00
Local Match	\$0.00
TOTAL FUNDS	\$300,000.00

Proposed Schedule:



Update Interchange Modification Report (IMR) for terminus of I-16 at Martin Luther King (MLK), Jr. Boulevard and Montgomery Street

Previous Work: The CORE MPO completed the original IMR (PI #0011744) in December 2015. GDOT completed the Flyover Analysis and Concept Development Study (2008). The City of Savannah applied for and was awarded earmark funds to update the IMR in FY 2023. GDOT has signed an agreement with the City to be the lead agency to manage the IMR update. GDOT conducted consultant procurement in FY 2024. The study is expected to kick off in late FY 2024 or early FY 2025.

FY 2025 Activities: Conduct the I-16 Exit Ramp Removal IMR update.

Project Description: The I-16 terminus at Montgomery Street and associated flyover crossing over Martin Luther King, Jr. Boulevard (MLK) have been identified as a physical and psychological barrier to economic development, pedestrian connectivity, safety, and neighborhood revitalization along local streets in this area. The benefits of the I-16 ramp removal would be significant and include:

- Reclaiming eight acres of developable land, 650 linear feet fronting MLK, and 350 linear feet fronting Montgomery Street;
- Improve safety for all – drivers, pedestrians, cyclists, transit riders, and others;
- Reclaiming MLK as a major economic mixed-use corridor by reinventing it as a gateway to the City instead of as the edge of downtown;
- Establishing additional connectivity between downtown to Greater West Savannah communities, the Savannah Enmarket Arena, and the redevelopment of the civic center site;
- Creating the opportunity to make Montgomery Street a two-way street;
- Improving traffic flow and walkability with a new street grid; and
- providing civic, business, and affordable housing opportunities in the newly created publicly owned land.

The update is required to analyze the project under current and forecasted conditions.

Product	Lead Agency/Local Sponsor	Consultants
Interchange Modification Report.	GDOT/City of Savannah	TBD

Responsible Agencies:

Organization	Activity
MPC	Project coordination.
City of Savannah	Local sponsor, project coordination
GDOT	RFP process, project management, project coordination.
FHWA and Other local agencies	Project coordination

Funding:

Funding Source	Amount
Earmark Funds	\$720,000.00
Local Match	\$180,000.00
TOTAL FUNDS	\$900,000.00

UNFUNDED STUDIES

Regional Truck Parking Study

Previous Work: CORE MPO completed the Regional Freight Transportation Plan in FY 2024. One of the recommendations is to conduct a Regional Truck Parking Study.

FY 2025 Activities: Apply for discretionary PL funds for the study. If funds are awarded, CORE MPO will conduct the RFP process to procure consultant services.

Project Description: Currently the three-county CORE MPO region has 22 truck parking facilities - 4 public and 18 commercial – that provide 1,163 truck parking spaces. Truck parking capacity appears to satisfy current demand, but capacity is becoming constrained. An analysis of truck trip trajectory data suggested that during peak periods, about 75 percent of the region's truck parking spaces are occupied. In addition, some stakeholders observed that the region generally lacks truck parking given the level of trucking activity and provided examples of unauthorized truck parking occurring in industrial parks and on roadway shoulders. Given the region's projected growth in freight activity and planned capacity expansions at the Port of Savannah, the region's existing truck parking needs will worsen over time. Thus, the Regional Freight Transportation Plan recommended the following to increase access to safe truck parking.

- **Regional Truck Parking Demand Estimation Study.** Conduct a study to estimate the truck parking demand generated by new commercial and industrial developments. The FHWA Truck Parking Demand Estimation Tool may serve as the starting point.
- **Incorporate Truck Parking into Traffic Impact Assessments.** Local governments within the CORE MPO region generally require traffic impact assessments for new developments. However, these processes do not always consider the specific transportation and truck parking needs generated by freight activity. Traffic impact assessment processes should be revised to include anticipated truck volumes at a site, the impacts of staging near the site, and the potential for truck parking demand generated farther from the site. The truck parking demand estimates generated from the revised traffic impact assessments can then be used to evaluate parking requirements for new freight-generating developments.
- **Revise Planning Ordinances and Policies to include Truck Parking.** Several local governments in the region have regulations that generally prohibit truck parking in right-of-way and in certain areas (e.g., residential zones). Additionally, local ordinances routinely set employee and customer parking requirements for developments but do not include requirements for on-site truck parking and staging areas. Local governments throughout the region should revise planning ordinances to include on-site truck parking minimums.
- **Incorporate Zero Emissions Fueling and Other Green Infrastructure into Truck Parking Facilities.** Though the technology to support heavy duty electric vehicles is not as advanced as other transportation sectors, the electrification of drayage vehicles which serve ports and intermodal terminals appears to have early traction. As a result, the CORE MPO region is an ideal candidate for alternative fuel charging given the presence of the Port of Savannah. The Bipartisan Infrastructure Law (BIL) provides funding to private industry, administered by the State, to deploy EV charging and hydrogen/propane/natural gas fueling infrastructure along designated AFCs. The CORE MPO, GDOT, and the Georgia Ports Authority (GPA) should consider partnering to submit a Charging and Fueling Infrastructure grant application to fund the development of a truck parking facility that offers alternative fuel charging.

The proposed Regional Truck Parking Study will follow up with these study areas in more detail.

Product	Lead Agency/Local Sponsor	Consultants Needed
Regional Truck Parking Study	CORE MPO	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
GDOT and FHWA	Project coordination.
Local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$160,000.00
Discretionary PL Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

Resilience Improvement Plan (RIP)

Previous Work: The Coastal Region Metropolitan Planning Organization (CORE MPO) will complete a resilience chapter for the 2050 long-range Metropolitan Transportation Plan. This will include a vulnerability assessment and results of the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure Study.

FY 2025 Activities: CORE MPO staff will apply for PROTECT Grant funds to complete the RIP. The Federal share of an eligible planning activity for PROTECT Discretionary Grant Program Planning Grants is 100 percent. Staff will also apply for discretionary PL funds for the RIP development if PROTECT funds are not available. If funds are awarded, CORE MPO will conduct the RFP process to procure consultant services.

Project Description: The Resilience Improvement Plan (RIP) is requested by CORE MPO and will include immediate and long-range planning activities and investments to increase resilience within the MPO boundary. The Federal Highway Administration (FHWA) defines a RIP as “a voluntary, risk-based assessment of vulnerable transportation assets in immediate and long-term transportation planning that demonstrates a systemic approach to surface transportation system resilience (23 U.S.C. 176(e)). A Resilience Improvement Plan can reduce Non-Federal match by up to 10% for both Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transporting (PROTECT) Formula and Discretionary Grant projects (23 U.S.C. 176(e)(1)(B)).” The PROTECT Program was established under the Bipartisan Infrastructure Law, Section 11405; 23 U.S.C. 176.

Product	Lead Agency/Local Sponsor	Consultants Needed
Resilience Improvement Plan	CORE MPO	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
PROTECT Discretionary Funds or FHWA Discretionary PL Funds	\$150,000.00/\$120,000.00
Discretionary PL Match	\$0.00/\$30,000.00
TOTAL FUNDS	\$150,000.00

Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure Phase II

Previous Work: In FY 2022 CORE MPO applied for and got awarded discretionary PL funds for the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure study within the current MPO boundary. CORE MPO/MPC completed the procurement process and MPC contracted with the consultant team, the University of Georgia, to conduct the Urban Flooding Model Study. The multi-year effort of study development began in August 2022 and concluded in October 2023. The study resulted in the following deliverables:

- Storm Water Management Model (SWMM) to examine flood depths at stormwater drainage points for various combinations of rainfall, tides, and SLR.
- Hydrographs (ASCII/CSV file format) at select locations within the stormwater infrastructure.
- Vulnerability Assessment Application: An online ESRI Dashboard that integrates flood modeling, roadway vulnerability, and other GIS layers.
- Compilation of funding opportunities for the CORE MPO planning area that can support enhancements to the local transportation network, particularly using natural and nature-based infrastructure features.
- Final report with the study results and description of tools and data produced.

FY 2025 Activities: CORE MPO staff will apply for discretionary PL funds for Phase II of the study for the expanded areas in Byran County and Effingham County. If funds are awarded, CORE MPO will conduct the RFP process to procure consultant services.

Project Description: Changes in climate are producing extreme weather events that are increasing in frequency. Events such as sea level rise and climate change present major threats for coastal community's road networks, rail, canals, greenways, and other infrastructure in the CORE MPO planning area. CORE MPO proposes to continue building a framework to inform the Metropolitan Transportation Plan (MTP) and other planning processes that will include the new portion of the MPO boundary. This framework would ensure the MTP's goal of enhancing the resiliency and security of the transportation system by encompassing considerations to prioritization, land use, environmental, economic, community livability, and equitable improvements to disadvantaged communities.

The study will expand out to the new areas in the CORE MPO Metropolitan Planning Area boundary for Bryan County and Effingham County. The SWMM, hydrographs, and online interactive dashboard tool will be used to help with targeting and prioritizing changes to the transportation infrastructure. This can include adaptation of infrastructure such as adding culverts, pedestrian trails, moving or raising roads, rail, etc., thus informing the MTP and promoting economic vitality and freight movement, reliability, and resiliency.

As a planning document, the MTP must address resiliency—whether as a standalone goal or intertwined with other goals and objectives. The urban flooding dynamic modeling tools will help achieve the goals and objectives on resiliency outlined in the MTP, guide recommendations and strategies within the Vision (Needs) Plan and serve as an aid to prioritizing recommendations of the MPO Freight Plan and Non-Motorized Transportation Plan into the Financially Constrained Plan which sets the stage for project development and subsequent land use planning.

The Vulnerability Assessment Application tool can be further utilized in development review processes for agencies in the CORE MPO planning area/region and the list of funding opportunities will help identify strategies and cost requirements for mitigating surface runoff from proposed infrastructure and new development, thus benefiting the multi-modal transportation network by avoiding negative impacts of flooding such as increased congestion, road closures, loss of emergency access, delays to freight and goods movement, etc. Creating infrastructure that provides diverse transportation options ensures accessibility, provides system redundancy, promotes economic vitality and freight movement, supports evacuation needs, and addresses social equity.

Product	Lead Agency/Local Sponsor	Consultants Needed
Urban Flooding Optimization Model on Infrastructure Phase II, Report	CORE MPO	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
FHWA Discretionary PL	\$120,000.00
Discretionary PL Match	\$30,000.00
TOTAL FUNDS	\$150,000.00

Bicycle and Pedestrian Facility Study

Previous Work: The Coastal Region Metropolitan Planning Organization (CORE MPO) has previously collected data regarding the location of bicycle and pedestrian facilities through updating the Non-Motorized Transportation Plan. Individual municipalities have also provided updates on projects utilizing MPO-directed funds.

Project Description: Walking and biking provide affordable, basic transportation, and are healthier and more environmentally friendly modes of mobility than motorized transport. Both modes of transportation can be extended through the use of an active and robust public transportation system. Pedestrian and bicycle facilities that improve walkability, including safety, comfort and accessibility, are a crucial step in creating sustainable and equitable transportation systems.

Consistently, surveys reveal the public's desire for more bike lanes, trails, and continuous sidewalks. The Savannah region also enjoys beautiful weather, which is conducive to non-vehicular travel but not always possible due to accessibility and safety issues.

The current Non-Motorized Transportation Plan guides local governments in the development of Capital Improvement Programs and guides organizations applying for grants in the future. While CORE MPO has previously collected data regarding the location of bicycle and pedestrian facilities, no effort has been made to collect data regarding the condition of those facilities. In many locations, bike lanes or sidewalks have not had the ongoing maintenance necessary to create safe facilities.

The actual travel patterns of pedestrians and bicyclists are directly influenced by their perception of the surrounding environment. An uncomfortable or threatening condition such as a dangerous intersection will cause people walking and biking to alter their route, choose a different travel mode, or not make the trip at all if they have a choice. Too many people are killed and seriously injured on our streets every year, and conditions and facilities are frequently dangerous and unpleasant, especially for vulnerable populations and underserved communities.

This study, requested by the Coastal Region Metropolitan Planning Organization, will identify the location and condition of bicycle and pedestrian facilities, including intersections, across the CORE MPO's Metropolitan Planning Area boundary, current network connectivity and opportunities for improvement, potential economic development impact and provide a crash analysis overlay to direct needed safety improvements. This study will also produce a toolkit or process to provide continuous updates to this study, reducing the need for staff time for both the CORE MPO and member agencies to duplicate data collection efforts.

This document will then be used to direct the efforts of the Non-Motorized Transportation Plan and partner agencies, prioritizing areas for project development and connectivity, with an overall emphasis on road safety. Creating infrastructure that provides diverse transportation options ensures accessibility, provides system redundancy, promotes economic vitality and freight movement, supports evacuation needs, and addresses social equity.

Product	Lead Agency/Local Sponsor	Consultants
Study of bicycle and pedestrian facilities, network connectivity, economic development impact and crash analysis.	CORE MPO	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$120,000.00
Discretionary PL Match	\$30,000.00
TOTAL FUNDS	\$150,000.00

SR 26/US 80 Scoping Study

Previous Work: In FY 2022, the CORE MPO awarded CRRSAA funds to the City of Pooler for the SR 26/US 80 Corridor Study through the Call for Projects process. Pooler completed the procurement process and contracted with the consultant team, Kimley-Horn, to conduct the study. The multi-year effort of study development was kicked off in July 2022. The FY 2023 work included establishment of a steering committee, development of a Project Management Plan, data collection, completing an Existing Conditions Report and Traffic Forecasting, and conducting Alternatives Analysis.

In FY 2024, CORE MPO expanded its Metropolitan Planning Area (MPA) boundary to South Effingham County.

Proposed 2025 Activities: Extend the SR 26/US 80 Corridor Study (PI 0018344, Chatham County) through Effingham County and approximately 6.5 miles to the Bryan-Effingham County line and incorporate study recommendations into the 2050 MTP and TIP.

Project Description: This study, requested by Effingham County, will determine the traffic volumes and identify needed operational and capacity improvements along SR 26/US 80 from the Ogeechee River at the Bryan-Effingham County line to the Effingham-Chatham County Line. The study limits are within the CORE MPO Metropolitan Planning Area.

Effingham County and the surrounding region have seen tremendous growth over the last decade including residential growth, industrial development, and freight handling commerce. Much of this growth relies on the SR 26/US 80 corridor with access to the Hyundai Metaplant, I-16, and the Port of Savannah. The study is necessary to evaluate the existing and future capacity and safety conditions of the corridor. The project will require the collection of traffic data and projections based on current land use to determine if the corridor will require congestion improvements in the short term. The project will also require the collection of crash data and will include an analysis of this data to recommend safety improvements. The project will consider all forms of transportation including freight and pedestrian/bicycle movements.

This project will help Effingham County to establish goals for the corridor and assist with planning short term local projects and long-term projects through the CORE MPO. This project will complement the CORE MPO on SR 307/Dean Forest Road.

Product	Lead Agency/Local Sponsor	Consultants
Establish goals for corridor, program of short- and long-term improvements. Study Report.	Effingham County/MPC	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement, project management.
Effingham County	Local sponsor and project management.
GDOT and FHWA	Project coordination
Other local agencies	Consultation and coordination

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$185,000.00
Discretionary PL Match	\$37,000.00
TOTAL FUNDS	\$222,000.00

Islands Expressway Between Truman Parkway and US 80

Project Description: This study is safety and operational review of the corridor of Islands Expressway between Truman Parkway and US 80. Scope would include traffic counts and traffic study, review of crash data, potential for a bike lane, report with recommendations for operational and safety improvements.

Product	Lead Agency/Local Sponsor	Consultants Needed
Detailed traffic study of recommended improvements to program a project in the CORE MPO's 2050 MTP and TIP.	Chatham County	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
Chatham County	Local sponsor.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$80,000.00
Discretionary PL Match	\$20,000.00
TOTAL FUNDS	\$100,000.00

Transit Oriented Development Study

The TOD Planning Study helps support CAT's mission of providing quality public transportation services in a professional and responsive manner. Comprehensive planning funded through this grant will examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, and identify infrastructure needs.

The TOD planning study will include development of existing conditions, layout of potential future transit services, layout of potential future bicycle and pedestrian infrastructure, internal project area circulation, evaluation of constraints, development of land use scenarios, and selection of a preferred design alternative. Once a preferred alternative has been identified, CAT will determine capital improvements needed, develop a financial plan, and identify recommended land use changes. Public participation, stakeholder input, and community feedback will be solicited throughout the planning process.

Approximate Cost: \$125,000

Duration: 9 months- 12 months

Transit Stops Amenities Study

Building off other studies such as the Master Transit Plan, TDP/COA, and bus stop inventory, Chatham Area Transit is proposing a Transit Stop Amenities study to develop a comprehensive implementation plan for transit stop improvements. The intent is to facilitate a program for the proper siting, design, installation, and maintenance of existing and proposed bus stops throughout Chatham County and within CAT service area.

Project requests include:

- Conducting multiple outreach efforts for public engagement during the study.
- Developing implementation plan for improvements to existing transit stops based on design guidelines. Possible improvements include seating options (incl. accommodation for people with disabilities), clear signage (incl. schedules, route information, and maps), trash receptacles, lighting, etc.
- Creating standard conceptual engineering designs for different transit stop types, including for microtransit transfer points, based on location and volume.
- Identifying gaps in “last-mile” connectivity between transit stops and employment and other activity centers.
- Proposing an implementation plan and schedule based on study outcomes.

Approximate Cost: \$75,000.00

Duration: 9 months- 12 months

Mobility Hub Study and Program

The goal of the Mobility Hub Study and Program is to identify current and projected mobility needs and create a clear framework for prioritizing and implementing multi-modal mobility improvements in Chatham County. Ideally, these mobility hubs will act as focal points in the transportation network that seamlessly integrate different modes of transportation, multi-modal supportive infrastructure, and context-sensitive design to create active, easy to use facilities that maximize first mile/last mile connectivity. This project will build upon the previous planning efforts and coordinate with the current planning efforts, including the [Park and Ride Lot Study, Non-Motorized Transportation Plan Update and 2050 MTP Update](#).

Approximate Cost - \$75,000

Duration – 9 months -12 months

Bus Rapid Transit Feasibility Study

The objective of the BRT Feasibility Study is to investigate, analyze, and determine the feasibility of implementing Bus Rapid Transit in Chatham County. This system planning process will include a comprehensive overview of the existing transportation system, existing and future land use patterns, travel demand patterns, and roadway congestion issues. This study will begin with pre-selected potential rapid transit corridors in Chatham County (City of Savannah, Garden City, Pooler). These potential corridors will then be narrowed down to the most promising for rapid transit service. System characteristics will be evaluated in conjunction with bicycle and pedestrian improvements. This study will evaluate corridors identified in previous MPO planning studies and will prioritize BRT projects based on analysis of ridership demands, transit operational needs, corridor feasibility, cost and benefit considerations.

Bus rapid transit (BRT) service is high-frequency bus service that emulates rail transit, and provides fast and reliable service on a dedicated route. For the purpose of the study, BRT service will be consistent with the Federal Transit Administration (FTA) definition to ensure eligibility for future grant opportunities.

Approximate Cost: \$200,000

Duration: 12 months- 18 months

APPENDIX A: COMPLETE LIST OF SUBTASKS IN FY 2021 AND PRIOR UPWPS

COMPLETE LIST OF SUBTASKS IN FY 2021 AND PRIOR UPWPS (BEFORE CONSOLIDATION)

TASK # 1 Administration

- Sub-element 1.1 Program Coordination
- Sub-element 1.2 Operations and Administration
- Sub-element 1.3 Training and Professional Development
- Sub-element 1.4 Equipment and Supplies
- Sub-element 1.5 Contracts and Grants
- Sub-element 1.6 Unified Planning Work Program

TASK # 2 Public Involvement

- Sub-element 2.1 Community Outreach and Education

TASK # 3 Data Collection

- Sub-element 3.1 Socio-Economic Data
- Sub-element 3.2 Traffic Impact Analysis/Land Use Monitoring

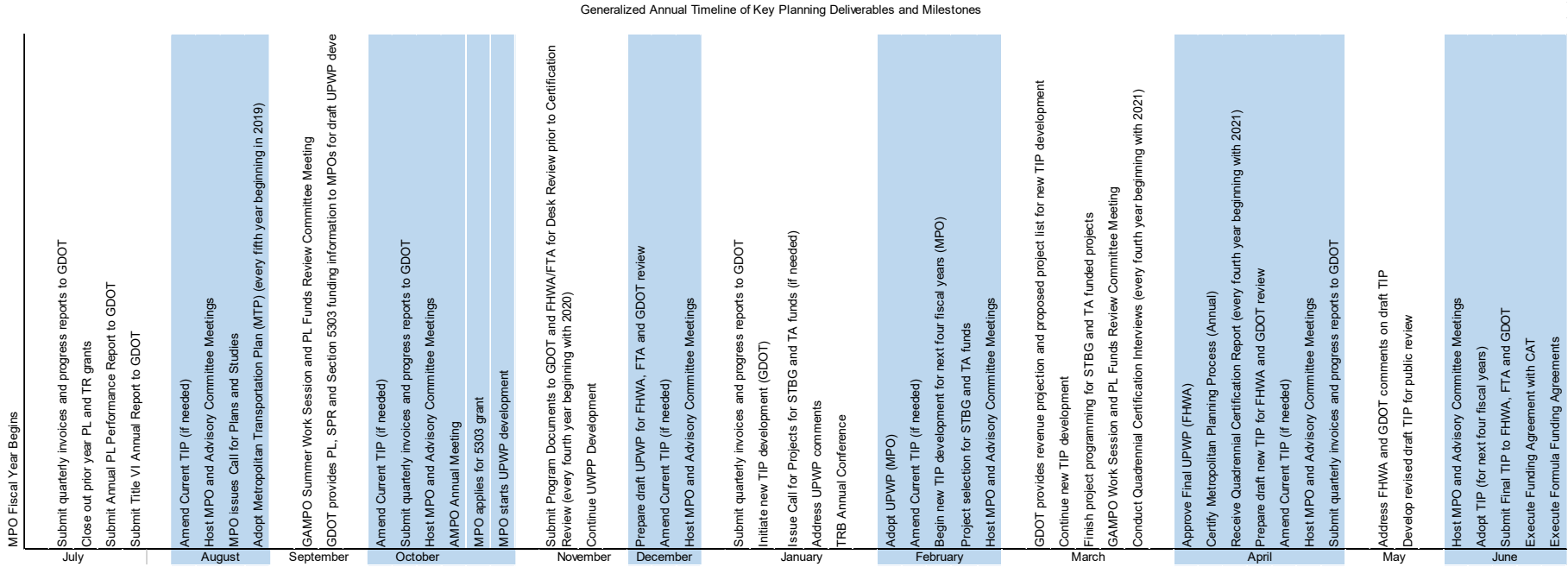
TASK # 4 Systems Planning

- Sub-element 4.1 Congestion Management Process Update
- Sub-element 4.2 Transit / Paratransit Planning ALI 44.24.00
- Sub-element 4.5 Bicycle and Pedestrian Planning
- Sub-element 4.6 Model Development and Applications
- Sub-element 4.10 Freight Planning
- Sub-element 4.11 Long Range Transportation Plan ALI 44.23.01
- Sub-element 4.12 Transportation Improvement Program ALI 44.25.00
- Sub-element 4.13 Strategic Transportation Studies

2022 - 2025 TASKS (AFTER CONSOLIDATION)

1. Administration
2. Public Involvement
3. Data Collection, Analysis and Forecasting
4. Systems Planning and Operations
5. Transit Planning
6. Increasing Safe & Accessible Transportation Options (Y410) (Task 7 in FY 2023 UPWP)
7. Special Studies (Task 6 in FY 2022 and FY 2023 UPWPs)

APPENDIX B: TIMELINES FOR PLANNING PROJECTS DELIVERABLES



Shading indicates months when the CORE MPO Board meets.
 Schedule information is an estimate only and may vary depending upon availability of necessary project and financial data, or other factors.

APPENDIX C: COMMENTS AND RESPONSES DURING THE DEVELOPMENT OF THE FY 2025 UPWP

Document Title:	FY2025 CORE MPO UPWP		Project Number:	Savannah	
Document Date:	Draft		Comment Date:	January 2024	
FHWA Comments					
Comment #	PDF Page	Section	Comment	Response	New Page
1	3-8	Committee Rosters	Please add and identify non-voting members on the MPO committee roster pages. From FHWA, Sabrina David should be listed as a non-voting Board member and Joseph Longo as a non-voting TCC member.	The non-voting members of the CORE MPO Board and TCC have been added to the roster.	
2	27-30	Planning Emphasis Areas	For each of the PEAs, please highlight some specific FY25 activities that align with the emphasis area. Also, consider changing the language in the PEA descriptions to be from this MPO's perspective, not FHWA's.	<p>This section references the original language that USDOT sent to FHWA and FTA in 2021 regarding PEA (federal requirements).</p> <p>The table below correlates the MPO's UPWP planning tasks with each PEA in a visual demonstration (how CORE MPO meets the federal requirements).</p> <p>In short, both the FHWA's perspectives and the MPO's perspectives are included.</p> <p>To provide clarification, a title "Correlation between the PEAs and the MPO's Planning Tasks" has been added between the federal requirement and local planning task sections.</p>	
3	71-72	Task 6	The staffing list within each task is a great strategy to demonstrate transparency. Will all of the staff listed in Task 6 be charging time under Y410? Please QA/QC all staffing tables in this UPWP to further improve transparency.	<p>The major staff member to charge time under Task 6/Y410 is the Transportation Planner. The information has been updated.</p> <p>The staff member information listed under other tasks has been reviewed and revised as well.</p>	

GDOT Comments					
Comment #	PDF Page	Section	Comment	Response	New Page
1	77	Ongoing Studies: President Street at Truman Parkway Railroad Crossing Grade-Separation Study	Please replace “TBD” by “Atlas Technical Consultants” in Consultants column in the table.	The consultants’ names and study development schedules have been added to all ongoing Special Studies, including the President Street at Truman Parkway Railroad Crossing Grade Elimination Study.	
2		Inclusion of Greenhouse Gas (GHG) Measure	The FHWA is amending its regulations on national performance management measures at <u>23 CFR part 490</u> (part 490) and establishing a method for the measurement and reporting of GHG emissions. Please reflect/include the GHG measure in the UPWP and reference the GHG measure in the description of activities, where applicable.	The GHG measures have been added to the sections where Performance Based Planning and Programming (PBPP) tasks are listed and referenced. Adoption of the GHG targets is treated as a part of the PBPP, similar to adoption of the other targets such as PM1/Safety, PM2, PM3, Transit Asset Management, and Transit Safety. It is also documented as a part of the MPO’s resiliency planning process for 2050 MTP.	

APPENDIX D: LIST OF TERMS AND ACRONYMS

You might encounter the following terms and acronyms while participating in the transportation planning process of the Coastal Region Metropolitan Planning Organization (CORE MPO).

3C	Refers to the Continuing, Comprehensive, and Cooperative aspects of the transportation planning process.
AADT	The Average Annual Daily Traffic, which is a measure of the number of vehicles passing a roadway during a 24-hour period adjusted to represent an average day in the year the count was taken.
ACAT	Advisory Committee on Accessible Transportation, which advises Chatham Area Transit on accessibility issues with the mainline and paratransit transit systems. The committee was restructured and consolidated with the Citizens Advisory Committee (CAC) into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) in FY 2024.
Access Management	The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.
ADA	Americans with Disabilities Act, Federal legislation of 1990, which mandates changes in building codes, transportation and hiring practices to prevent discrimination against persons with disabilities. ADA requires transit operators to provide paratransit services in areas that are within 0.75 miles of the fixed route system.
Arterials	One of the functional classifications of streets, arterials are those which are primarily for through traffic and where access is carefully controlled.
Bikeway	A general term that captures many different types of bicycle facilities: paths, bike lanes, wide curb lanes, shared lanes, and others.
BIL/IIJA	Bipartisan Infrastructure Law, also called Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, replaced FAST-Act as the congressional surface transportation authorization.
BPAC	Bicycle and Pedestrian Advisory Committee, which was established by CORE MPO in FY 2024 to focus on overseeing the Non-Motorized Transportation Plan project implementation.
CAC	Citizens Advisory Committee, which is the formalized public participation venue to assist the CORE MPO's transportation planning process. The committee was restructured and consolidated with the Advisory Committee on Accessible Transportation (ACAT) into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) in FY 2024.
Capacity	A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.
CAT	Chatham Area Transit Authority, the agency which provides fixed route public transportation services in Chatham County.
CAT Mobility	The local paratransit services operated by the Chatham Area Transit Authority (CAT).
CE	Categorical Exclusion, which is a type of action that does not individually or cumulatively have a significant impact on the human environment. A Categorical Exclusion does not require an Environmental Assessment or an Environmental Impact Statement.

Charrette	A meeting in which citizens are invited to participate in a full discussion of issues, interrelationships and impacts. Time limits challenge people to openly examine problems and produce tangible results.
Collectors	One of the functional classifications of streets, collectors are those which distribute trips from arterials and channel trips to arterials. Additionally, these roadways provide access and circulation within residential neighborhoods.
CMP	Congestion Management Process, which provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. A CMP is required of all Transportation Management Areas (TMAs).
Complete Streets	Describes streets that are designed to accommodate not only drivers of automobiles and trucks, but also bicyclists, pedestrians, and transit users. By accommodating many modes, the streets also serve users of a wider range of ages and physical abilities (e.g. youth, elderly, wheelchair users). The term is frequently used to describe the policy for accommodation, adoption of which is often necessary to achieve the change in practice of roadway design.
CORE MPO	Coastal Region Metropolitan Planning Organization, which conducts the 3-C transportation planning process for the area covering all of Chatham County, South Effingham County, and a part of South Bryan County including Richmond Hill.
CSD	Context Sensitive Design, a method of design for transportation projects that includes consideration of multiple modes, land uses, and community values.
CSS	Context Sensitive Solutions, a method similar to Context Sensitive Design, but intended to also describe the participatory process of defining context and identifying appropriate design solutions.
Demand Response	A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called paratransit.
Design Speed	The maximum safe speed that can be maintained over a specific section of roadway when conditions are so favorable that the design features of the roadway govern.
EA	Environmental Assessment, which is an interim decision document prepared for an action where the significance of social, economic or environmental impact is not clearly established. If the action is determined to have significant impact, an Environmental Impact Statement (EIS) is then prepared. If no significant impact is determined, a finding of no significant impact (FONSI) is prepared.
EIS	Environmental Impact Statement, a document, required under the National Environmental Policy Act, prepared for an action that is likely to have significant impact. This document summarizes the major environmental impacts, outlines issues, examines reasonable alternatives and arrives at a record of decision, identifying the selected alternative for the project.
EJ	Environmental Justice, which is a term referring to the Federal government's commitment to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations; to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.

FAST Act	Fixing America’s Surface Transportation Act, signed into law on December 4, 2015, replaced MAP-21 as the congressional surface transportation authorization. It was replaced by the Bipartisan Infrastructure Law/Infrastructure Investment and Jobs Act (BIL/IIJA).
FHWA	Federal Highway Administration, an agency of the U.S. DOT with jurisdiction over highways and bridges.
Fiscally Constrained	Federal regulations require that the Metropolitan Transportation Plan be financially balanced. All projects must have an identified source of funding that is reasonably expected to be available.
Fixed Route	A type of transit service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each trip on a given route serves the same origins and destinations, unlike demand response service.
FONSI	Finding of No Significant Impact. A statement that follows an Environmental Assessment in which a project was found to have no significant impacts on the quality of the human environment and for which an Environmental Impact Statement will therefore not be prepared.
FTA	Federal Transit Authority, an agency of the U.S. DOT with jurisdiction over public transportation.
FC	Functional Classification, a system used to group public roadways into classes according to their purpose in moving vehicles and providing access. The main classes are typically Arterial, Collector, and Local.
GIS	Geographic Information System, which is a system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data.
GPS	Global Positioning System uses satellite technology for accuracy in computer mapping.
GDOT	Georgia Department of Transportation, which administers the state-wide transportation planning and implementation processes in the State of Georgia.
GPA	Georgia Ports Authority, an agency that governs and directs the activities of the Port of Savannah.
HOV	High Occupancy Vehicle, which is a vehicle carrying a specified minimum number of persons, usually two or more. Freeways may have lanes designated for HOV use by carpoolers, vanpools and buses.
Intermodal	Relating to transportation by more than one means of conveyance during a single journey.
ISTEA	The Intermodal Surface Transportation Efficiency Act of 1991, a congressional transportation authorization that introduced a comprehensive approach to transportation problems by emphasizing innovation, intermodalism and flexibility. It also expanded the responsibilities of local governments, giving them a greater role to play. Subsequent reauthorizations (TEA-21, SAFETEA-LU, MAP-21, FAST Act, BIL/IIJA) have in turn replaced ISTEA but have continued much of the process.
ITS	Intelligent Transportation Systems describe technology that is designed to improve traffic flow, safety, toll collection, travel information, parking, accident/debris detection, and transit.
Land Use	The manner in which land or the structures on the land are used, i.e., commercial, residential, industrial, etc.
Local Streets	One of the functional classifications of streets, a local street is one whose primary purpose is to provide direct access to abutting properties and to roads of a higher functional

classification. They provide the lowest level of mobility with through traffic movement being discouraged.

LOS	Level of Service, which is a qualitative measure describing the experience of the traveler by a given mode. (LOS A describes very good travel environment while LOS F describes a very poor one). It was first applied to motor vehicle travel, but now is applied to transit, bicycle, and pedestrian travel, with methods and measures appropriate to the mode.
LRTP	Long Range Transportation Plan. This may also be called a Metropolitan Transportation Plan (MTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems.
MAP-21	Moving Ahead for Progress in the 21 st Century, signed into law on July 6, 2012, replaced SAFETEA-LU as the congressional surface transportation authorization. MAP-21 in turn has been replaced by the subsequent reauthorization - FAST Act.
Mitigation	To avoid, minimize, rectify or reduce an impact, and in some cases, to compensate for an impact.
Mode	A particular form of travel, e.g., walking or traveling by bicycle, automobile or bus.
Mode Share	Each mode's portion of the total number of trips.
Mode Split	The process by which the number of trips that will be made by two or more modes of transportation is surveyed or estimated.
MPC	Chatham County - Savannah Metropolitan Planning Commission, an agency which staffs CORE MPO, as well as other boards, and administers the CORE MPO transportation planning process.
MPO	Metropolitan Planning Organization, designated by the governor, to serve a metropolitan area of 50,000 population.
MTP	Metropolitan Transportation Plan. This may also be called a Long-Range Transportation Plan (LRTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems.
Multimodal	Planning or infrastructure that reflects consideration of more than one mode to serve transportation needs in an area.
NEPA	National Environmental Policy Act, which is a law enacted in 1969 that established a national environmental policy requiring that any project using Federal funding or approval, including transportation projects, examine the effects the proposal and alternative choices have on the environment before a federal decision is made.
NHS	National Highway System, which is composed of approximately 160,000 miles of rural and urban roads. It includes the Interstate System, other routes identified as having strategic defense characteristics, routes providing access to major ports, airports, public transportation, intermodal transportation facilities, and routes of particular importance to local governments. The federal government allocates a certain amount of transportation funding to these routes, which is not to be used on "off-system" roadways.
Non-Motorized	In transportation planning, this term typically describes bicycling and walking used as a means of travel.
Paratransit	A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically

the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called demand response service.

Park-and-Ride Lot	A parking area to which passengers drive their cars, leave them for the day and board transit vehicles or carpool for the rest of their trip.
Participation Plan	Provides an overview of the goals and objectives of the MPO participation process and the participation techniques the MPO is committed to conducting for specific transportation planning programs and products.
PE	Preliminary Engineering, which is an early phase in a project's development process and normally includes field surveys, project concepts and designs.
PL funds	Planning funds apportioned from Federal Highway Administration through state DOTs to MPOs, for the purpose of carrying out activities in Section 134, Metropolitan Planning, of US Code Title 23.
Public Hearing	A formal event held prior to a decision that gathers community comments and positions from all interested parties for public record and input into decisions.
Public Meeting	A formal or informal event designed for a specific issue or community group where information is presented and input from community residents is received.
ROD	Record of Decision, which is a concise decision document for an environmental impact statement that states the decision (selected alternative or choice), other alternatives considered and mitigation adopted for the selected alternative or choice.
ROW	Right-of-way, which is the land needed for the construction and operation of a transportation facility. ROW acquisition is a middle phase of a project's development process.
SAFETEA-LU	The Safe, Accountable, Efficient Transportation Equity Act: a Legacy for Users. Signed into law in August 2005, this was the federal re-authorization of the Transportation Equity Act for the 21 st Century (TEA-21). SAFETA-LU in turn has been replaced by subsequent reauthorizations.
SAGIS	Savannah Area Geographical Information System, which is an MPC department focused on providing access to geospatial data in a standardized format to all interested parties in the greater Savannah – Chatham County area.
Sec. 5303 funds	Funds apportioned by the Federal Transit Administration, through the state DOT, to the MPO, for the purpose of carrying out activities in Section 5303, Metropolitan Transportation Planning, of US Code Title 49.
SMSA	Savannah Metropolitan Statistical Area, encompasses Chatham County, Bryan County and Effingham County.
SOV	Single-occupancy vehicle, in contrast to ridesharing methods such as carpooling, vanpooling, and mass transit.
SPLOST	The Special Purpose Local Options Sales Tax, which is a one percent sales tax to fund a variety of projects including drainage improvements, open space acquisition, greenways/bikeways, roadway improvements and other capital outlay projects.
SRTA	State Road and Tollway Authority, the transportation infrastructure financing arm of the State of Georgia.
STIP	State Transportation Improvement Program, prepared by GDOT, is a staged, multiyear listing of projects proposed for Federal, State and local funding encompassing the entire State of Georgia. It is a compilation of the Transportation Improvement Programs (TIPs) prepared for

the metropolitan areas, as well as project information for the non-metropolitan areas of the State and for transportation between cities.

STBG	Surface Transportation Block Grant Program, which replaced the long-standing Surface Transportation Program (STP) and is described in US Code Title 23, Section 133. It is typically amended somewhat in each congressional surface transportation authorization act, along with other sections of Title 23 and of other Titles.
TAP/TA	Transportation Alternatives Program, which is the name of a program initiated in MAP-21 and continued in the FAST Act and later transportation legislation as Transportation Alternatives (TA), and which describes projects similar to the former Transportation Enhancement projects in previous authorizations (bicycle, pedestrian, and certain other types of projects).
TAZ	Transportation Analysis Zone, which is a census-based geographical unit used to spatially organize socio-economic and land use data within traditional transportation planning models.
TCC	Technical Coordinating Committee, which provides technical guidance and direction to CORE MPO.
TDM	Transportation Demand Management, which includes various strategies to reduce demands for roadway supply, such as encouraging transit and other ride-sharing, encouraging shifts to non-motorized modes, shifts in time of travel through staggered work hours, or trip elimination through telecommuting.
TE	Transportation Enhancements, a program begun under TEA-21 that provides funding for a broad range of activities that enhance natural and cultural resources related to transportation, including bicycle and pedestrian projects. TEA-21 required that ten percent of STP funds be set aside for TE projects. MAP-21 replaced Transportation Enhancements with the Transportation Alternatives Program, which was no longer a ten percent set-aside. The FAST Act continued the Transportation Alternatives Program.
TEA-21	The Transportation Equity Act for the 21st Century, signed into law in June 1998, was the congressional reauthorization of ISTEA. TEA-21 in turn has been replaced by subsequent reauthorizations.
TIP	Transportation Improvement Program – the short-range transportation planning document. Projects or studies in the Long-Range Transportation Plan appear in the TIP when they have been designated by the MPO to receive funding for preliminary engineering (PE), right-of-way acquisition (ROW), utilities, or construction within the next four fiscal years (four-year range required by legislation).
TMA	Transportation Management Area, which is an urbanized area with a population of over 200,000 individuals.
Traffic Calming	Measures to slow traffic speeds, which include speed bumps, narrowing streets by putting striping on each side for bikes and pedestrians, traffic islands, roundabouts and curving streets. Their purpose is to make streets safer.
TDF	Travel Demand Forecasting, a process using statistical planning models/analyses to evaluate the demand for proposed transportation facilities, the impact of development on transportation facilities and consequences of transportation policies and actions.
TSM	Transportation System Management, which includes various tactics to improve operations of the existing transportation system, such as signal synchronization and intersection improvements. TSM is an alternative way to increase capacity without constructing additional through lanes or new roads.

UPWP	Unified Planning Work Program, which outlines the MPO staff's budget and work in carrying out the transportation planning activities in a fiscal year.
USDOT	United States Department of Transportation, a federal agency created to assist state and local governments in the planning of all modes of transportation.
Vanpool	A formal travel arrangement in which a specific group of people regularly ride together in a van, usually for work commute. The riders share costs through seat "subscriptions." The driver is a commuter like the riders and takes the van home. Often the driver is allowed limited personal use of the van and/or free or reduced seat subscription price. In some cases, employers help cover the costs of the seat subscriptions, as an employee benefit.
VMT	Vehicle Miles Traveled, which is a measure of roadway travel that totals the miles traveled by each vehicle in the region. It provides planners and decision-makers with an indication of current and future driving conditions for roadway segments.
Z230/Y230	The funding code, used within Georgia, to indicate Urban Area Attributable funds, which is a type of funding in the Surface Transportation Block Grant (STBG) Program, and for which the MPO has the discretion to allocate to transportation projects in the planning area.