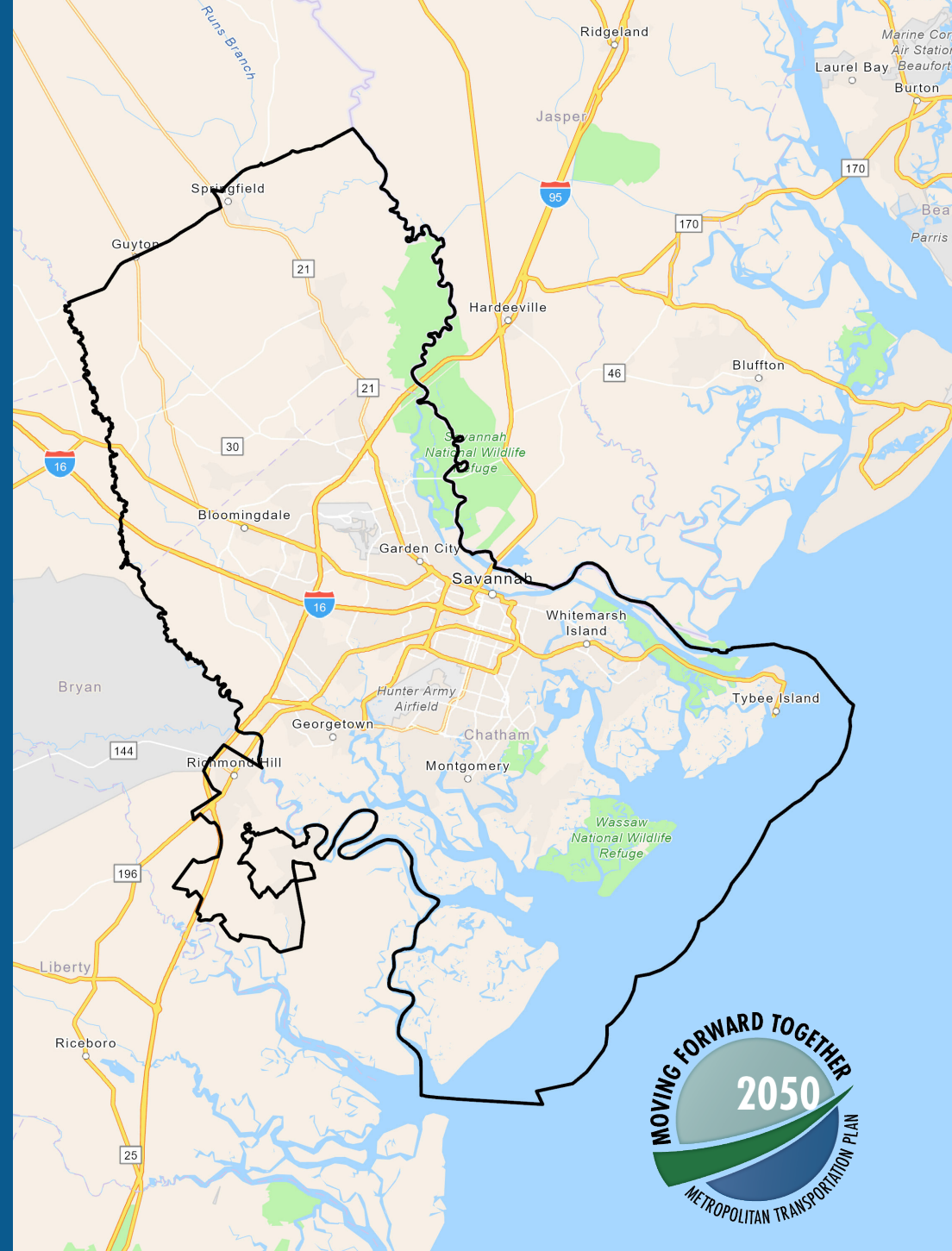


2050 METROPOLITAN TRANSPORTATION PLAN MOVING FORWARD TOGETHER



A VISUAL EXECUTIVE SUMMARY

CORE 
COASTAL REGION MPO



Title VI Assurances of Non-Discrimination

The Chatham County - Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, national origin, religion, age, disability, sex, sexual orientation, gender identity and expression, marital status, familial status, parental status, political beliefs, genetic information, income, or other protected category in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. CORE MPO is also 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.

Disclaimer

The opinions, findings, and conclusions in this publication are those of the author(s) and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Department of Transportation (DOT), State of Georgia, the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA). This report does not constitute a standard, specification or regulation.

Coastal Region Metropolitan Planning Organization
Chatham County - Savannah Metropolitan Planning Commission
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Savannah, Georgia 31412-8246

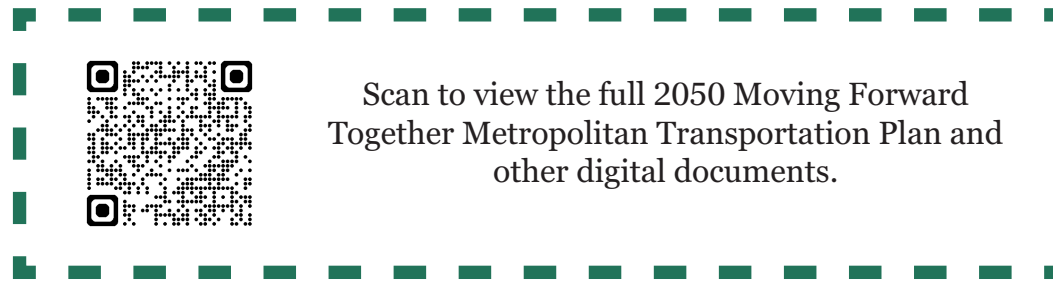
Foreword

The Coastal Region Metropolitan Transportation Organization (CORE MPO) 2050 Moving Forward Together Metropolitan Transportation Plan (MTP) Visual Executive Summary was created to make the MTP an accessible document for the public. The purpose is to be a user-friendly resource for readers to better understand CORE MPO, our multi-modal transportation system, and long-range plan.

The 2050 Moving Forward Together MTP was developed over three years from 2021-2024 in collaboration with CORE MPO Staff, MPO Boards and Committees, and our community. This document reflects current planning and a shared vision for the future. CORE MPO appreciates all those who contributed to this plan.

To access the full 2050 MTP please visit <https://www.thempc.org/Core/Mtp2050> or scan the QR Code. You can access all CORE MPO planning products at <https://www.thempc.org/Core>.

For questions regarding the CORE MPO, please contact Wykoda Wang, Director of Transportation Administration, at wangw@thempc.org.



Acknowledgements

A sincere thank you to CORE MPO Committees and Staff who contributed to the 2050 MTP.

CORE MPO Committees

Policy Board, *Chairperson: Chester Ellis, Chatham County Commission*
Technical Coordinating Committee, *Chairperson: Deanna Brooks, Chatham County*
Economic Development and Freight Advisory Committee
Bicycle and Pedestrian Advisory Committee, *Chairperson: Caila Brown, Bike Walk Savannah*
Transportation Equity and Public Involvement Committee, *Chairperson: Armand Turner, Healthy Savannah*

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Hind Patel, *IT Support & Administrator*



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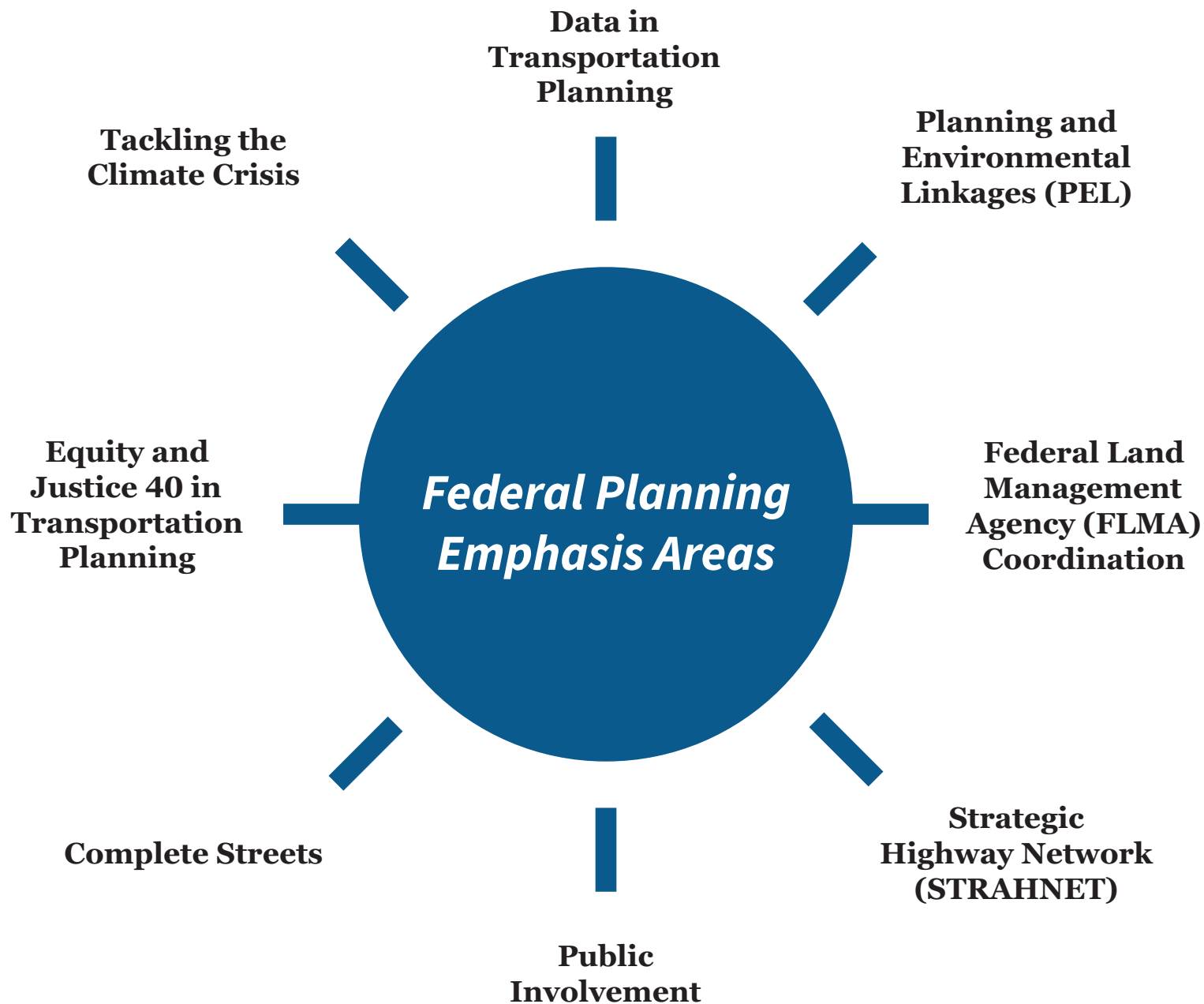
Moving Forward Together 2050

The Moving Forward Together 2050 Metropolitan Transportation Plan (MTP) was prepared in accordance with federal regulations 23 USC 134 and CFR 450 which requires that each MPO have an MTP to identify proposed major transportation investments over the minimum of a 20-year horizon period and must be updated every five years.

The MTP serves as the defining vision for transportation systems and services in the region. The overall goal is to continue moving the planning process beyond a singular focus of effectively moving motor vehicles, considering transportation issues from a comprehensive perspective that incorporates community values, needs, land use and modal alternatives.

The Moving Forward Together 2050 Plan continues the framework of the previous Plans and emphasizes a multimodal performance-based planning approach to transportation planning to meet the travel demands over the next 26 years, while taking into consideration the region's goals and financial capacity.

The Plan identifies existing and anticipated transportation issues and proposes solutions and opportunities that are both financially feasible and supportive of the community priorities. The MTP serves as a guide for Comprehensive, Cooperative and Continuing transportation planning throughout the Coastal Region MPO planning area.







Our Region

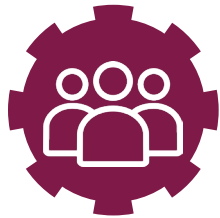
CORE MPO Overview

An MPO is a transportation policy-making and planning body with representatives of local, state, and federal government and transportation authorities.

The Coastal Region Metropolitan Planning Organization (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 includes Chatham County and portions of Bryan County and Effingham County. The CORE MPO Metropolitan Planning Area (MPA) boundary was adopted by the CORE MPO Board in February 2024 and approved by the Governor of Georgia in April 2024.

Planning Area



- Chatham County & all jurisdictions
- Richmond Hill & Bryan County in 2020 Census Defined Savannah Urban Area
- Effingham County south of SR 119 - Indigo Road - Bethany Road



895 square miles

Land Area

379,921

2020 Population



Historic Districts

The City of Savannah's Historic District is the largest national landmark district in the US.



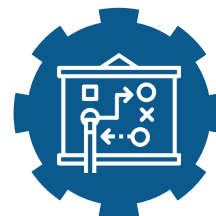
Port of Savannah

is the largest single container terminal in North America.



14.1 million Tourists

visit the region annually and spend ~\$3 billion.



Coordination

with the Hinesville Area MPO in Liberty County and the Lowcountry Council of Governments in South Carolina.

CORE 
COASTAL REGION MPO



CORE MPO Structure

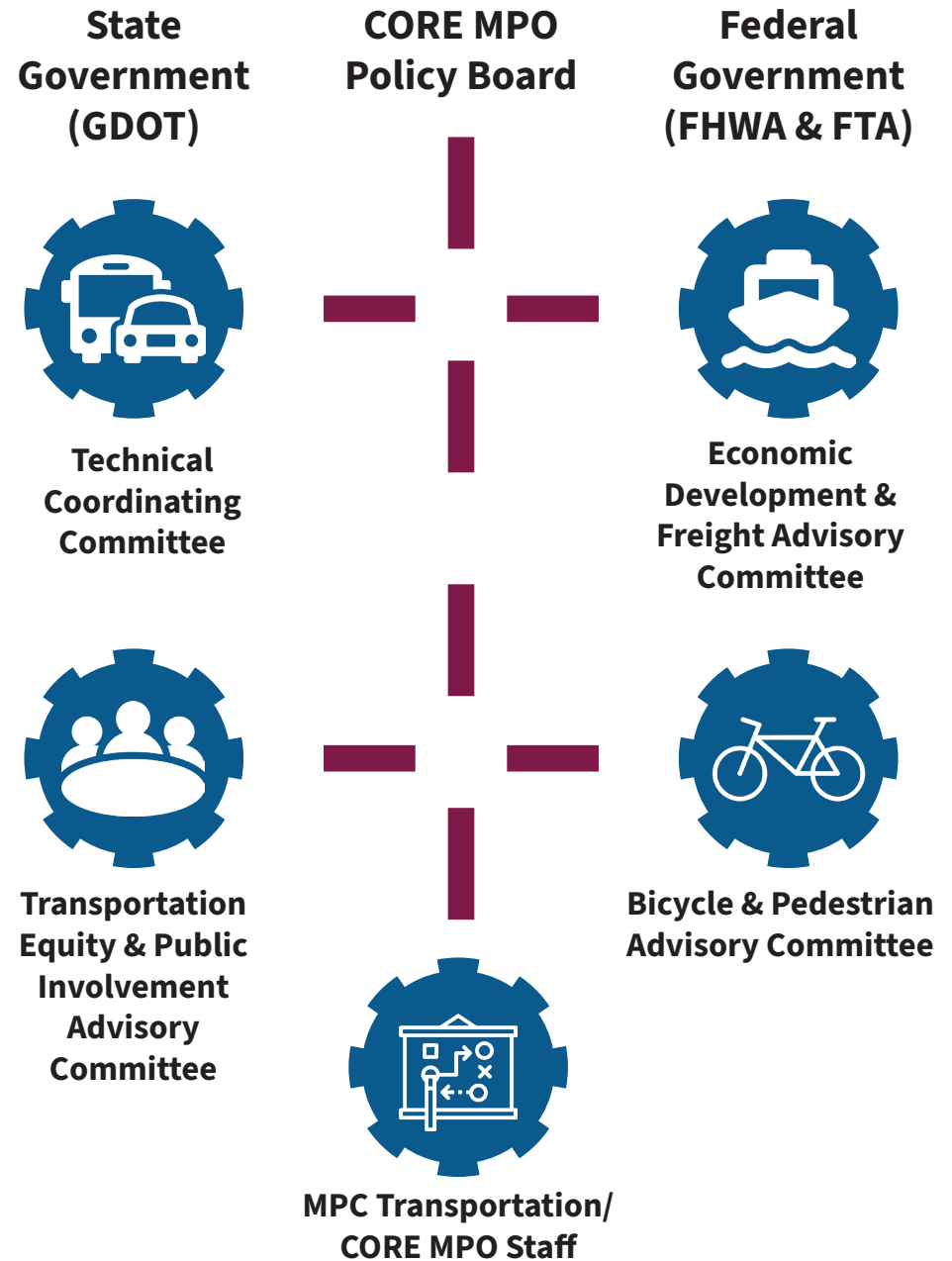
The CORE MPO Board includes elected and appointed officials from Chatham County, Bryan County and Effingham County and their municipalities within the CORE MPO MPA boundary, as well as modal representatives and executives from local, state and federal agencies. There are four standing committees that advise the CORE MPO Board:

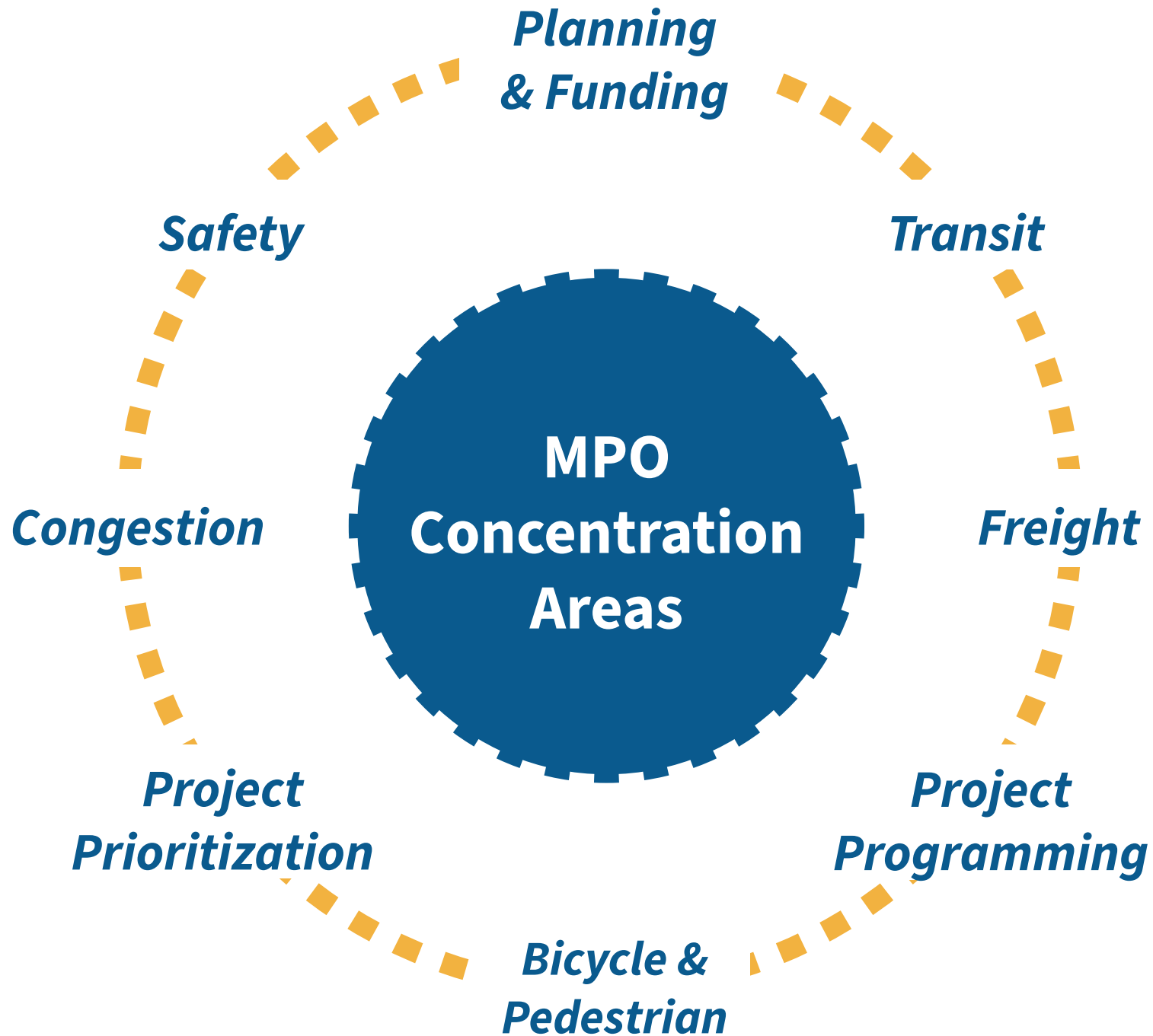
1. Technical Coordinating Committee
2. Economic Development and Freight Advisory Committee
3. Bicycle and Pedestrian Advisory Committee (estb. 2024)
4. Transportation Equity and Public Involvement Advisory Committee (consolidated Citizens Advisory Committee and Advisory Committee on Accessible Transportation in 2024)

Under oversight of the MPC Executive Director/CEO, CORE MPO is staffed by the MPC's Transportation Planning Department, which performs the day-to-day Metropolitan Transportation Planning activities for the MPO. The Transportation Planning Department consists of the Director of Transportation Administration, Transportation Planners, and Administrative Assistant. Other MPC staff support the MPO's planning efforts as needed.

MPO Functions

- Establish a setting for effective decision-making
- Identify & evaluate transportation improvements
- Prepare & maintain a MTP
- Develop a Transportation Improvement Program (TIP)
- Identify performance targets & monitor achievements
- Involve the public (Title VI & Participation Plan)
- Develop a Congestion Management Process (CMP)





Population Characteristics

The population of Chatham County and Savannah has continued its upward growth over the years. The neighboring counties of Bryan County and Effingham have experienced even more dramatic population growth. According to the U.S. Census Bureau, the population of the Savannah metro area (Chatham, Effingham and Bryan counties) grew by about 20,000 to 425,000 between July 2020 and July 2023, a 5% increase in three years.

According to the latest estimates, Chatham County had close to 304,000 residents in July 2023, an increase of about 8,500 residents since 2020. The City of Savannah is the largest municipality in Chatham County and its population grew from 136,286 in 2010 to an estimated 148,566 in 2024, about a 9.05% increase.

Despite being dramatically smaller in population than Chatham County, Bryan County added about 5,000 residents from 2020 to 2023 for an annual growth rate of more than 3%. Effingham County grew at a similar rate, adding about 6,500 residents in those three years.

Some of the population increase in the tri-county metro area is due to natural change, with births significantly outpacing deaths. All three counties have also had more in-migration than out-migration.

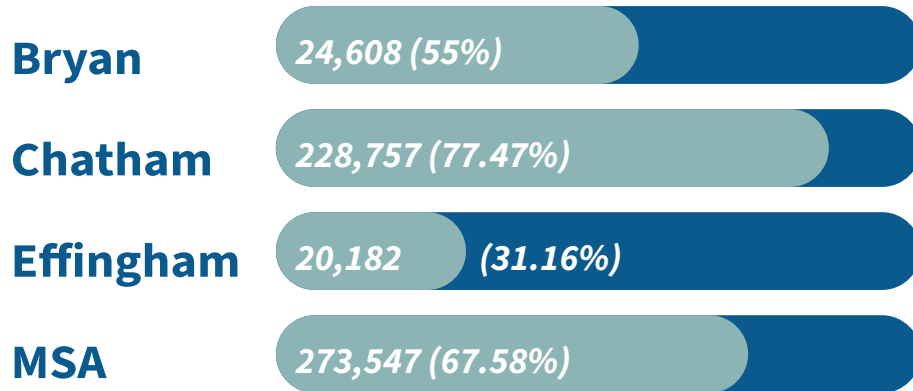
| County | 2010 | 2020 | % Change |
|-------------------------------|---------|---------|----------|
| Bryan | 30,233 | 44,738 | 47.98% |
| Chatham | 265,128 | 295,291 | 11.38% |
| Effingham | 52,250 | 64,769 | 23.96% |
| Town/Municipality | | | |
| Richmond Hill | 9,281 | 16,633 | 79.22% |
| Bloomington | 2,713 | 2,790 | 2.84% |
| Garden City | 8,778 | 10,289 | 17.21% |
| Pooler | 19,140 | 25,711 | 34.33% |
| Port Wentworth | 5,359 | 10,878 | 102.99% |
| Savannah | 136,286 | 147,780 | 8.43% |
| Thunderbolt | 2,668 | 2,556 | -4.20% |
| Tybee Island | 2,990 | 3,114 | 4.15% |
| Vernonburg | 122 | 139 | 13.93% |
| Unincorporated Chatham County | 87,072 | 92,034 | 5.70% |
| Guyton | 1,684 | 2,289 | 35.93% |
| Springfield | 2,852 | 2,703 | -5.22% |

Environmental Justice

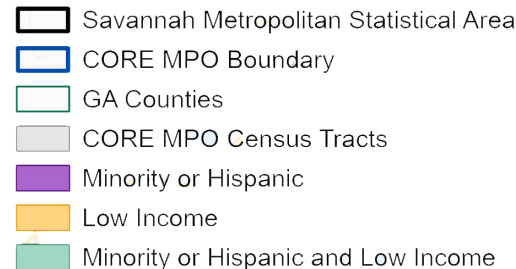
The U.S. EPA Office of Environmental Justice (EJ) defines EJ as:

“The fair treatment and meaningful involvement of all people regardless of race, color, national origin, or income with respect to the development, implementation and enforcement of environmental laws, regulations and policies. Fair treatment means that no group of people, including racial, ethnic, or socio-economic group should bear a disproportionate share of the negative environmental consequences resulting from industrial, municipal, and commercial operations or the execution of federal, state, local and tribal programs and policies.

EJ Populations

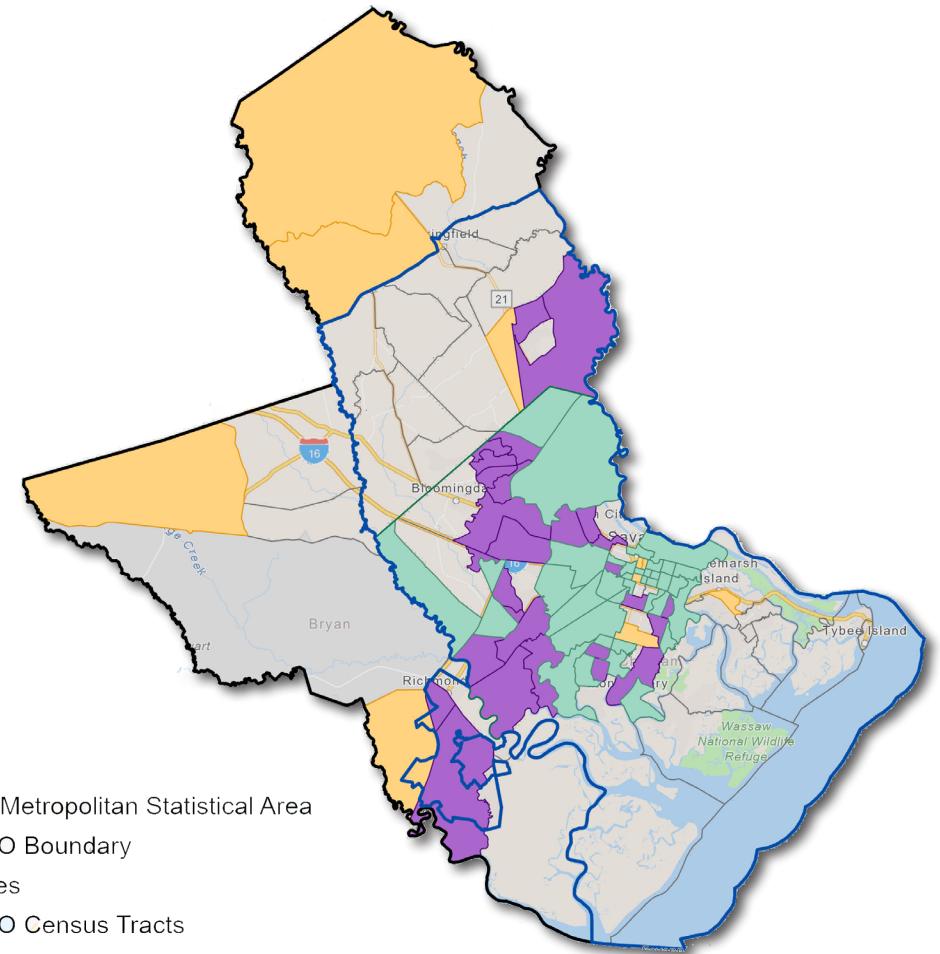


Read our Title VI Plan, Public Participation Plan, and Environmental Justice Plan for more information at the CORE MPO website.



Target Areas

The EJ target areas are defined as those census tracts that meet either of the two criteria: 1) minority concentration, Hispanic or Latino concentration or 2) Poverty concentration. The Savannah MSA has a large EJ population, consisting of 273,547 people (67.58% of the population).



Source: 2020 Census and 2022 ACS 5-year Estimates

Modes of Transportation

Driving alone is the primary form of transportation of those commuting to work. People who drive alone to work in the City of Savannah (73.6%) and in Chatham County (78.5%) are comparable to the overall State (79.5%) and National (76.4%) rates.

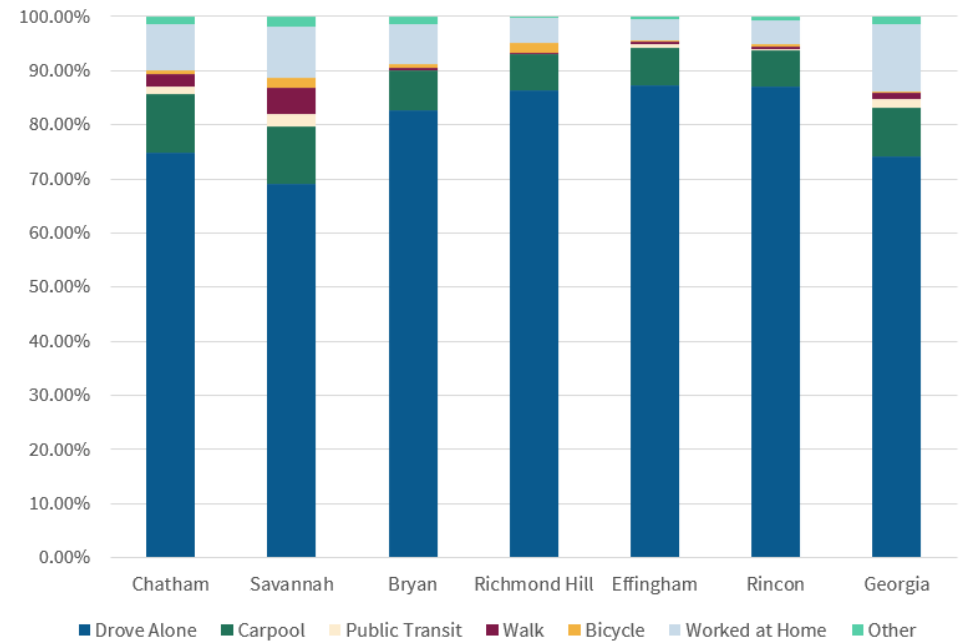
Approximately 85% of workers in Effingham and Richmond Hill drive alone. Carpooling in both Chatham County and the City of Savannah was higher than both the state and the US rates, as well as transit usage.

The City of Savannah also has a high percentage of walking (4.2%) and biking (2.1%). With the 2017 estimates, the percentage of those driving alone increased, which could be attributed to the growth in the suburban western areas of the County. However, the transit, walking, and biking percentage remained relatively stable.

Regional Commuting Patterns

Chatham County and the City of Savannah are regional hubs for employment, shopping, recreation, medical and educational institutions, and other economic generators. Many residents of neighboring counties commute into Chatham County for work each day, greatly impacting the traffic patterns and overall efficiency of the transportation network.

Mode of Travel to Work According to 2022 5-Year ACS Estimates (S0801)



Population that Commutes Outside of County for Work

Bryan: 67.50%

Richmond Hill: 72.30%

Chatham: 4.70%

Savannah: 3.70%

Effingham: 58.80%

Rincon: 60.60%



Natural & Man-Made Hazards

The transportation network within the CORE MPO region is susceptible to natural and man-made hazards. Natural hazards include changes in temperature and precipitation, sea level rise, storm surge, and flooding; whereas man-made hazards include infrastructure failures, cybersecurity threats, terrorism, active shooters, and hazardous material spills. Hazard Mitigation Plans (HMPs) identify and assess hazard risk mitigation to better protect the people and property from the effects of natural and human-caused hazards.

| High-Risk Hazard | Bryan | Chatham | Effingham |
|------------------------------|-------|---------|-----------|
| Coastal Storms & Hazards | x | | x |
| Drought | x | x | |
| Flooding | x | x | |
| Hurricanes & Tropical Storms | x | x | |
| Tornadoes | x | x | x |
| Wildfires | x | | |
| Wind | x | | x |
| Extreme Heat | | x | |
| Severe Winter Weather | | x | |
| Severe Weather | | x | x |
| Hazardous Materials Event | | x | |
| Inland Flooding | | | x |
| Sea Level Rise | | x | |

Source: County Hazard Mitigation Plans

2050 Low Emissions Climate Scenarios in the Coastal Region



Temperature

100.53 F: annual max temp 5-day average
44.36 days a year above 95 F



Precipitation

51.43 inches: total annual precipitation
15.11 consecutive days with precipitation



Wind

94-96 mph recorded off of Tybee Island
81 mph recorded on land



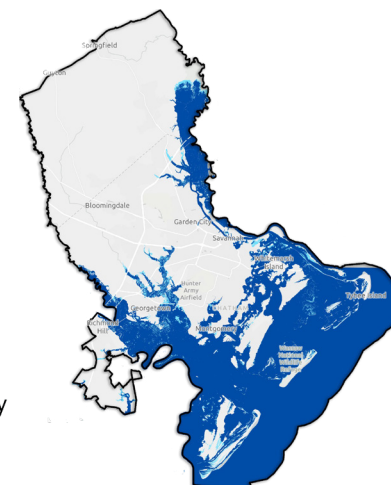
Storm Surge

3-5 ft: average range
10-20 ft: historic range



Sea Level Rise

+ 0.95 ft in 2040
+ 1.64 ft in 2060

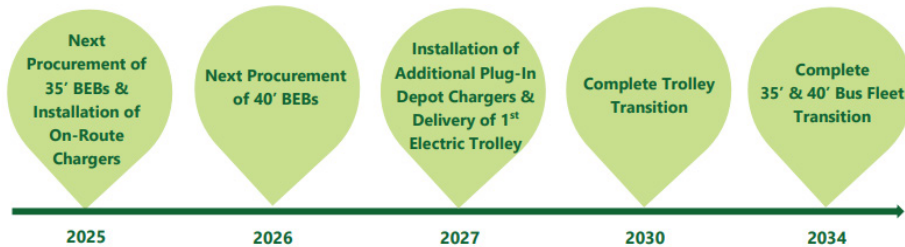


Source: Climate Mapping for Resilience and Adaptation (CMRA) Assessment Tool and National Oceanic and Atmospheric Administration (NOAA)

Emissions & Energy

The Inventory of US Greenhouse Gas Emissions and Sinks reported the transportation sector was the largest emitter of greenhouse gas (GHG) emissions (28.5%) in the United States in 2021. Emissions from transportation are the result of system design and land use, vehicle and engine efficiency, and high-GHG fuels and can be reduced by increasing convenience, improving efficiency, and transitioning to clean vehicles and fuels. Understanding the link between emissions and transportation can result in co-benefits such as safety and quality of life, equity, air quality, economic growth, and energy security.

Chatham Area Transit Zero Emission Milestones

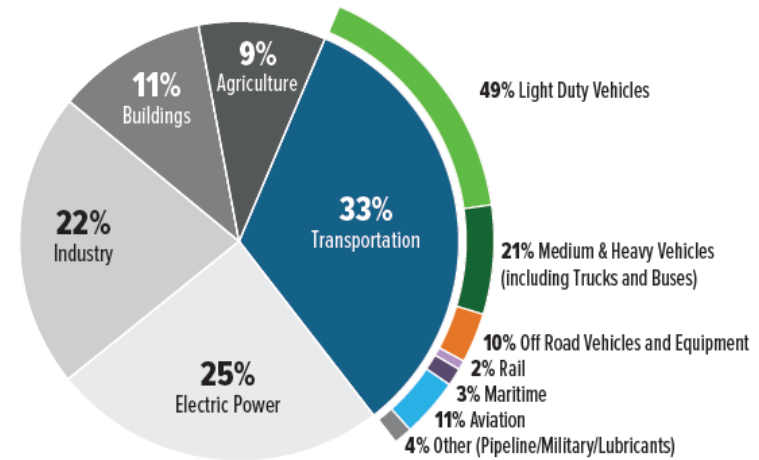


The transportation and industry are the two highest emitting sectors within the CORE MPO region for the years 2005-2022. The CORE MPO does not have a plan for electric vehicles and follows guidance from GDOT's National Electric Vehicle Infrastructure (NEVI) Deployment Program.

The Chatham Area Transit Zero Emission Transportation Plan for electric fleet transition includes fixed-route transit and trolley service and will be comprised of only Battery Electric Buses.

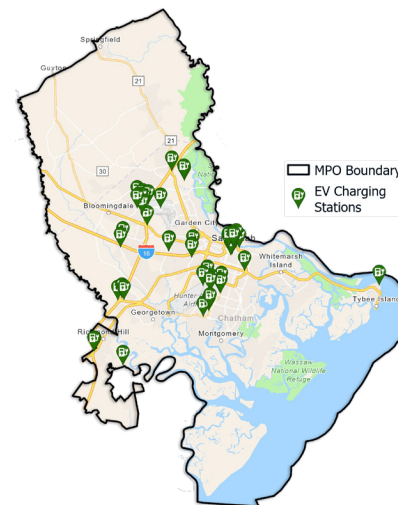
Source: EPA The Inventory of US Greenhouse Gas Emissions and Sinks

2019 U.S. GHG EMISSIONS

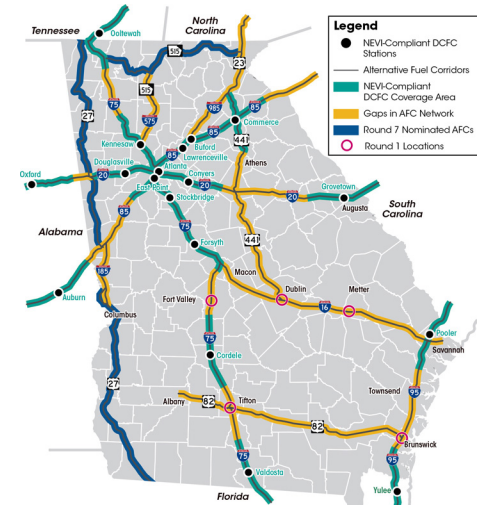


Greenhouse gases absorb heat in the atmosphere near the Earth's surface, preventing it from escaping into space. If the atmospheric concentrations of these gases rise, the average temperature of the lower atmosphere will gradually increase, a phenomenon known as the greenhouse effect.

Public EV Charging Stations



NEVI Alternative Fuel Corridors

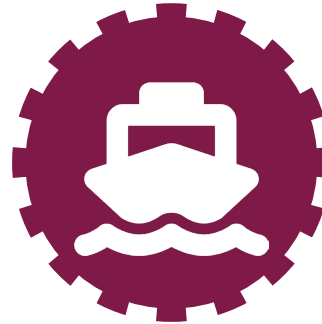


Trends in the MPO



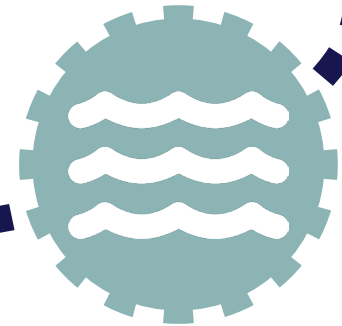
Population Growth

- Increase in entire Savannah Metro Area
- Major Growth Centers: Pooler and Port Wentworth
- Bryan County growth around Hyundai Meta Plant
- Domestic and international migration



Port Expansion

- State economic driver
- Increase in freight and logistics
- Rapid growth in warehouse facilities
- Hyundai Meta Plant



Climate Change

- Higher temperatures
- Rising sea level, tidal flooding, storm surge
- Increased storm frequency and intensity
- Focus in electric vehicles



Generational Shifts

- Increased mobility needs for aging Baby Boomers
- Focus on urban living, work-life balance, multi-modal transportation options for Millennials



Tourism

- Local economic driver
- Domestic and International travel destination
- Year-round in Historic Districts and coastal areas





Goals & Performance Measures

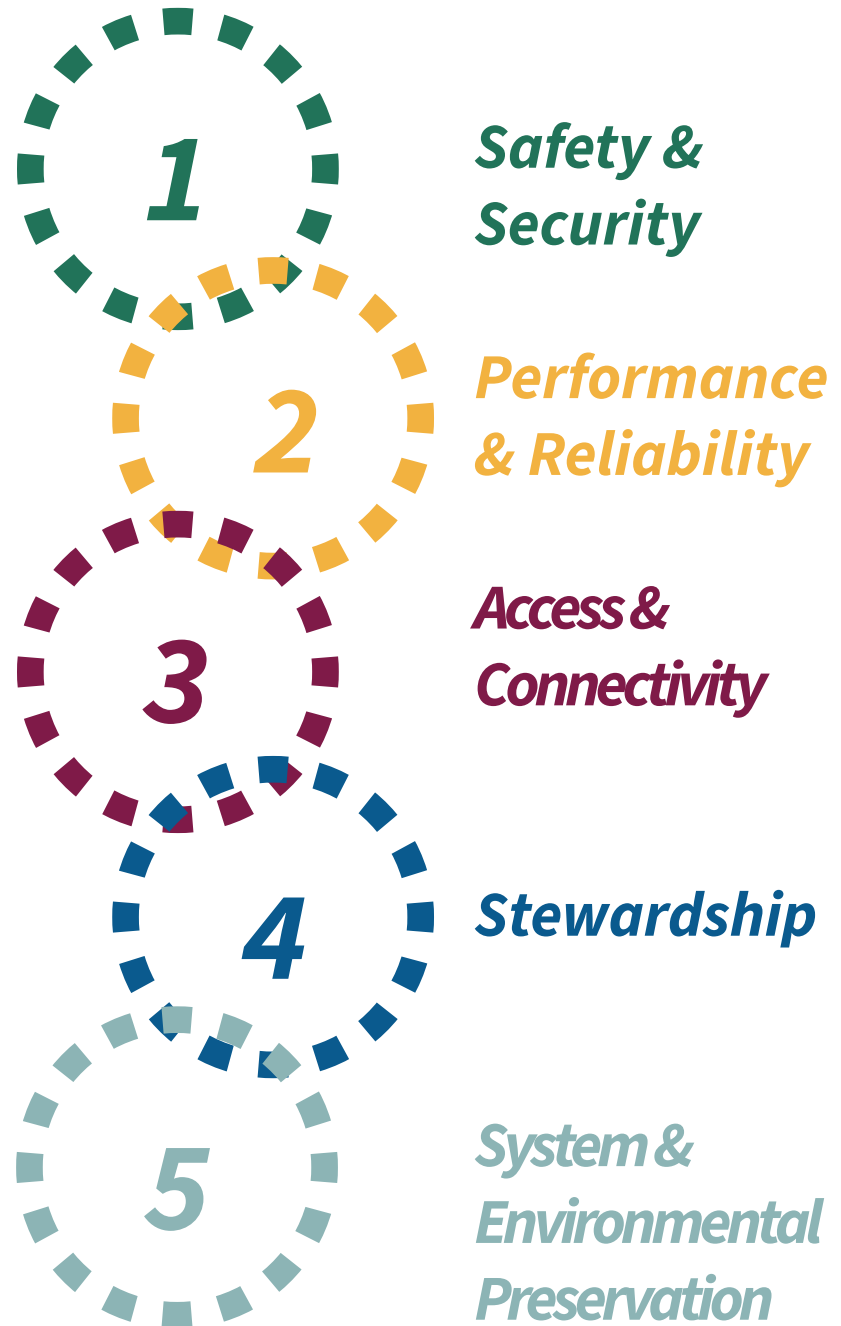
Goals and Objectives

The Moving Forward Together 2050 Goals and Objectives were developed using multiple sources. Many goals and objectives from Mobility 2045 were carried forward into Moving Forward Together 2050 and new goals and objectives were added to address current transportation needs. The results of the 2050 survey were used to develop the specifics of each goal. Regional goals were developed based on National goals and planning factors. This ensured the goals were aligned with federal guidelines while also meeting the needs of the local community.

GOAL: General, overarching statements describing the direction that our community wants to go.

OBJECTIVE: A statement of measurable activity, a benchmark, to be reached in pursuit of the goal.

PERFORMANCE MEASURE: Quantifiable method to track progress towards reaching a goal.



Safety & Security



GOAL: *Provide a safe and secure transportation system for all users.*

OBJECTIVES

1. Reduce the rate, frequency, and severity of crashes, injuries, and fatalities for all modes and freight and at-grade rail crossings
2. Improve emergency response and incident clearance times
3. Increase the resiliency of infrastructure to risks helping prepare for, respond to, and recover from emergencies, including extreme weather and environmental conditions
4. Increase resilience of infrastructure to reduce flooding on roadways

PERFORMANCE MEASURES

- Number of Fatalities
- Rates of Fatalities/100 mil Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries/100 mil Vehicles Miles Traveled
- Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries
- Fixed Bus Route and Demand Response, ADA Paratransit Fatalities, Serious Injuries, Safety Events, and Reliability



Performance & Reliability

GOAL: Enhance transportation system efficiency and freight movement.

OBJECTIVES

1. Enhance and expand the Region's ITS, adaptive and actively managed traffic systems
2. Improve travel time reliability for vehicles, transit, and freight on the transportation system
3. Reduce travel time and congestion for vehicles, transit, and freight
4. Maximize efficiency of signalized intersections and coordination

PERFORMANCE MEASURES

System Performance, Freight, and Congestion Mitigation & Air Quality

- Percent of person-miles on the Interstate system that are reliable
- Percent of person-miles on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle (SOV) Travel
- Total Emissions Reduction

Congestion Management Process



Regional Freight Transportation Plan



Non-Motorized Transportation Plan



System Performance Targets



Pavement and Bridge Condition/PM2 Performance Targets

- Percent of Interstate pavements in good condition
- Percent of Interstate pavements in poor condition
- Percent of non-Interstate NHS pavements in good condition
- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges (by deck area) in good condition
- Percent of NHS bridges (by deck area) in poor condition

*NHS=National Highway System



Access & Connectivity

GOAL: Enhance mobility by improving access to opportunities & multimodal options.

OBJECTIVES

1. Enhance, expand, and improve bicycle/pedestrian facilities infrastructure
2. Ensure bicycle and pedestrian infrastructure is in a state of good repair
3. Increase modal opportunities and options as a means to enhance tourism
4. Prioritize projects that accommodate transit, pedestrian, bicycle, and rail travel
5. Improve housing and employment access to transit
6. Ensure equitable access and options for disadvantaged populations
7. Prioritize transit investment in high-need population areas
8. Separate bike lanes and pedestrian infrastructure on roadways when necessary

PERFORMANCE MEASURES

- Number of Fatalities
- Rates of Fatalities/100 mil Vehicle Miles Traveled
- Number of Serious Injuries
- Rate of Serious Injuries/100 mil Vehicles Miles Traveled
- Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries



Stewardship

4

GOAL: Strategically maintain and improve the transportation system through coordination, economic competitiveness, and resource management.

OBJECTIVES

1. Capitalize on common goals and needs in the region to reduce costs, promote efficiency in transportation improvements, and increase data sharing
2. Participate in transportation-related planning efforts initiated by other agencies and organizations throughout the region
3. Improve accessibility to regional employment centers
4. Support the region's economic competitiveness through the efficient movement of freight
5. Prioritize projects that provide the greatest cost benefit
6. Improve project delivery for all modes

PERFORMANCE MEASURES

- Percent of person-miles on the Interstate system that are reliable
- Percent of person-miles on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle (SOV) Travel
- Total Emissions Reduction



System & Environmental Preservation

GOAL: *Maintain and preserve the transportation system & natural environment.*

OBJECTIVES

1. Meet industry, state, and national standards for infrastructure and asset quality, condition, and performance for all public transportation and transit infrastructure
2. Support funding for transportation maintenance
3. Reduce emissions and energy consumption
4. Increase the application of green infrastructure in projects
5. Reduce stormwater impacts of surface transportation
6. Maintain and improve our existing roads and transportation infrastructure

PERFORMANCE MEASURES

System Performance, Freight, and Congestion Mitigation & Air Quality

- Percent of person-miles on the Interstate system that are reliable
- Percent of person-miles on the non-Interstate NHS that are reliable
- Truck Travel Time Reliability Index
- Annual Hours of Peak Hour Excessive Delay Per Capita
- Percent of Non-Single Occupancy Vehicle (SOV) Travel
- Total Emissions Reduction

Pavement and Bridge Condition/PM2 Performance Targets

- Percent of Interstate pavements in good condition
- Percent of Interstate pavements in poor condition
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- Percent of non-Interstate NHS pavements in poor condition
- Percent of NHS bridges (by deck area) in good condition
- Percent of NHS bridges (by deck area) in poor condition

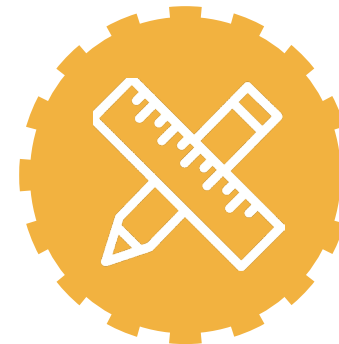


**Green House Gas
Emissions Reduction**

**Asset
Management**



**Stormwater
Management &
Flood Modeling**





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Our Network

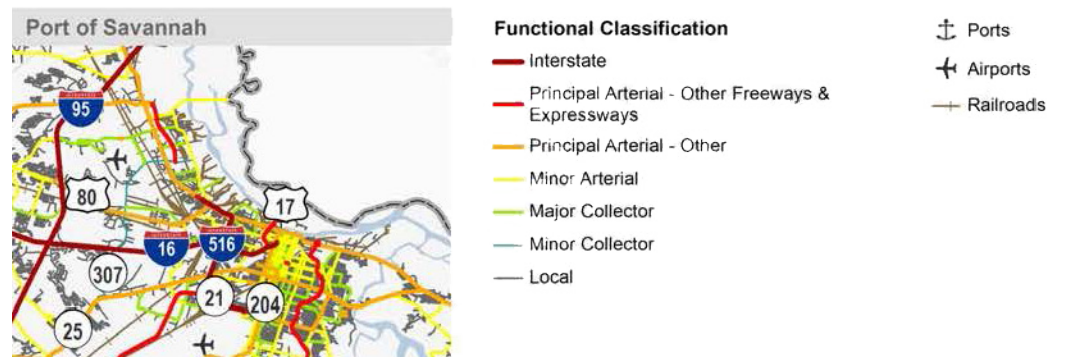
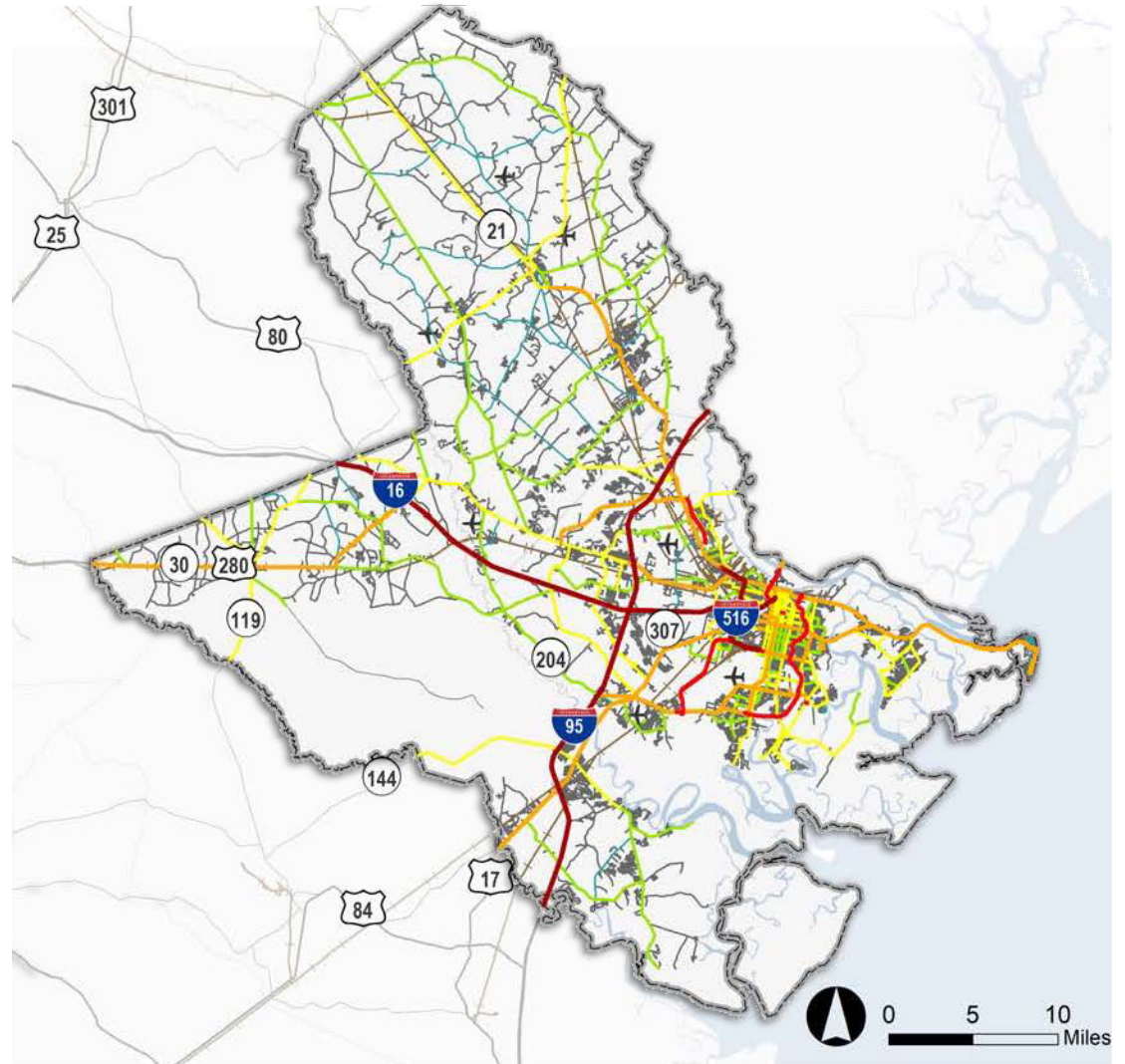
Overview

The transportation network in the Savannah region is made up of all modes which support the movement of people, freight, and goods. The following section describes the various modes of transportation serving people and freight throughout the region as well as emerging trends in transportation.

Functional Classification

There are approximately 8,694 miles of roadways in the region. Nearly 71 percent of these roadways are classified as local.

| Functional Classification | Miles | % of Total |
|--|----------|------------|
| Interstate | 207.92 | 2.4% |
| Principal Arterial- Other Freeways and Expressways | 71.25 | 0.8% |
| Principal Arterial – Other | 407.44 | 4.7% |
| Minor Arterial | 688.97 | 7.9% |
| Major and Minor Collector | 1,140.37 | 13.1% |
| Local | 6,179.02 | 71.1% |
| Total | 8,693.96 | 100.0% |



Freight Highway Network

Freight moves through a transportation system that encompasses all modes. The region is served by a deepwater port, two Class I railroads, three rail terminals (including the Mason Mega Rail Terminal), and one commercial service airport that also provides cargo services. The region's roadway network connects all these assets to provide truck access from the intermodal terminals (seaports, rail yards, and airports) to origins or destinations of goods.

Road Classification Definitions

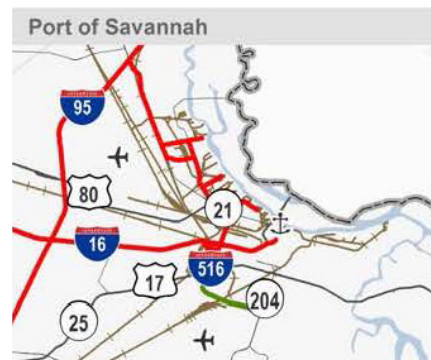
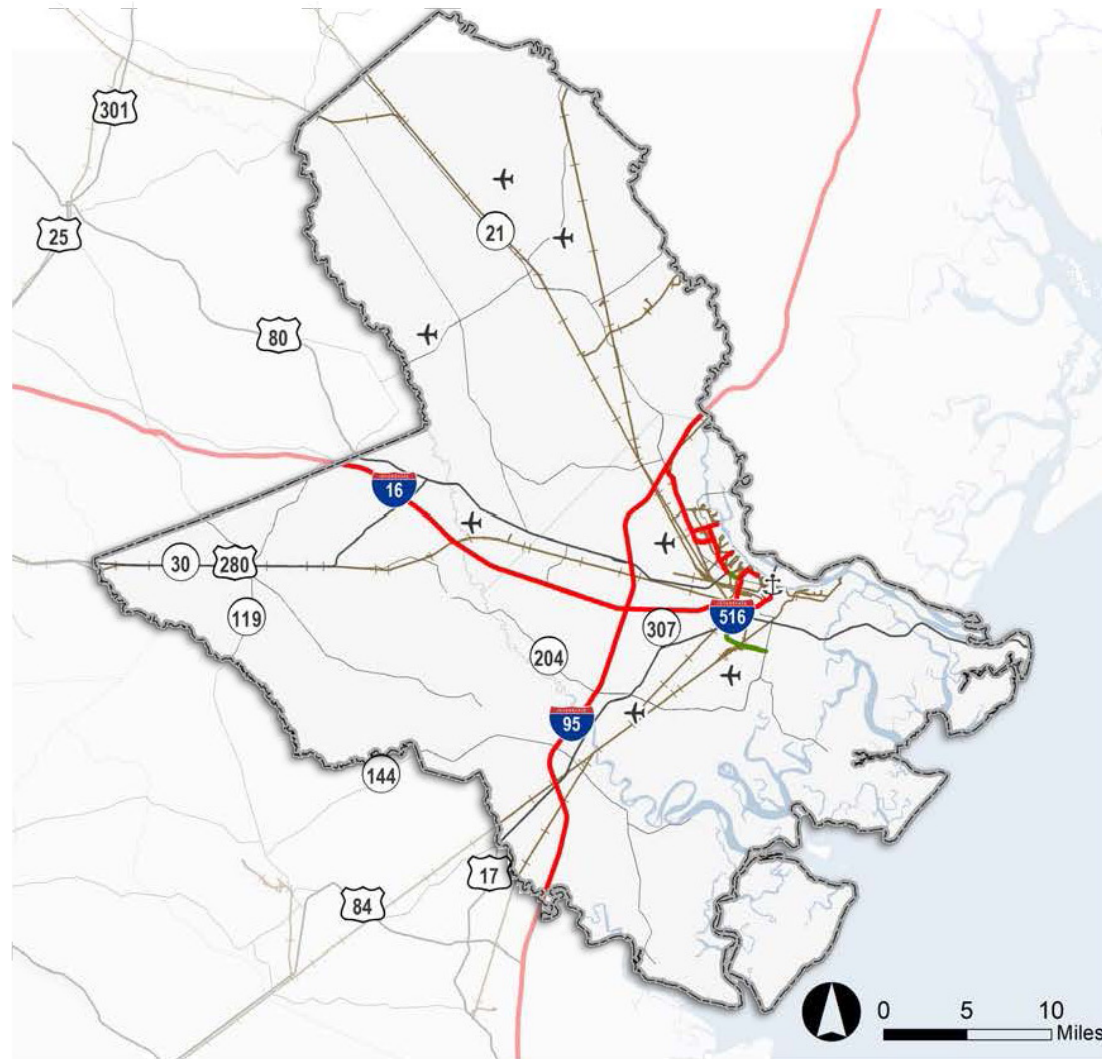
Local: smaller roadways not intended for use in long distance travel, typically at the origin or destination end of a trip.

Collectors: primarily facilitate intra-county travel and funnel traffic from local roads to the arterial network.

Minor Arterials: distribute traffic to smaller geographic areas.

Principal Arterials: travel over multiple counties at relatively high speeds.

Interstate Highways: provide for travel over much longer distances and at higher speeds.

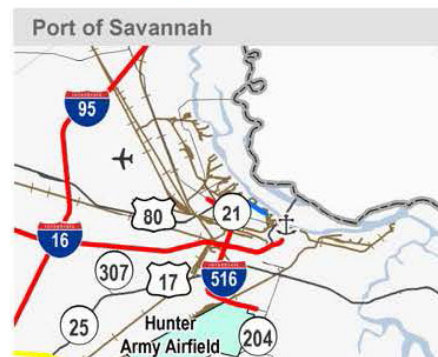
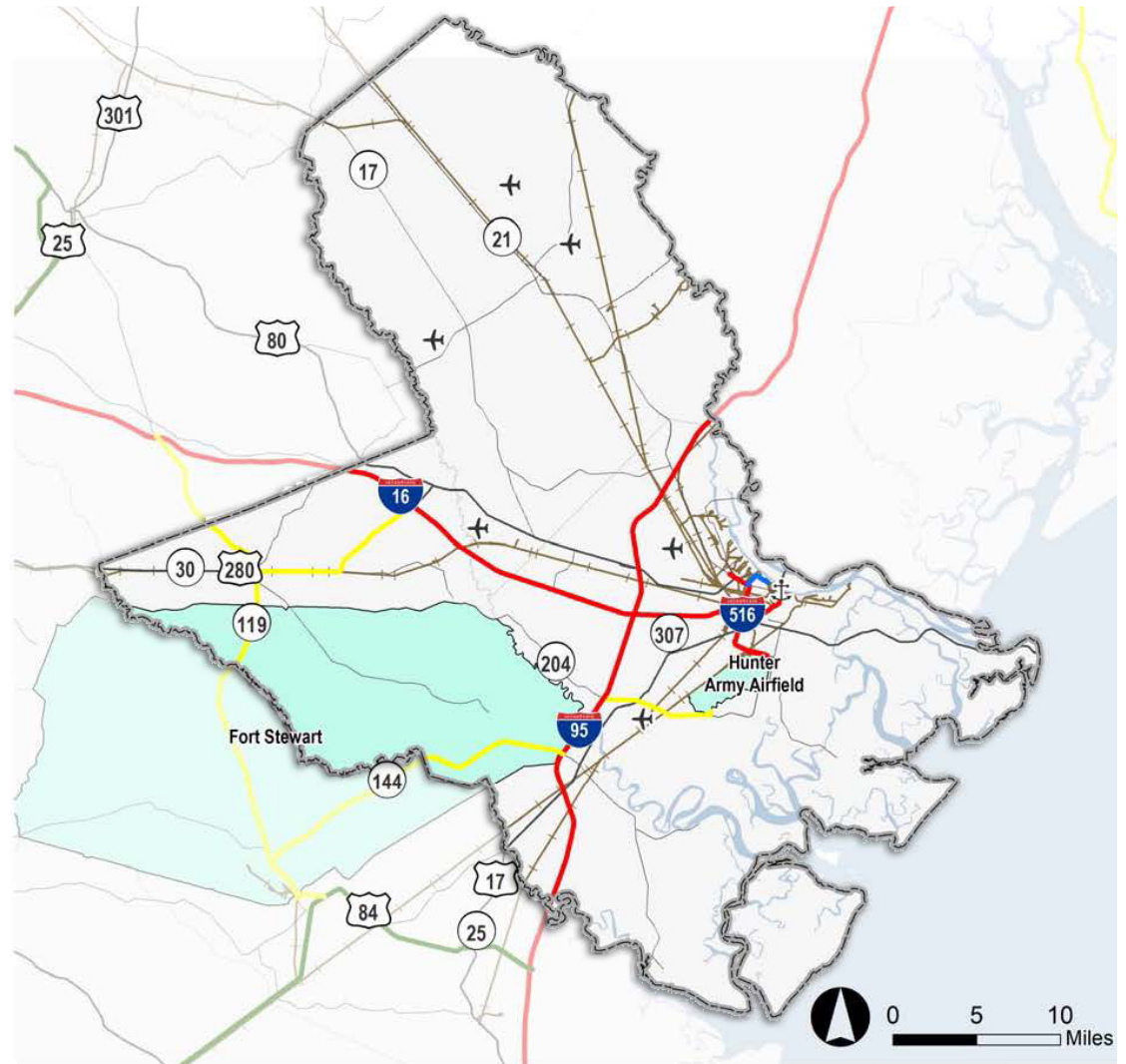


- Primary Highway Freight System
- Interstate Non-Primary Highway Freight System
- Ports
- Airports
- Railroads

STRAHNET

The Strategic Highway Network (STRAHNET) is a system of roads deemed necessary for emergency mobilization and peacetime movement of heavy armor, fuel, ammunition, repair parts, food, and other commodities to support U.S. military operations. It provides defense, continuity, and emergency capabilities for the nation's military installations.

There are over 62,000 miles of STRAHNET roadways which consists of both Interstate and non-Interstate routes. It includes all the region's Interstate highways. It also includes corridors that provide access to Hunter Army Airfield and Fort Stewart in Bryan and Liberty Counties. These corridors include US 280, SR 67, SR 119, SR 144, and SR 204.



- Interstate
- Non-Interstate STRAHNET
- Intermodal Connector & Non-Interstate STRAHNET
- STRAHNET Connector

Railroads

Bryan, Chatham, and Effingham Counties represent a key node in the statewide freight rail system, a status that is only growing as the Port of Savannah continues to experience record freight volumes year over year. Ongoing rail capacity expansion projects at the Port of Savannah should further cement the region's status as a critical freight hub for Georgia and the southeastern United States, and freight rail service will continue to play a major role in this dynamic in the years ahead. There are 278.9 miles of freight network that are located within the three-county Savannah region.

CSXT Transportation (CSXT)

Norfolk Southern Railway Company (NS)

Georgia Central Railway (GC)

Savannah Port Terminal Railroad (SAPT)

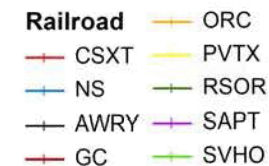
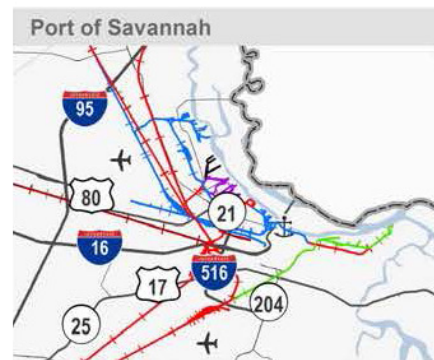
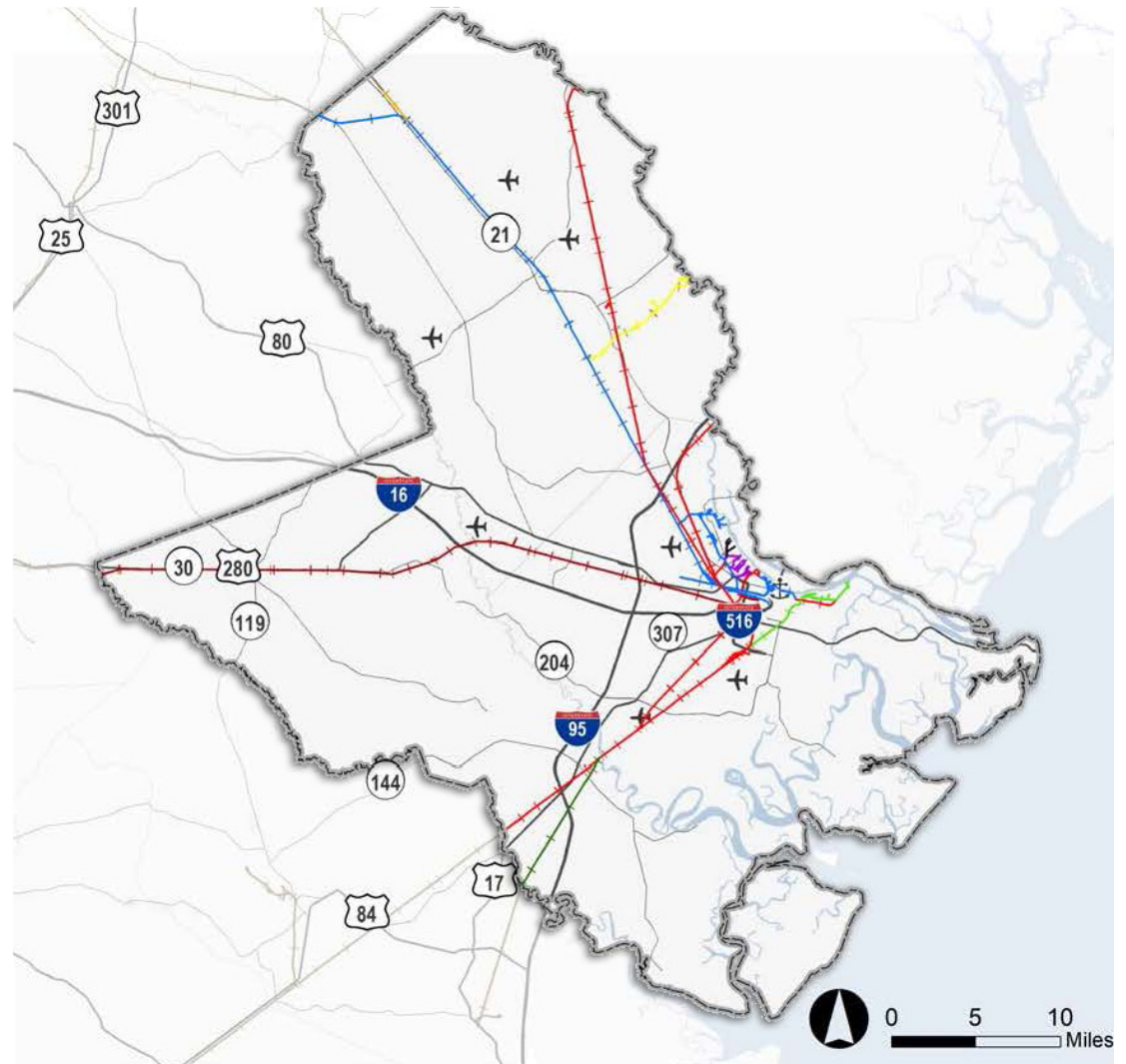
PVTX (PVTX)

Savannah & Old Fort Railroad (SVHO)

Riceboro Southern Railway (RSOR)

Ogeechee Railroad Company (ORC)

**Allegheny & Western Railway Company
(AWRY)**



Airports

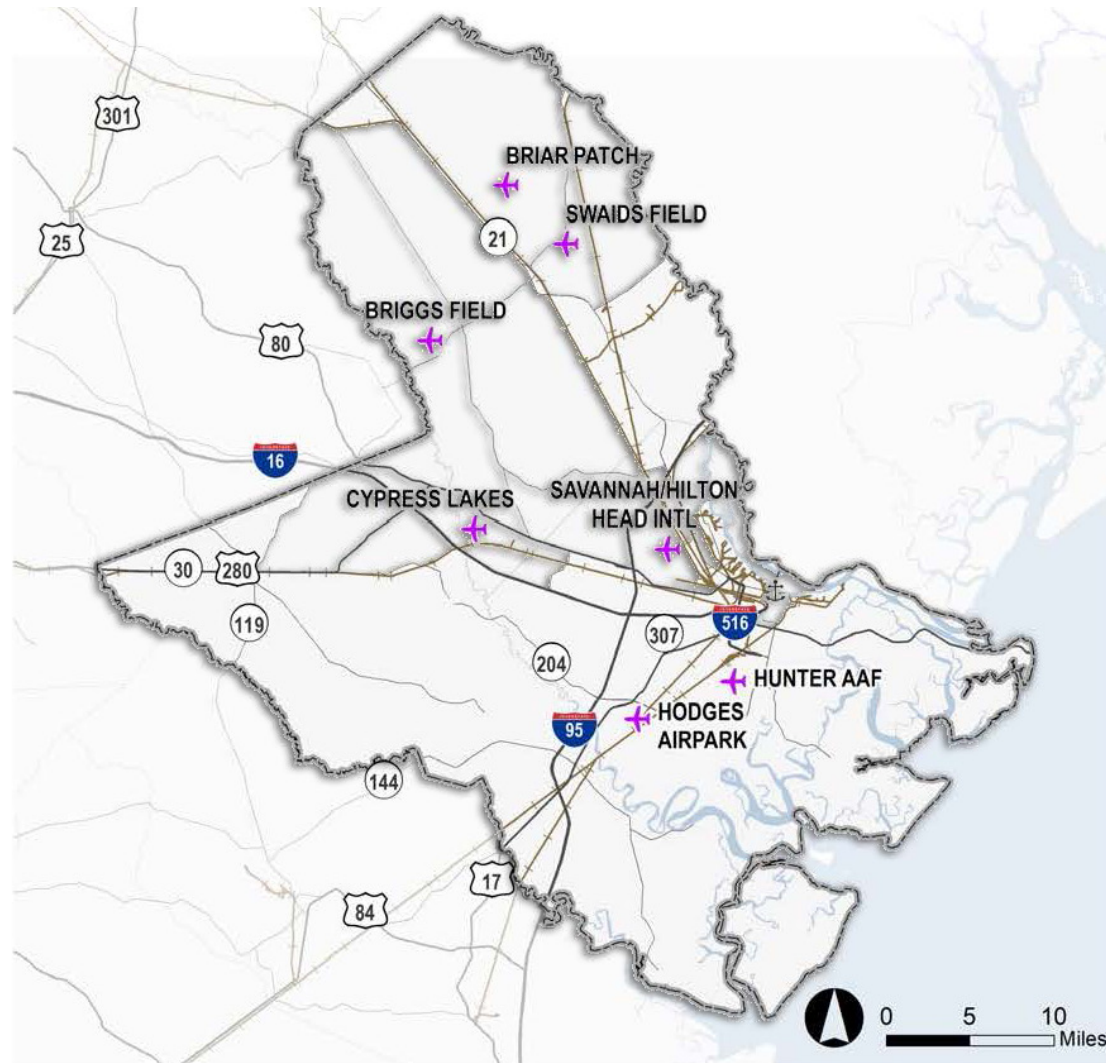
The Savannah/Hilton Head International Airport (SAV) is a commercial and military-use airport in Savannah, Georgia, United States. The airport's passenger terminal is directly accessible to Interstate 95 between Savannah and the suburban city of Pooler.

The Savannah/Hilton Head International Airport is the chief commercial airport for Savannah, the Coastal Empire region of southeast Georgia and the Lowcountry of South Carolina, where the resort town of Hilton Head accounts for some 40 percent of total airport passenger traffic.

SAV is second only to the Hartsfield–Jackson Atlanta International Airport as Georgia's busiest commercial airport. The airport is currently served by Delta (and Delta Connection carrier Shuttle America), JetBlue, United Airlines, American Airlines, American Eagle, Air Canada, Allegiant Air and Sun Country Airlines.

The airport also serves as world headquarters for Gulfstream Aerospace. The Georgia Air National Guard's 165th Airlift Wing is also based at Savannah/Hilton Head International.

SAV is also the only public airport that handles cargo in the Savannah region. Dedicated cargo carriers include Air Cargo Carriers, Federal Express (FedEx), Martinaire Aviation, Sky Way Enterprises, and Suburban Air Freight.



- ✈ Airports
- ⚓ Ports
- Railroads

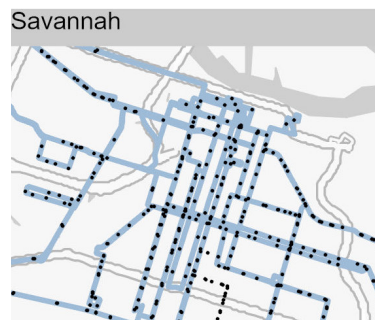
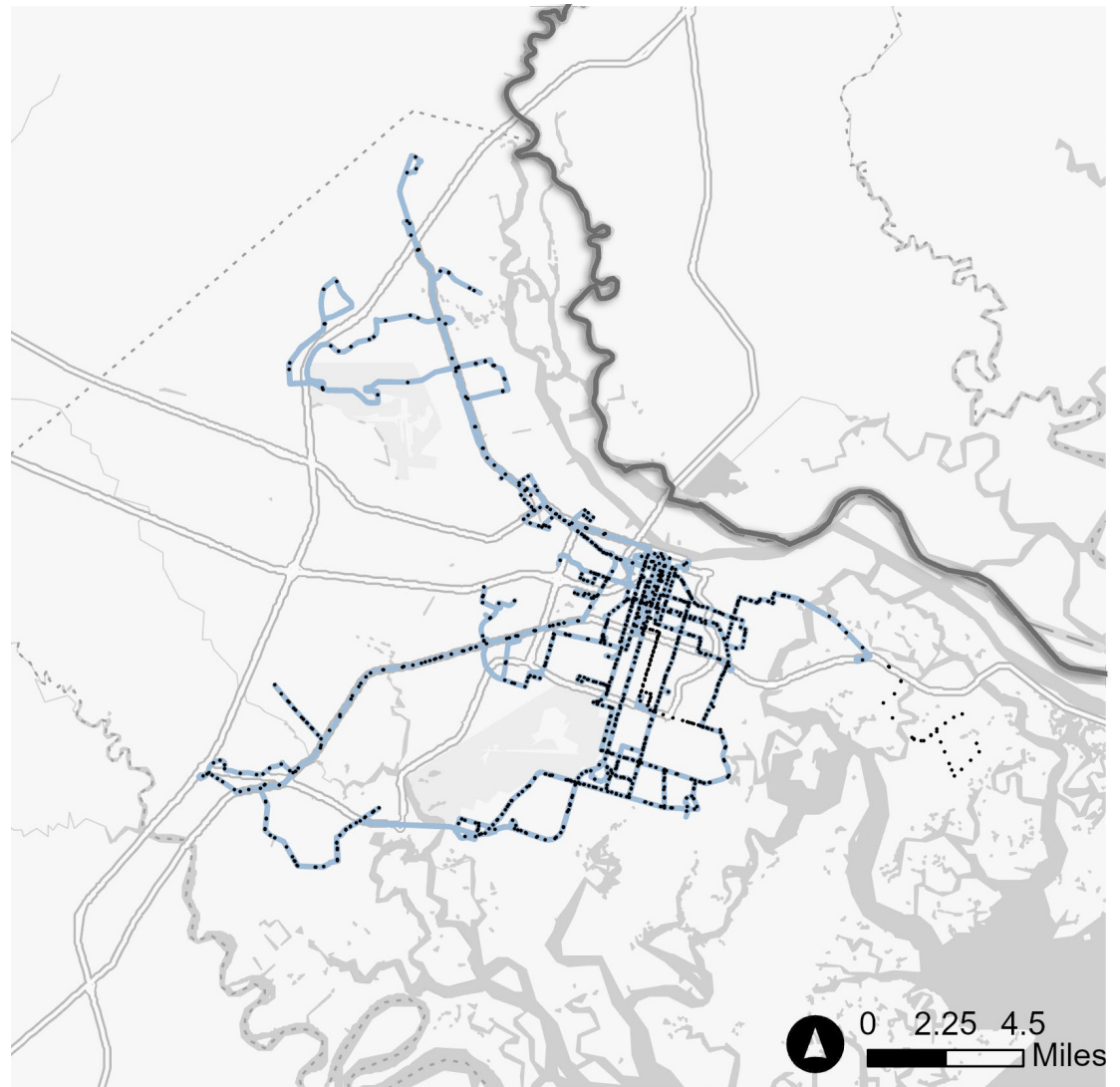
Bus Routes

Chatham Area Transit (CAT) is the agency responsible for the provision of transit services to the Savannah area. CAT provides a combination of bus and ferry service in the City of Savannah plus parts of the unincorporated Chatham County, and portions of Garden City and Port Wentworth. There are nearly 300,000 people living in the CAT's service area. In 2022, CAT provided 1.7 million trips, including fixed route, paratransit and ferry.

CAT's fixed route bus transit network operates using a combination of "grid" and "hub-and-spoke" models. The grid model, where bus routes operate on parallel streets creating opportunities to change direction at intersections, is used in downtown Savannah including the historic district as far south as Anderson Street. Bus routes operate on most major north/south and east/west streets, enabling passengers to change directions by connecting with another CAT bus route at most major intersections.

Other Services:

- SMART Microtransit Pilot Program and ADA accessible CAT SMART service
- CAT Mobility: Complementary paratransit service to meet the requirements of the Americans with Disabilities (ADA) Act of 1990
- Savannah Belles Ferry service provides zero-fare passenger ferry service across the Savannah River between downtown Savannah's Riverwalk and Hutchinson Island



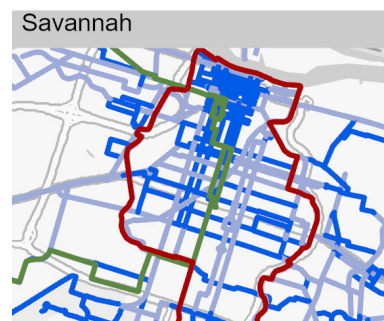
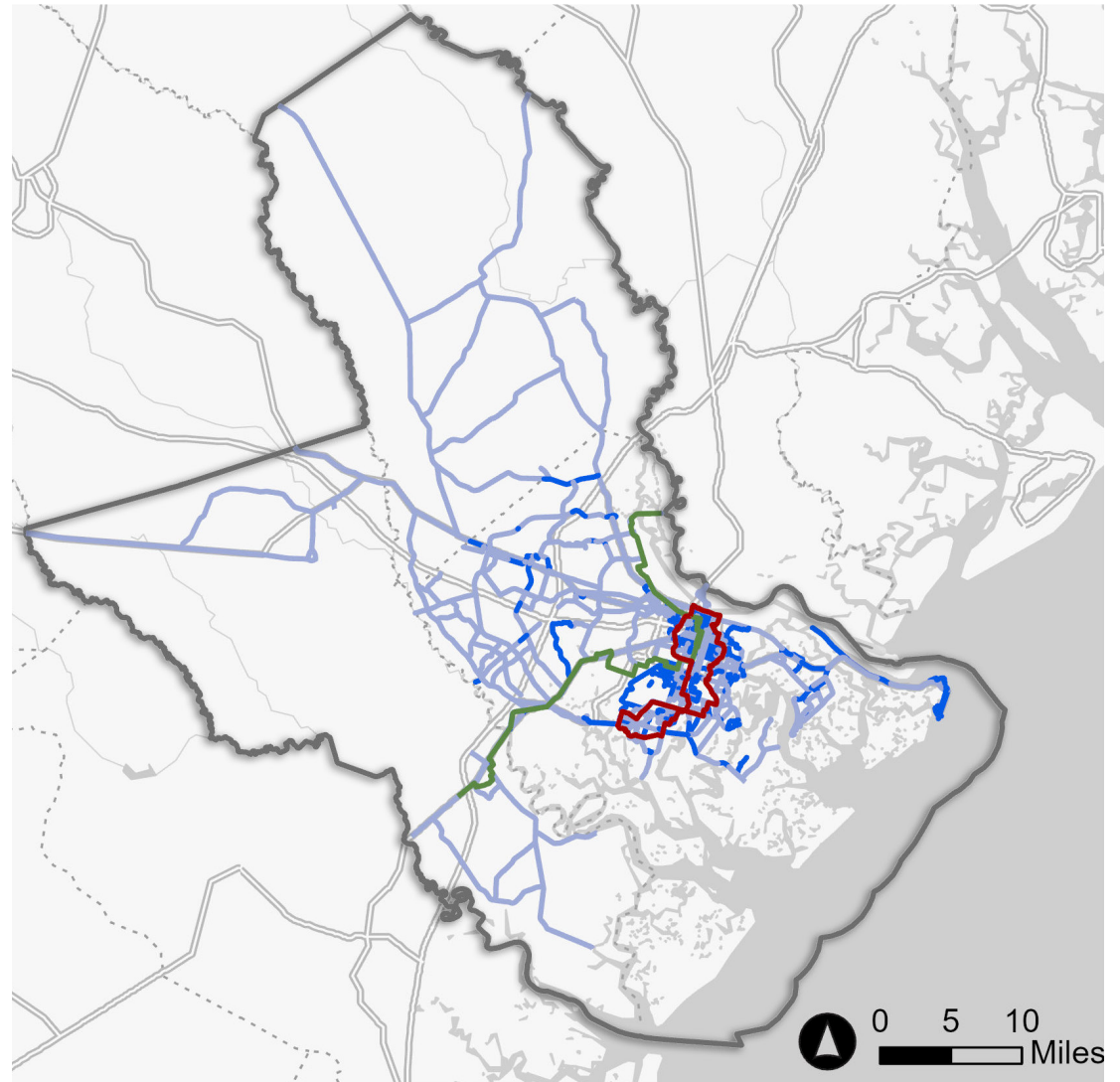
- CAT Bus Routes
- CAT Bus Stops

Bike Routes

The CORE MPO and the local jurisdictions all have a strong commitment to the provision of safe and connected facilities for pedestrians and bicyclists. There are a number of bicycle facilities, both lanes and trails that have been recently completed or are underway. The bicycle network includes multi-use paths, designated bike lanes and paved shoulders. This network aims to provide a regional framework where offshoot sub-area bike networks can be connected.

CORE MPO staff will conduct a comprehensive inventory of bikeways and sidewalks in the region to document the locations and conditions of the sidewalks. Identified improvement projects will be included in the CORE MPO's Non-Motorized Transportation Plan (NMTP). The CORE MPO's Bicycle and Pedestrian Advisory Committee (BPAC) will work with the state and local governments to implement the priority bike/ped projects from this plan.

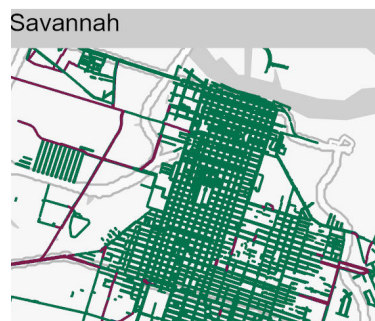
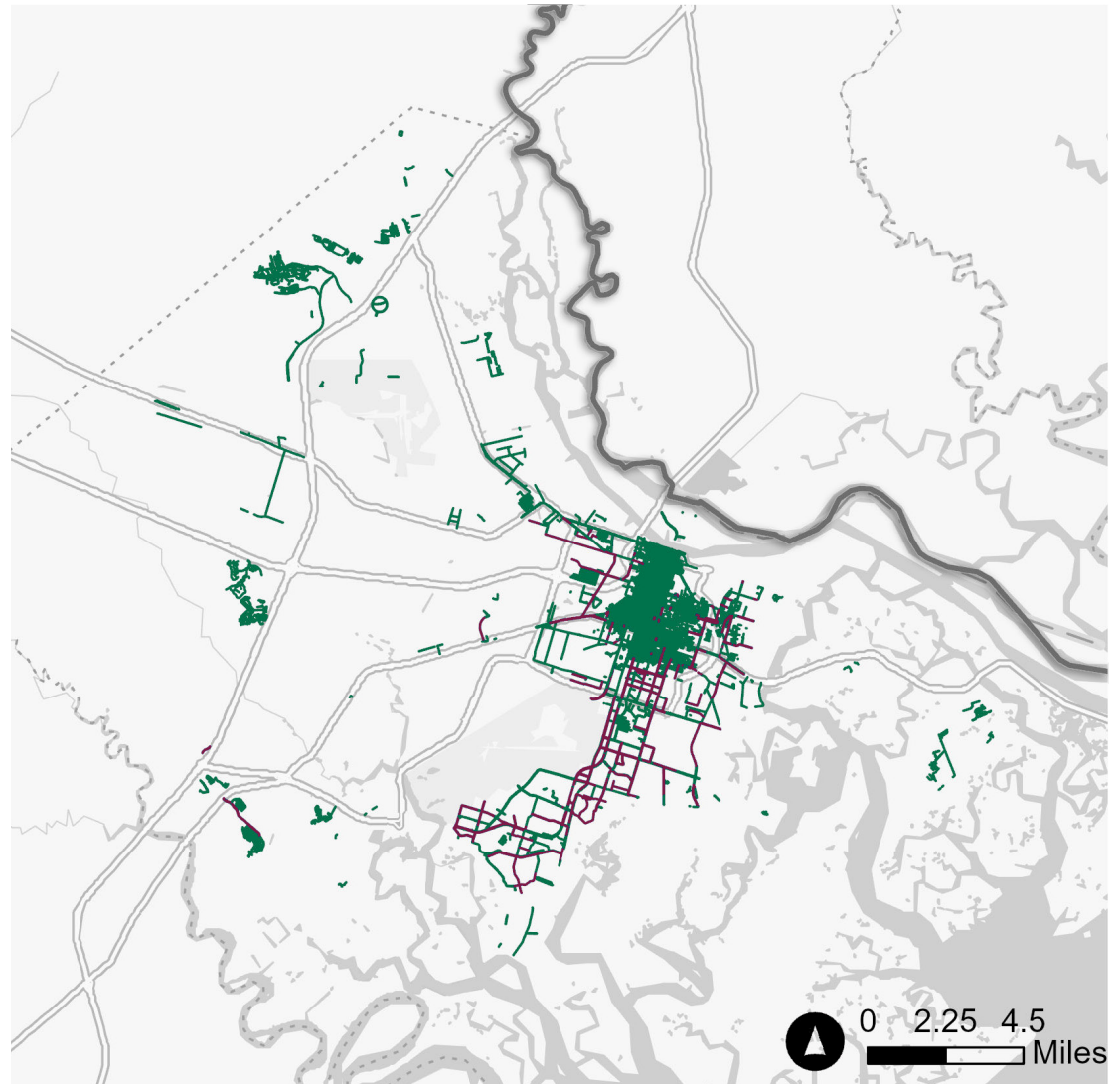
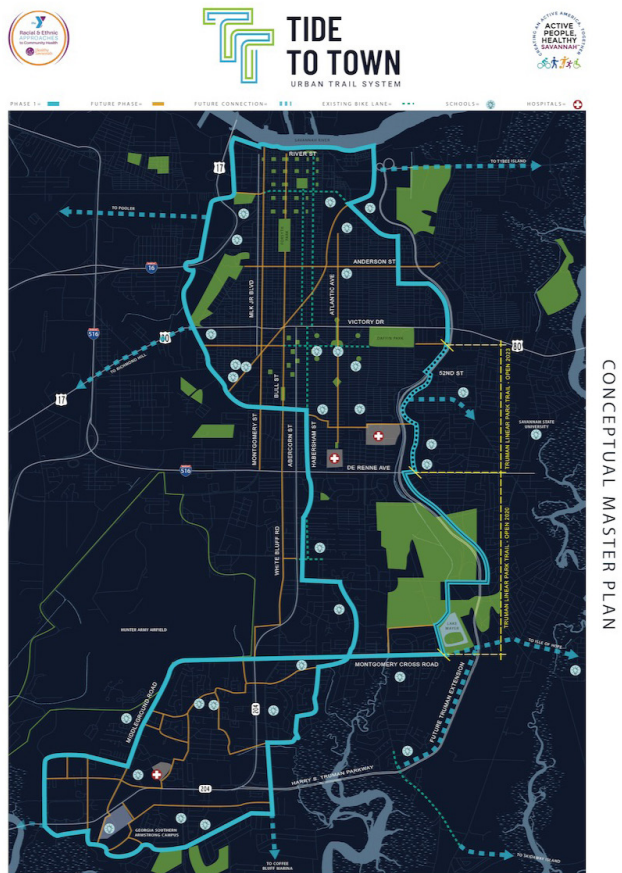
More than 400 bike/ped/trail projects have been identified in the NMTP. The MPO staff and BPAC are working on prioritizing and ranking these projects. The NMTP will be the source for bike/ped improvements in the 2050 MTP which has a set aside (3% of total Project Revenue) dedicated to bike/ped/trail projects.



- Proposed Bike Paths
- Existing Bike Paths
- East Coast Greenway
- Tide To Town

Sidewalks

There is a robust sidewalk network, particularly in the City of Savannah. Following the lead of many communities across Georgia, a coalition of citizens in Savannah is coordinating the effort to create a branded urban trails system. Tide to Town will be a network of protected walking and bicycling facilities connecting all of Savannah's neighborhoods. Tide To Town will link together existing and planned projects, including the Truman Linear Trail and the Springfield Canal Trail. The core of the system is a 30-mile route that encircles the City of Savannah.



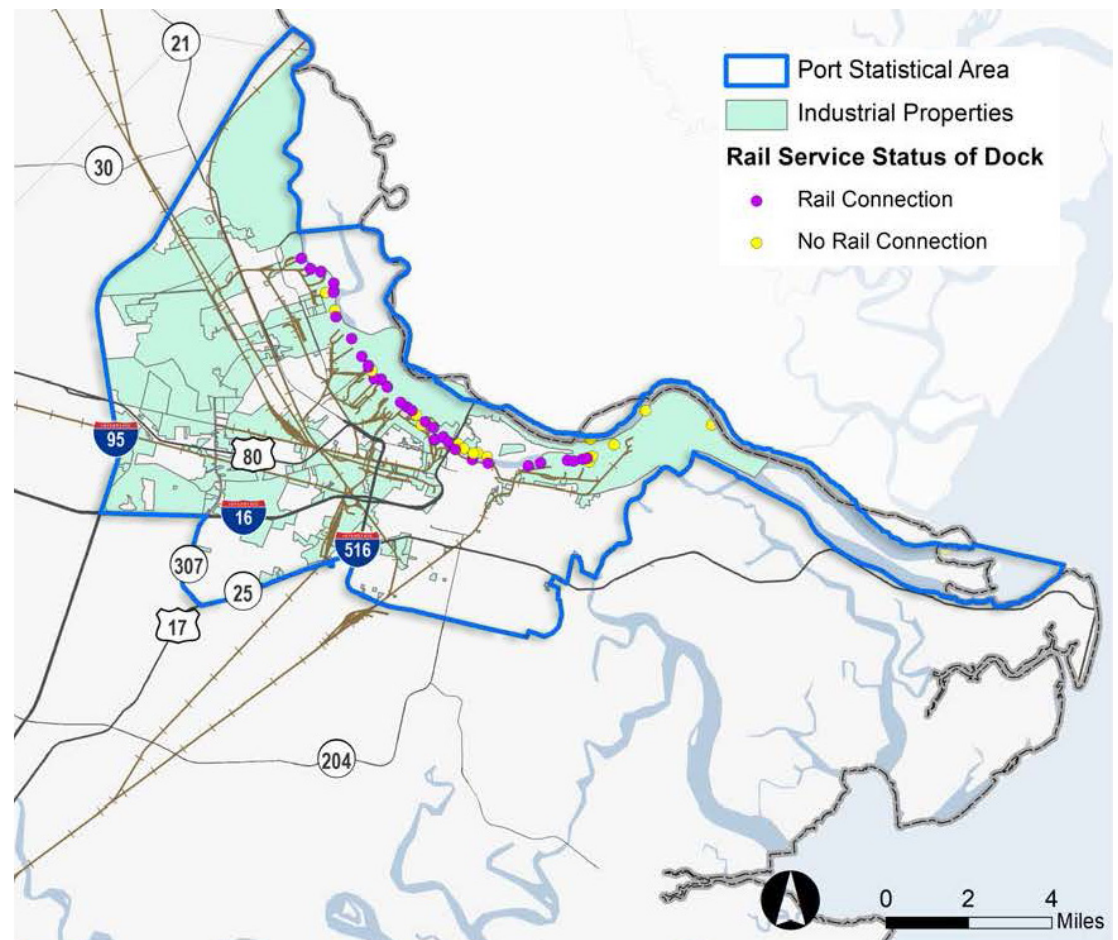
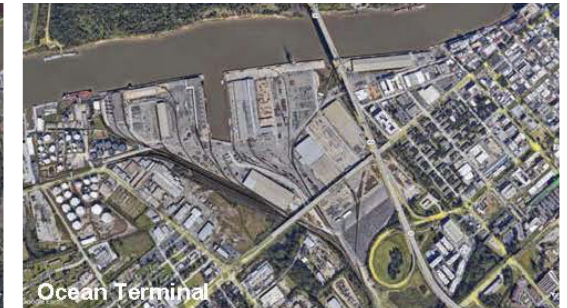
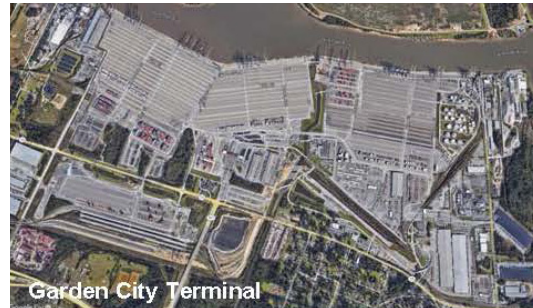
- Existing Sidewalks
- Proposed Sidewalks

Port of Savannah

The Port of Savannah and the Georgia Ports Authority (GPA) continue to be a major transportation hub and economic engine for both the Savannah region and the State of Georgia. The Port of Savannah is the largest and fastest growing container terminal in America and the 3rd busiest container port complex in U.S., after L.A./ Long Beach and New York-New Jersey. It is the largest gateway for agricultural exports.

The Port is comprised of two deep water terminals: Garden City Terminal and Ocean Terminal. The Garden City Terminal handles container traffic and has on-terminal rail intermodal access. Both Norfolk Southern (NS) and CSX Transportation operate at the Mason Mega Rail Terminal located on the Garden City Terminal. The Ocean Terminal handles breakbulk, roll-on/roll-off (Ro/Ro), and container traffic. This facility is in the process of being converted to primarily handle containers. It also has on-dock rail access via NS and CSX.

The Savannah Harbor Expansion Project that was completed in 2020 supports jobs and commerce throughout the nation. The project will allow newer larger freighters to navigate the river with greater flexibility. The total economic impact of Georgia's deep-water ports on Georgia's economy is \$84 billion. The Georgia Ports Authority supports more than 369,000 jobs and approximately \$20.4 billion in personal income annually.



Traffic Operations and Emerging Technology

Transportation improvements that focus on operations and technology can maintain and even restore the performance of the existing transportation system before extra capacity is needed. The City of Savannah's Traffic Control Center and City of Pooler's installation an adaptive signal program are two innovative examples in the Coastal Region MPO.



Transportation Network Companies (TNCs) or Ride-hailing/Ride Share



CAT Microtransit Service



GDOT Savannah Regional Traffic Operations Program (SRTOP)



GDOT Dynamic message signs (DMS)



Savannah College of Art and Design Bee Line transit service and Bike/Scooter Share



Driverless and Autoumous Vehicles





Public Involvement

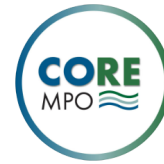
Overview

Public involvement is one of the most important elements of the 2050 Moving Forward Together Plan. CORE MPO has a long-standing history of incorporating citizen and stakeholder input into the planning process. The MPO created numerous opportunities for input throughout the development of this Plan.

During the Plan development, CORE MPO coordinated with multiple local jurisdictions and planning partners within the region. For example, MPO staff facilitated or attended meetings at city halls within Bryan, Chatham, and Effingham counties to ensure that local government actors understood the 2050 MTP planning process and could share input based on the needs of their respective communities.

Staff also presented MTP information at neighborhood meetings throughout the region to help community members understand the role of an MPO and the impact of the 2050 MTP. Furthermore, CORE MPO collaborated with organizations such as GDOT, Chatham Area Transit, Bike/Walk Savannah, Healthy Savannah, and the CORE MPO advisory committees. Working with diverse groups created a well-rounded public involvement process that considered all forms of transportation.

The CORE MPO also works closely and coordinates with its regional partners. The MPO has a close working relationship with its neighboring MPOs which include the Hinesville Area MPO in Liberty County and the Lowcountry Area Transportation Study (LATS) MPO in South Carolina. Staff from both neighboring MPOs have a standing invitation to participate in the MPO Policy Committee meetings and CORE MPO staff regularly attend the Hinesville Policy Committee and LATS meetings. Coordination on specific planning efforts that may have more wide-ranging impacts, such as a freight assessment, also regularly occurs.



coastalregionmpo

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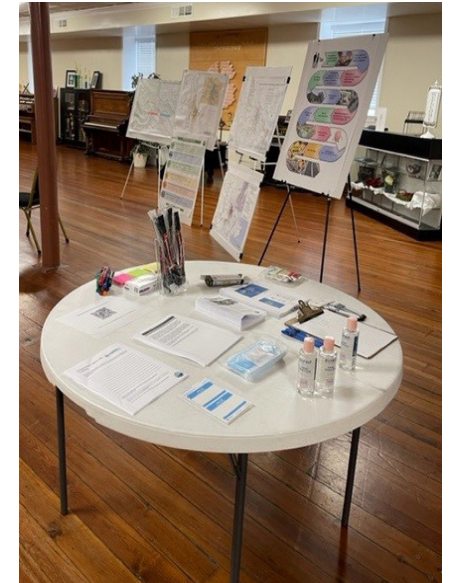
Coastal Region MPO

Community

A Metropolitan Planning Organization provides a forum for local decision-making regarding federal transportation funds that come to the urbanized area

110 East State Street, Savannah, Georgia 31401

www.thempc.org/Core/Mtp2050



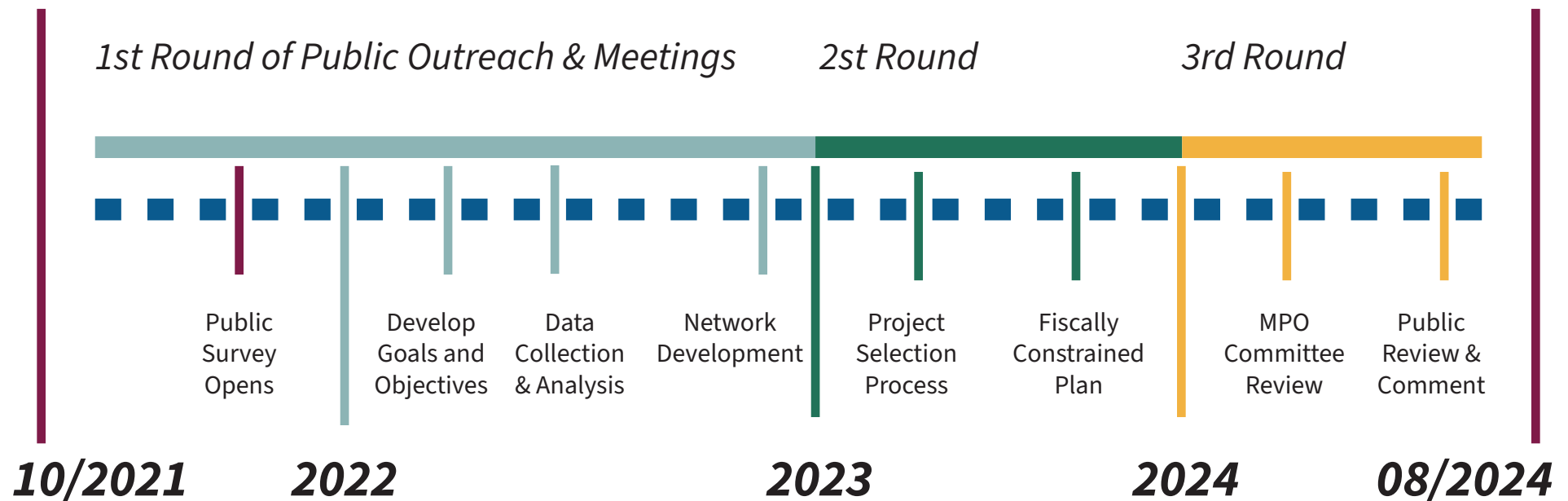
Timeline

Under the guidance of federal legislation, CORE MPO has developed, maintained, and updated a Public Participation Plan which outlines the following public involvement strategies for MTP update that meet or exceed the federal requirements. This included in-person events, virtual presentations, surveys, and community pop-ups to name a few. Meetings were planned and held at critical project milestones to ensure public input was present at all stages of the Plan. Meeting locations were selected based on their accessibility by all populations, with close proximity to transit and underserved communities.

The 2050 MTP update process was organized around three (3) rounds of public meetings and/or open houses to facilitate public involvement at critical stages – 1) Plan kick off, 2) Plan progress report and 3) final Plan presentation. Meetings were commonly held outside of business hours (evenings and weekends) to give people a better opportunity to attend. Virtual presentations were made available to accommodate people who could not travel to event locations.

Plan Kickoff

Plan Adopted



Outreach Methods

Public input was a vital part of this process. Community members notified MPOs of problem areas, gave insight into their individual experience with the transportation system, and communicated how they want to see the transportation system develop.

The 2050 MTP is multi-modal and there are several ongoing planning efforts that have contributed to the 2050 MTP development, CORE MPO coordinated with other planning partners and neighborhoods in hosting joint meetings to collect input. While public meetings and committee meetings were held by the MPO during the plan update process, they are only one part of a broader outreach effort that will include print media, social media, the internet, surveys, and collaborating with local neighborhood associations.

In addition to public outreach meetings and events, CORE MPO staff also had discussions with the jurisdictions within the CORE MPO planning area, including Bryan County, Pooler, and Tybee Island.

This input was incorporated into the 2050 MTP in multiple ways. First, it was used to update the goals and objectives. Second, public input impacted financial planning. For example, the non-motorized and transit revenue set asides were increased compared to the 2045 MTP. This was in response to multiple respondents on surveys and events stating a need for more public transportation and infrastructure for cyclists and pedestrians.

Public comment will also be incorporated into other planning documents, such as the Participation Plan and be shared with jurisdictions within CORE MPO area to ensure that this information is flowing to the policy makers who can directly address local transportation issues.





Hello Neighbor SAV Holly Heights Event



Effingham County Public Meeting



Coloring Pages



Surveys & Interactive Map

Get Involved

Public involvement is crucial in the 2050 Metropolitan Transportation Plan update! You are the transportation system users and all the decisions made will affect your everyday life. We need your input on updating the 2050 MTP. Your input will provide recommendations that reflect real world solutions to improve the overall quality of life for you and other residents in the region. Please use the following methods to let us know what you think of our transportation system and what kind of improvements you would like to see.

- Take the **2050 MTP Survey** to provide your feedback on transportation investment priorities

ENGLISH VERSION

VERSIÓN EN ESPAÑOL

中文问卷

PHIÊN BẢN VIỆT NAM

- Take the **2050 MTP Map Survey** to report your travel problems of different modes and suggest solutions in specific locations

2050 MTP MAP SURVEY

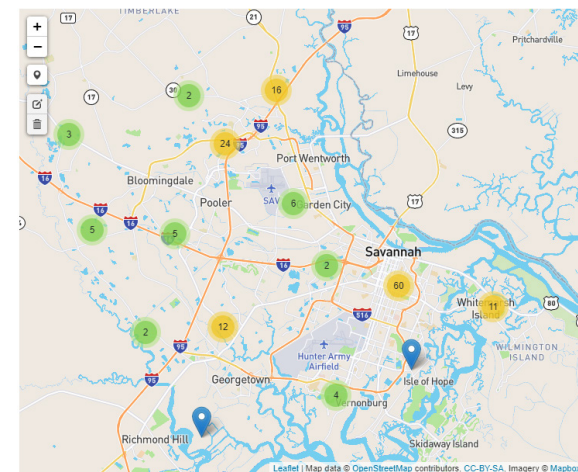
- Take the **Freight Plan surveys** below to let us know freight problems you encounter

FREIGHT PLAN UPDATE SURVEY

FREIGHT PLAN UPDATE MAP SURVEY

- Visit the 2050 MTP website to get updates on the plan development process and provide comments

- Be sure to follow & like on our **social media** to get the latest updates on meetings and surveys





ROUTE

31

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29

3A



Our Projects

Overview

The 2050 MTP utilizes a precise methodology for project selection. The process is based upon the performance-based planning and programming process (PBPP). This practice was structured to remain in compliance with all state and federal requirements.

The Plan utilizes a selection process that integrates land use with transportation, a complete streets/context sensitive design approach, and is focused on mobility, sustainability, and quality of life for residents and visitors.

The project prioritization process establishes the structure and methods for use in prioritizing projects recommended in the CORE MPO 2050 Metropolitan Transportation Plan. Prioritization is a key element of regional transportation planning due to the wide range of needs evaluated throughout the process and the large

costs associated with infrastructure investment. Prioritization allows policy makers to target their limited resources at the most critical problems.

The project prioritization process includes three screening tiers of analysis: transportation needs, transportation resilience, and transportation equity. These screens were determined based on rigorous research of modern transportation challenges and how to mitigate those challenges. The screens are structured around the CORE MPO goals for their long-range planning efforts. Metrics were identified based on available data and tools. Scoring was used in conjunction with public feedback, awareness of limited resources, and broad policy objectives to guide transportation investment decisions.

Project Prioritization Screening



Needs Screening

The CORE MPO developed the prioritization process within the framework of the identified goals and planning factors encompassing performance-based planning. The process also follows the Federal Highway Administration's guidance using the "SMART" principle which focuses on using existing data and avoids placing an unrealistic burden on staff. This prioritization process relies on a range of quantitative and qualitative variables and a weighting system to generate prioritization scores for individual projects.

The measures considered for this tier were: Roadway Level of Service (LOS), Annual Average Daily Truck Traffic (AADTT), pavement conditions, whether a project provides connections to freight generating land uses, whether a project connects population centers to activity centers, vehicular crash density, and freight crash rates.

The 2045 MTP was analyzed to determine what projects were implemented since the debut of the 2045 MTP and if remaining projects should be carried over to the 2050 MTP. Projects left over were selected by Cost Bands.

Cost Band One projects were automatically carried over, as most of them were already programmed into the TIP. Cost Band Two and Three projects were re-evaluated based on a matrix of attributes. CORE MPO Staff reviewed existing plans and study recommendations for additional projects such as the Coastal Empire Transportation Study, Richmond Hill-South Bryan County Transportation Study, North Bryan Transportation Study, Chatham County 2023 TSP/OST, Belfast Keller Road Transportation Assessment, Effingham County Transportation Master Plan, SR 307 Corridor Study, SR 21 Access Management Study, and CORE MPO 2023 RFTP.

Project Identification

- 2045 MTP unimplemented projects
- TIP programmed projects
- Projects identified by CORE MPO plans studies

System Performance

- Level of Service
- High Truck Volumes (Freight Significance)

Safety and Security

- Facility Crash Rate Above State Average
- High Crash Density

State of Good Repair

- Bad Pavement Condition
- Bridge Sufficiency

Accessibility, Mobility, Connectivity

- Connects Population Centers to Activity Centers
- Connects major freight generators with infrastructure



Resilience Screening

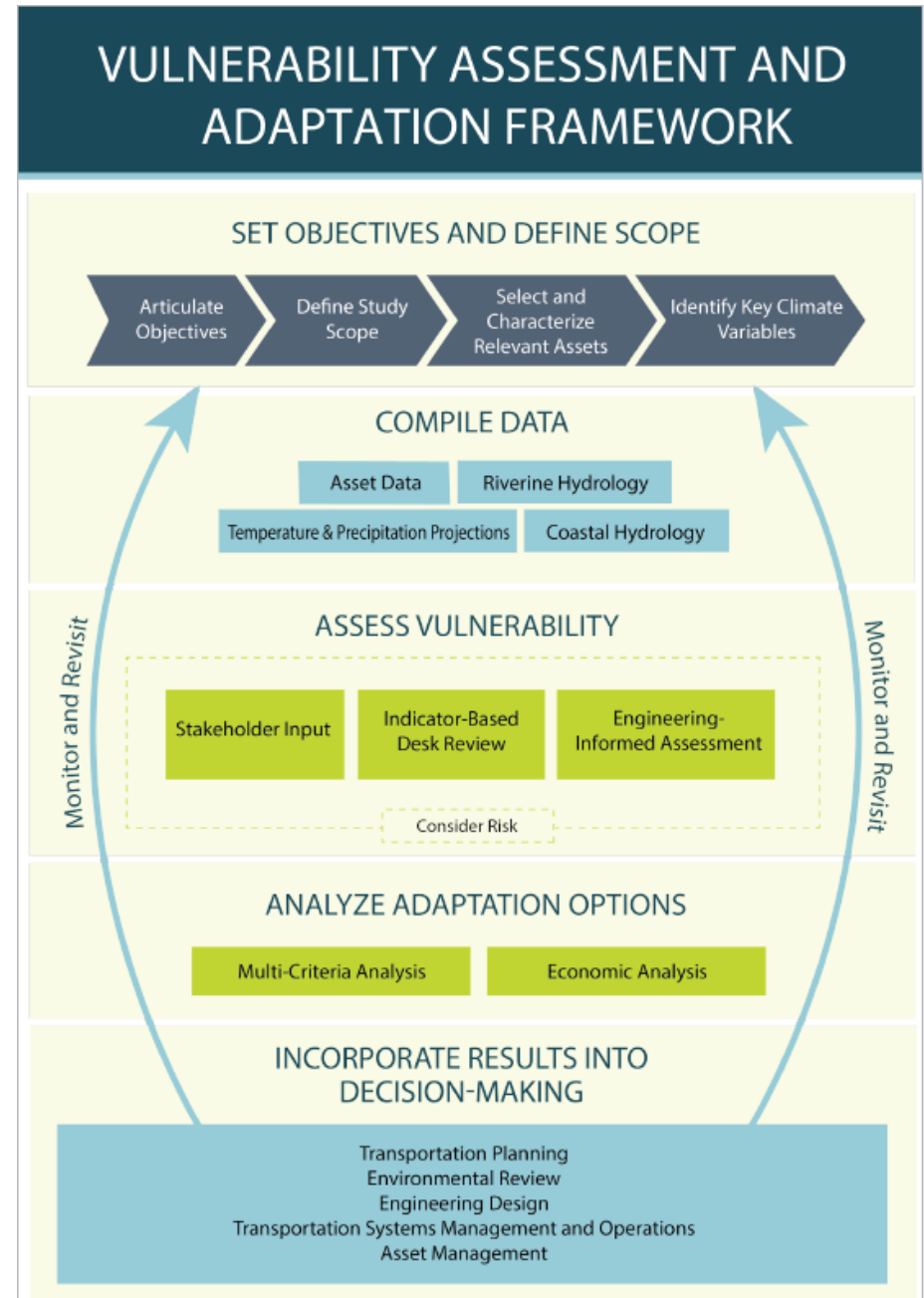
Resilience is defined as a project with the ability to anticipate, prepare for, or adapt to conditions or withstand, respond to, or recover rapidly from disruptions. This tier incorporates a vulnerability assessment following FHWA guidelines.

The FHWA defines vulnerability as the degree to which a system is susceptible to, or unable to cope with adverse effects of climate change or extreme weather events.

In the transportation context, climate change vulnerability is a function of a transportation system's exposure to climate effects, sensitivity to climate effects, and adaptive capacity. Measures that were considered for this tier were: exposure, sensitivity, and adaptive capacity. This assessment considered hazards: sea level rise, storm surge, precipitation, temperature, and wind.

- **Exposure:** whether the asset or system is located in an area: experiencing direct effects of climate variables.
- **Sensitivity:** how the asset or system fares when exposed to a climate variable.
- **Adaptive capacity:** the system's ability to adjust to or cope with existing climate variability or future climate impacts.

FHWA Framework



Equity Screening

The equity tier measures equity within the MPO region and how different transportation facilities affect different areas and populations, particularly populations of concern.

Equity in transportation seeks fairness in mobility and accessibility to meet the needs of all community members. A central goal of transportation equity is to facilitate social and economic opportunities by providing equitable levels of access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally underserved.

The goal of this tier is to improve safety, accessibility by multiple modes of transportation, and connection to critical facilities. Ultimately these measures will mitigate disproportionate impacts of harm across different persons and population groups in the region and increase overall quality of life for all within the region.

Equity Measures

1. Transit connection & accessibility
2. Bike & pedestrian improvements
3. Connection & accessibility to critical features
4. Title VI & Environmental Justice
5. Safety

FHWA Proven Safety Countermeasures



Highway Financial Plan

The Moving Forward Together 2050 Plan is required to include a financially balanced list of projects, and the project costs must not exceed the anticipated funding for the planning period. The financial analysis is a key component in the development of the Plan. Project costs must be developed and inflated to the anticipated Year of Expenditure (YOE) or inflated to the year that the project is expected to be underway.

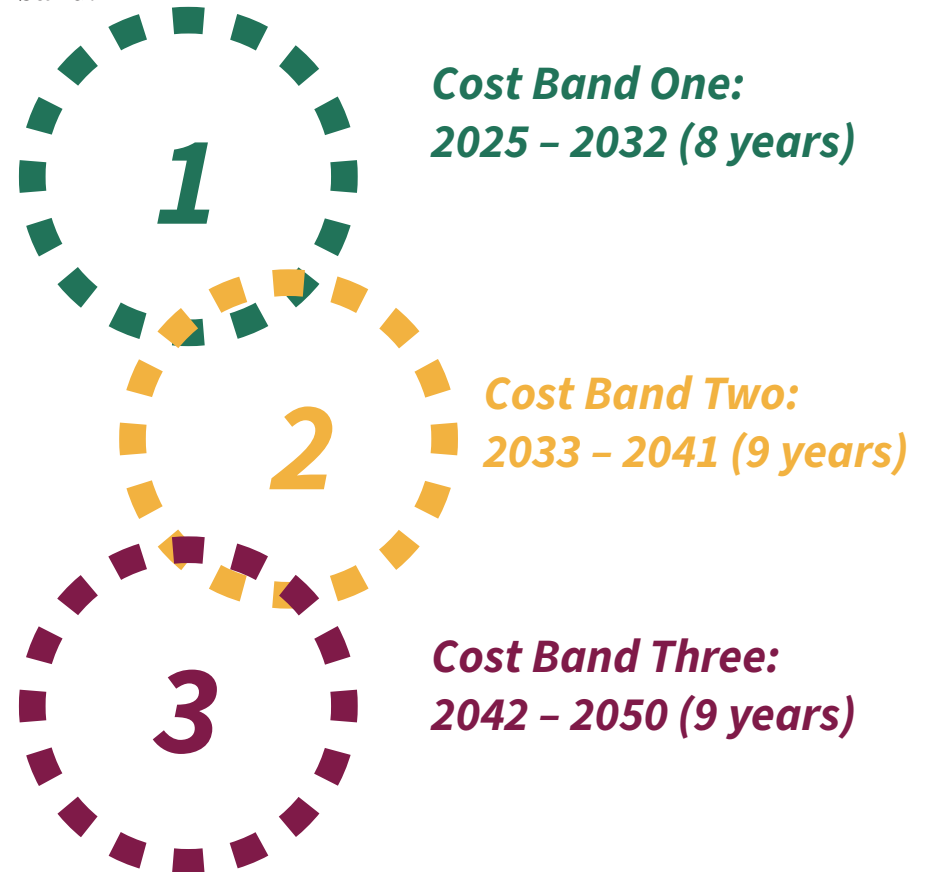
The anticipated revenues from all sources, including federal, state and local, must also be inflated. The project costs must then be compared to the anticipated funding to ensure that all of the projects are financially feasible to complete. The final list of financially balanced projects is the Moving Forward Together 2050 Plan.

The GDOT Office of Financial Management (OFM) provided highway revenue forecasts for 2025 – 2050 based on census population, the state's obligation authority and distributions among MPOs. The forecasted revenues are divided into two parts – funds for Projects and funds for Maintenance. The project amounts are determined based on the MPO population from the 2020 census, and the maintenance amount was calculated using the MPO's percentage of state route lane miles.

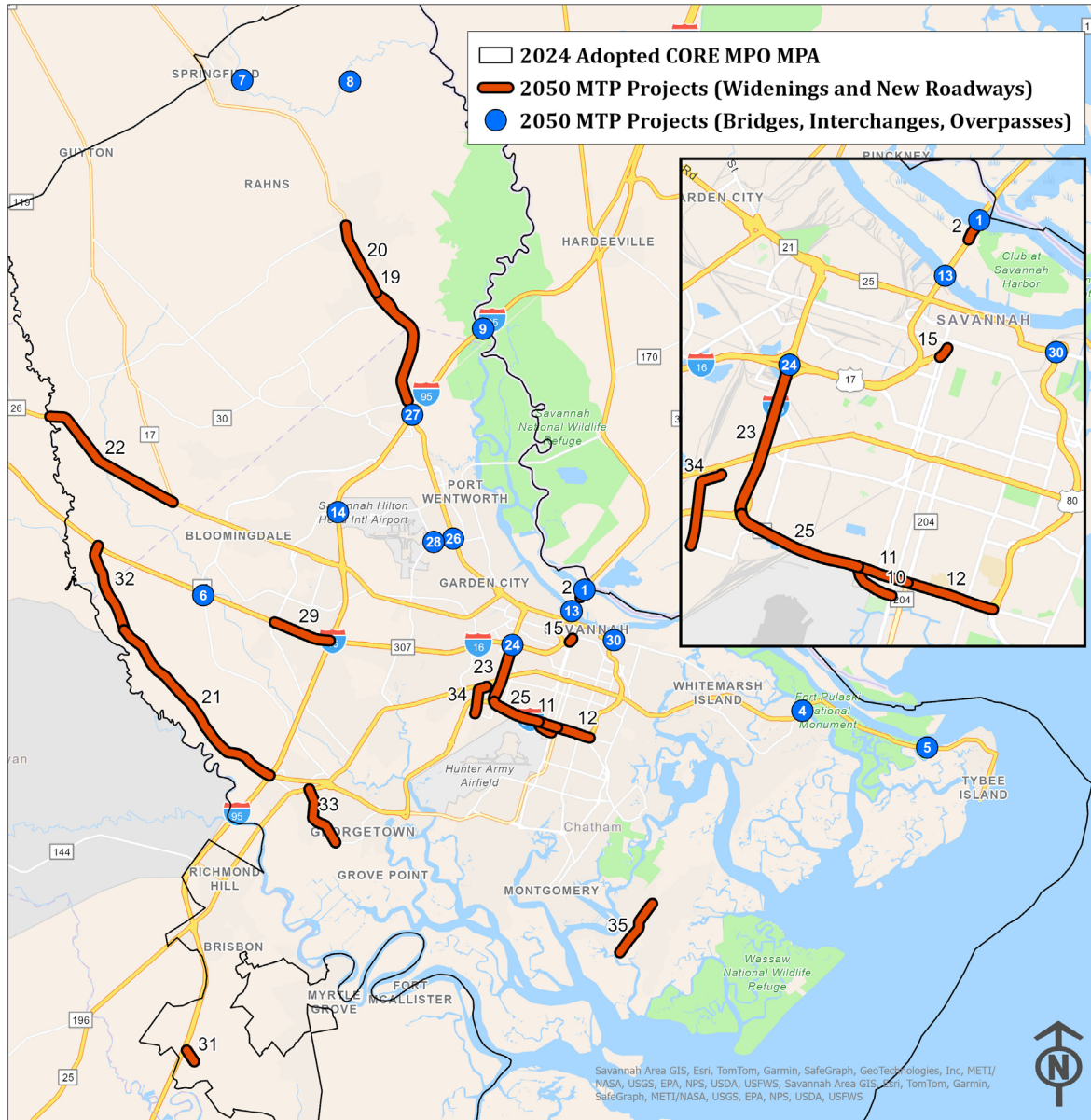
These revenue forecasts will be the basis for the final 2050 MTP highway revenue development. The CORE MPO staff has made some adjustments to the highway revenue projections with input from the Technical Coordinating Committee and approval from the CORE MPO Board.

Revenue Forecasts

Estimates are based on 2% annual growth rate for each year of IIJA/BIL and 1% after 2026. According to the GDOT forecasts, the Savannah region will receive an annual average of a little over \$55 million. These forecasts are matched funds, including the federal portion (80%) of the expected highway revenues for the CORE MPO Metropolitan Planning Area as well as expected matching funds (20%) provided by the State of Georgia and/or local project sponsors. The revenues of the 2050 MTP expressed in Year-of-Expenditure dollars will be distributed into short-, mid- and long- term cost bands to cover projects included in each band.



2050 Financial Plan Projects Map



Highway Projects

With the development of the anticipated highway revenues over the planning period, the next step is to decide what projects are to be included in the highway section of the financially constrained 2050 MTP. This step takes into consideration projects' development status and implementation schedule, MTP continuity, projects' prioritization rankings, fiscal constraints, local project sponsor commitment, and geographic equity analysis.

The selected priority projects' costs are adjusted for inflation, then the costs are balanced against the anticipated revenues in each cost band. The MPO staff worked closely with the Technical Coordinating Committee and developed the draft fiscally constrained 2050 MTP for highway projects. In order to balance the anticipated revenues with the project costs for the financially feasible plan, some projects or project phases have to be pushed back into the Vision Plan.

Vision Plan Projects

Throughout the 2050 MTP development, a large number of projects were identified that could not be funded given today's financial reality, both regionally and locally. The projects identified but not included in the plan are incorporated into the Vision Plan project list, or unfunded project list. Subsequent plan updates will utilize the Vision Plan for projects to include when funds become available.

These improvements are important and will be built if more funding becomes available. They provide a source for project selection and implementation not only for the CORE MPO's Call for Projects process, but also to local agencies for national, state and regional grant funding applications.

Intersection Improvements: Signalization, signal re-timings, operational improvements, geometry modifications, realignments, roundabouts, turn lanes, and other dedicated intersection improvements.

Operational Improvements (Arterial Upgrades, Safety): Corridor medians, turn lanes, lane width modifications, shoulder additions, curb and gutter additions, access management and driveway consolidation changes, corridor-level signal synchronization, and other corridor-level roadway improvements which do not directly add capacity.

Roadway Capacity Improvements: Road widenings, design speed and functional class upgrades, and other capacity improving projects.

New Roadway and/or Extension Projects: New roadway constructions and alignments.

Transit Financial Plan

The Moving Forward Together 2050 Plan focuses on transit capital projects only. Transit operating funds will not be a part of the transit revenue projections. Chatham Area Transit (CAT) is the public transit provider in the CORE MPO. CAT services are only available in Chatham County. Bryan and Effingham County utilize the Coastal Regional commission Regional Coaches.

For transit capital projects, CAT used cost information developed from the Master Transit Plan, Transit Development Plan, Transit Asset Management Plan, Transportation Improvement Program, or RFP quotes as the basis. CAT then applied the appropriate escalation inflation factors for each cost band similar to highway projects for final cost estimates.

The selected priority transit project costs are adjusted for inflation and then the costs are balanced against the anticipated transit revenues in each cost band. The MPO worked with CAT and developed a draft fiscally constrained 2050 MTP for transit capital improvement projects.

Through coordination with the Intermodal Office of GDOT and the Coastal Regional Commission, it has been determined that no additional transit capital revenues will be available for Bryan County and Effingham County.

Transit Projects

- Preventative Maintenance
- Transit ITS
- Facility Enhancements and Rehabilitation
- Vehicle Replacement/Purchase
- Ferry Boat Rehab, Purchase, and Construction
- Paratransit Maintenance Facility
- Bus Stop Improvement Program
- Zero Emission Buses
- Infrastructure and Depot Charging
- Electric Vehicle Infrastructure
- Vanpool and Park & Ride Capital
- Passenger Amenities
- Upgraded Farebox and Payment System
- Ferry Boat Facility & Dock Construction



Policy Statements

Policy statements are developed for projects to correspond to revenue category expenditure set-asides and maintenance expenditures.

Maintenance Policy

The Georgia Department of Transportation (GDOT) maintains the state highways in Georgia. Local governments maintain some roadways in the Savannah region that are functionally classified as Collectors and above. Maintenance projects in the Savannah region which have been duly selected for funding by the State Transportation Board or the local governments are considered to be consistent with the CORE MPO's 2050 Metropolitan Transportation Plan.



Operational Improvements Set Aside

Any operational improvement project (traffic signals, turn lanes, intersection improvement, etc.) in the Savannah region seeking CORE MPO highway funding is considered to be consistent with the MPO's 2050 Metropolitan Transportation Plan provided:

1. The project is consistent with the MPO's plans (2050 Vision Plan, CORE MPO Regional Freight Transportation Plan, Congestion Management Process, etc.) or local Capital Improvement Programs;
2. The project makes improvements to functionally-classified roadways (collectors and above); and
3. The project has a dedicated project sponsor with local match funding commitment.



Policy Statements

Policy statements are developed for projects to correspond to revenue category expenditure set-asides and maintenance expenditures.

Transit Improvements Set Aside

Any transit improvement project seeking CORE MPO highway funding in the Savannah region is considered to be consistent with the MPO's 2050 Metropolitan Transportation Plan provided:

1. The project has an eligible local sponsor with matching fund commitment;
2. The project is consistent with the transit needs identified in the 2050 MTP and/or the CAT Master Transit Plan and/or Transit Development Plan; and
3. The project is approved by the CORE MPO Board for inclusion in the Transportation Improvement Program.



Non-Motorized Improvements Set Aside

Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO's 2050 Metropolitan Transportation Plan provided:

1. The project is consistent with the CORE MPO Non-Motorized Transportation Plan; and
2. The project has a dedicated local sponsor with local match funding commitment





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Project Impacts

Overview

Moving Forward Together 2050 is a multi-modal plan that is based on the socio-economic development of the Savannah region and is intended to provide efficient transportation services to all the residents in this area. Its multi-modal approach incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments. The EJ analysis is performed according to these modes.

The Moving Forward Together 2050 roadway projects from the financially constrained plan were evaluated for potential impacts upon roadway safety as well as natural and historic resources. The Plan discusses mitigation strategies to reduce noise, promote biodiversity and wildlife habitat, improve stormwater infrastructure, and engage with environmental justice communities.

GIS Screening

The CORE MPO performed a GIS screening analysis to determine the potential impacts of transportation projects on historic, cultural, and natural resources, and environmental justice. The results of this process include 2050 MTP projects overlaid with natural and historic resource data and EJ areas to determine potential impacts.

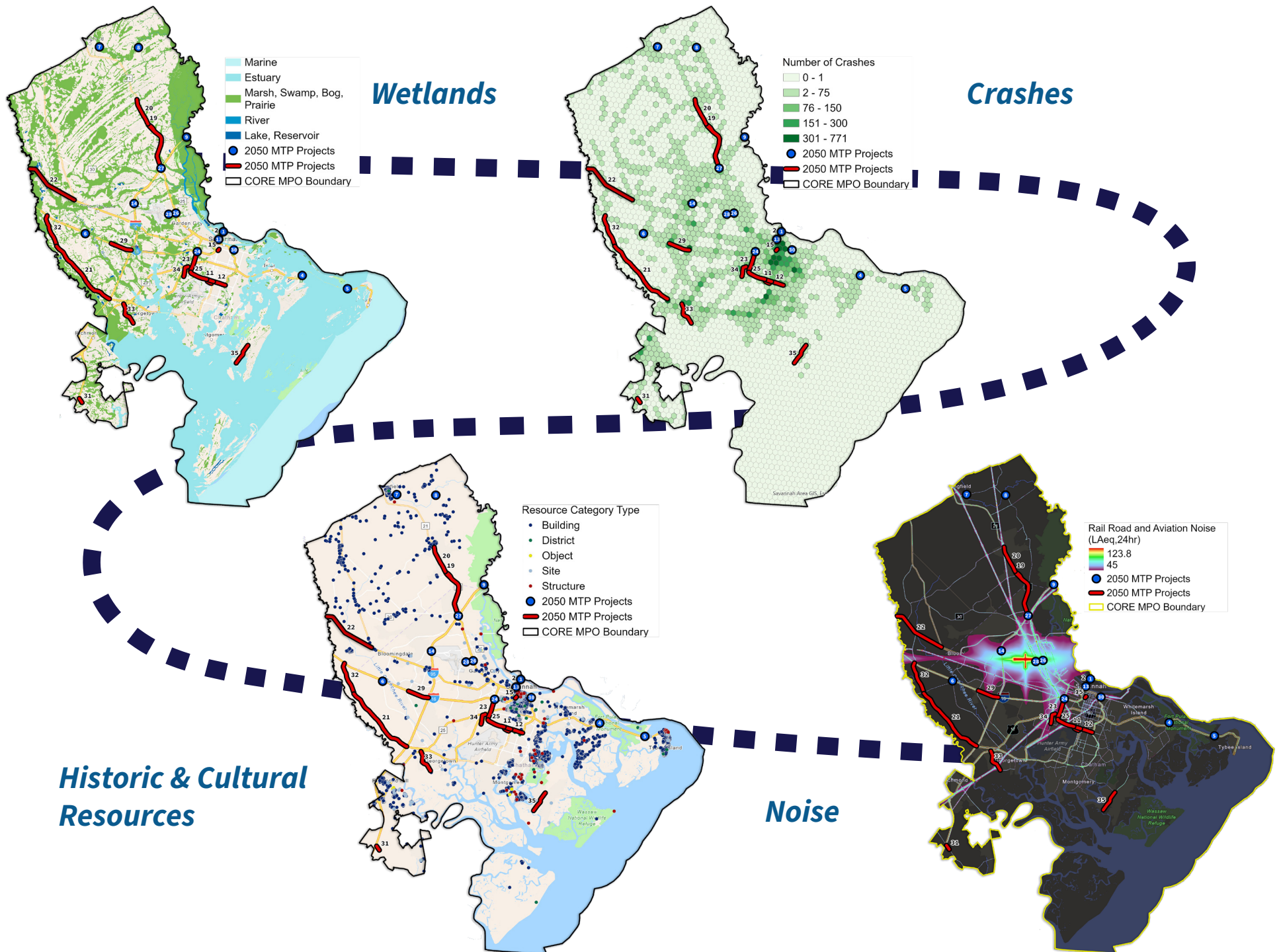
Any project in the 2050 MTP that potentially has negative environmental impacts must be analyzed on a more detailed level as part of the project development process, and to meet the requirements of the National Environmental Policy Act. As projects are further developed, each will be assessed more closely, and a determination can then be made as to any specific negative environmental impacts and an approach developed in mitigating those impacts.

Potential impacts on wetlands were determined if a project was located within 100 feet of a wetland area as designated by the National Wetland Inventory.

High crash areas were determined using crash data from the 2024 Congestion Management Plan from 2021 to 2022. Projects that crossed through areas with 150 crashes or more were considered as high crash areas.

Potential impacts to historic and cultural resources were determined if a project was located within 500 feet of a historic or cultural resources identified by Georgia's Natural, Archaeological, and Historic Resources GIS database.

Impact on an environmental justice area of minority and/or low-income population was determined using data from the Environmental Justice Plan 2024 Update.



Noise Abatement Strategies

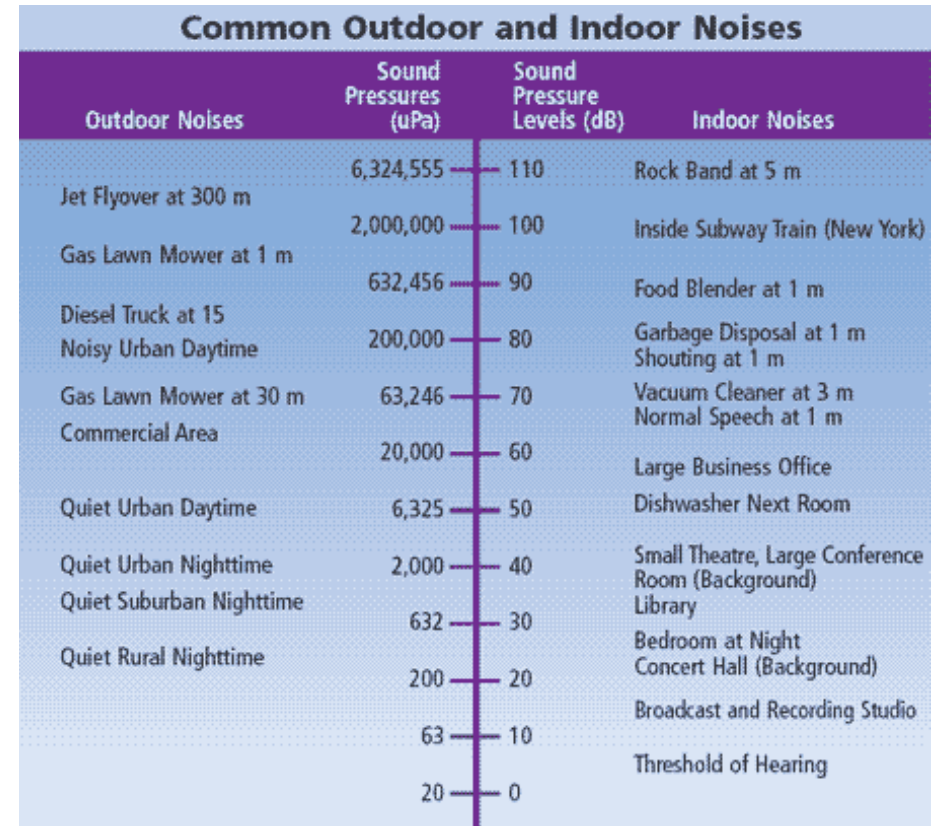
Noise abatement is any positive measure undertaken to reduce the undesirable noise emanating from a source or to reduce the noise level at a receiver. Strategies include:

- Prohibiting certain vehicle types (usually trucks) from particular streets and roadways.
- Permitting certain vehicle types (again, typically trucks) to use certain streets and roads only during certain noise-sensitive periods, such as daylight hours.
- Timing traffic lights to achieve smooth traffic flow and to eliminate the need for frequent acceleration and deceleration.
- Reducing speed limits.
- Separating noisier vehicles from other vehicles and placing them farther from the receivers.

Stormwater Management & Green Infrastructure

Storm water runoff occurs when precipitation flows over the ground rather than settling into the ground. Impervious surfaces, such as asphalt and concrete, prevent stormwater runoff from naturally soaking into the ground. Storm water can pick up debris, chemicals, and other pollutants and flow into a storm sewer system or directly to a lake, stream, river, or wetland. This runoff can pollute water bodies and cause them to overflow and flood.

Structural best management practices (BMPs) are facilities or devices engineered and built to capture and treat stormwater runoff, while non-structural BMPs include a variety of non-constructed measures or activities to reduce the generation of pollutants from highways and related facilities.

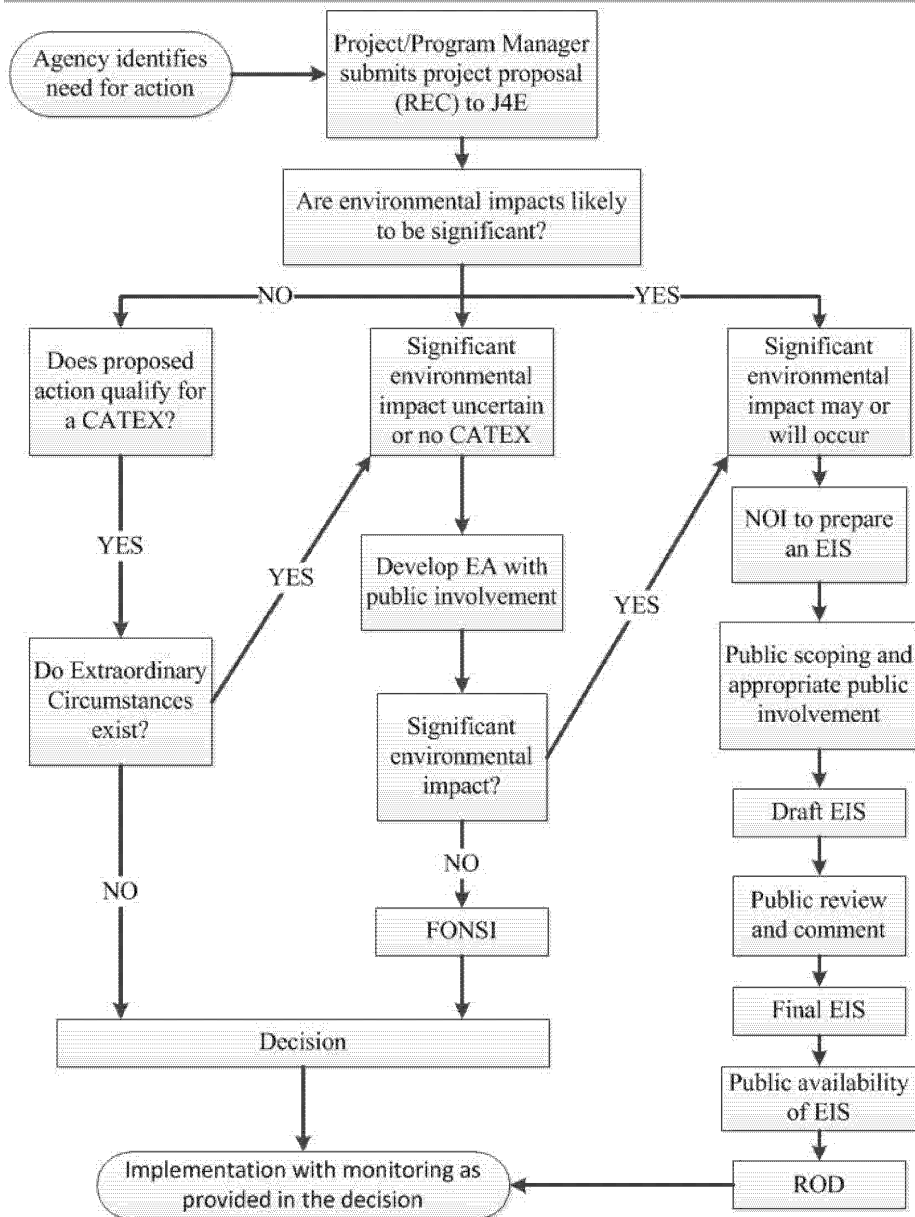


Source: FHWA

Bioswale on Broughton Street



The NEPA Process



Biodiversity & Wildlife Conservation

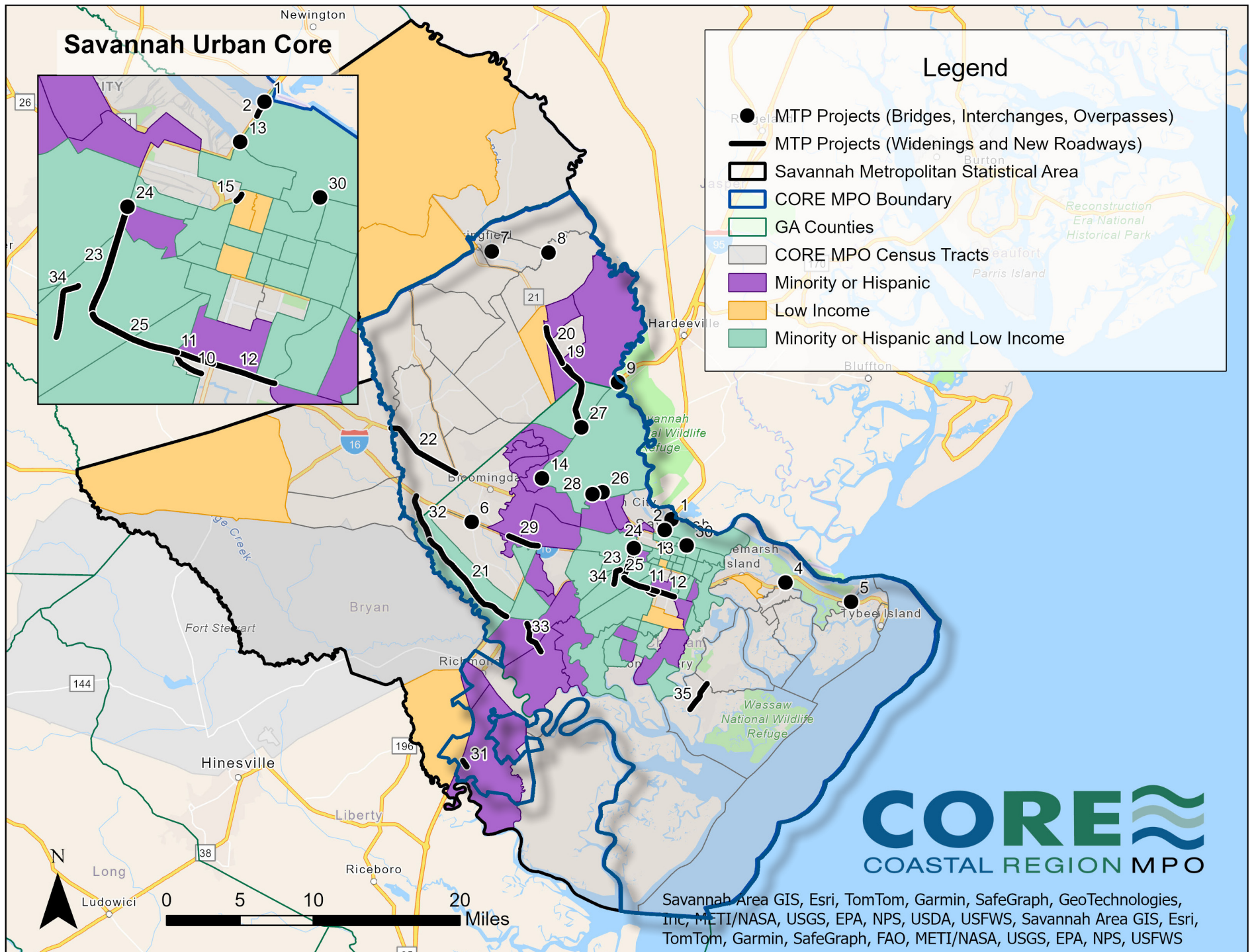
Ecological biodiversity and wildlife conservation should be a key component of all transportation projects. Implementing best management practices that consider the landscape, and the flora and fauna which inhabit it, in addition to complying with local, state, and federal regulations, will promote more sustainable practices that benefit surrounding communities.

Practitioners can consult the Georgia State Wildlife Action Plan for a comprehensive list of southern coastal plain high priority animals and plants, prioritized conservation goals, and strategies. Incorporating native plants, pollinator habitat, and wildlife crossings into project planning and design can reduce long-term costs from wildlife vehicle collisions, crashes caused by drivers avoiding wildlife, habitat fragmentation, genetic isolation of wildlife populations, and decreases in wildlife population.

Historic & Cultural Resources

Historic and cultural resource reviews during the project development phase are designed to comply with the National Environmental Policy Act (NEPA), the National Historic Preservation Act (NHPA), and applicable Georgia codes and regulations. These laws and regulations require that cultural and historic resources be considered during the development of transportation projects.

An element of that consideration involves consulting with various entities including the Federal Highway Administration (FHWA), Advisory Council on Historic Preservation, (ACHP), State Historic Preservation Office (SHPO), local historic preservation groups, local public officials, and the public.



Environmental Justice

Environmental Justice (EJ) is a federal requirement of federal, state, and local agencies and has legal basis in Title VI of the Civil Rights Act of 1964, Executive Order 12898 of 1994, and National Environmental Policy Act (NEPA). The CORE MPO identified where these traditionally underserved population groups, or environmental justice communities, are located to ensure that there are no disproportionate or adverse impacts from the planned transportation projects.

The locations of the environmental justice communities, low income and minority populations, were mapped along with the MTP financially constrained projects to better understand the locations and to correlate with the planned improvements. The projects that are in, or adjacent to, those areas incorporate improved multimodal facilities as well as enhancements to improve the character of the adjacent communities.

***The highway system** project investments and displacement costs are approximately proportionate in EJ and non-EJ target areas, with a greater investment in EJ areas.*

***The transit system** reaches EJ groups in Chatham County; however, services are limited in Bryan and Effingham County.*

***The bicycle and pedestrian networks** are more robust in the Savannah urban core. CORE MPO is working to expand these networks to Bryan and Effingham County.*



***EJ Area Investments total
\$1,249,256,251.39 (86.50%)***



***24 Financially Planned Projects
(68%) are located in EJ Areas***

EJ Investments

CORE MPO is directly investing in the transportation projects within EJ communities. Investments total \$1,249,256,251.39 (86.50%) in EJ areas as compared to \$166,846,927.00 (11.5%) in non-EJ areas and \$28,185,000.00 (1.95%) with an undetermined location. While these projects will benefit all roadway users in the MPO region, approximately 20% (82,396 people) will be directly impacted by the investments in their area (i.e., project geographically located within a census tract).

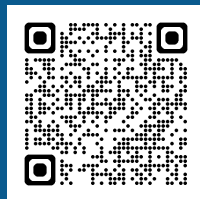
MPOs can mitigate the adverse effects of projects on environmental justice communities in a variety of ways:

- Utilization of advanced analytical capabilities;
- Early identification of impacts on low income and minority populations and to ensure the fair distribution of both the burdens and the benefits associated with transportation investments; and
- Establish an inclusive and active public participation process that does not provide barriers to participation by minority and low income populations in the decision making process.

CORE



COASTAL REGION MPO



Coastal Region Metropolitan Planning Organization
Chatham County - Savannah Metropolitan Planning Commission
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