



CORE MPO Advisory Committee on Accessible Transportation

Minutes
February 26th, 2024 at 1:00pm

February 26, 2024 ADVISORY COMMITTEE ON ACCESSIBLE TRANSPORTATION (ACAT) Meeting

Voting Members	Representing	Present
Ben Lewis	Chatham County	
Vacant	Savannah Council of the Blind	
Wayne Dawson	Savannah - Chatham County Fair Housing Council	
Brenda Pollen	Housing Authority of Savannah	
Paula Valdez	Savannah Center for the Blind and Low Vision	X
Carol Hunt	NAACP - Savannah Branch	
Jackie Immel	Georgia Infirmity Day Care Center for Rehabilitation	
Shannon Ginn	Living Independence for Everyone (LIFE), Inc.	X
Patti Lyons	Senior Citizens Savannah - Chatham County, Inc.	X
Representative	Savannah – Chatham Council on Disability Issues (SCCDI)	
Tyrone Palmer	National Federation of the Blind, Local Chapter	X
President & CEO	Goodwill Industries of the Coastal Empire	
Representative	Effingham County	
Representative	GDOT District Five	
Representative	Richmond Hill	
Asia Hernton	CORE MPO	X
Clealice Timmons	Coastal Center for Development Services	
Terry Tolbert	Economic Opportunity Authority	X
Tia Baker	Chatham Area Transit	X
Vacant	GVRA/Chatham County Coastal Chapter-GA Association of the Deaf	
Voting Alternates	Representing	Present
Others	Representing	Present
Anna McQuarrie	CORE MPO/MPC	X
Pamela Everett	MPC	X
Sally Helm	CORE MPO/MPC	X
Kieron Coffield	CORE MPO	X
Wykoda Wang	CORE MPO	X

Ms. Pam Oglesby has resigned as Chairperson; Ms. Asia Hernton, the Vice Chairperson, will preside over the meeting.

Vice Chairperson Hernton stated at this time since we do not have a quorum yet, we will start with non-voting items first, the Status Reports. We will go back to the Action Items when we have a quorum.

I. Approval of Agenda

Vice Chairperson Asia Hernton asked Ms. Sally Helms if we have a quorum with the 10th person joining online?

Ms. Sally Helms stated yes, Mr. Terry Tolbert has joined the meeting and we do have a quorum now.

Vice Chairperson Asia Hernton stated since we do have a quorum now, we will move to the Action Items. First Action Item is the approval of the agenda.

Mr. Terry Tolbert motioned to approve the agenda; seconded by Ms. Tia Baker. The motion passed with none opposed.

II. Action Items

[1. Election of the Chair and Vice-Chairpersons for ACAT](#)

Vice Chairperson Asia Hernton stated according to the CORE MPO Bylaws, in a typical ACAT election cycle the Chairperson and Vice Chairperson shall be elected every two years at the first meeting of the ACAT in an even numbered fiscal year by a simple majority vote of the members in attendance.' However, the previous Chairperson ended her tenure with ACAT and the previous ACAT meeting did not have a quorum required to elect a Chairperson. So, the election must take place to elect a new Chairperson and a Vice Chairperson who will serve for future meetings. The election will be decided by a simple majority vote of the members who are in attendance. Are there any nominations for Chairperson?

Ms. Paula Valdez nominated Vice Chairperson Asia Hernton for Chairperson.

Vice Chairperson Asia asked Ms. Wykoda Wang to confirm if a staff member of the CORE MPO can be the Chairperson of an advisory committee?

Ms. Wykoda Wang stated yes. She would also like to mention that the ACAT Chairperson will be presiding over February, April and June meetings. Then in August, we will be operating in the consolidated committee, so the new Chairperson will only preside over 3 meetings.

Mr. Terry Tolbert made a motion for Vice Chairperson Asia Hernton to preside as Chairperson; seconded by Ms. Paula Valdez.

Vice Chairperson Asia Hernton stated hearing no other nominations, we can put this to a vote. Everyone in favor of electing Vice Chairperson Asia Hernton as the Chairperson of the ACAT, please say 'aye.' The vote passed with none opposed. Ms. Asia Hernton will now serve as the Chairperson for the ACAT at the next few meetings until the ACAT has been officially merged with the CAC. Moving on to the Vice Chairperson nominations for the ACAT.

Mr. Terry Tolbert asked who is present?

Chairperson Asia Hernton answered we have Mr. Shannon Ginn, Ms. Tia Baker, Ms. Paula Valdez, and Mr. Tyrone Palmer is also on the phone.

Mr. Terry Tolbert nominated Mr. Tyrone Palmer.

Mr. Tyrone Palmer stated yes for April and June, just those two months though.

Mr. Terry Tolbert made a motion for Mr. Tyrone Palmer to preside as Vice Chairperson; seconded by Ms. Paula Valdez.

Chairperson Asia Hernton stated hearing no other nominations, we can put this to a vote. Everyone in favor of electing Mr. Tyrone Palmer as the Vice Chairperson of the ACAT, please say 'aye.' The vote passed with none opposed. Mr. Tyrone Palmer will now be the Vice Chairperson for the April and June meetings of ACAT.

[2. Approval of the December 11, 2023 CORE MPO ACAT Meeting Minutes](#)

Ms. Paula Valdez motioned to approve the December 11th, 2023, CORE MPO ACAT meeting minutes; seconded by Mr. Terry Tolbert. The motion passed with none opposed.

[3. 2045 MTP Amendment](#)

Ms. Wykoda Wang stated that GDOT requested an amendment be made to the 2045 MTP to add the Right-of-Way phase for SR 404 SPUR/US 17 at the Savannah River Crossing. This project started as a feasibility study with local funds from the Georgia Ports Authority, and that is why it was not included in the 2045 Metropolitan Transportation Plan.

We have a maintenance project in the 2045 MTP and FY 2024 – 2027 TIP to tighten the cable on the Talmadge Bridge to increase vertical clearance, but GDOT considered that a short-term fix. The long-term fix would probably be replacement of the Talmadge Bridge itself or a tunnel.

GDOT did the feasibility study and now they are ready to move on to the next step. FHWA requires that this Right-of-Way phase be included in the Metropolitan Transportation Plan before FHWA can review the feasibility study results, recommendations, or alternatives. GDOT requested that we add the Right-of-Way phase into the current 2045 Long Range Transportation Plan, so

the project can move along to the next phase. The cost is estimated at \$500,000.

The CORE MPO's concern is for financial constraint. We have checked the balance and GDOT indicated they would provide additional funds beyond the MTP revenue projections so that inclusion of this project phase would not kill the funding for other projects. In this case, it would fit into the One Step Amendment category. We do not need the CORE MPO Board to authorize a detailed study or anything like that. Ms. Wykoda Wang has documented the needs assessment, previous work, and what we have done. The financial balance determination decided that the inclusion of the project phase into 2045 MTP Cost Band Two (Fiscal Year 2028) will not impact other projects in this cost band.

We are recommending that ACAT endorse this amendment so that GDOT can move to forward the deliverables of the feasibility study into FHWA's hands for review.

Mr. Shannon Ginn motioned to endorse the 2045 MTP Amendment; seconded by Ms. Paula Valdez. The motion passed with none opposed.

[4. FY 2024 - FY 2027 TIP Amendments February 2024](#)

Ms. Wykoda Wang stated we had a lot of coordination with GDOT for the Truman Linear Park Trail Phase II-B Project. We originally had about \$6.4 million programmed for this project in the FY 2021 – 2024 TIP. By the end of May/early June last year, GDOT authorized the construction funds. At that time the City of Savannah provided an updated cost estimate of \$3.9 million, so that is how much GDOT authorized the funds.

Since then, City did the bidding process and the lowest bid received was around \$7.8 million. The City decided to use a 10% contingency cost, so the total amount would be around \$8.2 million. We have authorized \$3.9 million, so we would be \$4.3 million short. The City of Savannah asked CORE MPO if we could come up with additional funds. We checked the balance and found out that we have about \$16,000 in federal funds from the Carbon Reduction Program and \$231,000 from the Y230 funds. This is all the federal funding the MPO has available.

After coordinating with GDOT, we decided that before any additional federal funds can be authorized, we have to add the new construction phase to FY 2024 – 2027 TIP. So we are going to add the Carbon Reduction Program funds and the Y230 funds that are available in Fiscal Year 2024. We will add the construction phase into Fiscal Year 2024 with these program funds. The City of Savannah will have to provide the local match of 20% for the federal funds and come up with about \$4 million of additional local funds.

Right now the City of Savannah is applying for the SS4A grant. If they do get those funds, that can replace the local funds so that the local funds can be

used for other projects. To Ms. Wang's understanding, on February 8th, the Savannah City Council has approved the contract with the lowest bidder, so this project will start construction soon.

Staff recommends ACAT endorsement of the proposed TIP amendments. Once this project is completed, it will connect Truman Linear Park Trail Phase II-A which ends on DeRenne Ave and moves north connecting to 52nd Street, all the way to Daffin Park.

Mr. Shannon Ginn asked what if the City does not get all the funding required, would the project go past Fiscal Year 2027?

Ms. Wykoda Wang answered we are trying to help them with the \$250,000 we have available; it should be authorized pretty soon. If they don't get the SS4A, the City of Savannah will come up with the local funds. This project is part of Tide to Town. They have 10 million in the Tide to Town budget, but if they spend \$4 million, they will only have \$6 million left over for other projects. What we are hoping to achieve is to get the federal funds and the City will only have to spend \$1 or \$2 million. If they don't get federal funds then they have to use the Tide to Town account.

Ms. Paula Valdez motioned to endorse the proposed TIP amendments; seconded by Mr. Shannon Ginn. The motion passed with none opposed.

5. FY 2025 UPWP Adoption

Ms. Wykoda Wang presented the preliminary draft of FY 2025 UPWP back in December, then sent the preliminary draft to FHWA, FTA, and GDOT for review. They have provided feedback and comments, which we have incorporated into the revised draft of UPWP. Also, GDOT sent us the revised PL and Y410 funding amounts. When developing the preliminary draft of the UPWP, we assumed last year's funding amounts; now we have the actual amounts, we will make the updates.

The UPWP is the Staff work program, and it outlines our budget and details what staff does and how much funding we allocate to each task. We have 3 funding sources, all requiring a local match:

- PL grant from the Federal Highway Administration
 - 20% local match from membership dues
- Y410 grant from the Federal Highway Administration for bike and pedestrian planning (subset for PL and covers Complete Street or the Non-motorized Transportation Plan)
 - 0% local match currently due to federal waiver
- Section 5303 grant from the Federal Transit Administration
 - 20% local match - GDOT pays 10%, and the other 10% comes from membership dues.

We have the updated amount from GDOT for transit planning because we completed the Section 5303 grant application last September, and we will receive around \$189,000. For the PL, the change is about \$8,000 so we get about \$440,000 of total federal funds. For the Y410, the updated amount is around \$300 less than what was included in the preliminary UPWP.

We allocate the money to different tasks. We will be focusing on the 2050 MTP and follow up work, such as updating the Title VI Plan and Participation Plan, and the maintenance and update of the TIP.

Additionally, we added something new. Currently we are hosting an interactive TIP called E-TIP and our vendor decided to give up that program. We will have to research a new vendor, so the research on the Interactive-TIP was added to the TIP task as a sub-task. We want the new software to have additional functions like to conduct a Call for Projects online. For Performance Based Planning and Programming, we added in Greenhouse Gas Emissions. This is a new program and we will need to adopt the new targets.

All of the planning funds will be allocated into tasks and subtasks. Some examples are listed below.

- Administration covers the meetings;
- Public Involvement covers the MPO website and public outreach;
- Data Collection, Analysis and Forecasting covers the land use, socioeconomic data and Travel Demand Model;
- System Planning and Operation covers the Long Range Transportation Plan, TIP and Special Studies;
- Transit Planning covers the ACAT meetings, and the future consolidated ACAT/CAC committee;
- Short Range Planning covers grant application and transit-orientated development;
- Transportation Improvement Program covers the short range transportation planning;
- Y410 Funds covers Non-motorized Transportation Plan. We will adopt the NMTP in June and focus on implementation and coordination next year.

The total budget for the MPO work program in FY 2025 is about \$800,000, which covers the staff's work.

We also include several Special Studies that are ongoing:

- City of Savannah
 - I-16 Exit Ramp Removal IMR
- Chatham County
 - SR 204 Access Study,
 - US 17/SR 25 Corridor Study

- President Street Railroad Crossing Elimination Study
- CAT
 - AOPP Funded Study
 - ARP Funded Study

MPO staff will coordinate with project managers. We will host the study information on our website, including all deliverables and public information. The City of Savannah and CAT might have their own website, but we will have a link on our website as well.

After our 2050 MTP adoption, staff will have time to manage more projects, like those listed under the following Unfunded Studies. We will apply for funds, probably for 1-3 select projects of interest.

CORE MPO

- Regional Truck Parking Study
- Resilience Improvement Plan (RIP)
- Urban Flooding Model Study Phase II
- **NEW** - Bike/Pedestrian Plan Implementation Tool

Chatham County

- Islands Expressway Between Truman Parkway and US 80

Effingham County

- **NEW** - US 80 Corridor Study Phase II – Limit and Cost Change

CAT

- Transit Oriented Development Study
- Bus Stop Amenities Study
- Mobility Hub Study and Program
- Bus Rapid Transit Feasibility Study

We have made updates to the previous draft. We have already spoken about the updated boundary, updated financial information from GDOT, addressed comments from FHWA and GDOT, etc. We hope to have the UPWP adopted by the CORE MPO Board on Wednesday, afterwards we will submit it to FHWA, FTA, and GDOT for approval. GDOT will subsequently develop the contracts for the next year. The revised draft of the UPWP is attached to this agenda. Everything that has been updated is highlighted in red.

MPO staff request ACAT's endorsement of the FY 2025 UPWP.

Ms. Paula Valdez motioned to endorse the FY 2025 UPWP; seconded by Mr. Shannon Ginn. The motion passed with none opposed.

III. Status Reports

[6. 2050 MTP Update](#)

Ms. Wykoda Wang stated she will give a quick update.

For the Travel Demand Model, the GDOT consultant has already completed the 2020 Base Year model and the 2050 Do Nothing model. They have presented the models at the TCC meeting and will present at the CORE MPO Board meeting on Wednesday. We will accept the 2020 Base Year and 2050 Do Nothing models. We also submitted the first network, the second network and third network projects to GDOT. We are going to submit the fourth and fifth network projects very soon. E+C is the third model. It is basically the existing projects plus the committed projects (which are the projects with construction funds included in the TIP). The fourth is the network with projects' Right of Way included in the current TIP, and the fifth is the network with projects' Preliminary Engineering phase in the current TIP.

We are continuing to work on the Non-Motorized Transportation Plan and the Congestion Management Process, both will contribute to the 2050 plan development. We completed the Freight Plan and the Urban Flooding Model Study last year, which are contributing plans as well. Ms. Anna McQuarrie is taking the lead on resiliency planning. She is already starting to develop the chapter, indicators, and performance measures.

For the Financial Plan development, we are still waiting for the final boundary to be adopted in February. After it is adopted, GDOT will provide the revenue projections for the new boundary and we will start to do the project prioritization.

We have the MTP Report framework developed, so we will need to fill in the information. We are still on target to adopt the 2050 MTP on August 7, 2024 to prevent a funding lapse.

[7. CMP Update](#)

Ms. Wykoda Wang stated we received the preliminary draft for the CMP in January. This document is attached to the Agenda. Ms. Genesis Harrod is the MPC staff member who developed the CMP and we did an internal evaluation. Ms. Harrod is incorporating the staff comments, and she will have the second version of the CMP ready this week. Please take a look at the attached CMP report as it has a lot of information. The new CMP findings are in chapters 9 and 10. Please let us know if you have any questions. In March, we will focus on addressing all of the comments, and probably in April we can do a public review and comment period, then we can finalize the CMP in April.

Ms. Tia Baker, CAT, asked what is the website to look at the document?

Ms. Wykoda Wang clarified it is attached to the agenda, on our MPC website, labeled CMP 2024.

8. Non-Motorized Transportation Plan Update Status Report

Vice Chairperson Asia Hernton stated that staff is continuing work on the Non-Motorized Transportation Plan. This plan is a document that addresses the development of bike and pedestrian infrastructure in the CORE MPO planning area. The goal of the Non-Motorized Transportation Plan update is to identify new projects, assess the needs of the community, and set new goals for bike and pedestrian infrastructure.

Current Activities:

Mapping the Projects - First, we identified some of the projects we would like to add to the plan.

- The map (on the slide attached to the agenda) shows the projects that are being added to the Non-Motorized Transportation Plan. Some of the features are dots instead of lines because they do not yet have an alignment.
- Will provide an updated map as we have identified more projects to add.

Reviewing and Attempting to Update the Scoring Criteria and Methodology - Staff has been reviewing the original scoring methodology to make changes for a few reasons:

1. To add more equity measures to the scoring methodology;
2. To make protected bike and pedestrian paths a higher priority;
3. To account for shared use paths, in which both bike and pedestrian activity can occur on the pathway;
4. Account for increased development in the Savannah area; and
5. Simplify the scoring process.

Staff met with members of the Steering Committee twice in the beginning of January to discuss possible additions and updates that can be made to the scoring methodology. Staff also received great feedback on different equity measures and data sources that can be used to prioritize each project.

From these meetings, a new possible scoring criteria was drafted, with much of the original scoring criteria being kept and with the addition of some new factors. For reference, the 2014 methodology is listed on the slide attached to the agenda.

We did have some updates after an additional meeting this month. It resulted in the draft scoring criteria, where we retained a lot of what was in the original scoring criteria (crash reduction, connecting and network, zero car households, etc.). We added some other measures, such as giving points to

projects that have protected bike lanes, projects going through newly developed areas, projects by Title I schools, and projects that include safety upgrades. All of this has actually since changed and we are pursuing scoring criteria that can be aided by GIS to make the process easier.

After an additional meeting on February 8, it became clear that the old criteria have some measures that are in need of updating, so it has been officially decided to do a major update of the scoring system, criteria, and methodology. The goal is to complete the scoring of projects by the end of May.

Barriers to updating the scoring criteria:

- Time: To adopt this plan in June, all major products of the plan must be completed by the end of May. Changing the scoring criteria at this stage may be a roadblock to the timely completion of this plan.
 - GIS can aid the process
- Complexity: Changing the scoring criteria would lead to re-scoring all 400 existing projects to ensure consistency.

Additionally, we want to ensure that the conversations related to equity, protected pathways and development opportunities are still within other places in the document. This is how we can add the importance of equity, protected paths, and development opportunities to the plan outside of the scoring criteria:

- Detail them throughout the plan using maps and data to illustrate their importance; and
- Create a recommendations section which puts an emphasis on the newly identified important factors for non-motorized transportation.

We are still in the process of completing a summary of the previous Non-Motorized Transportation Plan Steering Committee. We are working on the final version of what a GIS-aided scoring methodology would look like and once completed it will be sent out with the summary to the steering committee.

[9. MPO Boundary, MOU and Bylaws Updates](#)

Ms. Wykoda Wang stated last December we sent a letter to all current and prospective members asking them for their input on the MOU, especially the Fee Structure and we did receive some responses. One unexpected response was from Bryan County. Previously, when the CORE MPO Board updated the MPA boundary, we included all of Southern Bryan County and all of Northern Bryan County except for Fort Stewart. This time Bryan County sent a resolution they adopted in November stating that they do not want to be a part of the CORE MPO. We have to revise our boundary. All the

documents are attached to the agenda item, including Bryan County's letter to our CORE MPO Chairman stating why they do not want to be included.

The federal laws state that the MPO's boundary at a minimum should encompass the entire existing urbanized area as defined by the Census Bureau, plus the contiguous area expected to become urbanized within a 20-year forecast period. We reviewed the information and Ms. Hernton did an excellent GIS analysis. We found out that many of the incorporated Bryan County urbanized areas are located within the Savannah Urbanized Area, so we have no choice but to incorporate those areas specifically into the CORE MPO's planning area boundary. We have to include the unincorporated parts of Bryan County as part of the CORE MPO Boundary that are within the Savannah Urban Area. We coordinated with them and Ms. Hernton developed 3 scenarios, and Bryan County decided they want to adopt scenario 1. Based on this boundary, we are not going to include any portion of Northern Bryan County; we will focus on Southern Bryan County and those areas located within the Savannah Urbanized Area that have to be included. Also, the areas connecting Richmond Hill need to be included.

Mr. Shannon Ginn, LIFE, asked which option did Bryan County agree to?

Ms. Wykoda Wang stated she will show the options. Scenario 1 will only include the Savannah Urbanized Areas; even if the areas are in unincorporated Bryan County, they have to be included. Also, the area between Richmond Hill and unincorporated Bryan County are included as well. Scenario 2 includes more areas to smooth out the boundary and to avoid street cut-off. Scenario 3 includes all of Southern Bryan County. Bryan County has chosen scenario 1. The boundary will look weird but that is the boundary they chose. The population that lives within this boundary is more than 13,000, so Bryan County will have a seat and must be a part of the MPO due to the population.

Mr. Shannon Ginn asked would that cause problems with the Hyundai plant?

Ms. Wykoda Wang replied that since that part of Bryan County does not want to be included in the MPO, we do not have to help them with studies for the Hyundai plant. We will let GDOT and Bryan County deal with it.

Mr. Shannon Ginn asked what if there are problems with people not being able to get to the Hyundai plant?

Ms. Wykoda Wang stated that is not our concern, as they have stated they do not want the MPO to be a part of it. Let them resolve it themselves.

Because this boundary changed, we have to update our MOU. Exhibit A will be updated to reflect the updated boundary. In the MOU document, we updated the MPA boundary language within Bryan County to it includes "Richmond Hill, the portions of the 2020 Census defined Savannah Urban Area that fall within unincorporated Bryan County and the areas that are connecting Richmond Hill to the Savannah Urbanized Area in Bryan

County”. Because Northern Bryan County will not be a part of our planning area, we have removed all references to Pembroke. We have updated the signature pages as well.

Another comment is from Effingham County. They are fine with the current boundary as we include the southern part of Effingham County in our boundary, but the language is not accurate. The language was ‘includes the portion of Effingham County south of State Route 119’ which is not accurate because SR 119 actually tilts up. South of SR 119 would include more area, which was not our intentions. We have updated the language to ‘the portion of Effingham County south of SR 119 - Indigo Road - Bethany Road’. Effingham County has approved the updated language.

We also received comments from Effingham County about the Membership Fee structure. Even if Rincon and part of Springfield and part of Guyton will be included in the CORE MPO boundary, Effingham County will pay all of their membership dues. They might have two seats, so Rincon, Springfield and Guyton will share another seat and Effingham County will cover their membership dues. We have updated the language in Exhibit B, that Effingham County will pay 100% of the county’s share of the membership dues covering all the municipalities.

Since 13,000 people live in unincorporated Bryan County, Richmond Hill will probably not cover the membership dues for them. We have changed the language to ‘Bryan County and the City of Richmond Hill will split the County’s share of the membership dues based on their respective populations within the MPO Boundary.’ Richmond Hill’s population is about 19,000 and unincorporated Bryan County is about 13,000.

We wanted to change the CORE MPO Board to an election system instead of the system in which the Chatham County Commission Chairman automatically becomes the CORE MPO Chairman and the Mayor of Savannah automatically becomes the Vice Chairman. We want to implement elections. We polled all the members and so far, the majority favors having elections. This impacts Exhibit B where the fee structure of Chatham County will be updated. Chatham County’s stance is that they currently pay 25% of the municipalities membership dues and if we have an election, they are not going to pay the 25%. The majority of Chatham County municipalities are okay with that, because the difference in dues is not that much. We will update the language to ‘Chatham County and it’s municipalities will split the County’s share of the membership dues based on their respective population within the MPA Boundary.’

CAT is not fiscally as strong as the Georgia Ports Authority or the Savannah Airport Commission, so we have decided that Chatham Area Transit Authority will pay less for their membership dues. We have updated the language to ‘CAT will contribute a fixed amount based on the 60th percentile of the Countys’ and municipalities’ contributions. GPA and Savannah Airport

Commission will still be based on the 70th percentile.' Ms. Wang can calculate specific numbers after the MPA Boundary is adopted by the CORE MPO Board.

Exhibit B also includes the 2020 Census population for each municipality. Ms. Hernton did recalculate based on the census block data, so we double checked the population figures, and the table in Exhibit B has been updated.

Based on the polling results, for the Bylaws we will add in the election and we will keep on working on this.

CAC and ACAT will want to have a joint, probably virtual meeting so we can talk about the meeting times, meeting location, mission of the new combined committee and memberships. Currently, we have had quorums for the past several CAC meetings, but for ACAT, we struggle to have a quorum. We were thinking that the members who continue to participate will be carried over to the new committee as voting members. However, those members who do not participate could be advisory members. These are decisions we will have to make in our CAC and ACAT meeting that we will schedule. We will work with every advisory committee to finalize the Bylaws.

The current schedule will be adopting the new Boundary this Wednesday at the CORE MPO Board meeting. After that, we will recalculate the membership dues and then revise the language in the MOU. We want to adopt the MOU in April and adopt the Bylaws in June.

Mr. Shannon Ginn asked if we will be doing an individual meeting?

Ms. Wykoda Wang stated we will have a joint virtual meeting with CAC and ACAT with one agenda item - the Bylaws, probably in March. We have time to work this out, as we want to adopt the Bylaws in June, so we have several months.

IV. Agency Reports (verbal)

Mr. Shannon Ginn, LIFE, stated they are offering disability aid training classes, available for any interested parties or agencies.

Vice Chairperson Asia Hernton asked if Mr. Ginn had any updates on the Power of You event that is coming up.

Mr. Shannon Ginn stated it will be on the 19th of April from 8 am-12 pm; if you are going to be a resource table, you can set up at 8 that morning. He can send a flyer in an email; and the only update would be the location. We have one speaker confirmed and working on a second. Everything else should be the same. He is not sure if the location was on the original email that was already sent out.

Ms. Tia Baker, CAT, stated that CAT Connect has started and seems to be going well. We hope that ridership picks up, as people adjust to the scheduling.

We have a new free student fare program and it is doing well. As far as CAT Mobility is concerned, everything is going good and they are hiring for a few positions.

Ms. Wykoda Wang asked if CAT Connect is the micro-transit service?

Ms. Tia Baker answered no. It goes to senior buildings in Savannah, similar to the Senior Circuit but includes other senior buildings and different areas of the city.

Ms. Wykoda Wang asked if it was only implemented this February?

Ms. Tia Baker answered it has only been a few weeks, so she does not have the date available right now. For instance, on Mondays we have an Eastside shuttle which goes to Live Oak, Mercy House, Winonna Riley and the Verandas, and they take them to McAlpin Square and Target Shopping center from 9 am-4 pm. On Tuesdays, they service the Summit. They take them to Chatham Plaza and the Kroger at Mall Blvd and the Publix at Twelve Oaks, from 9 am-5 pm. We also have a Westside shuttle that services Fellwood and Moses Jackson Center on Wednesdays and take them to Food Lion and Westside shopping center in Garden City. On Thursdays, they have a Pooler shuttle, which goes to Pooler Pinewood Village and takes them to Walmart in Pooler. Friday is the downtown shuttle which services Sister Court, Williams Court, Rosesharon, they take them to McAlpin Square and Target off Victory Drive.

Ms. Wykoda Wang asked how is the ridership so far?

Ms. Tia Baker stated she does not have any numbers right now, but it seems to be picking up. The first week was pretty low; it might depend on the days as well. The Pooler shuttle is the one with the least ridership right now; they are trying to add another stop to it. We are getting the word out and making sure our customers are comfortable with the scheduling. After we receive the numbers for this month, we will be able to see other areas we might need to go into.

Ms. Wykoda Wang asked is it a fixed route system which runs on a regular schedule, unlike the CAT Mobility service?

Ms. Tia Baker stated it is a service for all the seniors. No reservation is required. It is just a pickup, just a shuttle.

Ms. Paula Valdez, Healthy Savannah, stated no updates at this time.

V. Other Business

[10. A Thank You to Chairwoman Pamela Oglesby](#)

Chairperson Asia Hernton presented the Resolution to former ACAT Chairperson Pamela Oglesby to thank her for her service and leadership.

VI. Public Participation Opportunities

VII. Notices

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

Report attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

[17. TIP Funding Tracking Report](#)

Report attached to agenda.

[18. Next CORE MPO ACAT Committee Meeting April 22, 2024 at](#)

[1:00pm](#)

VIII. Adjournment

There being no further business, the February 26, 2024 ACAT meeting was adjourned.

The Chatham County- Savannah Metropolitan Planning Commission provides meeting summary minutes which are adopted by the respective board. Verbatim transcripts of minutes are the responsibility of the interested party