



CORE MPO Board

Minutes
December 18th, 2024, at 10:00am

December 18, 2024 CORE MPO BOARD

Voting Members	Representing	Present	On-Line
Chester Ellis	Chatham County Commission (Chairman)	X	
Michael Kaigler	Chatham County	X	
Tanya Milton	Chatham County	X	
Van Johnson	City of Savannah	X	
Jay Melder	City of Savannah	X	
Nick Palumbo	City of Savannah	X	
Dennis Baxter	City of Bloomingdale		
Bruce Campbell	City of Garden City		
Gary Norton	City of Port Wentworth		
Karen Williams	City of Pooler		
Brian West	City of Tybee Island	X	
Dana Williams	Town of Thunderbolt		
Laura Lawton	Town of Vernonburg		
Tim Callanan	Effingham County Commission	X	
Representative	Municipalities of Effingham County Rotating Seat		
Ben Taylor	Bryan County Commission		
Steve Scholar	City of Richmond Hill		
Vivian Canizares	Georgia Department of Transportation		
Deidrick Cody	Chatham Area Transit Board of Directors	X	
Jim Aiello	Savannah Airport Commission		
Jamie McCurry	Georgia Ports Authority		
Karen Jarrett	Metropolitan Planning Commission		
Chairperson	Economic Development & Freight Advisory Committee		
Voting Alternates	Representing		
Lee Beckman	Georgia Ports Authority	X	
Katie Proctor	GDOT	X	
Kathryn Downs	Bryan County Commission	X	
Katie Dunnigan	Representative for Port Wentworth		X
Others	Representing		
Wykoda Wang	CORE MPO	X	
Kieron Coffield	CORE MPO/MPC	X	
Asia Hernton	CORE MPO	X	
Pamela Everett	MPC		X

Melanie Wilson	MPC	X	
Anna McQuarrie	MPC – Special Projects/CORE MPO	X	
Hind Patel	MPC/IT	X	
Sadie Esch-Laurent	MPC	X	
Joseph Longo	FHWA		X
Joseph Shearouse	City of Savannah	X	
Faye DiMassimo	City of Savannah	X	
Mary Moskowitz	Chatham Area Transit	X	
Deanna Brooks	Chatham County	X	
Brett Bell	City of Tybee Island	X	
Calia Brown	Bike Walk Savannah		X
Eric VonOtteren	Bryan County		X
Kaniz Sathi	GDOT		X
Kirra Fields	City of Savannah		X
Miles Wilford			X
Patricia Sinel			X
Suzanne Cooler	Chatham County		X

I. Approval of Agenda

Mr. Nick Palumbo, Councilman of City of Savannah, motioned to approve the December 18th, 2024, CORE MPO Board meeting agenda; seconded by Ms. Tanya Milton, Commissioner of Chatham County. The motion passed with none opposed.

II. Committee Reports (verbal)

BPAC - Ms. Asia Hernton, CORE MPO staff, stated the Bicycle and Pedestrian Advisory Committee (BPAC) met on December 10th. They endorsed all action items.

TEPIAC - Ms. Asia Hernton stated the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) met on December 10th and endorsed all action items.

TCC - Ms. Deanna Brooks, Chatham County, stated TCC met on December 12th and endorsed all of the action items presented. They also held elections, and the Chairperson will continue to be Ms. Deana Brooks, with the Vice Chairperson being Ms. Caila Brown.

III. Action Items

1. [Approval of the October 23rd, 2024, CORE MPO Board meeting minutes](#)

Mr. Nick Palumbo motioned to approve the October 23rd, 2024, Meeting Minutes; seconded by Ms. Tanya Milton. The motion passed with none opposed.

2. [Election of Chairperson](#)

Chairperson Chester Ellis stated since we did not have a nominating committee, all nominations and all elections come from the floor. Floor is open now.

Mr. Michael Kaigler, Chatham County, nominated to keep the same slate of officers that we currently have - Chairperson and Vice Chairperson as County Commissioner Chester Ellis and Mayor Van Johnson, respectively.

Mr. Nick Palumbo nominated himself for Chairperson.

Chairperson Chester Ellis stated that nominations have to be an elected official. Hearing no other nominations, please motion to close nominations.

Mr. Jay Melder, City Manager for City of Savannah, motioned to close the nominations, seconded by Mr. Nick Palumbo. Nominations were closed.

Ms. Melanie Wilson, Executive Director and CEO of the MPC, stated we have two candidates for Chairperson of the CORE MPO Board. We can start the vote with the motions in the order they were received, to be fair. All that would like to continue with the same slate of officers that we have now, which would be Commissioner Chester Ellis as Chairperson and Mayor Van Johnson as Vice Chairperson, please vote.

Ms. Katie Proctor, GDOT – Yes

Ms. Kathryn Downs, Bryan County – Yes

Mayor Brian West, City of Tybee Island – No

Ms. Tanya Milton, Chatham County – Yes

Mr. Jay Melder – No

Mr. Nick Palumbo – No

Chairperson Chester Ellis – Yes

Mr. Michael Kaigler – Yes

Mr. Tim Callanan, Effingham County – Yes

Mr. Deidrick Cody, Chatham Area Transit – Yes

Mr. Lee Beckman, Georgia Ports Authority – Yes

VOTING RESULTS – 8 in favor, 3 opposed. The majority chose to keep the same slate of officers with Chairperson Chester Ellis and Vice Chairperson Van Johnson.

Mr. Michael Kaigler asked the Chairperson to appoint a nominating committee for the next election, so that we have a slate presented to us.

Ms. Melanie Wilson concurred. We can add that to the Bylaws so that's part of the record. We will make the adjustment and have the CORE MPO Board vote on the Bylaw at the next meeting.

3. Election of Vice Chairperson

See item above.

4. 2050 MTP Amendments

Ms. Wykoda Wang gave the presentation on the 2050 MTP Amendments.

Since the IIJA/BIL passed, the federal government has made a lot of discretionary funds directly available to the municipalities, local governments or agencies. The awarded funds didn't have to come through the CORE MPO, so it was very confusing.

Recently we received guidance from the Federal Highway Administration (FHWA).

- If the funds are coming through the Federal Railroad Administration or the Federal Aviation Administration, they don't have to come through the CORE MPO.
- If the funds go through FHWA or FTA, they have to be included in the MPO's plans or programs. If it's a planning study, it needs to be included in the UPWP. If it's a project, it needs to be included in

the MTP and the TIP. Moving forward, whenever a discretionary grant is awarded through FHWA or FTA to an agency within the CORE MPO Metropolitan Planning Area, FHWA or FTA will send CORE MPO an updated prepopulated version of the discretionary program table. CORE MPO then includes the new grant funds either in the MTP/TIP through MTP/TIP amendment or in the UPWP.

For December 2024, FHWA requested two project amendments to the 2050 MTP.

- One project is included in the 2050 MTP but there is a change in total cost - Volterra Electrification of American Ports (VEAP). The project cost in the 2050 MTP is \$9,750,000 which includes the federal grant award and the required 20% local match. The new information provided by FHWA shows that Volterra is providing over match, so the total cost is \$26,019,395. The 2050 MTP needs to be amended to reflect the updated cost.
- The other project is not included in the 2050 MTP and recently received the Safe Street for All (SS4A) grant funds - City of Savannah 37th Street Safety Improvements & Supplemental Planning. This new project needs to be amended into the 2050 MTP so that the City of Savannah can start signing agreements with FHWA to access the funds.

To track the discretionary grants separately from the regular program funds, we have a table in the 2050 MTP that lists the four discretionary grants - the GPA project, the City of Savannah's I-16 Exit Ramp Removal, the Volterra Project, and 37th St project.

In the future, when anyone applies for discretionary funds, please make sure that CORE MPO sends a letter of support. When the funds are awarded, please make sure to let the CORE MPO know, so we can include that information and don't delay the access of funds.

For the December MTP amendments, we did advertise for a 15-day public comment period and today is the last day. We also advertised for our public hearing at this meeting. So far, we haven't received any written comments.

Chairperson Chester Ellis asked if CORE MPO has been in contact with anyone about things changing after January 20th, 2025. For example, the Transportation Secretary will change. Will that affect the Transportation Department?

Ms. Melanie Wilson stated we've been in conversation with the National Metropolitan Planning Organizations. We will be meeting in January before the transition on January 5th.

Ms. Wykoda Wang stated we have quarterly coordination meetings with FHWA, FTA and GDOT. The next meeting is this Friday, so we can ask that question.

Mr. Joe Longo, FHWA, explained that these discretionary funds and the current funding are authorized under the current transportation authorization bill, or IIJA, that is in effect until 2026. So this is not going to change in January. That funding comes from the legislation. We will continue to work with the CORE MPO staff on any changes that relate to the new administration change, but as of now everything should remain consistent.

Mr. Nick Palumbo motioned to open the public hearing; seconded by Ms. Tanya Milton. The motion passed with none opposed.

PUBLIC HEARING – no questions. Mr. Palumbo and Dr. Shabazz thanked staff for their work.

Mr. Nick Palumbo motioned to close the public hearing; seconded by Ms. Tanya Milton. The motion passed with none opposed.

Mr. Nick Palumbo motioned to approve the 2050 MTP Amendments; seconded by Mr. Michael Kaigler, County Manager of Chatham County. The motion passed with none opposed.

5. FY 2024 - 2027 TIP Amendments December 2024

Ms. Asia Hernton gave the presentation on the FY 2024-2027 TIP amendments for December. We received several TIP amendments requests from Chatham Area Transit, FHWA, Chatham County and GDOT.

In October, the Georgia Department of Transportation (GDOT) made CORE MPO aware that there were some unobligated funds at risk of lapsing at the end of fiscal year 2025. We had to rededicate those funds to other projects before they lapse. The STBG funds are not at risk of lapsing, but the TA funds and the CRP funds are at risk of lapsing in September of 2025.

Within the TIP amendment, we did rededicate the at-risk funds to some projects for Chatham County. We also added an amendment request from GDOT on December 11th after it was found out to be missing from the original report. The TCC did endorse this addition and endorsed the other amendment requests within this report.

The summary of the proposed TIP amendments is listed below.

- Chatham Area Transit (CAT) requested a TIP amendment to include a new grant program and project into the TIP. CAT received almost \$700,000 grant funds from the FY 2024 Electric and Low Emitting Ferry Program. The total project cost is \$863,000 and CAT will provide \$172,750 match funds.
- The Federal Highway Administration (FHWA) requested to reformat several discretionary grant projects into a new table to add some distinction between those discretionary grant projects and other formula funded projects.
 - I-16 Exit Ramp Removal – The City of Savannah was awarded \$9.9 million of Reconnecting Communities and Neighborhoods grant funds to improve safety on 37 Street. The project will consist of upgrades to 15 intersections that need systematic safety improvements, such as updated signals and timing, dedicated left turns with protected phases, sidewalks, crosswalks, and extended bike lanes. The City of Savannah will provide the \$2.49 million match funds for this project.
 - Volterra Electrification of American Ports Project – revise cost estimates.
 - Port of Savannah Renewable Fuel Project
 - 37th St Safety Improvement in Supplemental Planning Project.
- FHWA also requested the new STIP/TIP Amendment process be amended into the TIP. The STIP/TIP amendment process has changed, so we have to update that language within our FY 2024 - 2027 TIP. Specifically, the guidelines in terms of processing an administrative modification, or a TIP amendment, have changed. Under the new process for STIP/TIP and MTP administrative modifications, they can be processed on a project phase with a cost increase of up to \$4 million or 40% in federal share, with a cap at \$40 million of the amounts authorized. More details are provided in the appendix of this STIP/TIP amendment report attached to the agenda.
- Chatham County requested several TIP amendments to spend the TMA Carryover funds. Those carryover funds are at risk of lapsing, so we're dedicating them to projects so we do not lose those funds.
 - **Chevis Road Improvement Project** - This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA and CRP funds that are at risk of lapsing. \$50,000 in CRP funds will be dedicated to this project phase in FY 2025. The federal portion of the CRP funds is \$40,000 and the local match is \$10,000. Additionally, \$1,788,915 in TA funds will be dedicated to the project for FY 2025. The federal portion of the TA funds is \$1,431,132 and the local match is \$357,783.
 - **Garrad Avenue Improvement project** - This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated CRP funds that are at risk of lapsing. The project will receive \$1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that is \$972,616 and the local match is \$243,154.
 - **Green Island Road Multipurpose Path** - This project requires additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA funds that are at risk of lapsing. The total carryover funds that will be dedicated to this project is \$1,070,160 in TA funds. The federal portion is \$856,128. The local match is \$214,031. Additionally, a ROW phase will be added to this project in FY 2026 with \$120,000 of local funds.
 - **I-16 at SR-17** - This project needs additional funds for PE phase in FY 2025. It will receive carryover funds in the PE phase from unobligated STGB funds. For the PE phase, the project will receive \$1,460,505 in STGB funds in FY 2025. The federal portion of that is \$1,168,404 and the local match is \$292,101. In the current TIP, Chatham County provides \$2,757,449 of additional local funds for the ROW phase in FY 2025. Based on revised cost estimates, the additional funds needed are \$3,000,000. The carryover STBG funds can be used to replace the local funding. The project will receive \$3,000,000 in STBG funds in FY 2025. The federal portion of that is \$2,400,000 and the local match is \$600,000.

- The Georgia Department of Transportation (GDOT) requested to amend the TIP to revise the construction cost and funding code of **I-95 @ Savannah River @ South Carolina Line**. The total funds that are being requested to be amended into the TIP is \$97 million. The federal portion of that is \$38.8 million of Y001 funds. The state match is \$9.7 million. Additionally, the South Carolina Department of Transportation will be providing \$48.5 million in funds to this project.
- GDOT also requested to amend the PE phase of **I-16 from Gwinnett Street to Chatham Parkway – NEVI Charging Station** in FY 2025. We received this request during the comment period. GDOT requested to add \$30,000 of Y134 funds to the PE phase in fiscal year 2025. The federal portion of that is \$24,000 and the state portion is \$6,000.

The appendix shows the updated TIP information - the old STIP/TIP amendment process vs the new process, the re-formatted discretionary grant project table, the current project pages vs the updated project pages, etc. The major changes are all highlighted.

In terms of the public participation process, the comment period began on December 4th and it ends today on December 18th. So far, we have not received public comment on the TIP amendment report, but we have received comments from GDOT, Chatham County, and Effingham County and we addressed those before this meeting today. Additionally, we advertised a public hearing at this meeting. CORE MPO is asking first to have the public hearing, then we can vote to adopt or reject the TIP amendments.

Mr. Nick Palumbo motioned to open the public hearing; seconded by Ms. Tanya Milton. The motion passed with none opposed.

PUBLIC HEARING –

Dr. Estelle Shabazz, City of Savannah, asked in reference to the I-16 at Montgomery St at MLK Jr Blvd ramp overpass, what does the definition of ‘reformatting the project page into a discretionary grant table’ mean?

Ms. Asia Hernton stated a typical TIP project page has a title and its own individual page for each project. Since the projects in this table are receiving a different kind of funding, which are discretionary funds, FHWA wanted to provide a distinction between those discretionary funds and the non-discretionary funds projects. So CORE MPO staff put these discretionary-funded projects in its own individual table to reflect that distinction.

Dr. Estelle Shabazz stated her other concern is Chevis Rd. In reference to the description of the improvements to the project, what are they? Will Chatham County be giving that summary later?

Ms. Asia Hernton stated the Chevis Rd project is in Chatham County’s Status Report. The updates and details on that project are also in the TIP amendment report.

Mr. Nick Palumbo motioned to close the public hearing; seconded by Mayor Brian West. The motion passed with none opposed.

Mr. Nick Palumbo motioned to approve the FY 2024-2027 TIP Amendments for December 2024; seconded by Mr. Michael Kaigler. The motion passed with none opposed.

6. FY 2026 UPWP Preliminary Draft

Ms. Wykoda Wang gave the presentation on the Unified Planning Work Program preliminary draft. We normally have two rounds of review and discussion. December is the first round and the second round is February. By that time the document would be finalized and ready for adoption.

The Unified Planning Work Program is the CORE MPO’s staff work program. It shows how much money we’re going to get and what we are going to use the money for. This is preliminary draft that we have developed. Since we did the reapportionment last year, we have new committees, the BPAC and TEPIAC; and we have a new boundary. All of these changes are reflected in the document.

As for the budget side of things:

- We received the PL funding information from GDOT at the end of November. For FY 2026, the planning funds we will receive are about \$482,000. The CORE MPO dues will pay for the local match, and the total for the PL funds is about \$602,000.

- From the Federal Transit side of the budget, we will get about \$202,000 and GDOT will come up the 10% local match, and then CORE MPO dues will pay for another 10%. The total for transit is about \$252,000.
- We also get a set aside from the PL Highway Planning funds that is for the Increase in Safe and Accessible Transportation Options for the Non-Motorized Transportation Planning. For that portion, we don't need to provide local match and the federal portion is about \$12,000.
- For FY 2026, starting July 1st, 2025 and ending June 30th, 2026, we will have about \$696,000 federal funds available, \$25,000 from the state, and \$145,000 from local funds. The total is about \$867,000.

CORE MPO staff will conduct the transportation planning tasks with these funds.

Task One is Administration. It covers all of the committee meetings, Unified Planning Work Program development, coordination with FHWA and FTA, staff training, equipment and supplies, contracting and reimbursements, etc.

Task Two is Public Involvement. That includes the maintenance of the CORE MPO website - we want to revamp our website as it is hard to navigate and find information. It also covers orientation for new committee members. For example, we had an individual orientation with Tybee Island and Richmond Hill this fiscal year and we want to continue the orientation for new members. It covers public education and community outreach as well. For example, we go to the GIS Day community events and talk to people about the CORE MPO and MPC. The public also sends us information requests such as traffic counts and staff provide the information.

Task Three is Data Collection and Analysis. We will keep track of the census data development as we collect that information. We will work with Developmental Services to review traffic impact analysis. Also, the MPC is going to kick off the Comprehensive Plan update and CORE MPO will provide information that we have and coordinate with Developmental Services about land use connection with transportation.

Task Four is System Planning and Operations which also includes several sub tasks.

- Since we adopted the 2050 MTP in August 2024, the task for next fiscal year will be maintaining and updating the MTP with amendments.
- The Transportation Improvement Program will be big because we currently have the FY 2024-2027 TIP and we are going to develop a new FY 2027-2030 TIP. That means we have to conduct a Call for Projects, do the funding allocations, and write the document. We are also researching to secure a vendor to do the Interactive TIP or Online TIP.
- In terms of the Congestion Management Process, we want to do the report card in FY 2026 because we adopted the Congestion Management Process document as a part of the 2050 MTP. The report card will include the recommended strategies and CORE MPO staff's evaluation of the effectiveness for projects that have been implemented.
- For Freight Planning, we want to pursue the Truck Parking Study because it is a recommendation from our freight plan. We will explore that in FY 2026.
- For Livability and Transportation Alternatives, Ms. Asia Hernton will present the Non-Motorized Transportation Plan (NMTP) today, which we want to adopt this year. For next year, we have the Bicycle and Pedestrian Facility Study and the Thoroughfare Plan updates. If we receive any recommendations, we can amend the NMTP.
- Management of Special Studies is also a sub task.

There will be 3 studies kicking off this fiscal year, before June 30th, 2025. These studies are expected to be completed by March 31, 2027.

- US 80 Corridor Study Phase II
- Urban Flooding Model Study Phase II
- Bicycle and Pedestrian Facility Study

CORE MPO coordinated with Chatham County on several strategic studies. These studies are expected to be completed in FY 2025.

- US 17 Corridor Study

- SR 204 Access Study
- President Street Railroad Crossing Elimination Study

CORE MPO coordinated with GDOT and the City of Savannah on the following study.

- I-16 Exit Removal IMR update

Several studies will be completed this year. However, several studies will continue, so that's why the management of these studies will be documented under System Planning.

During the certification review, FHWA wanted CORE MPO to list the sub tasks' budgets. The budgets for the sub tasks are listed under Task 4. We boosted the budget for Task 4 to \$250,000. The TIP will be a major sub task. A lot of the Task 4 budget will be for TIP and ETIP development and management of special studies.

Task Five is Transit Planning. CORE MPO staff coordinated with CAT, attended CAT board meetings and public information meetings, and CAT also coordinated with the CORE MPO and attended CORE committee meetings. These activities will continue and are covered under Task 5. We also coordinated with CAT on the federal certification review. We document not only what the CORE MPO does, but also what CAT does. Transit and Paratransit Planning, long range planning, TIP, bicycle/pedestrian are all covered under this task.

Task Six is the Bicycle and Pedestrian Planning. The set aside amount for this task is about \$12,000.

Task Seven is Special Studies. We probably will apply for additional discretionary funds or some other funding for some studies listed in this section. Before we apply for the funds, we want to make sure to include those studies in the unfunded section. After we get the funds, we will move them to the funded section, and to start the RFP process. We documented several unfunded studies that we might pursue funding for:

- Regional Truck Parking Study
- Resilience Improvement Plan (RIP)
 - Currently writing a grant application for the PROTECT funds
- Islands Expressway Between Truman Parkway and US 80
- Ferguson Avenue from Diamond Causeway to Skidaway Road
- LaRoche Avenue from Jasmine Avenue to Bluff Drive
- Transit Oriented Development Study
- Transit Stops Amenities Study
- Mobility Hub Study and Program
- Bus Rapid Transit Feasibility Study

Including these studies in the UPWP will boost our chances of receiving the grants that we apply for. The City of Savannah wants to do a micro simulation study, but we haven't received the information yet. Once CORE MPO receives the information, we will include the study in the UPWP. The earliest time we can apply for the discretionary funds will be probably September of next year. Including the study in the FY 2026 UPWP now means we won't have to do amendments later.

If the CORE MPO Board approves this draft, CORE MPO staff will get the Board Members' comments incorporated and send the preliminary draft to FHWA, FTA, and GDOT for their 30 day review. In February we will tell the Board Members what comments we have received from the FHWA, FTA, and GDOT and how the CORE MPO has addressed the comments. Then we will ask for the final adoption of the UPWP.

Mr. Tim Callanan asked if there was a deadline to add a new study.

Ms. Wykoda Wang stated if Mr. Tim Callanan has a new study to add in, please send her that information today. CORE MPO issued a Call for Plans and Studies in August, and the deadline was September. However, we don't want to impede Effingham County's chances, so if they have information for a new study, CORE MPO can include it.

Mr. Tim Callanan stated Effingham County discussed a few studies. The earliest time we can apply for funding is September 2025, is that correct?

Ms. Wykoda Wang stated correct, this UPWP is for FY 2026 which starts on July 1st, 2025. The earliest time we can apply for those funds is September 2025.

Mr. Nick Palumbo referenced GDOT's "Do Nothing" Report, and asked if Ms. Wykoda Wang could expand on how this list helps to address/align with those priorities?

Ms. Wykoda Wang stated the GDOT's "Do Nothing" report is based on the Travel Demand Model which is related to the 2050 MTP. As a part of that process, the CORE MPO produced the social economic data based on the population, housing units, and employment projections. We also provided input for ongoing projects, construction status, and implementation for the next 5 years. GDOT used the input to deliver Travel Forecasts for 2050. If we do nothing, the congestion will be worse. Take I-16 widening for example, if we didn't have the widening, the congestion would be at Level of Service F. Since we do have the widening project going on, I-16 will probably be at Level of Service D. Those are GDOT's scenarios for different model runs for the CORE MPO to use as a reference to develop the project list.

Mr. Nick Palumbo motioned to approve the FY 2026 UPWP Preliminary Draft; seconded by Mr. Tim Callanan, County Manager of Effingham County. The motion passed with none opposed.

7. PBPP Targets Adoption

Ms. Sadie Esch-Laurent gave the presentation on the PBPP Targets Adoption. We have to follow the Performance Based Planning and Programming process, and as part of that process we are adopting the performance targets.

In the past, we have decided to support the State Highway Safety Targets. GDOT sent us the following Highway Safety targets in August, which they adopted on August 31, 2024. Today we are asking the CORE MPO Board to approve the CORE MPO to support the statewide Highway Safety Targets.

- Number of Fatalities - Maintain traffic fatalities under the projected 1,600 (2021- 2025 rolling average) by 2025
- Number of Serious Injuries - Maintain serious injuries under the projected 7,109 (2021-2025 rolling average) by 2025
- Fatality Rate - Maintain traffic fatalities per 100M VMT under the projected 1.25 (2021-2025 rolling average) by 2025
- Serious Injury Rate - Maintain serious injuries per 100M VMT under the projected 5.711 (2021-2025 rolling average) by 2025
- Total Number of Non-Motorized Fatalities and Serious Injuries - To maintain the number of non-motorist serious injuries and fatalities under the projected 797 (2021-2025 rolling average) by 2025

Ms. Wykoda Wang stated the Highway Safety Targets are updated every year by GDOT. The Transit Safety Targets are updated by Chatham Area Transit every year. We also have targets for PM2/Bridge and Pavement and PM 3/Congestion Management and Air Quality, and those are updated every two years, and every four years.

We had a question from the BPAC to compile a table showing the previous year's targets and the new targets so that we can see the trends. Ms. Asia Hernton developed a table for the Highway Performance Targets which shows after 2022 the five year rolling average trends down.

Mr. Jay Medler asked if these are statewide numbers and not CORE MPO numbers.

Ms. Wykoda Wang answered these are the statewide averages. We want to explore the number of Non-Motorized Fatalities and Non-Motorized Serious Injuries, to develop our own CORE MPO targets, when we finish the Bicycle and Pedestrian Facility study. If we set our own CORE MPO targets, we need to have the mechanism to collect and measure the data, but currently we don't have the capability.

Mr. Jay Medler stated he would support the local target and hopes we can tie that into the City of Savannah's adopted Vision Zero goal. It would be helpful for the CORE MPO to guide the metrics.

Mr. Nick Palumbo motioned to approve the PBPP Targets Adoption; seconded by Mr. Michael Kaigler. The motion passed with none opposed.

8. RFP - US 80 Phase II

Ms. Wykoda Wang gave the presentation on the RFP for US 80 Corridor Study Phase II.

CORE MPO received the discretionary PL funding awards for three studies, and one of those is the US 80 Corridor Study Phase II. This study was requested by Effingham County, and CORE MPO applied for the funds on behalf of Effingham County. We cannot extend the study to Bryan County, as the northern portion opted out of the CORE MPO planning area boundary and we cannot spend funding outside of our boundary.

CORE MPO staff are developing a website to post all the RFPs. When we receive questions, we will answer them through the addendum on the website. The website will be ready this Friday. The Review Committee for this study includes herself, Mr. Jonathan Hulme and Mr. Jeremiah Still from Effingham County, BPAC Chairperson Caila Brown, and Mr. Leon Davenport as he managed the US 80 Corridor Phase I Study and we want to be consistent.

This Phase II is modeled on the US 80 Corridor Phase I Study, which was a corridor study. We have the existing conditions and development of the infrastructure recommendations for short term, midterm, and long term, and we have a final report. The Phase I study covered about 12 miles, it had a lot more intersections and interchanges, and the cost was \$285,000.

For the US 80 Phase II study we have 6.5 miles with fewer intersections/interchanges and the proposed cost is \$270,000. We decided the original scope needed to be boosted up a little bit more. We listed all of the previous work that has been done, as the consultant will review the previous studies, including the US 80 Phase I corridor study, CORE MPO's Freight Transportation Plan, GDOT's Coastal Empire study, Effingham County's SS4A, and the CORE MPO 2050 MTP. The consultants will do an inventory of the previous studies to make sure the studies are consistent and used as reference.

As for the study goals, we want to add the Land Use portion, because the Hyundai Plant will have a lot of impacts, probably more to Effingham County and Bryan County. We want to explore different development scenarios. For the traffic forecasting, we want at least two forecasts to be run based on possible potential development scenarios (where we have a new development, industrial development, warehouse, etc.). So, we want to run at least two models for the traffic forecasting.

Effingham County indicated that they have already made some Land Use changes, so we want one of the tasks to confirm those Land Use changes that have been made. If the changes do not make sense, then the consultant needs to give some recommendations.

For the Equity Analysis, even if this portion of US 80 is more rural and doesn't have as many bicycle/pedestrian facilities, a lot of people still want to bike or walk, so we will do some equity analysis, to find out where those populations are located. We want to explore the option of including bicycle/pedestrian connections to the Georgia Hi-Lo Trail.

We have recommendations for not only infrastructure's short-term, mid-term and long-term alternatives, but also Land Use recommendations in light of the anticipated growth from the Hyundai Plant and the Georgia Ports Authority. For the infrastructure recommendations, we might amend those into the 2050 MTP Vision Plan. For the Land Use recommendations, the consultant can report those to Effingham County, so that Effingham County can make the Land Use changes to their zoning.

The last portion is the cost estimating for US 80 Corridor Phase I Study recommendations. That study includes about 20 recommendations but doesn't have cost estimates for them. When including them into the long range plan, we don't know the costs. For Phase II, whatever recommendation the consultants have, they need to give us the cost estimates. If we still have enough budget available, we want the consultants to go back to Phase I and give us the cost estimates for the infrastructure improvement recommendations. This is an optional task, if the budget allows. The total cost for this study is \$270,000.

Mr. Michael Kaigler asked if the consultants for Phase I took into consideration the growth from the Hyundai plant. Would it need to be revamped?

Ms. Wykoda Wang stated for Phase II we want to focus on Effingham County as they are providing the local match. We will evaluate the Hyundai and Georgia Ports Authority impacts on Effingham County, as they are the focus. She would have to review the reports to see if the consultants included the Hyundai plant. Her understanding is probably not much.

Mr. Tim Callanan stated one struggle with this Phase II study is that it doesn't get us all the way to the Hyundai plant. It was developed to the Effingham County border at the Ogeechee River. He understands that Phase I was partially funded by GDOT.

Ms. Wykoda Wang stated Phase I used CRRSAA funds, and it was 100% federal funding as we had to reallocate funds from the Truman Linear Park Trail Phase II-B.

Mr. Tim Callanan stated he would like to pursue working with GDOT and Bryan County on a Phase III study extending to US HWY 280. He knows it has to be done outside of this project, but he wants on record that he thinks Phase III would be a necessary component to get the relief that is needed for the expensive portion. The Coastal Empire study has four laning at the Effingham County border, all the way to Bulloch County. That would require another bridge across the Ogeechee River. If that's going to be contemplated by the state, he believes we need to get the ball rolling by having the Phase III study. Maybe it would encourage GDOT to take up where our boundary stops and continue to Hyundai or US HWY 280.

Ms. Wykoda Wang stated it would have to be a joint study for GDOT, Bryan and Bulloch Counties' as they are outside of the CORE MPO boundary and we cannot spend CORE MPO money. They would have to take over.

Mr. Tim Callanan stated since GDOT and Bryan County representatives are here, Effingham County is open to coordinating.

Ms. Wykoda Wang stated when Bryan County and GDOT start that study, CORE MPO can present what we already have with Phase I and Phase II for reference. If Bryan County didn't opt out, CORE MPO could take the study all the way through, but unfortunately that is not the case.

Chairperson Chester Ellis asked if CORE MPO can't do the study, can GDOT do it?

Ms. Wykoda Wang stated yes, GDOT can do that.

Chairperson Chester Ellis stated we may have to go back and revisit some things in the Phase I study, as there is residual effect from the Hyundai plant.

Ms. Melanie Wilson stated we definitely need to talk to GDOT about that. It's not just Hyundai, and there are other projects proposed. We also need to spend time with SEDA to get the general potential impacts of the industry that's coming because it impacts our studies. For Phase I, we didn't know about Hyundai.

Chairperson Chester Ellis stated that SEDA can't tell the CORE MPO until GDOT and the State of Georgia tell them.

Ms. Melanie Wilson stated that something like the Hyundai plant takes years to get started, even at a high level. If SEDA thinks there is something that could be happening in those corridors, we need to know to incorporate them and to get guidance about the potential costs and impact.

Chairperson Chester Ellis believes we are behind as 12-15 years ago we didn't plan for today, for example, Hyundai and other developments are affecting us. We need to talk to GDOT and the State Development Authority making these decisions.

Ms. Melanie Wilson stated all of these things are not within the CORE MPO boundary. The northern portion of Bryan County is not in the CORE MPO boundary. We are having conversations with our partners, whether they are part of the CORE MPO or not. We still have conversations with Bryan County and we are starting to project out based on future development impacts.

Chairperson Chester Ellis stated for example the Coastal Empire study covers more than the CORE MPO boundary. There are talks on the State level about other developments coming in this area that will impact everyone in the Coastal Empire study. We need to have a seat at the table to talk. Bryan County may have to reconsider the portion of the county they left out.

Ms. Melanie Wilson stated CORE MPO is not disagreeing. Bryan County opted out and they very well may want to come back. That's a whole other process to incorporate them but it does not mean we can't partner with them and GDOT to have projects move forward. We will continue to work with GDOT and Bryan County.

Ms. Wykoda Wang stated CORE MPO could be a stakeholder but couldn't lead the study. Our Freight Plan and Congestion Management Process cover all 3 counties, and they don't stop at the CORE MPO boundary.

We identified projects in Bryan County and those areas not participating in the CORE MPO. If Bryan County wants to reference our project list, it is available. We will ask that the CORE MPO Board approve the release of the RFP with the condition that CORE MPO staff will incorporate the Board Member's comments from today. We are ready to release the RFP this Friday, and the schedule is attached to the agenda.

Mayor Van Johnson, City of Savannah, motioned to approve the release of the RFP for US 80 Phase II; seconded by Mr. Tim Callanan. The motion passed with none opposed.

9. RFP - Urban Flood Model Phase II

Ms. Anna McQuarrie gave the presentation on the RFP for Urban Flood Model Phase II.

We have put together a Review Team that was geographically and technically diverse consisting of planners, transportation planners, stormwater engineers, ranging from Effingham County, Tybee Island, Chatham County, and City of Savannah. We had quite a few eyes on this RFP and a lot of great technical advice.

Phase I was completed at the end of 2023 for our old CORE MPO boundary. The consultants created a stormwater management model (a free model from the EPA), hydrographs, an online vulnerability assessment application, compiled funding opportunities, and a final report. It did not include the new portions of Effingham County and Bryan County, which were added to our boundary in 2024.

The purpose of Phase II should include materials from Phase I for additional flood modeling and decision and planning tools which will help target and prioritize projects and strategies aimed at mitigating the impacts of rainfall events and sea level rise on transportation infrastructure. Materials should optimize the planning of new and existing transportation infrastructure to improve reliability and resiliency, with additional consideration to economic constraints and social inequities.

Task One is Project Management and Coordination. We want to put together a Project Management Plan and an Outreach Coordination Plan within that. A big part is the outreach effort and project coordination. We would like to include stormwater managers and community groups, to create a product that emergency managers, the public, and planners can all use.

Task Two is the Inventory of the Available Stormwater Data and Models. Talking to our RFP Review Team, the SWMM or Storm Water Management Model is free from the EPA. Our consultants chose to use this because it would be free to all jurisdictions within the CORE MPO. However, our stormwater engineer said actually we use different models for our different jurisdictions, and it might be more useful instead of expanding the SWMM out, to take an inventory of what stormwater data we have throughout the CORE MPO region to develop consistent language and see where improvements are needed. We would also like the consultants to establish flood resilience metrics.

Task Three is to improve the Online Vulnerability Assessment Application. It is essential to create user-friendly applications. We want the consultant to review the GIS data used in Phase I and to incorporate projected build-out scenarios. We want this data to be collected and stored in an Open Access format so we can help facilitate transparency and collaboration throughout the CORE MPO.

Task Four is creating the Infrastructure Strategies and Costs Guidebook, identifying different infrastructures strategies both green and grey, with a focus on nature-based solutions. That includes a description, cost estimate, benefits, challenges, and examples of how these strategies can be used on projects in the TIP.

Task Five is the Training Program. We inventory the data, make sure the data is useful, and we train people how to use it. It is important to have training materials and curriculum, consisting of videos and accessible online materials so that planners, transportation engineers, stormwater managers, and the public can view these materials and use the data in their work.

Task six is the summary of the study findings and to provide recommendations.

Our estimated schedule is to release the RFP on January 2nd, 2025. We are about a week behind the RFP for US 80 Phase II, the project start and end date are the same but instead of having a month for the proposal review, it will be 3 weeks. One decision was to keep the eligibility to academic institutions. However, being able to have nonacademic entities eligible as sub consultants.

Chairperson Chester Ellis asked how the RFP will be released to the public?

Ms. Anna McQuarrie stated there is website in the State of Georgia where we can release RFPs and all of these RFPs will be listed on that website. The consultants have to meet certain requirements, which can be tagged to the study. The RFP then goes out to the correct entities and people are informed. CORE MPO will give a presentation at the Coastal Georgia Indicators Coalition meeting on January 8th. All three RFP studies will be listed on the Georgia Registry for Proposals website. We have a link on the CORE MPO website.

Ms. Wykoda Wang clarified there is the Georgia Procurement Registry where all of the prequalified GDOT consultants are listed. We can only use GDOT prequalified consultants. If a consultant would like to apply, they need to go through the prequalification process with GDOT first. There are certain criteria they must meet, for example 1.02 Urban Planning Study. The prequalified consultants who meet those criteria will automatically receive the notification from the website. The main contractor must be prequalified, while the subcontractors do not have to be prequalified, although most subcontractors are. We will also advertise on the Savannah Morning News.

Chairperson Chester Ellis asked how do we get more local contractors involved in the RFPs? Maybe we could have a workshop to inform them of GDOT's prequalification requirements.

Mayor Van Johnson stated for the City of Savannah, we have an extensive process by which this occurs. We have an entrepreneurial office. They regularly have opportunities for people to get connected. If they are registered with the City of Savannah as a vendor and select the subcategories, they automatically get that RFP sent to them. Likewise, if they're registered with Chatham County or the school board, we recognize their certifications as well. He thinks there is a mixture of aid information being available, but also folks being able to have the acumen to get the information. A part of being in business is taking some initiative to be able to register. If they're registered with any other local entities, the City of Savannah also recognizes their registration, which means they are registered with us.

Ms. Wykoda Wang asked if City of Savannah and Chatham County mind sending CORE MPO that contact lists.

Mayor Van Johnson stated absolutely.

Mayor Van Johnson motioned to approve the release of the RFP for the Urban Flood Model Phase II; seconded by Mr. Michael Kaigler. The motion passed with none opposed.

[10. RFP - Bicycle and Pedestrian Facility Study](#)

Mr. Michael Kaigler motioned to approve the release of the RFP for the Bicycle and Pedestrian Facility Study; seconded by Mr. Tim Callanan. The motion passed with none opposed.

IV. Other Business

V. Status Reports

[11. 2050 MTP Executive Summary](#)

Ms. Melanie Wilson stated for the 2050 MTP Executive Summary, we are taking all this information and we are making this very user friendly for the general public to understand what is in our documents. All this is information. This is a very high level overview of the MTP.

Ms. Anna McQuarrie stated we are putting together our visual executive summary, taking the hundreds page long document and distilling down to about 60 pages. This is supposed to be visually interactive and describe what the MTP is, what the CORE MPO is, and the planning process. Once it is completed, we will have this translated into three limited English proficiency, our LEP languages. This will be a great document that everyone can share and our public can use. It is in draft form, please take a look and provide any comments.

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

Ms. Asia Hernton gave the presentation on the Non-Motorized Transportation Plan (NMTP) Status Report. The NMTP is our bike and pedestrian plan and it concerns bike and pedestrian infrastructure within the CORE MPO planning area.

The goals of this plan update are:

- Identify new projects,
- Assess the needs of the community, and
- Set new goals for bike and pedestrian infrastructure.

This project originally kicked off in 2022 and during that time we collected a lot of data.

- Crash data from Numetric
- Bike and pedestrian volume data from Strava Metro
- Census data
 - good demographic data
- Household data
 - such as how many vehicles are available within people's households.
- U.S. Department of Transportation Equity data
- Environmental Justice data
 - During this process, the Environmental Justice maps were updated, so now we can utilize those for further analysis.

Additionally, we identified a lot of projects. In the current NMTP, there are hundreds of projects. During this update we identified almost 100 more projects to add to the plan.

We have all of this compiled for the NMTP but still have work to do to complete it. In terms of completion, we need to:

- Finalize the scoring methodology of projects
 - then score those projects
- Build our Recommendations and Next Steps section
 - What do we actually do with this plan? What do we actually do with these projects?
- Add language on the BPAC and the Bicycle and Pedestrian Facility study
 - when this project began, these didn't exist yet, now they do and will be added to the NMTP.
- Finalize the report

The Target Adoption Date in June 2025. We aim to adopt the updated Non-Motorized Transportation Plan in June 2025. Next Steps: After adopting the Non-Motorized Transportation Plan update by June, we can then complete the update of the Thoroughfare Plan, which will be one of the new focuses of the BPAC. We will also incorporate the findings of the Bicycle and Pedestrian Facility study into the Non-Motorized Transportation Plan and other MPO planning products. Please send her any comments or questions.

[13. Federal Certification Review](#)

Ms. Wykoda Wang gave the presentation on the Federal Certification Review. Many of the CORE MPO Committee members participated in the review process. We want to thank those who came to the meeting. FHWA and FTA are going to send the draft report at the end of January, which CORE MPO Staff will review and give comments. Then they will incorporate CORE MPO's comments and finalize the report. FHWA and FTA will give a presentation on the findings at the April CORE MPO Board meeting.

[14. Highway Functional Classification Updates](#)

Ms. Wykoda Wang gave the presentation on the Highway Functional Classification Updates. At the last meeting the CORE MPO Board authorized sending requests for functional classification upgrades. GDOT approved all of our requests and forwarded them to FHWA, who approved our requests as well.

- Benton Blvd is now a minor arterial.
- Highlands Blvd is now major collector.
- Roland Ave, Shell Rd, and Sunset Blvd are now all minor collectors.
- Pine Meadow Dr is now a major collector.
- Harris Trail Rd is now a minor arterial.
- Port Royal Rd is now a major collector.

From now on, all of these roadways are eligible for federal funding.

VI. Information Reports (verbal)

[15. GDOT Project Status Update](#)

Report attached to the agenda. Ms. Katie Proctor gave the update.

[16. Chatham County Project Status Update](#)

Report attached to the agenda. Ms. Deanna Brooks gave the update.

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

Report attached to the agenda. Mr. Joseph Shearouse gave the update.

Ms. Faye DiMassimo, City of Savannah Chief of Planning and Economic Development, gave a brief update on the Bay Street Micro Study. Savannah is doing its first multimodal transportation plan called Savannah Moves, kicking off after the 1st of the year.

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

Report attached to the agenda.

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

Report attached to the agenda. Ms. Mary Moskowitz gave the update.

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

Report attached to the agenda.

VII. Other Public Comments (limit to 3 minutes)

VIII. Notices

[21. FY 2025 UPWP Administrative Modifications](#)

Report attached to the agenda. Ms. Wykoda Wang gave a presentation.

[22. PROTECT Grant Notice of Funding Opportunity](#)

Report attached to the agenda. Ms. Anna McQuarrie gave a presentation.

[23. Georgia Transportation Infrastructure Bank - State Road and Tollway Authority](#)

Report attached to the agenda.

[24. Next CORE MPO Board Meeting February 26th, 2025, at 10:00am](#)

IX. Adjournment

There being no further business, the December 18th, 2024, CORE MPO Board meeting was adjourned.

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