



## Transportation Equity and Public Involvement Advisory Committee

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

### December 10, 2024, CORE MPO Transportation Equity and Public Involvement Advisory Committee

Voting Members	Representing	Present
Tia Baker	Chatham Area Transit	
Asia Hernton	CORE MPO	X
Terry Tolbert	Economic Opportunity Authority	
Brenda Pollen	Housing Authority of Savannah	
Shannon Ginn	Living Independence for Everyone (LIFE), Inc.	X
Tyrone Palmer	National Federation of the Blind, Local Chapter	
Representative	Savannah – Chatham Council on Disability Issues	
Paula Valdez	Savannah Center for the Blind and Low Vision	
Patti Lyons	Senior Citizens Inc.	
Ben Lewis	Chatham County	X
Tony Abbott	Interested Citizen	X
Robert Pirie	Interested Citizen	X
A'riel Johnson	Interested Citizen	X
Armand Turner	Interested Citizen	X
Daniel Brantley	Interested Citizen	
Kevin Glover	Interested Citizen	
<b>Non-Voting</b>	<b>Representing</b>	
Representative	Savannah Council of the Blind	
Representative	Coastal Center for Development Services	
Representative	GDOT District Five	
Representative	Georgia Infirmary Day Center	
Bill Kelso	Goodwill Industries of the Coastal Empire	
Representative	NAACP - Savannah Branch	
Representative	Savannah - Chatham County Fair Housing Council	
Representative	Deaf Community	
Alden Strandburg	Effingham County	
Representative	Bryan County	
Representative	Harambee House	

<b>Others</b>	<b>Representing</b>	<b>Present</b>
Kieron Coffield	CORE MPO	X
Anna McQuarrie	CORE MPO	X
Wykoda Wang	CORE MPO	X
Pam Everett	MPC	X
Niel Ligon	LIFE	X

## **I. Approval of Agenda**

Mr. Tony Abbott, Interested Citizen, motioned to approve the Agenda, seconded by Ms. A'riel Johnson, Interested Citizen. The motion passed with none opposed.

## **II. Action Items**

### [1. Approval of the October 21st, TEPIAC Meeting Minutes](#)

Mr. Neil Ligon, LIFE, asked if these meeting minutes were circulated in advance.

Chairperson Armand Turner stated that they can be accessed through the agenda which came along with the initial invitation email.

Mr. Neil Ligon reminded TEPIAC that some people cannot interface with a visual platform.

Chairperson Armand Turner thanked Mr. Ligon for the reminder.

Ms. Asia Hernton stated the CORE MPO also posts our audio recordings online. If you ever need the audio, you can find it on the website or we could send the audio file to you.

Mr. Neil Ligon thanked Ms. Hernton for the information.

Chairperson Armand Turner asked if we have any questions or comments on the minutes and if not, do we have a motion?

Vice Chairperson Shannon Ginn, LIFE, motioned to approve the October 21<sup>st</sup>, 2024, TEPIAC meeting minutes, seconded by Mr. Robert Pirie, Interested Citizen. The motion passed with none opposed.

### [2. Election of the Chair and Vice Chairperson for TEPIAC](#)

Chairperson Armand Turner asked if we have any nominations for Vice Chair.

Vice Chairperson Shannon Ginn stated he does not mind doing Vice Chairperson again.

Ms. Asia Hernton nominated Mr. Shannon Ginn as Vice Chairperson for 2025 and 2026.

Chairperson Armand Turner asked "do we have any other nominations?" Hearing none, the TEPIAC members voted in favor of Shannon serving as the Vice chairperson. The motion passed with none opposed.

Chairperson Armand Tuner asked "do we have any nominations for Chairperson?"

Ms. Asia Hernton nominated Mr. Armand Turner.

Chairperson Armand Turner accepted the nomination. Hearing no other nominations, the TEPIAC members voted in favor of Mr. Armand Turner serving as the Chairperson? The motion passed with none opposed.

### [3. 2025 Calendar](#)

Chairperson Armand Turner stated according to the draft 2025 calendar for the TEPIAC, our upcoming meeting dates are February 18<sup>th</sup>, April 15<sup>th</sup>, June 16<sup>th</sup> which is the Monday before the Juneteenth Holiday, August 19<sup>th</sup>, October 14<sup>th</sup>, and December 9<sup>th</sup> which is moved up one week due to the holidays. If you have any questions, please feel free to comment now. There were no questions.

Ms. Asia Hernton clarified that we are requesting TEPIAC to approve this calendar.

Mr. Robert Pirie motioned to approve the 2025 calendar for TEPIAC, seconded by Mr. Tony Abbott. The motion passed with none opposed.

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

Ms. Asia Hernton gave the presentation on the RFP for the Bicycle and Pedestrian Facility Study. She will be going over what this project is and some of what we are looking for in terms of comment. Since this is an action item, we will be asking for endorsement after the presentation.

This is the bicycle and pedestrian facility study. This is a project that seeks to build inventory data for bicycle and pedestrian infrastructure. That includes bike lanes, sidewalks and crosswalks. Another important piece that we want from the study is to create some type of database to keep track of any changes that happen to our sidewalk, bike lanes, crosswalks, and anything else related to non-motorized transportation.

Staff has been working on this RFP for a few weeks now and it's getting closer to when we officially release it. We want to make sure that the content within the

RFP is detailed and understandable so that when we send it out, the possible consultants who review the RFP can determine if this is a project they can do. CORE MPO wants to make sure that they have adequate information to make the decision on whether or not to submit a proposal.

Moving on to the scope. This is on Page 12 of the PDF and that's where we give background to the project and broadly talk about what we want out of this project. The study will include:

- An inventory and map of bicycle and pedestrian facilities throughout the CORE MPO area in GIS format.
- The identification of current network connectivity, opportunities for improvement, and the potential economic development impact.
- The identification of safety improvements by overlaying Numetric crash data over maps.
- The creation of a system or database to provide continuous updates to the Study and to reduce future CORE MPO and member agency staff time needed to capture data collection efforts. This includes developing an SOP and/or training manual for CORE MPO staff, municipalities, and agencies.

Chairperson Armand Turner asked what does SOP stand for?

Ms. Asia Hernton clarified that SOP means Standard Operating Procedures.

The work to produce these results will include:

- Taking inventory of existing data and integrating it with local GIS data houses, such as SAGIS.
- Creating an app or database for current and future facility tracking.
- Creating a bicycle and pedestrian facility prioritization system.
- Using the CORE MPO's map survey for public input.
- Collaborating with CORE MPO member municipalities and supporting agencies for information.
- Creating a condition matrix of bicycle and pedestrian infrastructure.
- Public outreach throughout the community.
- Examining bicycle and pedestrian facilities using a variety of methods.

The tasks that are involved in this study include:

- Project Management and Coordination.
  - Part of that coordination will actually be with the TEPIAC. This committee will look over this project at upcoming meetings to make sure that the project is going along smoothly and is including the types of conversations that are needed within a project like this.
  - TEPIAC and BPAC will be collaborating with the team working on this project.

- Public outreach.
- Literature review of what data currently exists.
- Updated bicycle and pedestrian inventory data assessing the conditions of our bike lanes and sidewalks.
  - Are they in poor condition? Are the sidewalks cracked? Are they hard to use?
- Connectivity
  - Are bike lanes and sidewalks actually connecting to each other or are there huge gaps?
- Safety analysis
  - To ensure that people are not in danger on roadways when they're biking or when they are outside of a car, essentially.
- Prioritization method
  - That will be another task that the consultant group will be producing for this project.
- Recommendations for improvements and other strategies and solutions to the problems that we might have within our transportation system.
- Creation of a future tracking database, method or application so we can keep track of this in the future.
- Final report that summarizes all of this in detail.
- Optional task to explore Right of Way Impacts
  - Based on a meeting that CORE MPO staff and Ms. Caila Brown had with San Antonio, planners working on San Antonio's bicycle and pedestrian plan gave the advice to understand the Right of Way impacts at the beginning of the planning process. One thing that they would ask for in the beginning was to know the right of way of the roadways that they were looking into. Who owns it? Who maintains the ROW?

Ms. Asia Hernton asked if the TEPIAC feel like there needs to be more added to this? Maybe it needs to be more generalized. Or is there anything that you feel like is missing from the conversation in this RFP so far?

Mr. Robert Pirie stated the one thing he would ask about pertains to the City of Savannah's bicycle infrastructure. The Truman Linear Park Trail and Habersham Street for most of its length south of Victory Street have bike lanes. Then there is of course Price and Lincoln Streets. He doesn't know if it would be a GDOT definition, but is there a standardized set of what a bike lane is? Also, any kind of wayfinding will help, like signage, specifically for bicyclists, like this way to Daffin Park and this way to the Habersham bike lanes, etc. There are signs that say this street is good for bikes or the sharrows on Barnard Street. There is signage, but is there a standard set of signals and what not that GDOT wants to use?

Would the CORE MPO have to recommend implementing one to better facilitate bike and pedestrian traffic throughout the CORE MPO area?

Ms. Asia Hernton stated off the top of her head, GDOT has a ton of resources and that includes a manual on bike lane design, sidewalk design in terms of width, and what's appropriate for each type of road and the context of each road. GDOT also has a signage and crosswalk guideline. We could add that under the deliverables for recommendation, and maybe the consultant team can create some recommendations on wayfinding or including more signage. Maybe even in the assessment, one piece of that assessment could be "is there signage that exists there?"

Mr. Robert Pirie asked what would be appropriate signage? Regarding Habersham, Price and Lincoln Streets, the Habersham marked bike lanes end at north Victory Drive, at the very northernmost extent. A cyclist would continue to the inbound street, which is Lincoln. There's no signage; it just ends. While there is a really good bike path over on Lincoln but there's no sign that says "hey, the bike lane continues over here".

Ms. Asia Hernton stated that can be added to the RFP. The consultant team can look at GDOT information because they have manuals on that. Then we will see what is appropriate to implement in Savannah or the whole CORE MPO region.

Ms. Wykoda Wang asked Mr. Robert Pirie "are you asking that we won't have signs that say a bike lane stops here? So if it's not continuous bike lane, the sign would say bike lane stops. A sign that says, "Bike Lane for Tide to Town"? What kind of signage are you talking about?"

Mr. Robert Pirie clarified he means both kinds of signage. Using Habersham as an example, it's a really great thoroughway; it's kind of like the Abercorn thoroughway for bicycles. It's the main route through midtown getting into the Southside. At Victory Drive the bike lane just sort of unceremoniously ends. For a new user or person that is potentially saying "I live south of Victory and I work just north of Victory. I don't want to drive that distance; I'd rather take my bike," there's no indication that there is other cycling infrastructure for someone who is new to the area, or a tourist staying at an Airbnb looking to bike downtown. There's no indication of where to go. He does see some cyclists who will go from the bike paths on Habersham south of Victory and then when they get north of Victory, they'll start using sidewalks instead of going over to Lincoln St or Price St to get around where the really good bicycle infrastructure is. On Lincoln and Price we have a buffer and clearly marked lanes. It's not fully segregated from traffic, but it is much better than it is in other places. Especially the further south you get on Habersham, basically you're biking in a gutter. It's definitely a bike lane, but it's not clearly marked, and we're missing sharrows. Signage that indicates "this way

the bike lane continues a block over” or to “cut through this alleyway to get over on 43rd St to get to the bike lanes that go inbound to downtown” and that sort of thing will help. A little bit of signage could help with the usability of the network that's already in place. He is actually on vacation in Baton Rouge, LA right now. They have bike lanes there, but the network is very disconnected. That's not the case in Savannah, at least the part that he uses the most - from Downtown heading out to the Southside - there is very good infrastructure, and it is mostly connected in a way that a lot of other cities just don't have. But he could see from his own experience that making the connection is important, because a lot of people don't think whenever they're driving or biking around. You're not thinking like a map about going east, south, southeast, north or west. He has seen other cities that have cycling systems where it's “this way to this other bike path” or “the bike path continues two blocks over and take this route.”

Ms. Wykoda Wang stated it's just like if she turns from SR 307 to I-16, the right lane ends and there is a sign indicating that. So over here is where the bike lane ends, the sign says “turn to certain street”. She sees two points: one is the signage that we have and the other thing is routing. While she was doing research on cities like Seattle, she found out they actually developed some kind of routing app. If she wants to take her bike from her origin to the destination, when we have good inventory, the app can give a route to follow. Maybe at the end a routing app might be one of the deliverables. If not for this project, then maybe down the line.

Mr. Robert Pirie stated his only concern about an app would be the accessibility issue. It is 2024, but not everybody has smart phones. A lot of people who ride bikes to work maybe can't afford to have a smartphone or the data plan may be restrictive of how much data they can open in a certain amount of certain billing period. An app showing where stuff goes would be great.

Ms. Asia Hernton said that could be part of the connectivity piece too. Maybe it can also be a consideration or recommendation that we add to the NMTP. To make sure we are all clear on what Mr. Robert Pirie wants to see out of this, could he please email Ms. Asia Hernton after the meeting?

Mr. Robert Pirie stated he will email Ms. Asia Hernton.

Mr. Tony Abbott stated he would like to make an additional comment. A question first to Ms. Asia Hernton -does the MPC or CORE MPO have a website that you can pull up maps? The whole point is if somebody knows that a website is available, they could look on their computer and see what happens to the whole route before they even take it. Even if they are not from Savannah, if they somehow know about the website map, that helps. Let's say you want to start heading out to Lake Mayer and you want to see the routes, is there something for that?

Ms. Asia Hernton stated CORE MPO has PDF maps that show bike routes and bike infrastructure, but it does need updating. If you want something more up to date, go to Bike Walk Savannah's resources because they have exactly what Mr. Tony Abbott is talking about in terms of "these are the bike routes". They even have them rated based on how safe they are. She can send that resource to Mr. Tony Abbott, so he can review it and see it. But the limitation with the Bike Walk Savannah resources is that it's only for the City of Savannah. We don't have something like that for all of CORE MPO's region. Maybe that's something that we need to produce for the whole CORE MPO region.

Mr. Robert Pirie stated building off what Bike Walk Savannah has already done will help. He lives off 31<sup>st</sup> Street and he is not going to bike all the way to Richmond Hill, but if Richmond Hill starts putting in bicycle infrastructure and somebody wants to do a marathon of a bicycle route from Richmond Hill to downtown Savannah, he is sure there are some people that probably would love to have something like that. He doesn't know about the connectivity to Richmond Hill and it seems like it is mostly freeway. Also, to Mr. Tony Abbott's question, Google Maps does not do a terrible job at indicating bicycle directions. He is not sure if this is something we could look into, how municipalities tell Google "we are closing this street" or "no trucks". Could we make the GPS map show the proper route that a cyclist could take from point A to point B? Is that something that the City of Savannah or Chatham County already does and maybe it could be done on the CORE MPO wide scale?

Ms. Asia Hernton stated maybe that's a question to ask the City of Savannah or Chatham County because on her end, she is not sure, but that sounds like a good idea.

Ms. Wykoda Wang stated another thing that builds off of what Mr. Tony Abbott said. Even if we don't have that data that Bike Walk Savannah has, at least we need to provide a link on the CORE MPO website to the Bike Walk Savannah website. So if people come to our CORE MPO website, they will be directed via a link to check Bike Walk Savannah information or Healthy Savannah information. We have all these communities that participate in this process and they all have kinds of data. We have a connection to the CAT website, and we should have links to all of our member agencies, so that if people happen to land on our CORE MPO website they have some access to other information. Ms. Asia Hernton is going to send the Bike Walk Savannah links to Mr. Tony Abbott and she can post the links on the CORE MPO website and connect it.

Ms. Asia Hernton clarified it is like a data repository. She has one more piece to talk about with this and that's regarding the schedule. This is a proposed schedule, so it's not necessarily final yet. Within this schedule, the RFP would be released on January 20, 2025. The project will officially start on April 18<sup>th</sup>, 2025, and end on March 31<sup>st</sup>, 2027. In the previous meeting for the BPAC, they seemed on board with this later schedule where we start in the end of January, instead of



starting toward the beginning of January. She also wants to get TEPIAC opinion on the alternative schedule, because we could have a faster timeline where the Request for Proposals is announced on January 2<sup>nd</sup>, and the project starts on April 1st instead of April 18th.

The reason why she proposed two schedules is if this RFP needs a lot more work or if there's new information that we need to add to it. Additionally, we have holidays coming up, so she wanted to add some more padding to give us time to make sure all needed details are added to the RFP. The only con is that we do lose some days in terms of being able to complete the study, because we get 2 years, which is April 1st, 2025, to March 31st, 2027. In this case we lose about two weeks if we have a later schedule. She wanted to ask the group, is everyone OK with that? Or should we shoot for earlier schedule?

Mr. Robert Pirie stated he is okay with the schedule as it is.

Mr. Tony Abbott stated he was okay with the later schedule.

Ms. A'riel Johnson, Interested Citizen, stated she thinks the later schedule is good.

Vice Chairperson Shannon Ginn stated that the later schedule sounds like it's better one, in case there is more stuff to do with it before we can release it.

Ms. Asia Hernton stated this gives a little more wiggle room to make sure everything is right.

Chairperson Armand Turner stated he thinks losing the two weeks in the grand scheme of the entire amount of time that they have won't prove to be as big of a deal.

Chairperson Armand Turner stated maybe we can entertain a motion to endorse the RFP pending the additions put forth by Mr. Robert Pirie around the signage. Would anyone like to move that motion?

Mr. Robert Pirie motioned to endorse the RFP for Bicycle and Pedestrian Facility Study, seconded by Ms. A'riel Johnson. The motion passed with none opposed.

### **III. Status Reports**

#### **[5. 2050 MTP Executive Summary](#)**

Ms. Anna McQuarrie gave the presentation on the 2050 MTP Executive Summary. We are working on a visual executive summary for the 2050 Metropolitan Transportation Plan. You can view this summary, and it's about 60 pages. She has gotten some comments so far, but this is a first draft, so TEPIAC is welcome to view it on your own time and give any feedback for maybe what you would like to see improved, but essentially what we're trying to do is to break it up a little.

First, people learn about what is the CORE MPO? What is our region? What are the goals and performance measures for our long-range transportation plan? Then they learn a little bit more about our transportation network, what is involved? Next is our public involvement, how did we get input? The last are the projects that we selected for the plan and then some impacts as well.

These are the sections in the full MTP but that is hundreds of pages with lots of appendix. Essentially what we try to do is distill this into a smaller document that is a little bit more engaging and can help bring the CORE MPO down to a level where people can ask questions, understand a little bit more about what they what we do and how they can get involved. This is a link, so you can e-mail her directly or if you have any comments now she is happy to take them. Feel free to flip on your own time and this will be probably in a more final draft form for our next set of meetings.

## [6. 2050 MTP Amendments](#)

Ms. Wykoda Wang gave the presentation on the 2050 MTP amendments. The BIL/IIJA have a lot of discretionary grant programs and FHWA decided that we need to have all of those in one place. They are separated from the fiscally constrained projects list , because they are grant based. She will focus on this table (attached to the agenda). Two projects are highlighted in red.

- One of those is Volterra Electrification of American Ports project. When we adopted the 2050 MTP, this project only has a 20% local match and that's about \$1.9 million. The actual match that Volterra Electric is providing is actually \$18 million. The total project cost is \$26 million. We need to amend the 2050 MTP to reflect this fact.
- The second one is for City of Savannah, which got the SS4A grant for the 37th St. They are going to do intersection improvements and also consider bicycle and pedestrian infrastructure improvements. This project is about \$13 million. It is not included in the 2050 MTP, so we're going to include that into the 2050 MTP.

Those are the only two projects that we are amending into the 2050 MTP or make changes to the 2050 MTP. We do have a 15-day public comment period and we're still in the public comment period. You can review the report and let us know if you have any comments.

## [7. FY 2024 - 2027 TIP Amendments December 2024](#)

Ms. Asia Hernton gave the presentation on the FY 2024-2027 TIP amendments for December 2024. We received a lot of TIP amendment requests from Chatham Area Transit, FHWA, Chatham County and the Georgia Department of Transportation. We are in the midst of a 15-day public comment period. So far, we have not received any comments, but the public comment period will close on

December 18<sup>th</sup>. There's still a chance to give your comment on this TIP amendment report.

In terms of the proposed amendments, she will go over them in brief.

- We received an amendment request to amend the STIP and TIP amendment process and that's essentially guidance on when we should do a TIP amendment. Some of that has changed, so we have to update our language in the document to reflect those changes.
- Also, several projects have to be reformatted. FHWA gave some guidance indicating that since these projects are funded with discretionary grants, they need to be in their own discretionary grant table. The projects are listed below:
  - I-16 MLK Jr Blvd ramp removal and overpass project
  - Volterra electrification of the Ports project
  - Port of Savannah renewable fuel project
  - City of Savannah Safety Improvement project
- Additionally, Chatham Area Transit wanted us to add a new program to the TIP - Savannah Bell's Marine Electric Vehicle Charging Stations.
- We also have some funding changes for some other projects for Chatham County:
  - Green Island Road Multipurpose Path
    - We are amending funds into the right-of-way phase and adding some carryover funds. We have to use the carryover funds so we don't lose them.
  - Chevys Rd. improvement projects
    - receiving carryover funds
  - Gerard Ave. Improvement Project
    - receiving carryover funds
  - I-16 at SR-17
    - receiving carryover funds
- GDOT requested the TIP amendment for I-95 at Savannah River at South Carolina Line
  - We did have to revise the cost estimations and fund code in the construction phase for this project.

If you would like more details, she can give more details. Or if you have any questions, please let Ms. Asia Hernton know.

## [8. FY 2026 UPWP Preliminary Draft](#)

Ms. Wykoda Wang gave the presentation on the FY 2026 UPWP Preliminary Draft. The Unified Planning Work Program is the CORE MPO's Staff budget. We delineate what tasks we're going to do and how much money we will spend on each task. There are several emphasis areas. CORE MPO went through federal

certification review this year, so there will be some recommendations from that. We will address the certification review recommendations and that's one emphasis area.

Another focus area is a new TIP because our current TIP is for FY 2024 to 2027. At the end of fiscal year 2026, we're going to develop a new TIP that covers fiscal years 2027 to 2030. We will probably conduct a Call for Projects, then develop the revenue projections, do the project prioritization, and allocate funds to programmed projects.

The third focus area is managing special projects. Ms. Asia Hernton has talked about the Bicycle and Pedestrian Facility Study. We're also going to do the US 80 Corridor Study Phase II and the Urban Flooding Model Phase II. CORE MPO Staff will manage those three studies, so the study management will be a focus area as well.

We probably will not do much for the 2050 MTP because we just adopted the MTP this year, except for maintenance and updates as needed. If we have any amendments, that will be one focus area because the MTP is a major document for the MPO.

The MPC is going to kick off the Comprehensive Plan update, so there will be some land use connection with the transportation planning process. CORE MPO Staff will help the Advanced Planning Department in conducting the Comprehensive Plan, to provide as much information as possible.

Also, we continue to monitor the IIJA/BIL because FHWA and FTA are constantly throwing out Notice Of Funding Opportunities (NOFO). We are going to apply for the PROTECT Grant, and Ms. Anna McQuarrie is going to send the application. If we do get the grant funds, we will start the development for the Resilience Improvement Plan. But if we don't get that grant, we might pursue other funding. We also want to monitor other funding opportunities and work with our planning partners to help them to secure funding. For example, if CAT wants to apply for a grant, CORE MPO will provide a letter of support.

Those are the major focus areas for the next year. We will keep on monitoring the Bicycle and Pedestrian Facility Study and compile information to amend the Non-motorized Transportation Plan as needed, because our target is to adopt that plan this year. Next year if we do have new funding, we will continue to monitor the study but not necessarily process amendments to NMTP because we want to wait until the Bicycle and Pedestrian Facility Study is done before we make amendments. CORE MPO Staff will keep on monitoring that. Ms. Asia Hernton will also update the Thoroughfare Plan.

This UPWP is a pretty big document, and it's about 100 pages. If you want to review the information and let us know if we are missing something, just let Ms.

Wykoda Wang know. TEPIAC will have another round of review and discussion for the UPWP in February.

## 9. PBPP Targets Adoption

Ms. Wykoda Wang gave the presentation on the PBPP Targets Adoption. We have to follow the Performance Based Planning and Programming Process, so we normally adopt the Performance Targets at regular schedules. Highway Safety Targets and Transit Safety Targets are updated every year. The Transit Asset Management Targets are updated every four years. The PM2, which are the bridges and pavement targets and PM3 which are the congestion management and air quality targets, are updated every two years or every four years.

GDOT sent us the statewide Highway Safety (PM1) targets in August and we have about 180 days to adopt these targets. We decided to adopt these PM1 targets in December. CORE MPO did coordinate with CAT, and they didn't update the Transit Safety Targets, so CORE MPO will not adopt new targets for Transit Safety.

The updated Highway Safety targets are attached to the agenda. In the future we might explore setting our local targets for the total number of Non-motorized Fatalities and Serious Injuries because the Savannah area has more pedestrians. The statewide targets include a lot of rural areas with no or very few people walking. We might develop our own targets later after we complete our Bike/Ped Facility Study and the Non-motorized Transportation Plan.

Chairperson Armand Turner asked if we know what our exact number was for the previous year.

Ms. Asia Hernton stated we would have to check the Numetric data to be sure.

Ms. Wykoda Wang stated we might develop some kind of table to track what targets were adopted last time.

## 10. Federal Certification Review

Ms. Wykoda Wang gave the presentation on the Federal Certification Review. CORE MPO went through the federal site visit in October. We appreciate TEPIAC and other CORE MPO committee and board members for attending that advisory committee meeting with FHWA and FTA. We will get the draft certification review report in January. The final report will be available by March 31st, 2025. FHWA will give a presentation in April with final recommendations. We can probably address a lot of those recommendations immediately, but some of those will probably have to be programmed into the UPWP because those would need to be continuously addressed, like adopting our new targets. We've got to have some kind of baseline before we do that, but some of those we might be able to address immediately.

## 11. Non-Motorized Transportation Plan Status Report

Ms. Asia Hernton gave a presentation on the Non-Motorized Transportation Plan and discussed what we've done and what we will do in the future. The Non-Motorized Transportation Plan is the CORE MPO's bike and pedestrian plan. It concerns bike and pedestrian infrastructure in the whole region. The major important piece of this plan is to identify new projects because that puts it in a better position for those projects to actually be implemented. It's also important in that we assess the needs of the Community, and then we set new goals for bicycle and pedestrian infrastructure.

Moving into what we've done on this project so far. This project has been ongoing since 2022 and during that time we collected data from multiple sources that include:

- Safety data,
- Pedestrian and bike volume data,
- Community and demographic data, and
- Equity data.

We also identified dozens of new projects to add to this plan. We identified information sources to help guide the conversation surrounding bicycle and pedestrian infrastructure, travel, and access. The NMTP update had to be paused because CORE MPO staff were working on the Long Range Transportation Plan. Because the long-range transportation plan is a required MPO document, it was all hands on deck to complete the 2050 MTP. Now that the 2050 Metropolitan Transportation Plan is completed, we can refocus on the Non-Motorized Transportation Plan.

What needs to be done to finally complete the plan and close it out is to:

- Finalize scoring methodology
  - which is where we left off at
- Create our recommendations and next steps section,
- Add language on the Bicycle and Pedestrian Advisory Committee,
- Add language on the Bicycle and Pedestrian Facility Study, and
  - that we'll be conducting soon
- Finalize the overall report.

We expect to adopt the updated NMTP by June 2025 at the latest. The next step after adopting that plan is to update and adopt our Thoroughfare Plan. We can use what we learned from the Non-Motorized Transportation Plan to inform our Thoroughfare Plan. In the future after the Bicycle and Pedestrian Facility study is completed, we can incorporate those findings into another update of the Non-Motorized Transportation Plan and other CORE MPO planning products.

We did have, or we still do have, a steering committee and there's a lot of overlap on TEPIAC and BPAC for that steering committee. Ms. Asia Hernton presented



this item to the Bicycle and Pedestrian Advisory Committee. They believed we should continue having those steering committee meetings. Ms. Hernton stated if anyone would like to join the steering committee, if you're not already on it, you're welcome to join it.

The next step is deciding should we have weekly meetings or biweekly progress meetings, or maybe even meeting more frequently, less frequently? Whatever works with everyone's schedule. Are there any questions or comments on the steering committee or the meeting schedule?

Hearing no further comment, the committee moved on to the next agenda item.

## 12. RFP - US 80 Phase II

Ms. Wykoda Wang gave the presentation on the RFP for the US 80 Corridor Study Phase II. We're going to release three RFPs and Asia has talked about the Bicycle Pedestrian Facility Study. This US 80 Corridor Study Phase II is requested by Effingham County, and it will cover 6.5 miles within Effingham County, between the Chatham County line and the Bryan County line.

It will be a corridor study but it will include some kind of land use analysis as well based on different scenarios of development because of the Hyundai impact. Also, if we do have the money available, we want to do the cost estimating for Phase I which covers the segments of US 80 within Chatham County. Phase I didn't have enough money, so they developed the recommended project list, but they didn't do cost estimating for those projects. If we have money available for Phase II, we want to do the cost estimating for Phase I projects as well. The timeline for this study might be a little bit earlier than the Bike/Ped Facility Study because this RFP is almost ready to go.

Mr. Tony Abbott stated he thinks that is a very important study. Because of the Hyundai Mega site, we've got some developments going on up there in Bryan County. That's going to have a huge impact on US 80. He is glad that CORE MPO is also looking at that.

Ms. Wykoda Wang agreed with Mr. Tony Abbott and stated that the bad thing is that northern Bryan County opted out of the CORE MPO planning area boundary. Previously this US 80 Corridor Study Phase II might have extended all the way to Bryan County. Since they opted out, we cannot spend the CORE MPO controlled money in their area. That is why we have to restrict the segments within Effingham County, which is really bad, but at least we want to evaluate the impacts on Effingham County. Bryan County will just have to figure that out themselves.

## 13. RFP - Urban Flood Model Phase II

Ms. Anna McQuarrie gave the presentation on the RFP for the Urban Flood Model Phase II. Ms. McQuarrie stated we are expanding on Phase I. First, we'd like to

start off with a project management plan and coordination. This is really about starting to get storm water infrastructure and flooding into our transportation planning process, and identifying the areas that are going to be most at risk. Phase I had some SWMM models, stormwater management models and those were for the older CORE MPO boundary area. We had hydrographs produced. We also have a GIS app which you can access on our website. Some funding streams have been identified. However, we'd really like to make this a little bit more user friendly.

For Task 2, because we're expanding into Effingham County and Bryan County, what we'd like to do is we want to first of all review Phase I materials. We want to inventory available storm water data because within the CORE MPO we have so many different jurisdictions and they all collect data differently. They may use different systems, so having one model for the entire area may not actually work.

To create this RFP, we have a team comprised of stormwater engineers, transit, and resiliency folks with a diverse geographic representation as well. They have really told us that, because of these differences, CORE MPO would have to have quite a bit of money to create a model and get the data that we need. So let's start with inventory to document what's available in all the different jurisdictions and create some flood resilience metrics that can be used throughout our CORE MPO region, and then that'll guide the next tasks.

We'd really like to make all of this data available and usable. Our GIS vulnerability assessment application is not in a very user-friendly form. We want to make sure that they're identifying roads and areas with past flooding experience, incorporating different build out scenarios, and making this user-friendly.

For Task 4, we'd also like to get some infrastructure strategies and costs. Identifying a toolbox of different strategies to reduce flooding along the different types of infrastructure. Considering the road classification, it's going to look different on a local road versus a highway and depending on the vulnerability. We'd really like them to be able to identify cost, description, benefits, and challenges, including some examples using some of our TIP projects.

And last, what we'd like is a training. So how do you use all of these things as a planner, as a storm water engineer, as transit staff, as emergency managers, or as the public? Maybe creating some videos? We want this tool to be user-friendly, detailing the assessment application and providing a structure to guide strategy.

All this will be wrapped up in final recommendations. How to move forward? Summarizing these final recommendations for us. Also make sure to include that we are identifying opportunities to increase more equitable access to transportation infrastructure and emergency services during flooding events because we want to make sure that everyone does have access to this. That'll be included in the training materials as well, making sure it's accessible to all of our residents.



If you have any feedback on what we can include in this RFP, please feel free to share your thoughts.

#### **IV. Agency Reports (verbal)**

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

Report attached to agenda.

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

Ms. A'riel Johnson, Chatham Area Transit, asked if anybody had any questions about the attached report? She knows CAT's planning team keeps up with Ms. Wykoda Wang and Ms. Asia Hernton to make sure that CORE MPO have the updates. If anybody has any questions, please let her know.

Chairperson Armand Turner stated his only comment is that Healthy Savannah, his organization, has been partnering with Chatham Area Transit to use their buses and the bus cards to promote some of the work that we're doing. If you belong to any organizations and would like to do the same, he thinks it's an awesome initiative that Chatham Area Transit does to support smaller organizations to get their name out there.

Ms. A'riel Johnson stated please let CAT or Ms. A'riel Johnson know if anyone has anything they want their riders to know. Make sure to work with CAT to get that message out.

##### [16. EOA - Economic Opportunity Authority Updates](#)

##### [17. Housing Authority of Savannah Updates](#)

##### [18. LIFE - Living Independence for Everyone Updates](#)

Vice Chairperson Shannon Ginn stated that LIFE doesn't have much going on right now. They are just wrapping up end of the year reporting and stuff.

##### [19. National Federation of the Blind, Local Chapter Updates](#)

##### [20. Savannah Center for the Blind and Low Vision Updates](#)

##### [21. Seniors Inc. Updates](#)

#### **V. Other Business**

#### **VI. Public Participation Opportunities**

## **VII. Notices**

### [22. UPWP Admin Modification for three Funded Studies](#)

Report attached to agenda.

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

Report attached to agenda.

### [24. GDOT Project Status Update](#)

Report attached to agenda.

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

Report attached to agenda.

### [26. Savannah Hilton Head International Airport Update](#)

Report attached to agenda.

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

Report attached to agenda.

### [28. Next TEPIAC meeting February 18th, 2025, at 2:00pm](#)

Chairperson Armand Turner asked if there is anything anyone would like to share before we adjourn.

Ms. Wykoda Wang asked if the TEPAIC want us to list all of those participating agencies and voting members under the Agency Reports as we did for BPAC. This is the first time we tried this format.

Chairperson Armand Turner stated he thinks it works. Though we didn't have everyone present here today, he thinks the format is appropriate for what we're trying to accomplish.

Chairperson Armand Turner stated our next TEPIAC meeting is scheduled for February 18th at 2:00 PM.

## **VIII. Adjournment**

There being no further business, the December 10th, 2024, TEPIAC 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.