



## CORE MPO Advisory Committee on Accessible Transportation

Minutes  
February 13, 2023 at 1:00 pm

### February 13, 2023 Advisory Committee on Accessible Transportation Meeting

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

Wykoda Wang	CORE MPO	X
Sally Helm	CORE MPO/MPC	X
Jasmine Champion	CORE MPO	X

## I. Approval of Agenda

Ms. Paula Valdez motioned to approve the agenda; seconded by Mr. Shannon Ginn. The motion passed with none opposed.

## II. Action Items

### 1. [Approval of the October 24, 2022 Meeting Minutes](#)

Mr. Shannon Ginn motioned to approve the October 24, 2022 meeting minutes; seconded by Ms. Paula Valdez. The motion passed with none opposed.

### 2. [Approval of the FY 2024 UPWP](#)

Ms. Wykoda Wang said the UPWP is the CORE MPO staff work program and budget. It documents the funds that are received and how those funds are distributed. Fiscal Year (FY) 2024 runs from July 1, 2023 to June 30, 2024. There are three funding grants:

- Highway Planning (PL) Grant from the Federal Highway Administration (FHWA)
- Y410, which is set aside from the PL funds. This fund is for Non-Motorized Transportation Planning.
- Section 5303 from the Federal Transit Administration.

Each of those requires a local match. MPO membership dues will be used to help pay for the match funds. The PL local match is 20%. The Y410's local match requirement is 20%, but since the grant is so small, FHWA is waiving the local match requirement. The Section 5303 local match is 20%, GDOT pays 10% and the MPO dues will take care of the other 10%. These funds are used only for planning. Any funds not spent are forfeited. GDOT pulls those funds into a large source and asks all the MPO's for applications for Discretionary funds.

Next year's budget total funding is a little over \$776,000. For the PL funds, the federal portion is around \$435,000 with approximately \$109,000 local match with a total of about \$545,000. The Y410 is approximately \$11,000. The Section 5303 has a federal portion of around \$176,000, and state and local match of about \$22,000 respectively with a total of approximately \$220,000. The \$776,000 will be used to operate the MPO, produce plans, have meetings, etc.

The Highway Planning (PL) funds will be used for Administration; Public Involvement; Data Collection, Analysis and Forecasting; and System Planning and Operations.

- Administration includes having all the meetings and coordination between the MPO and local, state, and federal agencies, contracting services, reimbursement, staff training, and the UPWP.
- The Public Involvement will support the Citizens Advisory Committee and the public involvement not specific to the 2050 Metropolitan Transportation Plan (MTP) update. The public involvement for the MTP update is more intensive. The public involvement under Task 2 includes processing information requests such as the jurisdictions or public members calling for traffic counts at certain locations, asking what the level of service for certain roads is, etc. Those kinds of calls come in every day. The task would also include the general maintenance of the MPO website.
- The Data Collection, Analysis and Forecasting revolve around census data collection. Staff does use the SE data for the Travel Demand Model Forecasting and coordinate with Land Use data collection. Land Use can involve traffic analysis - if there is a major subdivision, staff would evaluate the major impact on major roadways.
- The System Planning and Operations will include the Metropolitan Transportation Plan Update and any amendments made. Staff is planning to have the FY 2024 - 2027 TIP adopted by June of this year. Next year will be amendments, administrative modifications, etc. Staff is currently working on the Regional Freight Transportation Update Plan. The System Planning and Operations includes all these major plan updates and the Non-Motorized Transportation Plan (NMTP) update which will continue into FY 2024. Staff is working with Bike Walk Savannah for the NMTP update.

Transit Planning is divided into four tasks: Administration (supporting ACAT, executing transit contracts, processing transit grant reimbursements, etc.), Long Range Planning, Short Range Planning, and the Transportation Improvement Program. For the Transit Master Plan and Transit Development Plan, staff will coordinate with Chatham Area Transit and aid the efforts as needed.

Y410 will be used for Increasing Safe and Accessible Transportation Options. That fund will primarily be used to update and implement the Non-Motorized Transportation Plan.

There are other planning funding sources documented such as those for Special Studies, which feed into the Long-Range Transportation Plan and the TIP.

- Discretionary PL funds are applied for twice a year. Staff apply for those funds on behalf of the MPO or the local jurisdictions. The PL Funds Review Committee decides who is awarded funds.
- The Y230 funding is primarily used for projects but can be used for studies as well. The CRRSSA funds are the Covid Relief funds that are used for projects and studies. The MPO decides how to award Y230 and CRRSSA funds through a Call for Projects, which is a competitive selection process.

#### FY2022 Discretionary PL Awards

- MPO Freight Plan Update (CORE MPO) - \$300,000 – projected completion date October 31<sup>st</sup>
- Urban Flooding Model/Planning Tools (CORE MPO) - \$150,000– projected completion date October 31<sup>st</sup>

#### FY2023 Y230 Awards

- SR 204 Access Study (Chatham County) - \$300,000
- US 17/SR 25 Corridor Study (Chatham County) - \$500,000
- President Street Railroad Crossing Elimination Study (Chatham County) - \$300,000

#### FY2022 CRRSSA Awards

- US 80 Corridor Study (Pooler) - \$285,000– projected completion date October 31<sup>st</sup>

#### Discretionary 5303 Grants

- Staff applied for funding, approximately \$35,000 (federal portion \$28,000) in order to fund the REMIX software that will be used for CAT to do the routing re-design and enhance transit improvements.

#### Other Transit Grants

- FY 2022 Section 5307 Transit funding awards – for the Transit Development Plan and the Master Transit Plan.
- FY 2022 American Rescue Plan Act Transit Funding – Route Restoration and Transit Enhancement study.
- FY 2022 Areas of Persistent Poverty Transit Funding - Address Poverty Reduction through transit improvements.

## Priorities for FY 2024 UPWP tasks

- Adopt the 2050 MTP plan in August of 2024
- Congestion Management Process Update – start in FY 2023 with intensive development in FY 2024
- Completion of Regional Freight Transportation Plan and Urban Flooding Model Study
- TIP Maintenance and Update
- Finalization of Re-apportionment
- Other plan updates (PP, Title VI, etc. per re-apportionment)
- Performance Based Planning and Programming
- BIL/IIJA Monitoring and Implementation

## The FY 2024 UPWP Development Process

- Call for Plans and Studies – Aug. 2022
- Transit Tasks – Sep. – Oct. 2022
- Section 5303 Grant Application – Oct. 2022
- Preliminary Draft – Oct.-Nov. 2022
- CORE MPO Board and Advisory Committees approve/endorse preliminary draft for review - Dec. 2022
- Preliminary draft transmitted to FHWA, FTA and GDOT for review – Dec. 2022
- Comments received from FHWA – Jan. 2023
- Address/incorporate comments and develop revised draft - Jan.-Feb. 2023. Updates - throughout document, added MPO Board and Advisory committee rosters, added list of terms and acronyms, added Y410 program, updated budget. No significant changes to major planning tasks.
- Final FY 2024 UPWP reviewed and approved by CORE MPO - anticipated February 22, 2023
- Final FY 2024 UPWP transmitted to FHWA, FTA and GDOT – Late February – early March 2023
- FHWA Approval: Anticipated prior to June 30, 2023
- Execute FY 2024 funding contracts (PL, Y410 and Section 5303) - Date to be determined.

Staff is asking for the ACAT committee's endorsement to present to the CORE MPO Board.

Mr. Joseph Longo said Federal Highway announced a match waiver for the 2.5% set aside Y410. The nonfederal match has been waived. Ms. Wang asked, does this mean the Y410 is 100% federal funding? Mr. Longo said yes.

Ms. Asia Hernton motioned to endorse the FY 2024 UPWP; seconded by Ms. Brenda Pollen. The motion passed with none opposed.

### 3. Performance Based Planning Target Adoption

Ms. Jasmine Champion said the staff has received performance targets from both GDOT and Chatham Area Transit for adoption. GDOT's PM1, PM2, and PM3 targets were adopted on December 12, 2022. CAT's transit safety targets were adopted on January 1, 2023. The Transit Asset Management targets were adopted on July 1, 2022. CORE MPO has 180 days from each respective agency's adoption date to adopt the targets for the Savannah area. Staff are expecting to adopt the targets this month. Once they are adopted, they will be incorporated into the System Performance Report which will be an appendix of the current Long-Range Transportation Plan and the current TIP.

#### **GDOT's Calendar Year 2023 Statewide PM1 Targets for Safety (2019-2023 rolling average)**

<b>Performance measures</b>	<b>Targets (to maintain numbers under)</b>
• Number of Fatalities	1,680
• Rate of fatalities per 100 million VMT	1.36
• Number of Serious Injuries	8,966
• Rate of serious injuries per 100 million VMT	7,679
• Number of non-motorized fatalities/serious injuries	802

## Georgia Targets for Bridge and Pavement Condition (PM2)

### Bridge Level of Service Measures

ASSET	PERFORMANCE MEASURE	DESCRIPTION	2-YEAR TARGET	4-YEAR TARGET
Bridge Structures	Percent of NHF Bridge in <b>Poor condition</b> as a percentage of total NHS bridge deck area	Bridge Conditions are based on results of inspection on all Bridge structures. Bridges rated as "Poor" are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitations investments	≤ 10% (NHS) in Poor Condition	≤ 10% (NHS) in Poor Condition
Bridge Structures	Percent of NHS Bridges in <b>Good condition</b> as a percentage of total NHS bridge deck area	Bridges rated as "Good" will be evaluated as to cost of to maintain Good condition. Bridges rated as "Fair" will be evaluated as to cost of replacement vs. rehabilitation to bring the structure back to the condition rating of Good.	≥ 50% (NHS) in Good Condition	≥ 60% (NHS) in Good Condition

**Note:** GDOT will have an opportunity to revisit and adjust (if necessary) the 4-year target in 2024

### Pavement Level of Services

ASSET	PERFORMANCE MEASURE	DESCRIPTION	TARGET
Interstate NHS	Percent of Interstate NHS pavements in <b>Poor condition</b>	Pavement conditions are measured through field inspections. Pavements in "poor" condition are in need of work due to either the ride quality or due to a structural deficiency.	≤ 5% (NHS) in Poor Condition
Interstate NHS	Percent of Interstate NHS pavements in <b>Good condition</b>	Interstate pavement rated as "good" will be considered for potential pavement preservation treatments to maintain the "good" rating.	≥ 50% (NHS) in Good Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Poor condition</b>	Non-interstate NHS pavements in "poor" condition are in need of major maintenance. These will be evaluated for potential projects.	≤ 12% (NHS) in Poor Condition
Non-Interstate NHS	Percent of NHS pavements in <b>Good condition</b>	Non-interstate NHS pavements in "good" condition will be evaluated for potential preservation treatments.	≥ 40% (NHS) in Good Condition

## Georgia Targets for System Performance (PM3)

Performance Measure	2-year Target	4-year Target
Percent of person-miles traveled on the Interstate that are reliable	73.9%	68.4%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	87.3%	85.3%
Truck Travel Time Reliability (TTTR) Index	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita*	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel*	22.7%	22.7%
Total Emissions Reduction	VOC: 157.200 kg/day; NOx: 510.900 kg/day	VOC: 257.100 kg/day; NOx: 904.200 kg/day

## Chatham Area Transit Asset Management Targets

ASSET CATEGORY	VEHICLE CLASS	REGIONAL TARGET			
		REGIONAL TARGET (% IN STATE OF GOOD REPAIR) FY23	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) FY24	REGIONAL TARGET (% IN STATE OF GOOD REPAIR (FY25)	REGIONAL TARGET (% IN STATE OF GOOD REPAIR (FY26)
ROLLING STOCK	Bus (BU)	74%	65%	65%	65%
	Cutaway bus (CU)				
	Minivan(MV)	100%	100%	100%	100%
	Van (VN)	100%			
	School Bus (SB)	50%			
	Ferryboat (FB)	100%	100%	100%	100%
	Automobile (AO)	40%	53%	40%	53%
EQUIPMENT	Trucks and Other Rubber Tire Vehicles	86%	71%	57%	100%
	Maintenance Admin	100%	100%	100%	100%
FACILITIES	Maintenance Facility	50%	50%	100%	100%
	Passenger & Parking	100%	100%	100%	100%

## Chatham Area Transit Safety Targets

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Fixed Route Bus	0	0	13	0.63	13	0.54	11,842
Demand Response ADA Paratransit	0	0		0.30	3	0.30	87,686

MDBF = Mean Distance Between Failures.  
Rate = Per 100,000 Vehicle Revenue Miles.

The staff is asking for endorsement of the Performance Based Planning Targets.

Mr. Ben Lewis motioned to endorse the Performance Based Planning Targets; seconded by Mr. Shannon Ginn. The motion passed with none opposed.

### III. Status Reports

#### 4. [2050 MTP Update](#)

Ms. Wykoda Wang said the first round of public involvement is complete. Staff has been developing the 2050 Socioeconomic Data in support of the Travel Demand Model. The data was submitted to GDOT in January. The staff is awaiting specific comments on the 2050 data development before finalizing.

Ms. Asia Hernton presented the 2050 MTP Comment Map results. In addition to a text survey, we have an interactive map survey going where people can open the map, find a



specific area they have concerns about, and place a comment on the map. The map survey has received approximately 70 comments. The comments cover an array of topics, from intersection improvement needs to safety concerns. The results from the map survey help us identify specific geographic locations that must be more deeply explored in the MTP. Most of the comments come from Savannah, with over 30 comments. Within Savannah, downtown, midtown and the area surrounding Victory Drive received the most comments. In Pooler, there were around 10 comments, many of which were concentrated around Pooler Parkway. The Islands received 8 comments, especially around Islands Expressway and Johnny Mercer Boulevard.

Many respondents were concerned about traffic and congestion. For example, “Benton Blvd is very congested every day, and there is only one lane in one direction. Obviously, it cannot meet the increasing traffic flow. Is it possible to add more lanes?” Infrastructure for pedestrians and cyclists was a common concern, especially regarding safety. For example, “There are a number of bicyclists (of all ages, including children) that ride along Coffee Bluff/White Bluff where there is no shoulder or sidewalk; this creates a dangerous situation for both driver and cyclist” Intersections, especially regarding left turns, came up often. Example response, “Left turn signal needed at Habersham & 63<sup>rd</sup> St intersection. Traffic backs up on Habersham during busy times. The left turn lane was constructed, but no signal was provided.” In addition, people commented about traffic signals, more signage, and lighting.

We read every comment we receive to better understand the transportation needs of the area. The comment map is extremely helpful in assisting CORE MPO staff with identifying some of the most problematic areas in the region. The comment map is still open if anyone would like to participate. The survey will remain open until the adoption of the plan.

## [5. CORE MPO Regional Freight Plan Update](#)

Ms. Wykoda Wang said the freight plan development is on schedule. The Freight needs analysis has been completed (sub task 2). All the deliverables and several technical memos on existing freight and goods movement, freight performance measures, future freight growth, regional freight profile, freight network, congestion, bottleneck, safety and security issues, truck parking and truck restrictions, and freight resiliency are available for review on the MPO website at <https://www.thempc.org/Core/Fp>. Comments from FWHA, GDOT, stakeholders and the public on the technical memos are being addressed as they come in. Tasks 4 & 5, Economic Development Market Assessment of Freight and the Environmental and Community Scan analysis for freight are done. Task 3 is going through the QA/QC process. The technical memo will be ready and posted soon. For the next half of the freight plan development, starting now until June 2023, we will focus on policy recommendations, Land Use recommendations, and Infrastructure Improvement recommendations. There will be a virtual forum on March 6<sup>th</sup> at the MPC in the Arthur

Mendonsa Hearing room at 6 pm. You are welcome to come in person or register online to participate. We encourage you to participate. Part of this will deal with the freight impact on the EJ community and the environmental process. On the west side of town several neighborhoods are involved with Georgia Port truck traffic, truck parking. I encourage everyone to participate.

## 6. Non-Motorized Transportation Plan Update Status Report

Ms. Asia Hernton said the staff is in the process of updating the Non-Motorized Transportation Plan. New data is being added to better understand the needs in the area. This new data includes percentages of Households without a car, population in poverty, population over 65 years of age, population under 16 years of age, and percentage of population with a disability. Those populations may have less transportation access than the average citizen. In addition to that, we are looking at crash data. We are currently reviewing the roadways within the CORE MPO area that are receiving the highest number of pedestrian and bicyclist injuries and deaths. Additionally, staff identified priority areas in order to focus on the areas that need non-motorized infrastructure the most. We are developing a wider network of sidewalks and bike lanes. Those priority areas include schools, bus routes, bike lanes, areas with high bike and pedestrian crash rates and areas with high pedestrian and bike activity. Those are the more vulnerable people.

We have added a SWOT Analysis. This identifies the strengths and weaknesses, opportunities and threats related to non-motorized transportation. CAT Ridership Data will be added. Seeing the ridership data of each bus line gives staff insight into the relationship between public transportation and biking and walking. The DOT has a high ridership rate, in general that tells us, since it is free to use, a lot more people are going to use it. The DOT goes through the downtown area, and the downtown area typically has sidewalks and crosswalks which make it easier to walk around. The downtown area also has more mixed-use developments. There is less distance between places making it easier to get around without a car. A lot of the conditions that lead to higher transportation ridership also lead to higher rates of biking and walking. Although this is a transportation plan, we should be looking at our zoning and land use laws to see if they support walking and biking as well. We are updating the formatting and esthetics as well. The timeline of the plan adoption has been extended; we are trying to create a more robust plan that will lead to better infrastructure in the future. The target adoption date is prior to August 2024 which will be the adoption date of the 2050 MTP.

Ms. Wang said eventually the Non-Motorized transportation Plan will feed into the 2050 MTP.

Mr. Shannon Ginn asked when will things start being put into place? Will it be after the plan is adopted? Ms. Hernton said Caila Brown from Bike Walk Savannah said the next step would be going to the different city governments and having them accept this plan as part of their bike and pedestrian plan. Ms. Wang said the local jurisdictions do not have the

money to adopt this plan all at once. The Non-Motorized Transportation Plan will also have a prioritization process. ACAT will provide input on that. This process will focus on what to implement first.

### 7. Urban Flooding Model

Ms. Jasmine Champion said the staff has received all the critical infrastructure data from all the counties within the planning area. That data will go into the Social Vulnerability Map Analysis. The next meeting for the steering committee will be held at the Technical Coordinating Committee meeting on April 20<sup>th</sup>. There will be more data available at that time.

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

Mr. Shannon Ginn from LIFE said this past Thursday we had an open house for our new satellite office in Screven, Georgia in Wayne County. The mayor and other local businesses were there. We are starting to do some peer support and life skills events in person.

## **V. Other Business**

### 8. MPO Boundary, MOU and Bylaws Updates

Ms. Wykoda Wang said the re-apportionment process is starting now since the new census data has been released. All MPOs must have a planning boundary. The Current boundary includes Chatham County, Richmond Hill in Bryan County, and a small area in Effingham County. Since the 2020 Savannah Urban Area has been released, we need to update the CORE MPO's planning area boundary. The revised boundary will include the census defined Savannah Urban Area plus areas expected to become urbanized in the next 20 years. After the MPO boundary is updated, the MOU, Bylaws, MTP, and TIP all have to be updated.

The census urban area was released on December 29, 2022. We are targeting to have the CORE MPO planning area boundary finalized in April 2023. After that is finalized, we will update the bylaws and Memorandum of Understanding. There will be new areas added, which will add new members. The plan is to have the bylaws adopted in June. Each jurisdiction will have to sign the MOU, then the governor will have to sign off on the new boundary. Once this is updated and adopted, the UPWP will then need to be updated. The UPWP includes the current planning boundary. This can be done administratively. The TIP development is expected to be adopted prior to June. If the boundary is finalized after this date, there will be TIP amendments made. The Participation Plan and Title VI Plan will need to be updated with the boundary change. The MTP update will be adopted in August of 2024, which will be after the boundary is finalized. We hope to have the MPO operating under the new bylaws in January of 2024.

How the process is done

- MPO staff proposes MPA, draft MOU and bylaws updates.

- MPO staff revise MPA per input from working group, advisory committees and MPO board.
- Working group revise/format MOU and bylaws
- Advisory committee update bylaws.
- CORE MPO Board adopt MOU and bylaws.
- Local Governments adopt MOU.
- GDOT/Governor/FHWA/FTA approve MPA, MOU and bylaws updates.
- CORE MPO update plans and programs.

Staff are soliciting volunteers from all advisory committees for a working group. Once we compile the list of volunteers, we will set up monthly meetings for March – May.

#### MOU contents

- Defining contracting parties (local governments, modal agencies, GDOT, CAT, GPA, Savannah Airport Commission, etc.)
- Define CORE MPO (MPA boundary, CORE MPO roles and responsibilities, CORE MPO organization, CORE MPO staff support)
- Defining contracting parties' roles and responsibilities in supporting CORE MPO
- Contracting Parties' Signatures
- Exhibit A (CORE MPO MPA boundary map) revised.
- Exhibit B (Funding Agreement) revised.

The first step for the reapportionment process is to finalize the CORE MPO planning area boundary. It is the census defined 2020 Savannah Urban Area plus areas to be urbanized within the three counties. Rincon surprisingly is not included in the Savannah Urban Area, probably due to the different census criteria used. The previous jumping distance used was 2.5 miles, but this has been reduced to 1.5 miles for 2020. More Bryan County is included in the Savannah Urban Area, while the current boundary only includes Richmond Hill. With the new census data, Buckhead will be included. Effingham County currently has a very small portion in the MPO planning area boundary. The Effingham planning area has expanded with the new data. The new planning boundary will include all of Chatham County plus areas in Bryan County and Effingham County. Looking ahead to 2050, there is more growth in the northern parts of Bryan County with the Hyundai Plant development. A portion of Effingham County will more than likely see growth from that as well. The working group will help to define the CORE MPO boundary.

The current funding agreement will be revised. Currently there is approximately \$600,000 of funding each year. That is based on a population formula. The local match is approximately \$125,000 with each local agency paying a portion. When the funding agreement is defined, we will define the methodology to determine how to split those fees.

For the bylaws update, we want to keep the MPO Board and Advisory Committees' bylaws in one document. They were previously separate, and during the last reapportionment process they were consolidated. The format needs to be standardized. Currently the election time and term of officers are different for each committee. These need to be standardized. The CORE MPO Board membership needs to be revised. Currently ACAT and CAC chairpersons are on the MPO Board and neither of them over the past 3 years has participated. We suggest removing those seats to make room for the new jurisdiction representatives. Currently the MPO Chair and Vice Chair positions are designated. The Chatham County Commission Chair would be the Chairman and the Mayor of the City of Savannah is the Vice Chair. All the other committees have elections for those positions. We suggest making this uniform for the Board as well. Election was a recommendation from the Federal Highway Administration during the certification review.

The minimum requirement days for the MPO meeting agendas submittal will not change. Those days are needed to meet the public notification and involvement process. We suggest combining the Citizens Advisory Committee and the ACAT into one committee. Both committees have been struggling to fill vacancies as well as making a quorum. We are suggesting changing the meeting frequencies of the combined committee to only have meetings when necessary. This committee can meet when there are major plan changes or updates such as the Title VI plan, and will be guiding the Title VI Plan update and Participation Plan update. During that update the committee might meet more often. Staff will also be clarifying the public involvement strategies. This will be determined by the CAC and ACAT committees. The working group will start working on updating the planning boundary, MOU, bylaws, and reorganization at the end of February. We would like to solicit volunteers at this meeting and ask for thoughts on combining CAC and ACAT.

Ms. Pamela Oglesby said if anyone would like to participate in the working group, please contact Ms. Wang.

## **VI. Public Participation Opportunities**

No comments

## **VII. Notices**

### **8. US 80 Corridor Study Status Update**

Report attached to agenda.

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

Report Attached to agenda.

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

Report Attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

13. [Exploring the Use of Public Transportation Among Older Adults During the COVID-19 Pandemic: A National Survey](#)

Report attached to agenda.

14. [Federal Register: Improving Road Safety for All Users on Federal-Aid Projects](#)

Report attached to agenda.

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

Report attached to agenda.

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

Report attached to agenda.

17. [Next CORE MPO ACAT committee Meeting April 24<sup>th</sup>, 2024 at 1:00pm.](#)

**VIII. Adjournment**

There being no further business, the February 13, 2023 ACAT meeting was adjourned.

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