



## CORE MPO Citizens Advisory Committee

Minutes  
February 16, 2023 at 5:30pm

### February 16, 2023 Citizens Advisory Committee Meeting

Voting Members	Representing	Present
Anthony (Tony) Abbott	Chatham County	X
Dr. Daniel Brantley	Chatham County	X
Vacant	Chatham County	
A'riel Johnson	Savannah	X
Armand Turner	Savannah	X
Yolandra Shipp	Savannah	
Vacant	Pooler	
Vacant	Garden City	
Brett Bennett	Effingham County	
Vacant	Port Wentworth	
Vacant	Richmond Hill	
Bill Grainger	Bloomingdale	
Robert Milie	Thunderbolt	
Vacant	Tybee Island	
Vacant	Vernonburg	
Others	Representing	Present
Laura Badcock	Kimley-Horn	X
Wykoda Wang	CORE MPO	X
Asia Hernton	CORE MPO	X
Jasmine Champion	CORE MPO	X
Sally Helm	CORE MPO / MPC	X
Ashley Goodrich	Member of the Public	X

#### I. Approval of Agenda

Dr. Daniel Brantley motioned to approve the agenda; seconded by Ms. Ariel Johnson. The motion passed with none opposed.

#### II. Action Items

##### [1. Approval of the December 8, 2022 Meeting Minutes](#)

Ms. Ariel Johnson motioned to approve the December 8, 2023 meeting minutes; seconded by Dr. Daniel Brantley. 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 a 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 federal 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 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 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 also 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 – September – 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 CAC committee's endorsement to present to the CORE MPO Board.

Mr. Tony Abbott motioned to endorse the FY 2024 UPWP; seconded by Dr. Daniel Brantley. 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)**

**Performance measures**

**Targets (to maintain numbers under)**

- 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	(% 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)	100%	100%	100%	100%
	Minivan(MV)	100%	100%	100%	0%
	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	100%	100%	100%	100%
FACILITIES	Admin 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 to present to the CORE MPO Board.

Dr. Daniel Brantley motioned to endorse the Performance Based Planning Target Adoption; seconded by Ms. Ariel Johnson. The motion passed with none opposed.

### III. Status Reports

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

Ms. Wykoda Wang said there are two major activities that are ongoing. The first is the 2050 Social Economic Data Development. This will be used to do the Travel Demand Model. The draft data has been submitted to GDOT in early January. The GDOT sent back comments a few days ago. Staff will address those comments. The other is the public involvement portion. Asia has been compiling the survey results. Today she will present the map survey results.

Ms. Asia Hernton said in addition to the text survey that is ongoing for the 2050 MTP update, there is a comment map survey where you can put a pin on a map and identify a problem or an opportunity within that area. Since the comment map opened, it 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."

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.

Dr. Daniel Brantley said a question came up in earlier meetings concerning the demographics of the people who were responding, and that the profile seemed to be people who were very comfortable well off economically speaking. The question was how we are reaching out to get people that are not as economically comfortable. Ms. Hernton said that was for the text survey. Staff is in contact with some of the local organizations like the Harambee House to reach some of those communities. The survey is still ongoing. Those communities still have a chance to be included. The plan will not be adopted until August of 2024. Ms. Ariel Johnson said it was very nice for staff to have a map where people are able to pinpoint where their concerns are. This type of interaction helps.

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

Ms. Wykoda Wang said the freight plan development is on schedule and several technical memos 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. The consultant presented the Freight Plan Update progress and findings at the Economic Development and Freight Advisory Committee (EDFAC) meeting on February 16, 2023. Two public meetings have been scheduled, one in March 2023 and one in June 2023. The CORE MPO Regional Freight Transportation Plan Update is expected to be completed in July 2023. There will be a virtual forum on March 6<sup>th</sup> at the MPC/CORE MPO in the Arthur Mendonsa Hearing room. You are welcome to come in person or register online to participate.

Most of the technical work on Freight needs assessment analysis, Economic Development Market Assessment, Environmental Community Impact Analysis are all complete. The Land Use Assessment is almost done, but the draft deliverable still needs some QA/QC. The needs have been evaluated. The next step is to develop recommendations. Please send any comments on the available deliverables back by the end of March.

## [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. Additionally, staff identified priority areas in order to focus on the areas that need non-motorized infrastructure the most. While we are developing a wider network of sidewalks and bike lanes, staff met with Caila from Bike Walk Savannah this past week to build out a regional bike network that extended through Effingham County, Bryan County and Chatham County. We wanted a larger regional network with some smaller individual focal areas as well.

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 service is seeing high ridership right now, and we want to explore and see why it is experiencing high numbers of ridership. In addition to being free, which is very helpful in ridership, the DOT also runs through our downtown area which has more sidewalks and crosswalks. It is more likely to have mixed use and denser developments. The trips between the areas that they want to visit are shorter than some of the non-DOT bus lines. The conditions that lead to high public transportation ridership also lead to higher rates of biking and walking. Often public transportation and non-motorized transportation have a symbiotic relationship. We are updating the formatting 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 of the 2050 MTP.

## [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 Analysis. UGA will provide a presentation during the April TCC meeting. If you are available, please attend.

## **IV. Agency Reports**

No comments

## **V. Other Business**

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

Ms. Wykoda Wang said the re-apportionment process will affect all the jurisdictions. The Savannah urban area boundary has been released by the Census Bureau. The current planning boundary includes all of Chatham County with a small portion of Effingham County, and Richmond Hill in Bryan County. The requirement is, after each census delineation, we are supposed to update our boundary. Associated with the boundary update are the bylaws and Memorandum Of Understanding (MOU) updates. The census released the Savannah urban area on December 29, 2022. Staff will begin working on the re-apportionment process soon. The MPO boundary revision will be based on the Savannah urban area plus areas expected to be urbanized in the next 20yrs.

The updated MOU will include the finalized MPO boundary, the new members that will be added, and the reconfiguration of the funding agreement to MPO dues.

The bylaw updates will include the MPO Board structure and the advisory committee structure.

The MPO planning boundary change will lead to other changes as well.

- The MTP will include more projects with this change.



- The population percentage will change within the planning area, making Section 5303 and PL allocation change to fit the area.
- The Congestion Management Process currently includes three counties, so it will not be significantly impacted by the boundary change.
- With the growth of the boundary, Effingham County and Bryan County will have more involvement in the Participation Plan and Title VI.
- The current Non-Motorized Plan only consists of Chatham County. With the boundary update, there will be more projects included from Bryan County and Effingham County.
- The roadway functional classification will also be updated.

#### Proposed schedule

- MPA boundary finalized – April 2023
- MOU document and bylaws adoption by CORE MPO Board – June 2023
- MOU document adoption by local governments – July-August 2023
- MPA boundary and MOU adoption by Governor-September 2023
- CORE MPO Operates under new MOU and Bylaws - January 2024

#### Major Plan Adoption per Revised MPA

- UPWP update – adoption in October 2023
- TIP development/update - October 2023
- PP/Title VI update – adoption in August 2024
- MTP update – adoption in August 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.

#### Example language on planning partner's roles and responsibilities

It is further intended, that the signatory counties and municipalities, within its official jurisdiction, be responsible for the following:

1. Collaborate with the continuing, cooperative, and comprehensive planning process of the CORE MPO.
2. Maintain records of crashes occurring on the roads and highways by location and description and maintain these files on a current basis and provide the data to the CORE MPO for analysis and reports upon request.



3. Assist the CORE MPO to collect planning information within the counties and or municipalities such as socioeconomic data, utility locations, land use and zoning, street inventories, inventories of bicycle and pedestrian facilities, and other data as required for the metropolitan planning process.
4. Provide funding for planning, scoping preliminary engineering, right of way acquisition, utility and construction ideally matching federal funds to further the implementation of the CORE MPO per appropriate project framework agreement.
5. Aid the MPO in developing planning-oriented planning, scoping, preliminary engineering, right of way, utility and construction cost estimates where applicable for the CORE MPO's 20-year multimodal Metropolitan Transportation Plan (MTP).
6. Contribute funds toward the annual budget for the CORE MPO's operations as established by the adopted UPWP and funding agreements outlined in Exhibit B, Intergovernmental Agreement for the Operations of the Coastal Region Metropolitan Planning Organization.
7. Notify CORE MPO in advance of public meetings and project-related neighborhood meetings and/or stakeholder meetings so that the information can be incorporated into the CORE MPO's plans and programs.

The proposed planning boundary would be areas marked on the map attached to agenda as well as areas that are to be urbanized in the next 20 yrs. Currently Richmond Hill and Bryan County are already included in the MPO boundary. Buckhead is not, but it will have to be included in the boundary. Richmond Hill has done some annexing to the south which will expand that boundary more to the south. The census population for the urban area used housing numbers rather than population to determine where the urban areas are located. Based on the current population and projections, northern Bryan County will be included in the updated boundary as well. In Effingham County, Rincon is currently not included in the Savannah Urban Area. The census changed their criteria - they did not use the urban cluster and reduced the jump distance to 1.5 miles. During the 2050 MTP update presentation in Rincon, they expressed interest in being a part of the CORE MPO boundary.

Funding Agreements – agreements focus on providing local match to the federal grants for CORE MPO operations.

- Current funding - Formula PL, Y410 and 5303 (federal funds) a little over \$600,000 each year.
- Current funding - local match of around \$125,000 for formula funds provided by MPO member agencies.

Local match formula- the current method

- Local governments - amount based on latest census population (mostly) and other considerations (different pct)
- Modal agencies (port, airport, CAT) - fixed amount to be determined.
- GDOT- fees exempt, pay 10% for Section 5303

Bylaws

Proposed Updates

- Keep bylaws of CORE MPO Board and advisory committees in one document
- Standardize format for bylaws of CORE MPO Board and advisory committees – membership, duties and responsibilities, officers and organization, duties of the officers, election time and terms of officers, meetings, amendments.

Revise CORE MPO Board membership

- Remove CAC and ACAT chairpersons from CORE MPO Board
- Add new jurisdictional representative to CORE MPO Board
- Election of MPO Chairperson and Vice Chairperson every year
- Quorum – TBD

Proposed Updates

- Agenda item request - no change (minimum 21 days of advanced notice to MPO).
- Combine CAC and ACAT into one committee.
- CAC and ACAT membership – TBD (by position or appointment)
- Meeting frequency - meetings to coincide with milestones of plans and studies (Participation Plan, Title VI Plan, MTP, Non-Motorized Plan, etc.)
- Clarified public involvement strategy to be determined by re-organized CAC/ACAT

The staff is looking for volunteers for this working group committee. Mr. Armand Turner, Dr. Daniel Brantley, and Ms. Ariel Johnson volunteered to participate in the working group. Mr. Armand Turner asked, if these proposed changes are approved and agreed upon, how long before they are put into action? Ms. Wang said we want to operate under the new MOU and Bylaws in January 2024. Mr. Tony Abbott said that was attainable.

#### **VI. Other Public Comments (limit to 3 minutes)**

No Public Comments

#### **VII. Notices**

9. [US 80 Corridor Study Status Update](#)
10. [Chatham County Project Status Update Report](#)
11. [Chatham Area Transit Project Status Update Report](#)
12. [Savannah Hilton Head International Airport Project Status Update Report](#)
13. [LATS-SCDOT Project Status Report](#)
14. [Federal Register: Improving Road Safety for All Users on Federal-Aid Projects](#)
15. [GDOT Project Status Update Report.](#)
16. [City of Savannah Project Status Update Report](#)
17. [Next CORE MPO CAC meeting April 21, 2023 at 5:30pm.](#)

#### **VIII. Adjournment.**

There being no further business, the February 16, 2023 CAC 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.