



FY 2024

Unified Planning

Work Program

(UPWP)

Administered by the Chatham County - Savannah Metropolitan Planning Commission in cooperation with the Georgia Department of Transportation

Adopted: February 22, 2023

Administrative Modifications March 29, 2023

Amendments April 26, 2023

Fiscal Year 2024
July 1, 2023 - June 30, 2024

Transportation Planning Activities for the
Coastal Region Metropolitan Planning Organization
(CORE MPO)

The format of this document as well as the particular work tasks and subtasks were determined through a cooperative effort between the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT) and the Georgia Metropolitan Planning Organizations (MPOs). In 2001/2002, a series of four separate meetings were held in Atlanta over the course of several months at the request of FHWA staff. The objective of these four meetings, which included attendees from FHWA, GDOT and the Georgia MPOs, was to standardize the format and work tasks of all the Georgia UPWPs in order to facilitate a more efficient review process by FHWA. The Coastal Region MPO, by convention, continues to follow this FHWA and GDOT approved format.

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Intermodal Program District Representative
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Patti Lyons, President
Senior Citizens Savannah - Chatham County
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Representative
City of Richmond Hill

Tyron Palmer
National Federation of the Blind

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Representative
Interested Citizen

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Interested Citizen

Paula Valdez
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Representative
Interested Citizen

Executive Secretary
NAACP - Savannah Branch

Representative
Interested Citizen

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Zhongze (Wykoda) Wang, Director of Transportation Administration
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Asia Hernton, Planner
Chatham County-Savannah Metropolitan Planning Commission

Sally Helm, Administrative assistant
Chatham County-Savannah Metropolitan Planning Commission

RESOLUTION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

ADOPTION OF CORE MPO FY 2024 UNIFIED PLANNING WORK PROGRAM

WHEREAS, in accordance with the joint Federal Transit Administration - Federal Highway Administration regulations on urban transportation planning (23 CFR Parts 420 and 450, and 49 CFR Part 613), a Unified Planning Work Program is required to be developed; and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

WHEREAS, the Coastal Region Metropolitan Planning Organization, in accordance with Federal requirements for a Unified Planning Work Program, and in cooperation with area planning, implementation, and operating transportation agencies, has developed a total Transportation Planning Program for the Savannah urbanized area for the upcoming fiscal year which is specific by planning element and cost, and which combines all applicable funding sources; and

WHEREAS, the Unified Planning Work Program is consistent with all plans, goals, and objectives of the Coastal Region Metropolitan Planning Organization; and

WHEREAS, the Coastal Region Metropolitan Planning Organization Board is in support of all planning work tasks contained herein, acknowledges and confirms that MPO Dues match is available for all listed tasks.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the CORE MPO FY 2024 Unified Planning Work Program, with any changes and corrections based upon the motion of February 22, 2023, as its official program of transportation planning activities for the period from July 1, 2023 to June 30, 2024.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on February 22, 2023.



Chester Ellis, Chairman
Coastal Region Metropolitan Planning Organization



METROPOLITAN PLANNING ORGANIZATION

Resolution to Amend the FY 2024 Unified Planning Work Program of the Coastal Region Metropolitan Planning Organization

WHEREAS, in accordance with the joint Federal Transit Administration - Federal Highway Administration regulations on urban transportation planning (23 CFR Parts 420 and 450, and 49 CFR Part 613), a Unified Planning Work Program is required to be developed; and

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization for the Savannah urbanized area; and

WHEREAS, CORE MPO did formally adopt the FY 2024 Unified Planning Work Program (UPWP) as the official staff work program and budget for the CORE MPO at its regularly scheduled meeting on February 22, 2023; and

WHEREAS, CORE MPO did formally amend the FY 2024 UPWP at its regularly scheduled meeting on April 26, 2023 to revise the transit planning task to include a planning project that the Chatham Area Transit Authority (CAT) will undertake using the SMART (Strengthening Mobility and Revolutionizing Transportation) grant funds.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization approves the proposed amendment to the CORE MPO FY 2024 Unified Planning Work Program as shown in the summary FY 2024 UPWP amendment report with any corrections based upon the motion of April 26, 2023.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on April 26, 2023.

A handwritten signature in black ink, appearing to read "Chester A. Ellis", written over a horizontal line.

Chester A. Ellis, Chairman
Coastal Region Metropolitan Planning Organization

Table of Contents

- Overview.....I
- The CORE MPOI
- CORE MPO Planning Area.....II
- UPWP Development and Participation Process 1
- Participation Process 1
- MPO Transportation Planning Process..... 1
- CORE MPO Planning Priorities..... 4
- Major Planning Priorities and Focus Areas..... 4
- FY 2024 Planning Factors, Emphasis Areas and UPWP Tasks..... 8
- Planning Factors 8
- Planning Emphasis Areas..... 9
- Major Planning Documents 12
- FY 2024 UPWP Task Organization 13
- CORE MPO Work Program Activities..... 15
- Projected Key Workload Activites 15
- FY 2023 Major Activities and Accomplishments 16
- FY 2024 Major Activities and Projects 16
- Funding Sources 18
- FY 2024 UPWP Budget Summary 20
- Task 1 Administration..... 23
- Task 2 PuBlic Involvement..... 28
- Task 3 Data Collection and Analysis 32
- Task 4 SystemS Planning and Operations..... 36
- Task 5 Transit Planning..... 44
- Task 6 Increasing Safe & Accessible Transportation Options (Y410) 55
- Task 7 SPECIAL Studies 57
- Appendix A: Complete List of Subtasks in FY 2021 and Prior UPWPs 72
- Complete List of Subtasks in FY 2021 and Prior UPWPs (before consolidation)..... 72
- 2022 - 2024 Tasks (after consolidation) 72
- Appendix B: TIMELINEs FOR PLANNING PROJECTS DELIVERABLES..... 74
- Appendix C: COMMENTS and responses DURING THE DEVELOPMENT OF THE FY 2024 UPWP 76
- Appendix D: LIST OF TERMS AND ACRONYMS 78

OVERVIEW

A Metropolitan Planning Organization (MPO) is required to develop UPWPs to govern work programs for the expenditure of FHWA and FTA planning funds [23 CFR 450.308) (b)]. MPOs are responsible for preparing the UPWP and ensuring it is consistent with federal and state regulations. The UPWP's focus is derived from a Metropolitan Transportation Plan (MTP) and a Transportation Improvement Program (TIP).

The UPWP for the CORE MPO is developed annually and describes the transportation planning activities supporting the maintenance and update of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to be performed with funds provided under Title 23 U.S.C. 134 and the Federal Transit Act, with regulations included in 23 C.F.R. 450.

The UPWP for the CORE MPO is developed in cooperation with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Georgia Department of Transportation (GDOT), the Chatham Area Transit (CAT), the Chatham County - Savannah Metropolitan Planning Commission (MPC), and the Coastal Region Metropolitan Planning Organization (CORE MPO).

What is the UPWP?

The UPWP, short for Unified Planning Work Program, involves the prioritization of all potential transportation planning studies and technical analyses that could be undertaken to benefit the region each year. Specifically, the UPWP is a financial plan that is produced in compliance with the federally mandated metropolitan transportation planning process. The UPWP explains how federal transportation planning funds will be spent in a given federal fiscal year (FY). The UPWP performs three distinct functions:

1. It describes the transportation planning activities to be undertaken that address regional issues and priorities;
2. It serves to document the proposed expenditures of federal, state, and local funds in support of applications for various planning grants; and
3. It provides a management tool in scheduling major transportation planning activities, milestones, and products.

What is an MPO?

Decisions about how to allocate transportation funds in a metropolitan area are guided by information and ideas garnered from government representatives, elected officials, transportation agencies, residents, and other stakeholders in a collaborative and transparent public process. Metropolitan planning organizations (MPOs) are the bodies responsible for providing a forum for this decision - making process. Each metropolitan area in the United States with a population of 50,000 or more - also known as an urbanized area - is required by federal legislation to establish an MPO, which decides how to spend federal transportation funds for capital projects and planning studies for the area.

THE CORE MPO

The Coastal Region Metropolitan Planning Organization (CORE MPO), managed by the Transportation Planning Department of the Chatham County – Savannah Metropolitan Planning Commission (MPC), is comprised of a policy board known as the CORE MPO Board, a technical committee known as the Technical Coordinating Committee (TCC), the Advisory Committee on Accessible Transportation (ACAT), the Citizens Advisory Committee (CAC), the Economic Development and Freight Advisory Committee (EDFAC) and professional staff. The professional staff consists of the Executive Director of the MPC, the Director of Transportation Administration, Transportation

Planners, an Administrative Assistant, and other Planning Staff as assigned by the Executive Director. **Figure 1** illustrates the organizational structure of the CORE MPO.

The Transportation Planning Department staff, committees, and other staff of the MPC perform the day-to-day functions of transportation planning activities for the CORE MPO planning area. In addition, they help carry out the MPO's 3-C planning process with maximum inclusivity and effectiveness, as shown in **Figure 2**. The staff, committees, and CORE MPO Board oversee the development process, select studies, and invite the public to submit feedback before plans are finalized. Each CORE MPO advisory committee is comprised of representatives at the local and sometimes state level who possesses expertise in a particular aspect of transportation relevant to the CORE MPO. With the exception of the TCC, each advisory committee has a voting representative on the CORE MPO Board. The CORE MPO voting structure will be revisited and revised as a part of the MOU and Bylaws updates after the revised CORE MPO Planning Area boundary is adopted.

CORE MPO PLANNING AREA

The CORE MPO is the designated MPO for the Savannah Urban Area, a Census-designated area that includes the City of Savannah as well as surrounding Census blocks with at least 500 people per square mile. The CORE MPO is regional and includes Chatham County and portions of Bryan County and Effingham County. The current CORE MPO Metropolitan Planning Area (MPA) boundary is depicted in **Figure 3**. With the release of updated Savannah Urban Area by Census, the CORE MPO Metropolitan Planning Area boundary is expected to expand more into Effingham County and Bryan County. The updated planning area boundary is expected to be finalized in June 2023, after the adoption of this FY 2024 UPWP.

Did you know? ...

In 2002 CORE MPO was designated a Transportation Management Area (TMA) when the Savannah Urbanized Area population exceeded 200,000. TMA MPOs are required to develop a Congestion Management Process (CMP). The CMP outlines how congestion will be managed through a series of recommendations and tools to be continuously implemented to enhance mobility across the multimodal transportation system.

MPOs which are designated as TMAs take on a greater responsibility and authority in the areas of congestion management and project selection. In addition, TMAs are required to undergo a certification review with the Federal Highway Administration (FHWA) and the Federal Transit Administration every four (4) years.

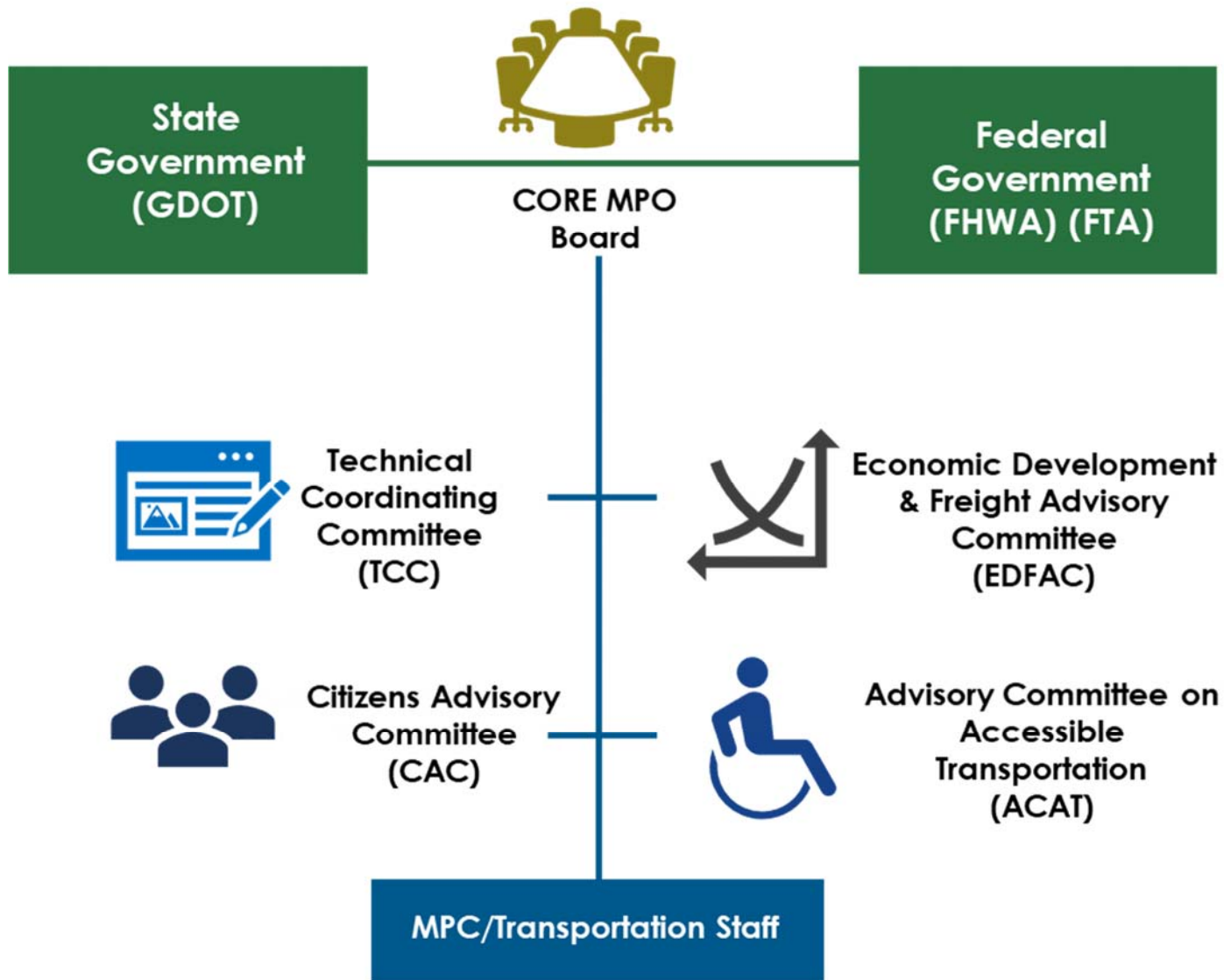


Figure 1: CORE MPO Organizational Structure.

CORE MPO Board

Comprised of elected and appointed official from all the member jurisdictions, as well as executives from the local and state agencies. It reviews and approves all the MPO plans, programs, and studies.

Advisory Committee on Accessible Transportation (ACAT)

Acts as a liaison between the transportation planning process and the traditional underserved communities in the area (i.e., communities with high concentrations of minority, low income, disabled, and elderly populations).

Citizens Advisory Committee (CAC)

Comprised of appointed local citizens and functions and informs the MPO of the community’s perspective while providing information to the community about transportation planning policies and issues. It reviews MPO plans, programs, and studies and provides recommendations to the MPO Board.

Economic Development and Freight Advisory Committee (EDFAC)

Composed of key staff members of freight stakeholders and economic development agencies in the Savannah region. It informs the MPO Board on freight and economic development issues and makes freight improvement recommendations to the MPO Board.

Technical Coordinating Committee (TCC)

Composed of key staff members of participating governmental jurisdictions and modal transportation representatives. It reviews MPO plans, programs, and studies and provides technical guidance. It makes recommendations to the MPO Board on all MPO plans and programs.

CORE MPO Staff

Provides professional transportation planning services and administrative support to the CORE MPO. The CORE MPO functions are primarily carried out by the MPC Transportation Planning Department with support from other departments. Melanie Wilson is the MPC Executive Director. Key MPO staff are identified below.

Transportation Planning Department

Zhongze (Wykoda) Wang, Director of Transportation Administration

Oversee the Transportation Planning Department operation. Review all documents going out of the department. Manage Metropolitan Transportation Plan, Unified Planning Work Program and Freight Plan development and update. Manage Special Studies. Lead staff to MPO Board, EDFAC and TCC.

Asia Hernton, Planner

Transportation Disadvantaged issues, Environmental Justice, Title VI, Limited English Proficiency (LEP) planning and complaint resolution. Non-Motorized Transportation Plan and Thoroughfare Plan. Public Involvement. Lead staff to ACAT. Alternate to Senior Transportation Planner.

Jasmine Champion, Senior Transportation Planner

Congestion Management System, Transportation Improvement Program, Special Studies, Traffic Impact Study review, DRI review, transit planning, Performance Based Planning and Programming (PBPP). Lead staff to CAC. Alternate to Planner.

Sally Helm, Administrative Assistant

Administrative assistance, grant administration and management, public involvement.

Figure 2: CORE MPO Policy Board and Committees as well as Professional Staff.

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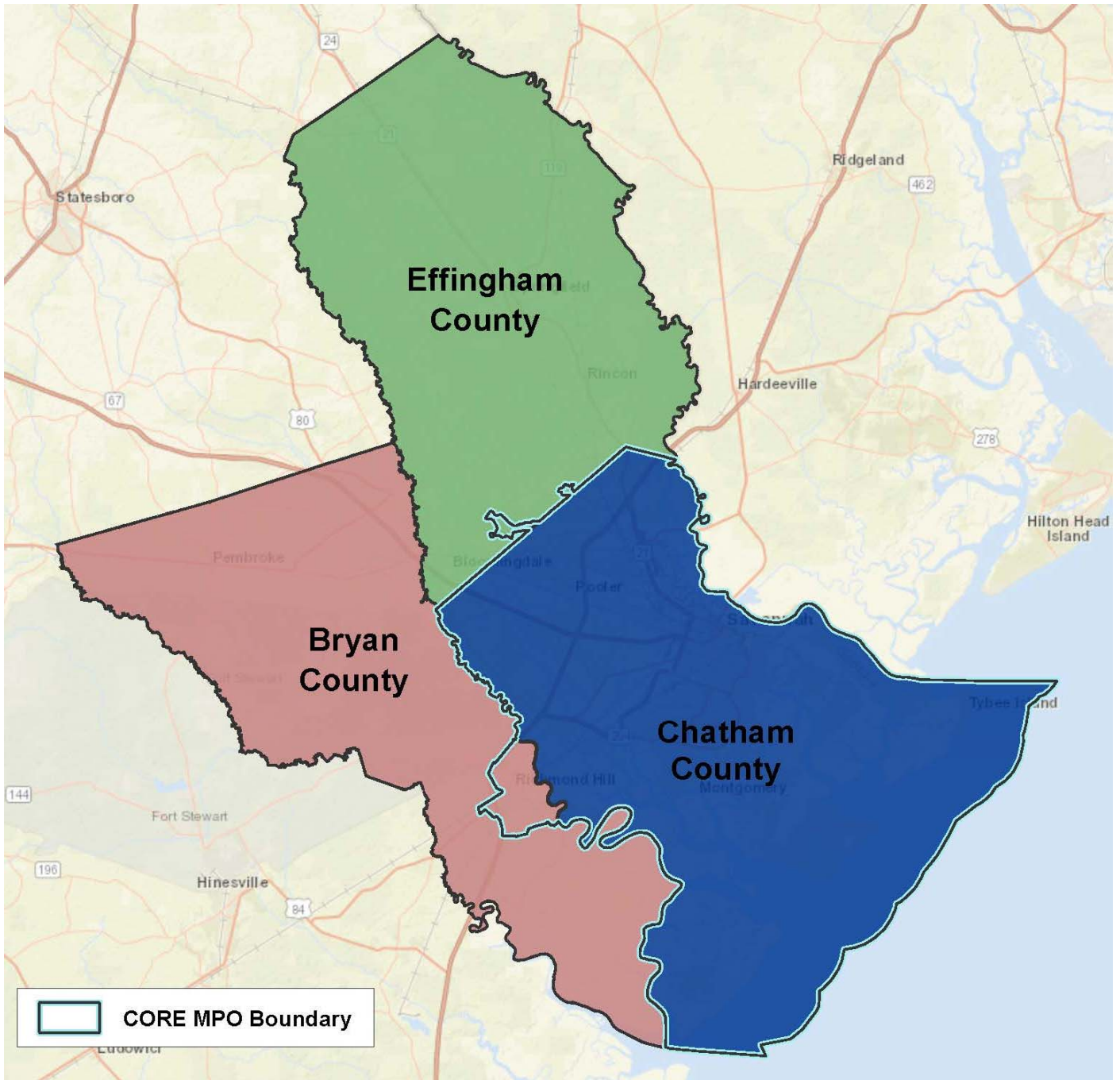


Figure 3: CORE MPO Metropolitan Planning Area at Time of FY 2024 UPWP Adoption.

UPWP DEVELOPMENT AND PARTICIPATION PROCESS

Development of the UPWP is carried out by the MPC Transportation Planning Department staff. The review and adoption process follows the CORE MPO Board and advisory committee processes and includes a minimum of eight public meetings with opportunity for comment, and response to all comments. These public meetings coincide with the regular bi-monthly CORE MPO Board and advisory committee meetings. Prior to adoption by the CORE MPO Board, FHWA and GDOT conduct an independent thirty-day review and comment period with changes and comments submitted to Transportation Planning Department staff for execution prior to adoption by the CORE MPO Board and advisory committees, and the public for review and approval. Once the CORE MPO Board has adopted the UPWP, it is again submitted to FHWA for approval.

Participation during amendments to the UPWP follows the CORE MPO committee review process and includes four public meetings with opportunity for comment, and response to all comments.

The UPWP lists proposed funding sources for each project as well as the agencies that participate in these projects.

- The MPC's Transportation Planning Department staff serves as staff to CORE MPO and receives federal funding for both highway and transit planning.
- The Georgia Department of Transportation (GDOT) is an active participant in the transportation planning process and receives federal funding for planning.
- The Chatham Area Transit Authority (CAT) and the MPC, through an ongoing annual agreement, collaborate on defining transit planning projects for listing in the UPWP.
- FHWA, FTA and other local agencies in the CORE MPO MPA participate in the transportation planning process as well.

PARTICIPATION PROCESS

CORE MPO continues to emphasize participation of all interested parties. All CORE MPO Board and advisory committee meetings are open to the public, with meeting agendas and materials published well in advance. In addition, all planning products are prepared with multiple opportunities for participation throughout the process. For specific details, please refer to the CORE MPO Participation Plan and the Title VI Program at <https://www.thempc.org/Core/TitleVI>. Other components of the transportation planning process which include study organization/management and responsibilities are addressed in the Memorandum of Understanding (MOU) and Bylaws, which were adopted in 2015 (see <https://www.thempc.org/Core/Who> for more information) and are expected to be revised in 2023.

MPO TRANSPORTATION PLANNING PROCESS

Section 134 of Title 23 of the Federal-Aid Highway Act and Section 5303 of the Federal Transit Act, as amended, require that urbanized areas conduct a transportation planning process to be eligible for federal funds, resulting in plans and programs consistent with the planning objectives of the metropolitan area. The Chatham County - Savannah Metropolitan Planning Commission (MPC) provides staff and administrative support to the CORE MPO planning process.

The surface transportation law, Fixing America's Surface Transportation (FAST) Act, requires that the metropolitan transportation planning process consider projects and strategies to improve the resilience and reliability of the transportation system, storm-water mitigation, and enhance travel and tourism. The requirements are carried forward in the latest Infrastructure Investment and Jobs Act (Pub. L. 117-58, also known as the "Bipartisan Infrastructure Law" (BIL)). The law requires all MPOs to carry out a continuing, comprehensive, and cooperative

(3C) transportation planning process. This UPWP has been developed in accordance with the federal regulations and guidelines. **Figure 4** illustrates the established general responsibilities of the CORE MPO within the Metropolitan Planning Area.

The following table details the timeline of activity for development of the Unified Planning Work Program and the opportunities for input. The FY 2024 UPWP development schedule is depicted but is typical.

UPWP Development Process Activity	2022						2023					
	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	
CORE MPO conducts Call for Plans and Studies for 2024 UPWP.												
GDOT provides PL and Section 5303 funding information to CORE MPO for draft FY 2024 UPWP development.												
CORE MPO updates Transit Planning Work Tasks for 2024 UPWP as a part of Section 5303 grant application.												
Develop draft FY 2024 UPWP.												
CORE MPO Committees and Board review DRAFT FY 2024 UPWP and select Plans and Studies.												
Incorporate the MPO Board and advisory committee comments.												
30-day FHWA, FTA and GDOT review of the draft FY 2024 UPWP.												
Address FHWA, FTA and GDOT comments and develops revised draft.												
CORE MPO Board and advisory committees review and adopt revised draft.												
CORE MPO staff incorporates and summarizes any final comments and finalizes the FY 2024 UPWP document.												
CORE MPO staff posts the final FY 2024 UPWP on the MPO website and transmits it to FHWA, FTA and GDOT.												
FHWA/FTA approve the final FY 2024 UPWP.												

A shaded box indicates anticipated periods of work activity.

The 3-C Planning Process of the CORE MPO

To maintain a comprehensive, cooperative and continuing multi-agency regional transportation planning process.

Comprehensive

In that it involves detailed examination of all available surface travel modes in the metropolitan planning area.

Cooperative

In that it involves representatives of local governments, agencies, and the general public.

Continuing

In that it annually adopts an on-going planning program and budget to address changing transportation issues and problems.

To promote public participation in the transportation decision-making process through public outreach pursuant to federal and state guidelines.

To exercise leadership and initiative in planning and assisting in the development of an efficient, cost-effective, and integrated transportation system in the MPA.

Figure 4: CORE MPO 3-C planning process and responsibilities.

CORE MPO PLANNING PRIORITIES

CORE MPO is responsible for developing the 20 plus year Metropolitan Transportation Plan (MTP), also known as Long Range Transportation Plan (LRTP) and the short-range Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects, and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is a detailed capital program or a list of funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The TIP must be consistent with the MTP.

MAJOR PLANNING PRIORITIES AND FOCUS AREAS

The FY 2024 UPWP work tasks revolve around the following major planning focus areas/planning priorities.

Mobility 2045: Maintenance

The current MTP, Mobility 2045, was created by the CORE MPO in collaboration with our regional partners and adopted by the Board in August 2019. The plan identifies existing and anticipated transportation issues and proposes solutions and opportunities that are both financially feasible and supportive of the community priorities. The projects and funding sources identified in the plan help create a transportation system that is safe, efficient, and equitable. The overall goal of the Mobility 2045 Plan is to continue moving the planning process beyond a singular focus on moving motor vehicles and consider transportation issues from a comprehensive perspective that incorporates community values, needs, land use and modal alternatives.

The FY 2024 UPWP will guide CORE MPO's transportation planning activities in a performance-based approach toward implementing the goals and objectives established in Mobility 2045. A priority in FY 2024 for the Mobility 2045 plan is maintenance and updates. Federal requirements state that Metropolitan Transportation Plans must maintain ongoing consistency between the MTP and the Transportation Improvement Program. Numerous TIP amendments and administrative modifications occur throughout the year necessitating concomitant modifications to the MTP in the form of amendments and addenda to ensure that the documents are consistent. Mobility 2045 will also be amended where necessary to incorporate updated targets for the performance-based planning and programming.

2050 Metropolitan Transportation Plan Update

The 2050 MTP update is a multi-year effort.

In late FY 2021, CORE MPO staff initiated development of the full update of the 2050 MTP with a review of socio-economic data availability and needs.

In FY 2022, draft Goals and Objectives were developed to guide the development of 2050 MTP and the prioritization of transportation infrastructure. The public participation process also began in FY 2022, with preparation of a survey and hosting early public outreach meetings to discuss the community's vision for transportation and validate the proposed Goals and Objectives. In addition, validating the travel demand model network links' functional classifications and number of lanes has started.

In FY 2023 more intensive 2050 MTP update activities have been conducted, including the development of base year and horizon year socio-economic data, development of model networks one through four, branding the 2050 MTP as Moving Forward Together 2050, launching the 2050 MTP survey in four different languages (English, Spanish, Chinese and Vietnamese), launching the dedicated plan update website and social media, refining and finalizing the Goals and Objectives based on the survey results, development of the 2050 MTP Public Involvement Plan, conducting the intensive first round of public outreach and education, starting development of financial information for fiscal constraint analysis, starting updates to the project prioritization process, continuing to work with project advisory groups, and continuing intergovernmental coordination and legislative review of new requirements for an MTP based on the Infrastructure Investment and Jobs Act (IIJA) of 2021.

Following the release of Census Urban Area designations in December 2022, the CORE MPO Metropolitan Planning Area (MPA) boundary would be reviewed and adjusted, and the MPO bylaws and membership would be updated. These activities were carried out in FY 2023 and will continue in FY 2024 and will have an impact on the 2050 MTP update.

In FY 2024 the expected work activities on 2050 MTP update include conducting the 2nd round of public involvement to provide plan development status and findings from supporting plans (Non-Motorized Transportation Plan, Freight Transportation Plan, Urban Flooding Model, US 80 Corridor Study, etc.), completion of the 5th and final travel demand model runs, finalizing the financial plan, development of the draft fiscally constrained 2050 MTP, and starting the public review and comment period for the draft plan.

As an air quality attainment area, the CORE MPO is required to update the MTP at least every five years. The Moving Forward Together 2050 Plan is anticipated to be adopted no later than August 7, 2024.

Congestion Management Process Update

In FY 2022, the Transportation Planning Department staff began the multi-year task of updating the Congestion Management Process (CMP) by forming the project advisory/working group, reviewing existing data sources and developing the scope of work for the CMP update. The CMP update will be developed in tandem with the 2050 MTP update, thus utilizing the same goals and objectives for concurrency. Congestion analysis began in the Spring of 2022 using NPMRDS data as well as readily available analyses from recent corridor studies. Activities that took place in FY 2023 included the procurement of proprietary data to assess congestion on additional corridors of interest as identified by the TCC and/or CMP working group. Identification of appropriate congestion reduction strategies will be coordinated closely with the 2050 MTP update and the Regional Freight Plan update. The CMP will use an objectives-driven, performance-based approach to planning for congestion management strategies in the Savannah region. The expected activities in FY 2024 will include completion of the CMP document with findings and identified congestion relief strategies, conducting public involvement for the CMP update, and the integration of the CMP projects into the 2050 MTP.

As a TMA, CORE MPO is required to develop a CMP and continue to monitor congestion reduction strategy implementation as an integrated part of the metropolitan transportation planning process. While there is no federally prescribed update cycle for the CMP, CORE MPO generally updates the CMP on a five-year cycle to maintain concurrency with and support the MTP.

Regional Freight Transportation Plan: Adoption, Maintenance and Update

CORE MPO adopted its first Regional Freight Plan in December 2015. In FY 2022, CORE MPO initiated an update to the 2015 freight plan, working in concert with the Economic Development and Freight Advisory Committee (EDFAC) and the TCC. The freight plan update process continued in FY 2023, including evaluating the current and future freight and land use development needs, analysis for freight impacts on regional economy, environment and communities, and presenting both policy and infrastructure recommendations which will feed into and support the development of the 2050 MTP. It is expected that the Regional Freight Transportation Plan update will be completed no later than October 2023. Thus, in FY 2024, the MPO will focus on its adoption, maintenance and update (if necessary) should new development becomes available.

The Freight Plan is not a federally required document for MPOs. However, in light of the ever-expanding Savannah Port and the resulting freight and logistics development in the Savannah region, CORE MPO targets to update this plan on a five-year cycle.

Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure

CORE MPO kicked off this study in August 2022. The study will provide an urban flooding dynamic model for transportation surface runoff, considering the social and economic constraints of the MPO planning area in conjunction with flooding from sea level rise and climate change. Resulting from this study will be the development of a decision-planning tool through collaboration with a qualified academic institution and will

incorporate a detailed map of Hydrology-Hydraulics model topography and land use, an existing coastal earth system model, and a detailed map of drainage networks that impact transportation and land use. The urban flooding dynamic model will enable CORE MPO to incorporate vulnerability to climate change and extreme weather events into the MTP process by highlighting project and program level steps that can be taken. This model will be used to help with targeting and prioritizing changes to the transportation infrastructure which can include adaptation of infrastructure such as adding culverts, pedestrian trails, moving or raising roads, rail, etc., thus informing the MTP and promoting economic vitality and freight movement, reliability, and resiliency. It is expected that the Urban Flooding Model Study will be completed in FY 2024.

FY 2024 - 2027 TIP: Maintenance and Updates for Performance Based Planning and Programming

A Transportation Improvement Program is a detailed list of funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The TIP allocates federal funds for use in the construction on the highest-priority projects identified in the MTP. All transportation projects must appear in an approved MTP and TIP before they receive federal funds for implementation.

In early FY 2023, CORE MPO conducted Calls for Projects for Surface Transportation Block Group (STBG) funds and Transportation Alternatives (TA) funds in support of the development of the FY 2024 - 2027 TIP. The TIP document development will take place in the latter half of FY 2023. It is expected that CORE MPO will adopt the FY 2024 – 2027 TIP by the end of June 2023. Thus, maintenance of the FY 2024 - 2027 TIP with a performance-based approach will be priority work for staff in FY 2024. This is necessitated by the need to keep the TIP consistent with ongoing project implementation activities by GDOT and other project sponsors, and to satisfy the federal requirements for performance-based planning and programming.

Transportation Planning Department staff utilizes a web-based query and visualization tool called E-TIP. This tool allows the CORE MPO to bring the TIP into the age of technology by offering access to the TIP through web-based and mobile applications. E-TIP improves accessibility and relevance of the TIP to a broader cross section of the public. The Transportation Planning Department staff will continue to maintain and update the E-TIP.

Performance Based Planning and Programming Implementation

Performance Based Planning and Programming (PBPP) refers to the application of transportation system data to inform decisions aimed at helping achieve desired outcomes in the transportation planning area. PBPP intent is to ensure that transportation investment decisions are made based on their ability to meet established goals. Implementation is done through performance management. The Moving Ahead for Progress in the 21st Century Act (MAP-21), required for the first time, state departments of transportation (DOTs) and metropolitan planning organizations (MPOs) to conduct performance-based planning and performance management in statewide and metropolitan planning. The requirements are carried forward to the later transportation legislation - Fixing America's Surface Transportation Act (FAST Act) and the Infrastructure Investment and Jobs Act (IIJA).

The planning programs in the FY 2024 UPWP will emphasize continuation of the PBPP outlined in the federal transportation legislation. PBPP has been fully integrated into the CORE MPO's planning process and will require periodic updates, maintenance, and reporting. GDOT is the lead agency for updating highway performance targets and providing reports on them – PM1 Safety Targets are updated annually; PM2 Pavement and Bridge Condition targets are updated every 4 years; and PM3 System Performance and Freight targets are updated every 4 years. GDOT Intermodal and CAT are taking the lead in updating transit targets and providing reports on them annually. CORE MPO will coordinate with GDOT and CAT, review the updated targets for consistency, and make necessary amendments or administrative modifications to Mobility 2045 and/or FY 2024 – 2027 TIP as needed. The MPO will complete all necessary system performance reports and make them available to our planning partners.

Federal Certification Review FY 2020 – 2021 Recommendations

Every four years the FHWA and FTA conduct a review of the metropolitan transportation planning process within each TMA to certify that MPOs conduct the comprehensive, cooperative, and continuing transportation planning process in adherence with federal statutes and regulations. The CORE MPO completed its latest federal certification review in FY 2021 and received its federal certification on March 31, 2021. The final certification report can be found on the MPC website at <https://www.thempc.org/docs/lit/CoreMpo/Latest/2021/TMACertification.pdf>.

In FY 2024, the CORE MPO staff will continue to hold quarterly coordination meetings with FHWA, FTA and GDOT, and will continue to respond, as appropriate, to any outstanding recommendations received during the certification process.

Monitoring and Implementation of the Transportation Legislation

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law – PL 117-58. The IIJA includes a five-year surface transportation bill. There are more than 100 formula and discretionary funding programs included in the bill and the federal governments are issuing guidance and Notices of Funding Opportunities on them continuously. The Transportation Planning Department staff will continue to monitor the IIJA rulemaking process in FY 2024 to ensure that the MPO's Planning Process is compliant with the latest federal transportation legislation.

FY 2024 PLANNING FACTORS, EMPHASIS AREAS AND UPWP TASKS

PLANNING FACTORS

The FY 2024 UPWP work tasks correlate directly to the current federal planning factors. The Metropolitan Planning program provides funding for the integration of transportation planning processes in the MPOs into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, Section 134(h) describes Federal Planning Factors issued by Congress to emphasize the planning factors from a national perspective. The following is a summary of these current planning factors and illustrates how CORE MPO incorporates them into the transportation planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and for freight.
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, people, and freight.
7. Promote efficient system management and operation.
8. Emphasize the preservation of the existing transportation system.
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. Enhance travel and tourism.

These planning factors have been incorporated into the goals of Mobility 2045 and draft goals of Moving Forward Together 2050.

Goal – *Safety and Security*: A safe, secure, and resilient transportation system for all types of users and for freight.

Goal – *System Performance*: An efficient, reliable, multi-modal transportation system that supports economic competitiveness and enhances tourism.

Goal – *Accessibility, Mobility and Connectivity*: Access and mobility, equitably and reliably available, for people and for freight, through a range of travel options and an integrated, connected transportation system.

Goal – *Environment and Quality of Life*: A healthy, sustainable environment through the compatible integration with land use and transportation while taking into consideration the impact of transportation, including that of stormwater.

Goal – *State of Good Repair*: Maintain a state of good repair.

Goal – *Intergovernmental Coordination*: Wise use of public funds through coordination and a performance-based planning process.

Besides incorporating these planning factors into the MTP goals and objectives, CORE MPO has been working on addressing the planning factors in its various work programs, including but not limited to, coordinating with various agencies in development of the MPO's plans and programs; working with environmental groups to identify environmental concerns including storm water impacts and obtaining guidance on best practices and techniques for certain types of mitigation; identifying transportation system reliability measures in freight transportation plan and CMP update; working with the various City of Savannah departments and Bike/Pedestrian proponents to develop strategies to promote tourism and multi-modal connections; and working with various implementation agencies to program projects to maintain a state of good repair. The MPO's work to address the federal planning factors will continue in FY 2024.

PLANNING EMPHASIS AREAS

The FY 2024 UPWP work tasks also correlate directly with the federal Planning Emphasis Areas (PEAs). The latest PEAs were sent by USDOT to FHWA and FTA on December 30, 2021 and are listed below.

Tackling the Climate Crisis – Transition to a Clean Energy, Resilient Future

Federal Highway Administration (FHWA) divisions and Federal Transit Administration (FTA) regional offices should work with State departments of transportation (State DOT), metropolitan planning organizations (MPO), and providers of public transportation to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. Field offices should encourage State DOTs and MPOs to use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions. We encourage you to visit FHWA's [Sustainable Transportation](#) or FTA's [Transit and Sustainability](#) Webpages for more information.

(See [EO 14008](#) on "Tackling the Climate Crisis at Home and Abroad," [EO 13990](#) on "Protecting Public Health and the Environment and Restoring Science to Tackle the Climate Crisis." [EO 14030](#) on "Climate-Related Financial Risk," See also [FHWA Order 5520](#) "Transportation System Preparedness and Resilience to Extreme Weather Events," FTA's "[Hazard Mitigation Cost Effectiveness Tool](#)," FTA's "[Emergency Relief Manual](#)," and "[TCRP Document 70: Improving the Resilience of Transit Systems Threatened by Natural Disasters](#)")

Equity and Justice 40 in Transportation Planning

FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to advance racial equity and support for underserved and disadvantaged communities. This will help ensure public involvement in the planning process and that plans and strategies reflect various perspectives, concerns, and priorities from impacted areas. We encourage the use of strategies that: (1) improve infrastructure for non-motorized travel, public transportation access, and increased public transportation service in underserved communities; (2) plan for the safety of all road users, particularly those on arterials, through infrastructure improvements and advanced speed management; (3) reduce single-occupancy vehicle travel and associated air pollution in communities near high-volume corridors; (4) offer reduced public transportation fares as appropriate; (5) target demand-response service towards communities with higher concentrations of older adults and those with poor access to essential services; and (6) consider equitable and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

[Executive Order 13985](#) (Advancing Racial Equity and Support for Underserved Communities) defines the term

“equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, [Executive Order 14008](#) and [M-21-28](#) provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

To accomplish both initiatives, our joint planning processes should support State and MPO goals for economic opportunity in disadvantaged communities that have been historically marginalized and overburdened by pollution and underinvestment in housing, transportation, water and wastewater infrastructure, recreation, and health care.

Complete Streets

FHWA Division and FTA regional offices should work with State DOTs, MPOs and providers of public transportation to review current policies, rules, and procedures to determine their impact on safety for all road users. This effort should work to include provisions for safety in future transportation infrastructure, particularly those outside automobiles.

A complete street is safe, and feels safe, for everyone using the street. FHWA and FTA seek to help Federal aid recipients plan, develop, and operate streets and networks that prioritize safety, comfort, and access to destinations for people who use the street network, including pedestrians, bicyclists, transit riders, micro-mobility users, freight delivery services, and motorists. The goal is to provide an equitable and safe transportation network for travelers of all ages and abilities, including those from marginalized communities facing historic disinvestment. This vision is not achieved through a one-size-fits-all solution – each complete street is unique and developed to best serve its community context and its primary role in the network.

Per the National Highway Traffic Safety Administration’s 2019 data, 62 percent of the motor vehicle crashes that resulted in pedestrian fatalities took place on arterials. Arterials tend to be designed for vehicle movement rather than mobility for non-motorized users and often lack convenient and safe crossing opportunities. They can function as barriers to a safe travel network for road users outside of vehicles.

To be considered complete, these roads should include safe pedestrian facilities, safe transit stops (if present), and safe crossing opportunities on an interval necessary for accessing destinations.

A safe and complete network for bicycles can also be achieved through a safe and comfortable bicycle facility located on the roadway, adjacent to the road, or on a nearby parallel corridor. Jurisdictions will be encouraged to prioritize safety improvements and speed management on arterials that are essential to creating complete travel networks for those without access to single-occupancy vehicles.

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater

numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with representatives from DOD in the transportation planning and project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. According to the Declaration of Policy in 23 U.S.C. 101(b)(1), it is in the national interest to accelerate construction of the Federal-aid highway system, including the Dwight D. Eisenhower National System of Interstate and Defense Highways, because many of the highways (or portions of the highways) are inadequate to meet the needs of national and civil defense. The DOD's facilities include military bases, ports, and depots. The road networks that provide access and connections to these facilities are essential to national security. The 64,200-mile STRAHNET system consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment in times of peace and war. It includes the entire 48,482 miles of the Dwight D. Eisenhower National System of Interstate and Defense Highways and 14,000 miles of other non-Interstate public highways on the National Highway System. The STRAHNET also contains approximately 1,800 miles of connector routes linking more than 200 military installations and ports to the primary highway system. The DOD's facilities are also often major employers in a region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to the military facilities. Stakeholders are encouraged to review the STRAHNET maps and recent Power Project Platform (PP) studies. These can be a useful resource in the State and MPO areas covered by these route analyses.

Federal Land Management Agency (FLMA) Coordination

FHWA Division and FTA regional offices should encourage MPOs and State DOTs to coordinate with FLMAs in the transportation planning and project programming process on infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands. Through joint coordination, the State DOTs, MPOs, Tribal Governments, FLMAs, and local agencies should focus on integration of their transportation planning activities and develop cross-cutting State and MPO long range transportation plans, programs, and corridor studies, as well as the Office of Federal Lands Highway's developed transportation plans and programs. Agencies should explore opportunities to leverage transportation funding to support access and transportation needs of FLMAs before transportation projects are programmed in the Transportation Improvement Program (TIP) and Statewide Transportation Improvement Program (STIP). Each State must consider the concerns of FLMAs that have jurisdiction over land within the boundaries of the State (23 CFR 450.208(a)(3)). MPOs must appropriately involve FLMAs in the development of the metropolitan transportation plan and the TIP (23 CFR 450.316(d)). Additionally, the Tribal Transportation Program, Federal Lands Transportation Program, and the Federal Lands Access Program TIPs must be included in the STIP, directly or by reference, after FHWA approval in accordance with 23 U.S.C. 201(c) (23 CFR 450.218(e)).

Planning and Environmental Linkages (PEL)

FHWA Division and FTA regional offices should encourage State DOTs, MPOs and Public Transportation Agencies to implement PEL as part of the transportation planning and environmental review processes. The use of PEL is a collaborative and integrated approach to transportation decision making that considers environmental, community, and economic goals early in the transportation planning process, and uses the information, analysis, and products developed during planning to inform the environmental review process. PEL leads to interagency relationship building among planning, resource, and regulatory agencies in the early stages of planning to inform and improve project delivery timeframes, including minimizing duplication and creating one cohesive flow of information. This results in transportation programs and projects that serve the community’s transportation needs more effectively while avoiding and minimizing the impacts on human and natural resources. More information on PEL is available [here](#).

Data in Transportation Planning

To address the emerging topic areas of data sharing, needs, and analytics, FHWA Division and FTA regional offices should encourage State DOTs, MPOs, and providers of public transportation to incorporate data sharing and consideration into the transportation planning process, because data assets have value across multiple programs. Data sharing principles and data management can be used for a variety of issues, such as freight, bike and pedestrian planning, equity analyses, managing curb space, performance management, travel time reliability, connected and autonomous vehicles, mobility services, and safety. Developing and advancing data sharing principles allows for efficient use of resources and improved policy and decision making at the State, MPO, regional, and local levels for all parties.

CORE MPO has been integrating the federal emphasis areas into various work programs and will continue this effort in FY 2024. The following table serves as a visualization tool which shows how the proposed transportation planning tasks relate to the Planning Emphasis Areas (PEAs) and underscores the strong alignment between CORE MPO’s planning activities and the federal transportation planning priorities.

Task No.	Task Description	Climate Crisis / Clean Energy / Resilient Future	Equity / Justice40	Complete Streets	Public Involvement	STRAHNET / DOD Coordination	FLMA Coordination	PEL	Data
1	Administration	X				X	X		
2	Public Involvement		X		X				
3	Data Collection and Analysis								X
4	Systems Planning / Operations	X	X	X	X	X	X	X	X
5	Transit Planning	X	X	X	X			X	X
6	Increasing Safe & Accessible Transportation Options	X	X	X	X			X	X
7	Special Studies	X	X	X	X	X	X	X	X

MAJOR PLANNING DOCUMENTS

The following table highlights the major planning documents produced through the activities of the work program. The planning documents incorporate the planning factors and the federal Planning Emphasis Areas in the CORE MPO’s transportation planning process.

Product	Update Cycle	Current Adoption/Completion Date	Next Adoption/Completion Date
Unified Planning Work Program (UPWP)	Annually	February 2022	February 2023
Metropolitan Transportation Plan (MTP)	5 Years	August 2019	July/August 2024
Transportation Improvement Program (TIP)	3-4 Years	December 2020	June 2023
Congestion Management Process (CMP)	As Needed*	March 2017	July/August 2024
Non-Motorized Transportation Plan	As Needed*	February 2020	Before August 2024
MPO Freight Plan	As Needed*	2016	2023
Limited English Proficiency (LEP) Plan	3 Years	February 2021	February 2024
Participation Plan (PP)	5 Years	February 2021	July/August 2024**
Title VI Policy and Procedures	3 Years	February 2021	February 2024

*There is no specific federally required update cycle for this planning document. CORE MPO normally adheres to a maximum five-year update cycle to maintain currency with the MTP.

**Though the Participation Plan is updated every five years, CORE MPO updates the plan as needed.

The PP will be updated in conjunction with the public involvement process for the 2050 MTP update.

FY 2024 UPWP TASK ORGANIZATION

The work program planning documents identified on the prior table, the Federal Planning Factors and the Planning Emphasis Areas are addressed through activities identified in the task areas listed below. All work tasks identified in this UPWP are related to the federal planning factors and performance-based planning and programming. The following tasks are the result of a consolidation of previous years' UPWP tasks and sub-tasks. See appendix A for description of each original sub-tasks.

Task 1 – Administration: Facilitate timely and effective decision-making by coordinating the activities of the CORE MPO and its member jurisdictions, partners, and stakeholders. Conduct the continuing, cooperative, and comprehensive transportation planning process of the CORE MPO in a manner that ensures all transportation planning projects, activities, and documents meet Federal and State requirements.

Task 2 – Public Involvement: Facilitate the two-way exchange of information between CORE MPO and the public on transportation matters as outlined in the CORE MPO Participation Plan (PP) and Title VI Plan. Ensure public awareness of the transportation planning process and provide equitable and meaningful opportunities to participate in the transportation planning process.

Task 3 – Data Collection and Analysis: Responsible stewardship of storage, security, analysis, and distribution of transportation related data. Ensure all transportation plans, programs, and projects are based on the most accurate information and data projections available. Ensure that land use development and travel demand impacts maintain the functional integrity of the transportation system.

Task 4 – Systems Planning and Operations: Enhance the operating efficiency of the regional transportation system and reduce congestion. Transportation systems management and operations strategies are integrated into the planning process for the purpose of improving transportation system safety, efficiency, reliability, and

options. Undertake short and long-term planning processes and projects that lead to the development of the MTP, the TIP, and the UPWP. Subtasks include:

- MTP
- TIP
- CMP
- Freight
- Bike/Ped

Task 5 – Transit Planning: Includes both short- and long-range transit planning activities. Support Chatham Area Transit’s (CAT’s) transit planning initiatives and work to incorporate priority transit projects and initiatives into the CORE MPO MTP, TIP and UPWP as appropriate.

Task 6 – Increasing Safe & Accessible Transportation Options: The funds from this new program will be utilized to help develop and implement the CORE MPO’s Non-Motorized Transportation Plan and Thoroughfare Plan.

Task 7– Special Studies: Special studies are conducted on an as-needed basis in response to the needs of the CORE MPO and its sponsoring members usually with funding awards of MPO Planning Funds by the Georgia PL Funds Review Committee or Surface Transportation Block Grant (STBG) funds. Until a study is funded, it is listed as an Illustrative study under this task. Some previously requested unfunded studies are listed as they are still considered needed. Once funded, the studies are moved to the Special Studies section.

CORE MPO WORK PROGRAM ACTIVITIES

PROJECTED KEY WORKLOAD ACTIVITIES

The table below outlines the projected UPWP workload and timeline of the CORE MPO. Appendix B shows a timeline and detailed list of milestones planned through FY 2026, and steps to be performed by MPO, MPC, and consultants as applicable.

Task/Activities	2022	2023	2024	2025	2026	2027
Annually						
Develop Unified Planning Work Program (UPWP)	X	X	X	X	X	X
Metropolitan Planning Service Contracts	X	X	X	X	X	X
Title VI Data Collection and Reporting	X	X	X	X	X	X
Update PM1 Safety Targets	X	X	X	X	X	X
Update PTASP Public Transit Agency Safety Targets	X	X	X	X	X	X
Biennial						
Update Congestion Management Process Report Card		X		X		X
Every Three Years						
Limited English Proficiency (LEP) Plan	X			X		
Title VI Policy and Procedures	X			X		
Every Four Years						
Update the Transportation Improvement Program (TIP)		X				X
Transportation Management Area Planning Certification Review				X		
System Performance Report	X				X	
Update PM2 Pavement and Bridge Condition Targets	X				X	
Update PM3 System Performance Targets	X				X	
Update PM4 TAM Plan (Transit Asset Management)	X				X	
Every Five Years						
Update Metropolitan Transportation Plan (MTP)	O	X	X			
Update Congestion Management Process (CMP)	O	X	X			
Update MPO Freight Plan	O	X	X			O
Update Public Participation Plan (PPP)			X		X	
Update Non-Motorized Transportation Plan	O	X				O
Every 10 Years						
Adjust Urban Area Boundary		X				
Update Bylaws, Membership and MOU		X				
Ad Hoc or as Needed						
Call for Projects Programming	X	X	X	X	X	X
Urban/Regional Flooding Model	O	X	X			
US 80 Corridor Study*	O	X	X			
SR 25 / US 17 Corridor Study*		O	X			
SR 204 Access Study*		O	X			
President Street Railroad Crossing Elimination Study*		O	X			
Transit Master Plan	O	X	X			
Transit Development Plan	O	X	X			

* Special Study requested by CORE MPO member jurisdictions.						
X Indicates anticipated completion of study or task.						
O indicates anticipated beginning or kickoff of a multi-year task.						

FY 2023 MAJOR ACTIVITIES AND ACCOMPLISHMENTS

The following is a list of the major activities and accomplishments for the prior years’ work program, FY 2020-2023 included:

- Developed the annual Unified Planning Work Program (UPWP).
- Completed the quadrennial Federal Certification Review process for TMAs.
- Integrated Performance-Based Planning and Programming into CORE MPO planning process and planning documents.
- Conducted the 2050 MTP update, worked on intensive public outreach, launched a survey, refined goals and objectives, developed socio-economic data, developed networks for the travel demand model, started work on financial analysis, and started work on draft document outline.
- Maintained and amended the 2045 MTP (Mobility 2045).
- Started the Congestion Management Process update and developed scope and data needs assessment.
- Updated the Non-Motorized Transportation Plan and Thoroughfare Plan.
- Conducted Calls for Projects as needed in support of TIP development and amendments.
- Adopted and maintained the FY 2021 – 2024 TIP. Developed the FY 2024 – 2027 TIP.
- Maintained and updated the CORE MPO’s Title VI plans and Participation Plan.
- Updated the CORE MPO planning area boundary, MOU and bylaws.
- Completed the SR 21 Access Management Study.
- Completed the SR 307 Corridor Study.
- Conducted the CORE MPO Regional Freight Transportation Plan update.
- Conducted the Flooding Model Study.
- Secured funding for and/or coordinated with local planning partners in conducting various special transportation planning studies:
 - US 80 Corridor Study
 - SR 25/US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
 - Transit Master Plan, Transit Development Plan, and ARP and AOPP funded transit studies.

FY 2024 MAJOR ACTIVITIES AND PROJECTS

The following are a list of major projects and activities to be initiated or completed in FY 2024.

- Continue the update of the 2050 MTP as an “in house” effort. Complete the travel demand model networks, develop project lists and cost estimates, develop revenue projections and complete the financial constraint analysis. Conduct the 2nd round of public involvement. Complete the draft 2050 MTP document for public review and comment. The anticipated adoption of the 2050 MTP is in July or August 2024.
- Continue the update of the CMP in tandem with the 2050 MTP update and its objectives. Ensure consistency with the MTP, provide a toolbox of congestion management strategies, and establish a framework for assessment, reporting, and monitoring of congestion. If the CORE MPO TCC Committee determines that there is a need to acquire additional data to address data gaps, or to conduct other congestion analysis of interest, additional funds may be pursued through the GA PL Funds Review Committee for data acquisition. * (*A thorough review of each study including need, scope, staffing resources and funding will be carried out including a minimum of two rounds of discussions with the TCC will be carried out before any funding requests are submitted to the GA PL Funds Review Committee.)

- Work on completing the update of the MPO Regional Freight Transportation Plan, making sure the recommendations from the plan are incorporated into the 2050 MTP.
- Work on completing the Urban Flooding Model Study, making sure the resiliency analysis is incorporated into the 2050 MTP.
- Coordinate with planning partners in conducting and/or completing the special transportation planning studies and make sure the recommendations feed into the 2050 MTP.
 - US 80 Corridor Study
 - SR 25/US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
 - Transit Master Plan
 - Transit Development Plan
 - ARP and AOPP funded studies
- Maintain and update the FY 2024 – 2027 TIP through amendments and administrative modifications. Conduct Call for Projects as needed in support of the TIP updates.
- Monitor the rule-making process and implement the Infrastructure Investment and Jobs Act (IIJA).
- Collaborate with transit providers and GDOT partners on Performance Management and Performance Targets. Activities can include but are not limited to:
 - Develop specific written provisions for transit safety performance measures.
 - Provide guidance or preference for transit agency safety performance targets.
 - Initiate discussions to update CORE MPO's Metropolitan Planning Agreements.
 - Link investment priorities to the achievement of performance targets.

FUNDING SOURCES

All work detailed in the Unified Planning Work Program, including CORE MPO staff time and consultant studies, is funded by one or more of the following funding sources.

Federal Highway Administration (FHWA) Formula Planning Funds (PL)

Federal planning funds can be used for up to 80% of a project, with a required 20% match typically provided by local governments.

Federal Highway Administration (FHWA) Formula Increasing Safe and Accessible Transportation Options Funds (Y410)

This is a new funding category under BIL/IIJA, as a PL set aside. These federal planning funds can be used for up to 80% of a project, with a required 20% match typically provided by local governments.

In early 2023 FHWA released an MOU for a Waiver to the local match requirement as “Providing safe streets for all users (i.e., reducing fatal and injury accidents, including bicyclists and pedestrians) is in the national interest of the Federal-aid highway program, and this non-Federal match waiver for SPR and PL funds further encourages and makes it easier for States and MPOs to advance Complete Streets activities within their transportation planning processes.”

Federal Transit Administration (FTA) Section 5303

Section 5303 funds are Federal funds designated for transit planning and research activities. Up to 80% Federal funds can be used for a project.

GDOT 5303 Match

GDOT provides half of the required 20% matching funds for the FTA Section 5303 grant.

MPO Dues

MPO member dues provide the required local match for the federal planning grants and fund costs not covered by the federal grants.

Other

Discretionary PL funds, Surface Transportation Block Group (STBG) funds, and Covid Relief and Recovery Supplemental Appropriation Act (CRRSAA) funds are used to conduct various special studies. Some transit funds are used to conduct transit planning studies. These funds are not used to cover MPO staff members’ planning activities, but their application process normally requires MPO actions in terms of UPWP amendments, grant applications, and/or TIP amendments. They are listed in the UPWP for information only.

- Discretionary PL funding was awarded to CORE MPO to conduct the Regional Freight Transportation Plan update.
- Discretionary PL funding was awarded to CORE MPO to conduct the Urban Flooding Model Study.
- CRRSAA funding was awarded to the City of Pooler to conduct the US 80 Corridor Study.
- STBG funding was awarded to Chatham County to conduct the SR 25/US 17 Corridor Study.
- STBG funding was awarded to Chatham County to conduct the SR 204 Access Study.
- STBG funding was awarded to Chatham County to conduct the President Street Railroad Crossing Elimination Study.
- Section 5307 funding was used by Chatham Area Transit to conduct the Master Transit Plan and Transit Development Plan.

- The American Rescue Plan Act (ARP) funding was used by Chatham Area Transit to conduct a route restoration study.
- The FTA's Areas of Persistent Poverty (AOPP) Program funding was used by Chatham Area Transit to conduct a study to address poverty reduction through transit improvements.

FY 2024 UPWP BUDGET SUMMARY

Budget Summary Updates as of 4/26/2023					
Task	Description	FHWA Formula PL	MPO Dues Match	GDOT Match	Total
1	Administration	150,036.75	37,509.19	0.00	187,545.94
2	Public Involvement	31,200.00	7,800.00	0.00	39,000.00
3	Data Collection, Analysis and Forecasting	44,000.00	11,000.00	0.00	55,000.00
4	Systems Planning and Operations	210,000.00	52,500.00	0.00	262,500.00
FHWA Formula PL Planning Funds		\$435,236.75	\$108,809.19	\$0.00	\$544,045.94
Task	Description	FTA Formula Section 5303	MPO Dues Match	GDOT Match	Total
5	Transit Planning				
	44.21.00 Administration	35,000.00	4,375.00	4,375.00	43,750.00
	44.23.01 Long Range Planning	65,524.00	8,190.50	8,190.50	81,905.00
	44.24.00 Short Range Planning	36,000.00	4,500.00	4,500.00	45,000.00
	44.25.00 Transportation Improvement Program	40,000.00	5,000.00	5,000.00	50,000.00
FTA Formula Section 5303 Transit Planning Funds		\$176,524.00	\$22,065.50	\$22,065.50	\$220,655.00
Task	Description	FHWA Formula Y410	MPO Dues Match	GDOT Match	Total
6	Increasing Safe & Accessible Transportation Options	11,606.78	108.92	0.00	11,715.70
FHWA Formula Y410 Planning Funds		\$11,606.78	\$108.92	\$0.00	\$11,715.70
		Federal	Local	State	Total
Total Funds to Cover MPO Staff Planning Activities		\$623,367.53	\$130,983.61	\$22,065.50	\$776,416.64

Task		FTA Discretionary Section 5303	Local Match	GDOT Match	Total
5	Transit Planning*				
	Remix Purchase	28,400.00	3,550.00	3,550.00	35,500.00
FTA Discretionary Section 5303 Transit Planning Funds		\$28,400.00	\$3,550.00	\$3,550.00	\$35,500.00
*CORE MPO requested additional funds to purchase a transit planning tool (Remix) for CAT in FY 2024.					
Task		FTA Section 5307	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Trasit Development Plan	250,000.00	62,500.00	0.00	312,500.00
	Master Transit Plan	400,000.00	100,000.00	0.00	500,000.00
FTA Section 5307 Transit Planning Funds		\$400,000.00	\$100,000.00	\$0.00	\$500,000.00
*CAT is conducting these studies and provide local match. Recommendations will be incorporated into the 2050 MTP.					
Task		ARP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Route Restoration and Transit Enhancement Study	550,000.00	0.00	0.00	550,000.00
American Rescue Plan Act (ARP) Funds		\$550,000.00	\$0.00	\$0.00	\$550,000.00
*CAT is conducting this study. No local match required. Study listed for information.					
Task		AOPP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Study to Address Poverty Reduction Through Transit Improvements	400,000.00	44,444.00	0.00	444,444.00
FTA Areas of Persistent Poverty (AOPP) Program Funds		\$400,000.00	\$44,444.00	\$0.00	\$444,444.00
*CAT is conducting this study and proving local match. Study listed for information.					
Task		SMART Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	CAT will use the funds to plan and prototype technology needed to explore potential zonal micro transit via EVs that can enable systems to increase connectivity in Savannah, GA.	1,201,736.00	0.00	0.00	1,201,736.00
SMART (Strengthening Mobility and Revolutionizing Transportation) grant funds		\$1,201,736.00	\$0.00	\$0.00	\$1,201,736.00
*CAT is conducting this study and proving local match. Study listed for information.					
		Federal	Local	State	Total
Total Transit Funds Listed for Information		\$2,580,136.00	\$147,994.00	\$3,550.00	\$2,731,680.00

Task	Description	FHWA Discretionary PL	MPO Dues Match	GDOT Match	Total
7	Special Studies*				
	CORE MPO Regional Freight Transportation Plan	240,000.00	60,000.00	0.00	300,000.00
	Urban Flooding Model Study	120,000.00	30,000.00	0.00	150,000.00
Discretionary FHWA Planning Funds		\$360,000.00	\$90,000.00	\$0.00	\$450,000.00

*Funds for consultant services for MPO Regional Freight Transportation Plan and Urban Flooding Model Study were listed/awarded in FY 2022 UPWP and are shown in the FY 2023 and FY 2024 Budget Summary for information purposes only. The completion of the multi-year studies is anticipated in FY 2024.

Description	CRRSAA	Local Match	GDOT Match	Total
7 Special Studies (Continued)*				
US 80 Corridor Study	285,000.00	0.00	0.00	285,000.00
CRRSAA Funds	\$285,000.00	\$0.00	\$0.00	\$285,000.00

*CRRSAA funds awarded to City of Pooler in FY 2022. No local match required. Study listed for information.

Description	STBG Funds	Local Match	GDOT Match	Total
7 Special Studies (Continued)*				
SR 25/US 17 Corridor Study	400,000.00	100,000.00	0.00	500,000.00
SR 204 Access Study	240,000.00	60,000.00	0.00	300,000.00
President Street Rail Crossing Elimination Study	240,000.00	60,000.00	0.00	300,000.00
STBG Funds	\$880,000.00	\$220,000.00	\$0.00	\$1,100,000.00

*STBG funds awarded to Chatham County in FY 2023 for three studies. Chatham County will provide the local match. Studies will be conducted in FY 2024 and are listed for information.

	Federal	Local	State	Total
Total Highway Fund Listed for Information	\$1,525,000.00	\$310,000.00	\$0.00	\$1,835,000.00

	Federal	Local	State	Total
Total Planning Funds for CORE MPO Operations	\$623,367.53	\$130,983.61	\$22,065.50	\$776,416.64
Total Transit Funds for Transit Planning Studies and Tools (for information)	\$2,580,136.00	\$147,994.00	\$3,550.00	\$2,731,680.00
Total Highway Funds for Special Transportation Studies (for information)	\$1,525,000.00	\$310,000.00	\$0.00	\$1,835,000.00
Total All Sources of Funds	\$4,728,503.53	\$588,977.61	\$25,615.50	\$5,343,096.64

TASK 1 ADMINISTRATION

Objectives:

- Oversee and carry out the 3-C Metropolitan Transportation Planning process for the CORE MPO Metropolitan Planning Area.
- Provide administrative support for CORE MPO Board and advisory committees and for the day-to-day functions of the CORE MPO.
- Provide program coordination with FHWA, FTA, GDOT, nearby MPOs and units of government and advocacy groups in support of the 3-C process.
- Maintain professional competency in transportation planning and traffic analysis methods and procedures and enhancing the technical capacity of the planning process.
- Purchase and maintain supplies to support the transportation planning functions of the MPO.
- Administer and manage contracts, grants, MOUs, invoices and reimbursements.
- Develop and maintain the annual Unified Planning Work Program.
- Manage the grant application and procurement process for special studies which inform the Metropolitan Transportation Planning process.

Program Support and Administration

Provide program support and administration to the CORE MPO transportation planning process.

FY 2023 Work:

- Carried out the 3-C transportation planning process for the Savannah Metropolitan Planning Area (MPA) in coordination with partner agencies.
- Provided administrative support for CORE MPO Board and advisory committees and for the day-to-day functions of the CORE MPO.
- Provided program coordination with FHWA, FTA, GDOT, nearby MPOs and units of government and advocacy groups in support of the 3-C process.
- Continued to address recommendations from the 2021 federal certification review.
- Initiated the updates to the CORE MPO Planning Area boundary, MOU and bylaws.
- Applied for discretionary PL funds for the SR 25 Corridor Study, SR 204 Access Study, President Street Railroad Crossing Elimination Study, and the I-16 Exit Removal IMR Study.

FY 2024 Activities:

- Carry out the 3-C transportation planning process for the Savannah Metropolitan Planning Area (MPA) in coordination with partner agencies.
- Work with interested organizations, agencies, and local/state governments to promote a cooperative and open transportation planning process.
- Conduct routine administrative tasks - maintaining and updating the MPO's contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, file archiving and organization, etc.
- Provide adequate administrative support to prepare, process and track annual and quarterly grant documentation in support of the MPO's operating budget.
- Monitor emerging guidance and rulemakings for IJJA/BIL and incorporate implementation activities into the MPO work program as appropriate.
- Prepare for and attend transportation related meetings, as well as inter-staff and inter-agency coordination meetings.
- Coordinate with FHWA, FTA and GDOT for Performance Based Planning and Programming implementation and long- and short-range planning efforts.

- Conduct procurement activities for newly approved special studies.
- Develop ad hoc committees to address emerging issues as determined by the CORE MPO Board, its standing advisory committees and/or staff.
- Prepare and provide routine administrative and transportation related materials, to include but not limited to, study emails, letters, meeting summaries, correspondence, presentations, policy recommendations, white papers, information flyers and the like.
- Continue to address recommendations received during the federal certification review and conduct quarterly coordination calls.
- Develop a procedures and policy manual for the CORE MPO.
- Facilitate public comment periods for MPO planning products and studies.
- Coordinate with local, state and federal governments and jurisdictions to complete the updates to the CORE MPO Planning Area boundary, MOU and bylaws.

Training and Professional Development

To enhance the technical capacity of the planning process, Transportation Planning Department staff actively participates in various organizations and attends conferences, seminars, meetings, workshops, webinars, and other training opportunities. The funding for this task is to cover all federally eligible expenses such as registration costs, travel expenses (both in-state and out-of-state travels), and staff time to participate in the training activities.

FY 2023 Work:

- In FY 2023, CORE MPO staff attended the AMPO Annual Conference. In addition, staff participated in the virtual meeting and webinars of the AMPO Policy Committee, and Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation working Groups.
- In FY 2023, CORE MPO staff participated in webinars provided by TRB, FHWA, GDOT and others, including Talking Freight and other webinars and trainings relevant to transportation planning provided by qualified sponsors such as FHWA, FTA, GDOT, NHI, and NTI on topics that include but not limited to: Congestion Management, Transit Planning, Freight Planning, Performance-Based Planning, Public Participation, and Multi-modal Planning.

FY 2024 Activities:

- Continue staff training efforts by Participating and/or attending workshops, seminars, conferences, and committee meetings related to transportation planning.
- Attend the Association of Metropolitan Planning Organizations (AMPO) annual conference. Participate in the webinars and workshops hosted by the AMPO Policy Committee, working groups, and technical committees such as Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation.
- Attend the Georgia Association of Metropolitan Planning Organizations (GAMPO) annual meetings and workgroups.
- Attend the Transportation Research Board (TRB) annual meeting and webinars such as Safety Performance, Transit-Oriented Development, Transportation Impacts of Natural Disasters, and Utilizing Technology in Public Participation.
- Attend other webinars and trainings relevant to transportation planning provided by qualified sponsors such as FHWA, FTA, GDOT, NHI, and NTI on topics that include but not limited to: Congestion Management, Transit Planning, Freight Planning, Performance-Based Planning, Performance Measurement, Public Participation, and Multi-modal Planning.
- Attend the available briefings on IJJA.
- Attend the American Planning Association (APA) annual conference.
- Attend the Georgia Chapter APA planning conferences and events.

Equipment and Supplies

The Transportation Planning Department Staff reviews the software and hardware needs, purchases necessary hardware equipment, and pays licenses and maintenance fees as needed. Equipment and supplies used by the Transportation Planning Department Staff include but are not limited to:

- o Licenses for software such as CUBE, Synchro, TSIS, AutoCAD, ArcGIS, MS Project, E-TIP (DTS TIP Tool) and other transportation related software packages as needed.
- o Adobe Creative Suite, Go-To-Meeting, Survey Monkey and Animaker.
- o Purchases for supplies such as technical manuals, records, and computer equipment (e.g., computers, printers, peripherals, projectors, and monitors).

FY 2023 Work:

- CORE MPO staff has maintained licenses for ArcGIS, CUBE, Survey Monkey, Zoom, Go-To-Meeting, Adobe Creative Suite and Web Based TIP.
- CORE MPO staff has purchased computers that are compatible with Windows 11.

FY 2024 Activities:

- CORE MPO staff will maintain software updates and licenses for ArcGIS, CUBE, Survey Monkey, Zoom, Go-To-Meeting, Adobe Creative Suite and Web Based TIP and others.
- CORE MPO staff will purchase updated technical manuals as needed (ITE Trip Generation, MUTCD, AASHTO Green Book, etc.).
- CORE MPO staff will maintain/update the computers and other equipment as needed to carry out the 3-C transportation planning process.

Contracts and Grants

To apply for and achieve approval of highway planning assistance grants, the Transportation Planning Department and other MPC Staff maintain records as required under Federal and State regulations for contracts administered by the MPO. Staff activities include, but are not limited to:

- o Assist in the preparation of planning services contracts.
- o Track staff time charges and direct expenses.
- o Develop progress reports and reimbursement requests.

FY 2023 Work:

- Assisted the state in the preparation and execution of the Metropolitan Planning Services (PL) Contract and the Complete Street (Y410) Contract for FY 2023.
- Tracked staff time and expenses.
- Developed progress reports and reimbursement requests timely.
- Monitored the status of grant reimbursements.
- Processed the invoices for the CORE MPO Regional Freight Transportation Plan update and the Urban Flooding Model Study.

FY 2024 Activities:

- Assist in the preparation and execution of the FY 2024 FHWA PL contract for transportation planning services.
- Assist in the preparation of the FY 2025 FHWA PL contract for transportation planning services.
- Track staff time and expenses.
- Develop progress reports and reimbursement requests timely.
- Monitor the status of grant reimbursements.

- Process the final invoices for the CORE MPO Regional Freight Transportation Plan update and the Urban Flooding Model Study.
- Assist in the preparation and execution of discretionary funding contracts for other approved special studies and coordinate interlocal agreements with project sponsors.

Unified Planning Work Program

The Transportation Planning Department develops and maintains the UPWP annually. Staff activities include, but are not limited to:

- Administrative modification, amendments, and budget adjustments to adopted UPWP as needed.
- Identify priority transportation planning tasks.
- Identify funding sources.
- Coordinate input from the CORE MPO Board and advisory committees and other agencies.
- Develop upcoming FY UPWP.

FY 2023 Work:

- Processed administrative modifications, amendments, and budget adjustments to FY 2023 UPWP.
- Issued a Call for Plans and Studies in support of the FY 2024 UPWP development.
- Developed and adopted the FY 2024 UPWP.

FY 2024 Activities:

- Maintain FY 2024 UPWP including administrative modifications and amendments.
- Coordinate UPWP amendments with local governments and agencies as well as TCC regarding Special Planning Studies.
- Issue Call for Plans and Studies to solicit proposals from member jurisdictions for planning studies if needed.
- Develop the FY 2025 UPWP.

FY 2024 Deliverables for Task 1 Administration:

Task	Expected Completion Date
Provide staff support and preparation for and attendance of meetings for CORE MPO Board and advisory committees.	As Established by Approved Schedules
Prepare proper study documentation for grant reimbursement including development of Annual and Quarterly Progress Reports.	Jul & Oct 2023 Jan & April 2024
Assist the state in the preparation of the Metropolitan Planning Services Contract.	Jul-Aug 2023 Apr-Jun 2024
Maintain the FY 2024 UPWP and prepare budget adjustments and amendments.	Jun 2024
Develop the FY 2025 Unified Planning Work Program.	Sept 2023 – Feb 2024

Responsible Agencies:

Organization	Activity
MPC	Administrative work to maintain the 3-C process. Administration of contracts and reimbursement requests. Lead UPWP development.
FHWA, FTA, GDOT	Webinars, conference calls, workshops, MPO meeting attendance and participation, contract reimbursement processing.
GAMPO	Semi-annual meetings, PL Funds Review meetings.
GDOT, Chatham County, City of Savannah, Other MPOs, CAT, GPA, Other Governments and Agencies	Providing local sponsorship for special studies.
FHWA, FTA	Review, approve UPWP.
GDOT	Provide revenue projections for UPWP. Assist MPO in processing UPWP amendments and budget adjustments.
TRB, AMPO, GAMPO, APA, GPA, ITE	Conduct annual conferences, mid-year meetings, working group meetings, technical meetings, committee meetings, webinars, etc.
NHI, NTI, ITRE, NaCO, NADO, NARC, RDC, other training agencies	Conduct trainings, workshops, webinars, etc.

Funding:

Funding Source	Amount
FHWA Formula PL	\$150,036.75
MPO Dues Formula PL Match	\$37,509.19
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$187,545.94

Staffing:

Executive Director	Director of Transportation Administration	Senior Transportation Planner
Planner	Administrative Assistant	Other MPC staff as needed

TASK 2 PUBLIC INVOLVEMENT

Objectives:

- Provide data and analysis and planning and project information to local governments, agencies, the public, and CORE MPO Board and advisory committees.
- Provide continuously updated resource and information to the public about the CORE MPO and the transportation planning process.
- Raise citizens' level of understanding of the CORE MPO transportation planning process through continued education and outreach.

Community Outreach and Education

Community outreach and education involve efforts to seek out all members of the community and provide opportunities to get involved and learn about the planning efforts. This is especially true for communities most effected by transportation planning decisions and communities which may not otherwise learn about these opportunities. The CORE MPO will continue community outreach and education efforts as outlined in the Participation Plan. Staff efforts include but are not limited to:

- Utilizing resources such as the Citizens Advisory Committee (CAC) to share opportunities for community involvement.
- Maintaining the CORE MPO website with the most update information and announcements and applying social media efforts (when possible).
- Evaluating the measures of effectiveness on how well outreach and education efforts are increasing and encouraging public engagement.

It should be noted that the development and update of CORE MPO's plans and programs have more specific and intensive public involvement processes in addition to the efforts listed above. Those specific public involvement processes are listed under each plan/program.

FY 2023 Work:

- Hosted orientation sessions for new MPO Board and advisory committee members.
- Coordinated public participation activities for all plans and programs and advertised public comment opportunities and meeting notices.
- Measured participation effectiveness of the CORE MPO Board and advisory committee meetings.
- Worked with the appointing agencies to fill the vacant seats on CAC.
- Prepared for and hosted the CAC meetings and developed CAC minutes and follow up materials.
- Maintained and updated the CORE MPO website to disseminate transportation planning information.
- Provided plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.

FY 2024 Activities:

- Meet with community groups and individuals to provide information on transportation projects and explain the organization's role in transportation planning activities.
- Maintain the CORE MPO website with updated resources and information.
- Implement the MPO social media presence based on staff recommendations approved by the CORE MPO Board.
- Assess the CORE MPO participation process in coordination with the CORE MPO Board and advisory committees.
- Implement IJIA requirements for public involvement to engage all sectors and users of the transportation network.

- Update and amend planning and organizational documents, including the PP and LEP policies and procedures, to address new transportation planning legislation and update outreach methods.
- Continue to provide orientation briefings for new MPO Board and advisory committee members when appointed, and annually as a refresher.
- Continue to develop and publish newsletters and newspaper inserts to document the status of transportation planning and implementation in the CORE MPO Metropolitan Planning Area.
- Continue to provide staff support for the CAC.
- Continue to provide plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.

Participation Plan

A Participation Plan is developed and maintained to ensure full, fair, and meaningful participation by all communities in the transportation planning and decision-making process. The Transportation Planning Department staff develops and updates the Participation Plan that describes strategies and techniques that the CORE MPO uses to inform and engage the public. The CORE MPO updates the plan at least every five years. The most recent plan update was adopted in February 2021. Staff periodically review the effectiveness of the plan and make revisions, as necessary.

FY 2023 Work:

- CORE MPO staff evaluated the public involvement process for the 2050 MTP and other plan/program updates (Freight Plan, CMP, TIP, Non-Motorized Plan, etc.) and noted effectiveness and improvement needs that will be incorporated into the next Participation Plan update.

FY 2024 Activities

- CORE MPO staff will continue to monitor and evaluate the effectiveness of the Participation Plan.
- CORE MPO staff will update the Participation Plan in tandem with the updates of the CORE MPO Planning Area boundary, MOU and Bylaws as well as with the 2050 MTP updates to incorporate the latest public involvement efforts and practices.

Environmental Justice/Title VI

The CORE MPO is committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs. The staff's objective regarding Environmental Justice (EJ) and Title VI is to accomplish full and fair participation by underserved communities during the transportation planning process. The CORE MPO develops and maintains a Title VI Plan, an EJ Plan, and a Language Assistance Plan (LAP), identifying responsibilities and activities to upholding our commitment to the policies and regulations established by federal regulation. The EJ Plan and LAP Plan were most recently updated in August 2019 and the Title VI Plan was updated in February 2021. Activities and responsibilities of staff to uphold federal regulations include but are not limited to:

- Utilize resources such as the Advisory Committee on Accessible Transportation (ACAT) to share opportunities for involvement by the underserved communities.
- Ensure that target populations receive a proportionate share of benefits of federal transportation investments.
- Prevent disproportionate impacts to the minority and/or low-income populations in transportation services and projects.
- Assess whether there are disproportionately high and adverse impacts on the target populations resulting from federal programs.
- Educate and notify the public of its rights under Title VI.

FY 2023 Activities:

- Maintained the Title VI Plan, EJ Plan and LAP Plan; and evaluated the Title VI public involvement process for the 2050 MTP and other plan/program updates (Freight Plan, CMP, TIP, Non-Motorized Plan, etc.) and noted effectiveness and improvement needs that will be incorporated into the next plan update.
- Worked on filling the vacant seats on ACAT.
- Prepared for and hosted the ACAT meetings and developed ACAT minutes and follow up materials.
- Completed the annual Title VI Data Collection and Reporting for FY 2022.

FY 2024 Activities:

- Facilitate and support the Advisory Committee on Accessible Transportation (ACAT) to provide advice and recommendations regarding transportation planning for the transportation disadvantaged.
- Conduct Title VI/EJ/Anti-Poverty Planning.
- Coordinate with local EJ organizations in various programs, projects, and studies.
- Represent the CORE MPO in community meetings to explain the organization’s role in transportation planning activities.
- Update and amend planning and organizational documents, including the Title VI policies and procedures, to address new transportation planning legislation and update outreach methods.
- Update the Title VI Plan, the Language Assistance Plan and Environmental Justice Report in tandem with the updates of the CORE MPO Planning Area boundary, MOU and Bylaws as well as with the 2050 MTP updates to incorporate the latest public involvement efforts and practices related to Title VI.

FY 2024 Deliverables for Task 2 Public Involvement:

Task	Expected Completion Date
Provide staff support and preparation for and attendance of meetings of CAC and ACAT.	As Established by Approved Schedules
Provide annual Title VI data collection and reporting.	July 2023
Provide annual MPO 101 training	June 2024
Provide plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.	June 2024
Updated Participation Plan and Title VI Plans	February – July/August 2024

Responsible Agencies:

Organization	Activity
MPC	Conduct public involvement activities to support the 3-C process.
FHWA, FTA, GDOT	Interpret federal and state legislation, provide guidance and trainings regarding public participation.

Funding:

Funding Source	Amount
FHWA Formula PL	\$31,200.00
MPO Dues Formula PL Match	\$7,800.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$39,000.00

Staffing:

Executive Director	Director of Transportation Administration	Senior Transportation Planner
Planner	Administrative Assistant	Other MPC staff as needed

TASK 3 DATA COLLECTION AND ANALYSIS

Objectives:

- Monitor land use changes, analyze transportation impacts, and identify needed improvements.
- Maintain base year and forecast year socioeconomic data at the TAZ level for use by the CORE MPO travel demand model.
- Collect non-motorized transportation data in coordination with Bike Walk Savannah and other advocacy groups.
- Utilize the travel demand model and other analytical tools to identify and evaluate alternative transportation improvements.
- Collect, analyze, and monitor transportation data for all modes of transportation as well as demographic and land use information.
- Maintain transportation related data for use in identifying new projects, informing existing projects, and in the development of miscellaneous planning projects.
- Evaluate the effectiveness of the ongoing transportation planning and programming process through performance measures.

Socio-Economic Data and Census Data

The staff of the Transportation Planning Department and other MPC departments develops socio-economic data for travel demand modelling; collects and analyzes census data for revisions to the Metropolitan Planning Area and associated bylaw and MOU updates; and collects and analyzes data to aid the MPO's public involvement and Title VI Planning process.

FY 2023 Work:

- Completed the 2020 base year and forecast year (2050) socio-economic data for the travel demand model in support of the 2050 MTP update.
- Collected and analyzed the Census Urban Area (UA) data to facilitate the CORE MPO Metropolitan Planning Area boundary update as well as updates to the MOU and bylaws.
- Collected and analyzed the decennial census data and American Community Survey (ACS) data in support of the MPO's plan and program updates – Non-Motorized Transportation Plan, Title VI Plan, etc.

FY 2024 Activities:

- Maintain and update the SE data as needed.
- Keep track of the latest Census data development for use in the MPO's transportation planning process.
- Maintain the CORE MPO digital files and website with updated data and analyses to ensure ease of use and navigation.
- Use the latest census information to update GIS analysis on Title VI (identification of Title VI communities, updates to the benefits/burden analysis relative to access to essential services, transportation improvement projects and capital public transit projects, etc.) as a part of the 2050 MTP update.

Transportation Surveys, Data, Models, and Analysis

The transportation planning process requires input from communities and the Transportation Planning Department staff will seek public comments on such topics as levels of service for highway and multimodal travel by use of surveys. To further support the transportation planning process and decision-making, staff will maintain current data for the travel demand model (TDM) and GIS shapefiles, provide the data set for project analysis and/or prioritization, and collect bike/ped counts.

FY 2023 Work:

- Reviewed the 2020/2050 travel demand model for development of and improvements to the model network.
- Provided traffic model data and expertise in development reviews and special transportation studies.
- Developed and launched a survey as a part of the 2050 MTP update to collect public input for use in refining the 2050 MTP goals and objectives and developing project prioritization methodologies.
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Maintained and updated GIS data on existing and planned bicycle and pedestrian facilities (with support from SAGIS staff to publish GIS layer update).
- Reviewed and provided feedback on walking and bicycling activities, plans, and studies in the Savannah region.
- Conducted the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure.

FY 2024 Activities:

- Prepare forecasts using the travel demand model as needed in support of special studies and development impact review.
- Coordinate with GDOT to refine the MPO travel demand model in support of performance-based planning requirements under the federal legislation.
- Develop and launch surveys as needed to support the MPO's plan and program updates.
- Continue to coordinate with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Maintain GIS data on existing and planned bicycle and pedestrian facilities.
- Use the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure to assist transportation and land use planning.

Land Use Monitoring

The Transportation Planning Department staff provide expertise to the development community and our member agencies to mitigate the impacts to the transportation network from development. This is accomplished by providing review and comments on development plans, traffic studies, and reports in support of the MTP and may also include maintenance of land use information.

FY 2023 Work:

- Reviewed site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Reviewed and provided comments on various traffic analysis studies.

FY 2024 Activities:

- Request and assist with review of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Work with the City of Savannah and Chatham County to prepare traffic impact analysis reports for developments which were anticipated to generate a significant number of trips.
- Review traffic impact analysis and provide feedback on the transportation impacts of development proposals to ensure that the land use decisions of the MPC are fully integrated into the MPO's transportation plans.
- Compile the Building Permit reports for the City of Savannah and Chatham County to keep track of the land use developments in the Savannah area and assist in the census data collection process. The Building Permit report will feed into the census housing data development which in turn is used for delineating

urban areas and other socio-economic data. The census SE data is a major source to the MPO’s travel demand model development and update, as well as for such analysis as Environmental Justice and Title VI.

- Conduct land use monitoring and planning to provide a linkage between land use and transportation planning. Examples of activities include but not limited to:
 - Update a spatial data analysis for changes in current land use.
 - Collect building permit and Certificate of Occupancy data and allocate to SE data by TAZ.
 - Update zoning and land use GIS data collected from regional partners.
- Document transportation needs, identify appropriate mitigation, and facilitate developer participation in the costs of improvements of proposed developments.

FY 2024 Deliverables for Task 3 Data Collection and Analysis:

Task	Expected Completion Date
Develop Building Permit reports for Chatham County and the City of Savannah.	Monthly
Reports on 2020 Census data that can be utilized for the CORE MPO’s transportation planning process.	Extends Beyond FY 2024
Maintain GIS shapefiles and layers in the transportation system database.	Extends Beyond FY 2024
Collect pedestrian and bicycle counts.	Sept 2023 May 2024
Update socio-economic forecasts and trip tables.	Extends Beyond FY 2024
Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure	Extends Beyond FY 2024

Responsible Agencies:

Organization	Activity
MPC	Provide support for census data collections, monitor census data availability, review and utilize collected SE data, compile building permit reports, prepare population, employment, housing and other SE data for use by MPO. Assist in TIA and DRI Review.
GDOT	Review and utilize collected SE data, coordinate SE data outside of CORE MPO MPA.
Census Bureau	Provide general SE data
City of Savannah	Site plan review
Chatham County	Site plan review
Coastal Regional Commission (CRC)	DRI Review

Funding:

Funding Source	Amount
FHWA Formula PL	\$44,000.00
MPO Dues Formula PL Match	\$11,000.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$55,000.00

Staffing:

Executive Director	Director of Transportation Administration	Senior Transportation Planner
Planner	Administrative Assistant	Other MPC staff as needed

TASK 4 SYSTEMS PLANNING AND OPERATIONS

Objectives:

- Maintain the CORE MPO MTP on an ongoing basis and update every five years.
- Maintain the CORE MPO TIP on an ongoing basis and update at least every four years or as required by GDOT.
- Maintain the Congestion Management Process (CMP). Assess the effectiveness of congestion mitigation strategies undertaken and update the CMP every five years which supports the maintenance of and updates to the MTP and the TIP.
- Maintain the CORE MPO Freight Plan. Track freight issues in coordination with the EDFAC Committee and update the MPO Freight Plan every five years which supports the maintenance of and updates to the MTP and the TIP.
- Maintain the CORE MPO Non-Motorized Transportation Plan and update every five years. work collaboratively with bike and pedestrian advocacy groups and coordinate multimodal solutions through the MPO planning process.
- Continue to implement Performance Based Planning and Programming (PBPP) through periodic updates.

Metropolitan Transportation Plan

The Transportation Planning Department staff maintains the performance based, multimodal Metropolitan Transportation Plan (MTP) on a continuous basis. Staff updates the MTP at least every five years and promotes all multimodal planning practices that support the goals and objectives of the MTP.

FY 2023 Work:

- Processed 2045 MTP amendments in support of new project proposals and updates to existing projects.
- Prepared MTP appendices for Performance Based Planning.
- Worked on 2050 MTP update in house.
 - Kicked off the 2050 MTP update.
 - Branded the plan update as Moving Forward Together 2050.
 - Developed the Public Involvement Plan for the 2050 MTP update.
 - Developed and launched the dedicated website and social media accounts for the 2050 MTP update.
 - Developed and launched the 2050 MTP update survey in four different languages - English, Spanish, Chinese and Vietnamese.
 - Conducted the first round of public outreach for the 2050 MTP update, including hosting in-person and virtual public meetings, giving presentations at various neighborhood, government and organization meetings, and attending pop up events. The total public outreach opportunities amounted to more than forty (40) and thousands of people have been reached out to.
 - Refined the 2050 MTP goals and objectives based on the survey results.
 - Completed the development of base year and horizon year socio-economic data.
 - Completed the travel demand model network check for functional classification and number of lanes.
 - Completed the travel demand model networks one through four.
 - Revised the CORE MPO planning area boundary based on census release and GIS analysis.
 - Worked on the 2050 MTP update in concert with the development and update of contributing plans – Freight Plan, CMP, Non-Motorized Plan, Transit Master Plan and Transit Development Plan.
 - Worked with project advisory groups and incorporated their input.

- o Conducted intergovernmental coordination and legislative review of new requirements for an MTP based on the Infrastructure Investment and Jobs Act (IIJA) of 2021.
- o Started to collect financial information for revenue projections and fiscal constraint analysis.
- o Started to develop the project prioritization process.
- o Started to develop the 2050 MTP document by creating outline and chapters.

FY 2024 Activities:

- Maintain Mobility 2045 with PBPP requirements and in conformance with the federal transportation legislation.
- Process 2045 MTP amendments and addenda in concert with TIP amendments for new project proposals or updates to existing projects.
- Continue the 2050 MTP update efforts.
 - o Finalize the project lists for the six standard networks and any additional alternative scenarios identified by the TCC.
 - o Compile financial data on projects completed since the last MTP update.
 - o Compile the most up to date project cost estimates for pre-construction projects.
 - o Develop planning level cost estimates for newly proposed projects
 - o Develop financial forecasts of reasonably anticipated funding for the 2050 MTP update.
 - o Continue to coordinate the development and update efforts of contributing plans.
 - o Complete the project prioritization process.
 - o Develop financially feasible lists of projects for the 2050 MTP.
 - o Develop Title VI/EJ analysis for the financially constrained 2045 MTP.
 - o Develop the draft 2050 MTP document for public review and comment.
 - o Conduct the 2nd round of public involvement for the 2050 MTP update.
 - o Continue to work with project advisory groups and conduct intergovernmental coordination.

FY 2024 Deliverables for MTP:

Subtask	Expected Completion Date
Mobility 2045 Amendment reports and addenda.	June 2024
System performance report for PBPP conformance.	June 2024
Draft 2050 MTP document that includes all required elements.	June 2024
Draft public involvement records that include public outreach efforts, comments and responses.	June 2024

Transportation Improvement Program

The Transportation Planning staff maintains the four-year, performance based, multi-modal Transportation Improvement Program (TIP) and update it at least every four years. The TIP projects and strategies are consistent with and support the goals and objectives of the MTP.

FY 2023 Work:

- Maintained and updated the FY 2021 - 2024 TIP through amendments and administrative modifications.
- Conducted Calls for Projects for Y230 and Y301 funds in support of TIP amendments and development.
- Coordinated with project sponsors on implementing the TIP projects.
- Developed the FY 2024 - 2027 TIP.

FY 2024 Activities:

- Maintain and update the FY 2024 - 2027 TIP through amendments and administrative modifications as needed to implement the priority projects of the CORE MPO.
- Collaborate with the Technical Coordinating Committee (TCC) to conduct Calls for Projects as needed to allocate available federal funds.
- Update the FY 2024 – 2027 TIP to conform to PBPP targets and requirements from the federal transportation legislation.
- Work with project sponsor to facilitate TIP project implementation.
- Publish the Annual Obligated Project List.

FY 2024 Deliverables for TIP:

Subtask	Expected Completion Date
Calls for Projects manuals, forms, schedules and others.	As Needed
TIP Administrative Modifications and Amendments reports.	As Needed.
Updated TIP project implementation tracking table.	Bi-monthly

Congestion Management and IT Operations

The Congestion Management Process identifies strategies to alleviate current observed and future projected congestion. The Transportation Planning Department staff monitors effectiveness of congestion mitigation strategies on a continuous basis and updates the CMP every five years to maintain currency with the MTP objectives.

FY 2023 Work:

- Revisited the scope of work for CMP update in concert with the CMP working group and TCC.
- Identified the CMP network and selected corridors.
- Identified key data gaps and researched available datasets.
- Reviewed status of recommendations and strategies from 2017 CMP.
- Coordinated with other planning studies that address congestion – Regional Freight Transportation Plan for truck/rail congestion, etc.
- Monitored progress toward meeting congestion reduction performance targets.

FY 2024 Activities:

- Complete the update to the CMP report card for the congestion mitigation strategies listed in the 2017 CMP.

- Depending upon the nature, complexity, and overall workloads, determine whether the desired work scope can be accomplished with existing resources in house, or if additional funding and consultant support is needed.
- Conduct corridor and hot spot analyses to evaluate congestion for selected analysis periods.
- Identify congestion mitigation strategies within the MTP and TIP for identified congestion problems.
- Identify strategies to alleviate current observed congestion for which adequate strategies have not already been prioritized in the MTP and TIP, consistent with the objectives of the 2050 MTP.
- Identify strategies to alleviate current observed and future projected congestion, which supports the maintenance of and updates to the MTP and the TIP.
- Identify funding and project opportunities to the regions’ transportation systems management and operations.

FY 2024 Deliverables for CMP:

Subtask	Expected Completion Date
CMP report card for the strategies listed in the 2017 CMP.	July 2023
Completed CMP report.	April 2024

Regional Freight Transportation Plan

The Transportation Planning Department staff maintains the CORE MPO Regional Freight Transportation Plan and conducts the comprehensive update every five years to inform the MTP and TIP.

FY 2023 Work:

- Managed the comprehensive update to the CORE MPO Regional Freight Transportation Plan which was conducted by the selected consultant, Cambridge Systematics.
- Provided support to the Economic Development and Freight Advisory Committee (EDFAC) in concert with the freight plan update.
- Monitored freight and logistics developments in the Savannah region.
- Attended the Georgia Logistics Summit.

FY 2024 Activities

- Work on completing the CORE MPO Regional Freight Transportation Plan update, making sure the recommendations are incorporated into the MTP and TIP.
- Host EDFAC meetings as needed as new freight developments are being planned.
- Continue to monitor freight and logistics developments in the Savannah region for next freight plan update.
- Attend freight and logistics meetings and conferences as needed to keep abreast of the latest freight development trends and practices.

FY 2024 Deliverables for Freight Planning:

Subtask	Expected Completion Date
Final CORE MPO Regional Freight Transportation Plan.	October 2023
Freight development memos, minutes and other information.	As Needed

Liveability and Transportation Alternatives

The Transportation Planning Department staff maintains and updates the CORE MPO Non-Motorized Transportation Plan to reflect current priorities of MPO member governments and local advocacy groups. The plan is updated at least every five years in concert with the MTP update or as appropriate. Staff also supports and works collaboratively with bike and pedestrian advocacy groups and coordinates the multimodal solutions through the MPO planning process.

FY 2023 Work:

- Maintained and updated the Non-motorized Transportation Plan. The Non-Motorized Transportation Plan serves as a guide for bike/ped/trail projects. Staff processed amendments for various bike/ped/trail projects in FY 2023. Staff also conducted a comprehensive update to the Non-Motorized Transportation Plan and Thoroughfare Plan based on latest census and safety data, newly available bike/ped counts, as well as research findings on Complete Streets, road dieting and local Vision Zero plans.
- Supported and coordinated with the Savannah-Chatham Mobility Advisory Committee (MAC) in the development and implementation of bicycle, pedestrian, and trail projects.
- Continued collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies.
- Participated in the statewide Pedestrian Task Team meetings.
- Provided recommendations for bicycle and pedestrian strategies and projects for other plans and documents.
- Assisted Bike Walk Savannah in collecting bicycle and pedestrian count data as part of the National Bicycle and Pedestrian Documentation Project.
- Assisted the local governments in the Safety Streets for All (SS4A) grant applications.
- Assisted the local governments in the statewide Y301/Transportation Alternatives funding application.

FY 2024 Activities:

- Continue to maintain, evaluate, and update the Non-motorized Transportation Plan as needed. The Non-Motorized Transportation Plan serves as a guide for bike/ped/trail projects.
- Continue to support and coordinate with the Savannah-Chatham Mobility Advisory Committee (MAC) in the development and implementation of bicycle, pedestrian, and trail projects
- Continue collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies.
- Continue to participate in in the statewide Pedestrian Task Team meetings and activities.
- Provide recommendation for bicycle and pedestrian strategies and projects for other plans and documents.
- Assist Bike Walk Savannah in collecting count data as part of the National Bicycle and Pedestrian Documentation Project.
- Explore performance metrics for bicycle and pedestrian facility networks.

FY 2024 Deliverables for Non-Motorized Planning:

Subtask	Expected Completion Date
Updated non-motorized count data as part of the National Bicycle and Pedestrian Documentation Project	September 2023, May 2024
Updated Non-Motorized Transportation Plan and Thoroughfare Plan	June – August 2023
Amendment reports for Non-Motorized Transportation Plan updates.	As Needed

Responsible Agencies for Task 4 System Planning and Operations:

Organization	Activity
MPC	Lead in MTP maintenance and development/update. Maintain and update TIP. Lead in CMP maintenance and update. Lead in bicycle and pedestrian planning. Manage freight plan development and maintain/update the freight plan as needed.
FHWA	Provide guidance and data.
GDOT	Provide guidance and data as well as report performance management process. Program and implement highway and bike/ped projects. Develop travel demand model networks. Assist in developing traffic projections, travel project cost estimates, revenue projections and financial analysis. Host concept meetings and PIOHs.
Local municipalities, CAT, and agencies	Assist in additional data collection. Implement highway, transit and bike/ped projects. Assist in developing project information and priorities.
Various agencies.	Consultation.

Funding:

Funding Source	Amount
FHWA Formula PL	\$210,000.00
MPO Dues Formula PL Match	\$52,500.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$262,500.00

Staffing:

Executive Director	Director of Transportation Administration	Senior Transportation Planner
Planner	Administrative Assistant	Other MPC staff and consultants/vendors as needed

TASK 5 TRANSIT PLANNING

Objectives:

- Conduct transit and paratransit planning activities in support of the CORE MPO MTP and TIP as well as Chatham Area Transit.
- Take a comprehensive approach to the integration of various modes of transportation and identify how they relate and influence each other.
- Support and identify improvements of public transit services and transportation options for disadvantaged populations.
- Provide staff support to the CORE MPO Advisory Committee on Accessible Transportation (ACAT).

FY 2023 Work: CORE MPO staff worked on the following tasks in FY 2023.

- Provided general transit planning and coordination services.
- Administered CORE MPO Board and advisory committee meetings related to transit planning.
- Provided support for and hosted all MPO board and advisory committee meetings, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports. Committees staffed include the CORE MPO Board (MPO), the Technical Coordinating Committee (TCC), TCC sub-committees, the Economic Development and Freight Advisory Committee (EDFAC), the Citizens Advisory Committee (CAC), and the Advisory Committee on Accessible Transportation (ACAT).
- Conducted other routine administrative tasks – maintaining and updating the MPO’s contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, etc.
- Continued to support the ACAT Committee, who continued to provide advice and recommendations regarding transportation planning for the transportation disadvantaged.
- Worked with the ACAT Committee to conduct virtual meetings which relieved the ACAT members’ transportation difficulties.
- Continued to work on addressing the FY 2021 federal certification review findings related to transit planning.
- Attended the CAT Board meetings and various committee meetings as well as the GDOT Sub-recipient workshops to keep track of the transit planning developments.
- Participated in trainings, workshops, conferences and webinars related to transit and paratransit planning.
- Assisted the State in the preparation of Section 5303 Transit Planning Contract for FY 2023.
- Prepared proper study documentation for FY 2023 Section 5303 grant reimbursement including development of Quarterly and Annual Progress Reports.
- Processed grant application for FY 2024 Section 5303 funds via BlackCAT.
- Processed administrative modifications and amendments as needed to the FY 2023 UPWP regarding Section 5303 funds and newly available FTA funds.
- Processed budget adjustments to FY 2023 UPWP’s transit planning program.
- Developed the FY 2024 Unified Planning Work Program that incorporates expected transit planning tasks.
- Tracked transit funding and planning developments of CAT and GDOT.
- Coordinated with CAT and GDOT Intermodal on implementation of the federal transportation legislation through
 - maintenance of and update to the Transit Asset Management/State of Good Repair (TAM/SGR) Plans and the Public Transportation Agency Safety Plan (PTASP);
 - setting regional transit performance management targets;
 - maintenance of and update to the Written Procedures on Performance Based Planning and

- programming for the Savannah Metropolitan Area for TAM and SGR; and
 - processing of MTP and TIP amendments to incorporate TAM/SGR/transit safety targets.
- Provided assistance, coordination and technical support such as mapping and analysis as needed to CAT on general planning and specific projects related to the transit system and new transit services in the Savannah area. Projects include but are not limited to:
 - Transit Development Plan;
 - Transit Master Plan;
 - Zero Emission Implementation Plan;
 - ARP Route Restoration Study;
 - AOPP funded study to address consistent poverty;
 - Public Transportation Agency Safety Plan (PTASP) and safety targets;
 - Transit Asset Management/State of Good Repair Plans and TAM/SGR targets;
 - FTA funds and flexed FHWA funds grant applications; and
 - Analysis of and update to the current transit system operations because of COVID-19 and driver shortages to determine service refinements and enhance operational efficiency of the system.
- Provided letters of support for CAT's grant applications and assisted CAT in accessing the awarded grant funds by processing plan and program amendments.
- Processed amendments and addenda for the Mobility 2045 as a part of TIP amendments and administrative modifications.
- Conducted Calls for Projects to award federal funds and support the TIP development and amendments.
- Processed amendments and administrative modifications to the current TIP for transit projects as needed.
- Worked with CAT and GDOT in developing the transit program for the new TIP.
- Kicked off the Congestion Management Process (CMP) update.
- Worked on updating the Non-Motorized Transportation Plan and Thoroughfare Plan:
 - Conducted amendments to incorporate new non-motorized needs and projects;
 - Reviewed partner agencies' plans such as the City of Savannah's Vision Zero Plan for consistency and coordination;
 - Conducted sidewalk inventory with a focus on sidewalk connections to transit stops;
 - Conducted walkability safety audits in various neighborhoods;
 - Re-evaluated the bikeway system and modified the network based on updated needs and amendments;
 - Reviewed local data to identify high-accident areas;
 - Reviewed American Community Survey data on the area to assess transportation needs;
 - Updated the trail system;
 - Conducted steering committee and stakeholder meetings as well as intensive public involvement; and
 - Compiled final documents for adoption.
- Worked on updating the 2050 Metropolitan Transportation Plan (MTP):
 - Launched a survey to collect public input on various modes including highway, transit, bike and pedestrian; and translated the survey into Spanish, Chinese and Vietnamese;
 - Conducted intensive public outreach to collect input on transportation needs of all transportation system users through:
 - holding public meetings at various locations (including the environmental justice areas);
 - giving presentations at various councils', agencies' and neighborhoods' meetings;
 - attending pop-up events and talking with people on their transportation needs;
 - developing and distributing brochures and presentations;
 - creating and updating the social media on the 2050 MTP; and
 - creating and updating the dedicated 2050 MTP update website.

- o Updated the CORE MPO planning area boundary in light of the census urban area designation, and updated the Memorandum of Understanding as well as bylaws;
- o Started to develop revenue projections for the next 25 years;
- o Coordinated with CAT on development of transit plans that will feed into the 2050 MTP;
- o Worked with CAT on incorporating transit priority projects recommended in transit plans and studies into the 2050 MTP; and
- o Created the 2050 MTP template document and continuously updated it with available information.

In FY 2023 CAT did the following using 5307 funds, other FTA discretionary funds and some grant funds.

- Maintained and updated the Transit Asset Management/ State of Good Repair (TAM/SGR) Plans and shared the TAM/SGR targets with CORE MPO.
- Maintained and updated the Public Transportation Agency Safety Plan (PTASP) and shared the safety targets with CORE MPO.
- Processed grant applications to access both FTA funds and flexed FHWA funds.
- Conduct project planning in further development of specific CAT transit service projects by determining precise location, alignment, and preliminary design of improvements.
- Continued to analyze and optimize the current transit system in light of COVID-19 response, driver shortage and other transit operations, and to work on service refinements and enhance operational efficiency of the system. This process resulted in the temporary service changes starting on October 31.
- Conducted Title VI/EJ/Anti-poverty/equity planning with involvement of traditionally underserved communities for continuous and effective public viewpoint approaches.
- kicked off several major plan updates and development – Transit Master Plan, Transit Development Plan, Zero Emission Implementation Plan, ARP Route Restoration Study, and AOPP Funded Study to address persistent poverty.
- Continued to coordinate with CORE MPO for transit and paratransit planning.
- **Kicked off the CAT EV Zonal Micro Project funded by SMART grant funds.**

FY 2024 Activities: CORE MPO staff will work on the following tasks in FY 2024.

- Provide staff support for CORE MPO Board and advisory committee meetings related to transit planning tasks, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports.
- Continue to conduct administrative and program coordination activities in support of the 3-C transportation planning process.
- Work with FHWA, FTA and GDOT on any remaining follow up activities from the federal certification review to ensure CORE MPO remains federally certified so that the Savannah area is eligible for FTA funding.
- Attend necessary trainings on transit planning, paratransit planning, Title VI, environmental justice and equity planning that are hosted by FTA, FHWA, GDOT, NTI, NHI and other agencies in support of the 3-C metropolitan transportation planning process.
- Maintain and update the FY 2024 Unified Planning Work Program.
- Process grant application for FY 2025 Section 5303 funds.
- Develop the FY 2025 Unified Planning Work Program – identify priority transit planning work tasks in coordination with the CORE MPO Board and advisory committees, prepare descriptive narrative for each work task as well as cost estimates, develop project schedules based upon timelines for key planning deliverables, coordinate input from other agencies, and prepare the FY 2025 Unified Planning Work Program.
- Assist the state in the preparation of the Section 5303 Planning Services Contracts.
- Prepare proper study documentation for Section 5303 grant reimbursements including development of

Quarterly and Annual Progress Reports.

- Conduct public outreach and education to involve the public in transit/paratransit planning to facilitate the two-way exchange of information between CORE MPO and the general public.
- Conduct Title VI/EJ/Anti-poverty/Equity planning.
 - Continue to involve traditionally underserved communities within the CORE MPO MPA in the MPO's transportation planning process as identified in the MPO Participation Plan and Title VI Plan (including the Environmental Justice Plan and the Language Assistance Plan) through the use of public involvement and analytical techniques (e.g. using Geographic Information Systems (GIS) mapping to locate Title VI populations within the MPA).
 - Continue to identify potential transportation barriers and gaps to essential services and assess the benefits and burdens of existing and planned transportation system investments on the identified target populations.
 - Undertake significant steps, through the increased involvement of ACAT, to publicize the efforts mentioned above and involve the public, and ensure that the EJ communities are represented as members of ACAT.
 - Provide staff support in the continuing functioning of ACAT by arranging for ACAT meetings and preparing and distributing meeting agendas and minutes. Make arrangements to ensure that all ACAT members can fully participate in the process (make meeting reminder calls, send large font minutes to visually impaired ACAT members, etc.).
 - Maintain the Title VI Plans including the Environmental Justice (EJ) Plan and the Language Assistance Plan (LAP). Monitor the latest census data (2020 census and ACS) and make necessary updates to the Title VI Plans with applicable data.
 - Continue to evaluate the MTP, TIP, and other programs and plans for Title VI compliance, and continue to pursue partnerships with service and non-profit groups that could assist the MPO to engage minority, low income and LEP persons both through ACAT and other forms of outreach.
 - Make arrangements for language translation services so that the major planning products are better related to the persons with Limited English Proficiency (LEP).
 - Continue to monitor the Environmental Justice and equity planning implementation and update GIS data analysis or benefits/burden analysis as needed relative to access to essential services, transportation improvement projects and capital public transit projects implemented within the MPO area.
 - Provide annual Title VI Data Collection and Reporting.
- Continue to coordinate with CAT and GDOT Intermodal on implementation of the latest transportation legislation regarding transit planning and paratransit planning.
- Work with CAT and GDOT Intermodal to set/update regional transit performance management targets when applicable.
- Maintain and incorporate TAM/SGR/PTASP targets in MTP and TIP.
- Coordinate and assist CAT with technical support such as mapping, analysis, and other projects related to the transit system and new transit services in the Savannah area; activities include but are not limited to:
 - Identify and access grant funds.
 - Provide letters of support.
 - Ferry service coordination.
 - Amend multimodal and transit planning documents to implement and conform to the transportation legislation.
 - Provide general planning services and assist CAT in development of the ongoing plan updates – Transit Development Plan, Master Transit Plan, AOPP funded study, etc.
 - Assist CAT in implementation and optimization of the transit services.
 - Conduct other short-range transit projects depending upon CAT's strategic priorities;

- Continue to coordinate and work with CAT on defining transit and mobility priorities for the region;
- Continue to assist CAT in efforts to track, coordinate and apply for federal funding;
- Assist CAT to identify new sources of transit funding;
- Assist CAT with grant opportunities through letters of support as well as plan and program amendments;
- Assist CAT with any follow up and implementation activities of the TDP and system optimization;
- Assist CAT and Mobility Management Board with short range transit projects as needed;
- Continue to coordinate with CAT on Performance Based Planning and Programming regarding transit;
- Assist CAT in efforts to coordinate with the City of Savannah to implement TSP and other ITS tools;
- Continue to assist CAT in efforts to coordinate with the Savannah Convention and Trade Center for ferry service;
- Continue to assist CAT in efforts to expand the transit service area and the implementation of park and ride lots; and
- Conduct analysis in partnership with CAT using a transit data and planning tool that will allow for the development and evaluation of regional transit services using a performance-based project selection methodology.
- Continue to integrate new demographic data and population trends into all planning processes.
- Continue to coordinate with CAT staff through attendance at CAT board meetings and regular check in and coordination meetings.
- Plan for transit – oriented development.
- Maintain and update the TIP to incorporate transit program changes.
- Maintain and update the Non-Motorized Transportation Plan as needed.
- Continue to update the Congestion Management Process to incorporate transit improvement projects as a way for congestion relief.
- Continue to work on the 2050 MTP:
 - Conduct public involvement to provide status updates and analysis findings and present recommended projects and strategies;
 - Coordinate with CAT on incorporating transit improvement projects into the 2050 MTP;
 - Incorporate priority bike, pedestrian and trail projects into the 2050 MTP;
 - Develop revenue projections, prioritization methodologies, and the financially constrained project lists; and
 - Develop the draft 2050 MTP document for public review and comment and prepare for final adoption.

In FY 2024 CAT plans to do the following using 5307 funds and other funding sources.

- Complete the Transit Master Plan and Implementation Strategies for mid-term and long-term financial outlooks.
- Complete the Transit Development Plan and Comprehensive Operations Analysis identified in the plan.
- Complete the Zero Emission Implementation Plan in order to transition fleet in continued electrification or low to no emissions.
- Complete the grant execution of Areas of Persistent Poverty (AOPP) funded study.
- Complete the grant execution of Route Restoration ARP study.
- Maintain and update the Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management/State of Good Repair (TAM/SGR) Plans.
- Report on the TAM/SGR and transit safety targets and coordinate with CORE MPO to incorporate the targets into the MPO's plans and programs.

- Process grant applications to access both FTA funds and flexed FHWA funds.
- Conduct Title VI/EJ/Anti-poverty/Equity planning with involvement of traditionally underserved communities for continuous and effective public viewpoint approaches.
- Continue to analyze and develop the current transit system for optimization of operations, to determine service refinements and enhance operational efficiency of the system.
- Continue to coordinate with CORE MPO for transit/paratransit planning.
- Participate in the CORE MPO Board, TCC, CAC, & ACAT meetings and furnish information pertaining to the implementation of CAT Transit & CAT Mobility services.
- Continue to improve bus stop amenities based on on-boarding and off-boarding ridership.
- **Continue and complete the CAT EV Zonal Micro Project funded by SMART grant funds.**

Program Support and Administration

ALI Code 44.21.00

The Transportation Department staff administer and operate the MPO transit planning process by coordinating MPO functions with the Georgia Department of Transportation, the Federal Transit Administration, the Chatham Area Transit, and all involved stakeholders, including time and financial accounting for MPO transit planning-related activities during the fiscal year. In addition, staff provide regional coordination for transit planning and efforts to increase ridership for transit systems with continued emphasis on coordination between our transit providers.

Long-Range Transportation Planning

ALI Code 44.23.01

The CORE MPO continues to focus on performing Transit Planning in compliance with the performance based, multimodal MTP. The Transportation Department staff perform transit planning in accordance with the latest transportation legislation and other federal regulations, the MTP and supplements.

Short-Range Transportation Planning

ALI Code 44.24.00

The CORE MPO provides planning support to the local urbanized transit system to encourage strategic management and operations improvements and to facilitate increased access and mobility to public transportation.

Transportation Improvement Program

ALI Code 44.25.00

The CORE MPO TIP provides a detailed list of priority funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The Transportation Department staff develop and maintain a Transportation Improvement Program (TIP) in cooperation with local and state planning partners. In addition, staff ensure that the TIP is consistent with the MTP and incorporates PBPP.

FY 2023 – FY 2024 Deliverables:

Task	Expected Completion Date
ACAT meeting agendas, staff reports, recordings and minutes.	June 2024
Meeting agendas, minutes, recordings and mailings related to transit planning tasks.	June 2024
Process MTP and TIP amendments to incorporate TAM/SGR and safety targets.	Extends Beyond FY 2024
Attend monthly CAT board meetings.	June 2024
Grant application for FY 2025 Section 5303 funds.	October - November 2023
Assist the state in the preparation of the Section 5303 Planning Services Contracts.	August 2023
Complete the Transit Development Plan. (CAT)	September 2023
Apply for Section 5303 discretionary grant funds for purchase of transit planning tool, Remix. (CAT)	October - November 2023
Annual and quarterly progress reports and reimbursement requests for Section 5303 grants.	June 2024
FY 2025 UPWP published on CORE MPO website and in print upon request (focus on transit elements).	February 2024

Responsible Agencies:

Organization	Activity
MPC	Transit and paratransit planning, general coordination and administration, ACAT support, grant application, contract and grant administration, UPWP development and maintenance, PBPP implementation regarding transit, public outreach and Title VI/EJ/Equity planning activities to support the 3-C transportation planning process. Transit – oriented development to link land use with transit planning.
CAT	Service expansion; TDP development and implementation; Ferries and dockside facilities; Passenger amenities; Transit Studies; Grant applications; provide staff support for ACAT; coordinate with CORE MPO; and provide information on transit and paratransit services.
CAT and GDOT Intermodal	Conference calls; attending and participating at MPO meetings; Transit Asset Management/State of Good Repair/ Public Transportation Agency Safety Plans development, maintenance and update; target setting and reporting; coordination with CORE MPO on PBPP implementation.
GDOT Intermodal	Contract and grant reimbursement processing, technical assistance.
FTA	Conference calls; attending and participating at MPO meetings; provide federal and state legislations, guidance, and trainings regarding Title VI/EJ/Equity/ transit/paratransit planning and PBPP.

FY 2024 Funding:

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303	\$176,524.00
GDOT Formula 5303 Match	\$22,065.50
MPO Dues Formula 5303 Match	\$22,065.50
FTA Discretionary Section 5303*	\$28,400.00
GDOT Discretionary 5303 Match*	\$3,550.00
CAT Discretionary 5303 Match*	\$3,550.00
TOTAL FUNDS	\$256,155.00

FY 2025 Funding:**

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303	\$176,524.00
GDOT Formula 5303 Match	\$22,065.50
MPO Dues Formula 5303 Match	\$22,065.50
FTA Discretionary Section 5303*	\$28,400.00
GDOT Discretionary 5303 Match*	\$3,550.00
CAT Discretionary 5303 Match*	\$3,550.00
TOTAL FUNDS	\$256,155.00

* Includes CORE MPO request for additional funds to purchase a transit planning tool (Remix). Projected cost \$35,500: (80% Federal Share - \$28,400) (10% State Share – \$3,550) (10% Local Match - \$3,550).

** It is assumed that FY 2025 will remain at the same funding level.

CAT Transit Planning Funding Listed for Information

Task		FTA Section 5307	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Transit Development Plan	250,000	62,500	0	312,500
	Master Transit Plan	400,000	100,000	0	500,000
FTA Section 5307 Transit Planning Funds		\$400,000.00	\$100,000.00	\$0.00	\$500,000.00

*CAT is conducting these studies and provide local match. Recommendations will be incorporated into the 2050 MTP.

Task		ARP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Route Restoration and Transit Enhancement Study	550,000	0	0	550,000
American Rescue Plan Act (ARP) Funds		\$550,000.00	\$0.00	\$0.00	\$550,000.00

*CAT is conducting this study. No local match required. Study listed for information.

Task		AOPP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Study to Address Poverty Reduction Through Transit Improvements	400,000	44,444	0	444,444
FTA Areas of Persistent Poverty (AOPP) Program Funds		\$400,000.00	\$44,444.00	\$0.00	\$444,444.00

*CAT is conducting this study and proving local match. Study listed for information.

Task		SMART Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	CAT will use the funds to plan and prototype technology needed to explore potential zonal micro transit via EVs that can enable systems to increase connectivity in Savannah, GA.	1,201,736	0	0	1,201,736
SMART (Strengthening Mobility and Revolutionizing Transportation) grant funds		\$1,201,736	\$0	\$0	\$1,201,736

*CAT is conducting the planning activities. Project listed for information.

Staffing:

Executive Director	Director of Transportation Administration	Senior Transportation Planner
Planner	Administrative Assistant	Other MPC staff and consultants/vendors as needed

TASK 6 INCREASING SAFE & ACCESSIBLE TRANSPORTATION OPTIONS (Y410)

Objectives:

- Utilize the Increasing Safe & Accessible Transportation Options funds (Y410 funds)* to help develop and implement the CORE MPO’s Non-Motorized Transportation Plan and Thoroughfare Plan.

FY2023 Activities:

- Worked on updating the Non-Motorized Transportation Plan and Throughfare Plan.

FY2024 Activities: The activity falls under Increasing Safe & Accessible Transportation Options (Y410).

- Complete the updates to both the Thoroughfare Plan and Non-Motorized Transportation Plan with new information, such as new census data and outreach data.
- Continue to assess the needs and opinions of non-motorized transportation among CORE MPO residents. Specifically, conduct outreach with those who need and depend on non-motorized transportation systems (people with disabilities, people without cars, bike riders) by conducting qualitative surveys.
- The updated plans will include new data on:
 - Transportation needs among those without cars;
 - Information on attitudes toward pedestrian transportation;
 - Updated information on which areas need pedestrian infrastructure improvements, etc.
- Incorporate the findings from the Non-Motorized Transportation Plan and Thoroughfare Plan into other CORE MPO Plans, such as the Metropolitan Transportation Plan and the Congestion Management Process.
- Coordinate and collaborate with local jurisdictions to implement the recommendations from the Non-Motorized Transportation Plan and Thoroughfare Plan. This will involve:
 - Using data within the plan for the development of a Vision Zero Plan;
 - Using these plans for the development of a bike/ped plan specific to the jurisdiction or county;
 - Assessing the most feasible implementation strategies within the local area; and
 - Working with local jurisdictions to have the plan accepted as an addendum to existing documents.

Product	Lead Agency/Local Sponsor
Updated Thoroughfare Plan and Non-Motorized Transportation Plan. Qualitative data on pedestrians and bicyclists that will further inform the CORE MPO and local jurisdictions on non-motorized transportation needs.	CORE MPO

Organization	Activity
MPC	Research, funding, and coordination with/assistance to local jurisdictions for Non-Motorized Transportation plan implementation.

Funding:

Funding Source	Amount
FHWA Formula Y410	\$11,606.78
MPO Dues Formula Y410 Match	\$108.92
TOTAL FUNDS	\$11,715.70

Staffing:

Executive Director	Director of Transportation Administration	Senior Transportation Planner
Planner	Administrative Assistant	Other MPC staff and consultants/vendors as needed

*Set-aside for Increasing Safe and Accessible Transportation Options

- The BIL requires each MPO to use at least 2.5% of its PL funds (and each State to use 2.5% of its State Planning and Research funding under 23 U.S.C. 505) on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. [§ 11206(b)]
- A State or MPO may opt out of the requirement, with the approval of the Secretary, if the State or MPO has Complete Streets standards and policies in place, and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street. [§ 11206(c) and (e)]
- For the purpose of this requirement, the term “Complete Streets standards or policies” means standards or policies that ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles. [§ 11206(a)]

TASK 7 SPECIAL STUDIES

Objective: Support the maintenance and updates of the MTP and TIP through detailed study of specific transportation issues or specific transportation facilities which the CORE MPO has determined require focused attention and additional resources.

FUNDED STUDIES

Regional Freight Transportation Study

Previous Work: In FY 2022 CORE MPO applied for and got awarded discretionary PL funds to update the Regional Freight Transportation Plan. CORE MPO/MPC completed the procurement process and MPC contracted with the consultant team, Cambridge Systematics, to conduct the plan update. The multi-year effort of freight plan update was kicked off in April 2022. The most intensive plan update efforts took place in FY 2023, including conducting analysis on current and projected freight infrastructure and land use needs, conducting freight economic and community impact analysis, as well as making policy, infrastructure and land use recommendations.

FY 2024 Activities: Complete and adopt the CORE MPO Regional Freight Transportation Plan. Incorporate the study recommendations into 2050 MTP and TIP.

Project Description: The CORE MPO's metropolitan planning area includes the 4th largest container port in the USA and is a significant gateway for freight movement in the Southeast. The freight flows which come through the Savannah region have a substantial impact on the local, regional, and state economy. Much of this economy is connected with the Port of Savannah, with imports and exports flowing through this deep-water seaport. Import and export commodities benefit from the access to other modes such as freight rail and highway due to the presence of intermodal facilities and warehousing and distribution centers in the Savannah region. Chatham County, as the center of the Savannah MSA, is also home to a substantial manufacturing industry which is able to take advantage of local and imported resources to create and ship a diverse portfolio of finished products to clients around the globe. As an integrated economic development region, Bryan County and Effingham County provide human capital and services for freight-related industries.

With the rapid development of the Port of Savannah, a thriving economy of the Savannah region, and intense freight movement between Savannah and Atlanta, it is highly important to develop a comprehensive freight plan to document freight goods movements, modes, trends and the freight impacts on the transportation network and economy in the region.

Since 2015 the Port of Savannah has experienced unprecedented growth; the Savannah River Deepening project has been completed; intermodal facilities have been built; significant amounts of warehouses have been constructed or are under construction; various freight corridors are either under construction, going into construction, or being planned for implementation; and COVID-19 has put tremendous pressure on freight movements. The Freight Transportation Plan Update will take advantage of new data and development and will include both policy and infrastructure recommendations which will feed into and support the development of the CORE MPO's 2050 Metropolitan Transportation Plan (MTP).

The scope of the Regional Freight Transportation Plan Update includes the following.

- Project Management and Coordination
- Freight Needs Assessment and Analysis
 - Update the Existing and Future Freight and Goods Movement Assessment

- Update the Freight Performance Measures
- Update the Forecasting of Future Freight Growth
- Update the Regional Freight Profiles and Assessment
- Update the Freight Network Bottleneck, and Safety and Security Issues
- Truck Parking Inventory and Truck Restrictions
- Freight Resiliency
- Freight Needs Assessment
- Land Use Assessment and Analysis
 - Assessment and Analysis of Land Use Policies and Local Decision-making within Regional Freight and Goods Movement Context
 - Assessment of Freight and Goods Movement Impact on Land Use in the region
- Update the Economic Development Market Assessment for Freight
- Update the Environmental and Community Impact Scan and Analysis for Freight
- Develop Recommendations for Future Land Uses Related to Freight and Goods Movement Needs and Forecasts
- Develop Final Recommendations for Freight Infrastructure Improvements - Identification of Improvements, Strategies, and Solutions
- Develop the Final Report and Documentation – Freight, Goods, and Services Plan

Product	Lead Agency/Local Sponsor	Consultants
Detailed freight plan identifying trends, issues and needs, recommendations for infrastructure improvements, and potential solutions and strategies. Identified infrastructure recommendations will feed into the 2050 Metropolitan Transportation Plan.	CORE MPO	Cambridge Systematics

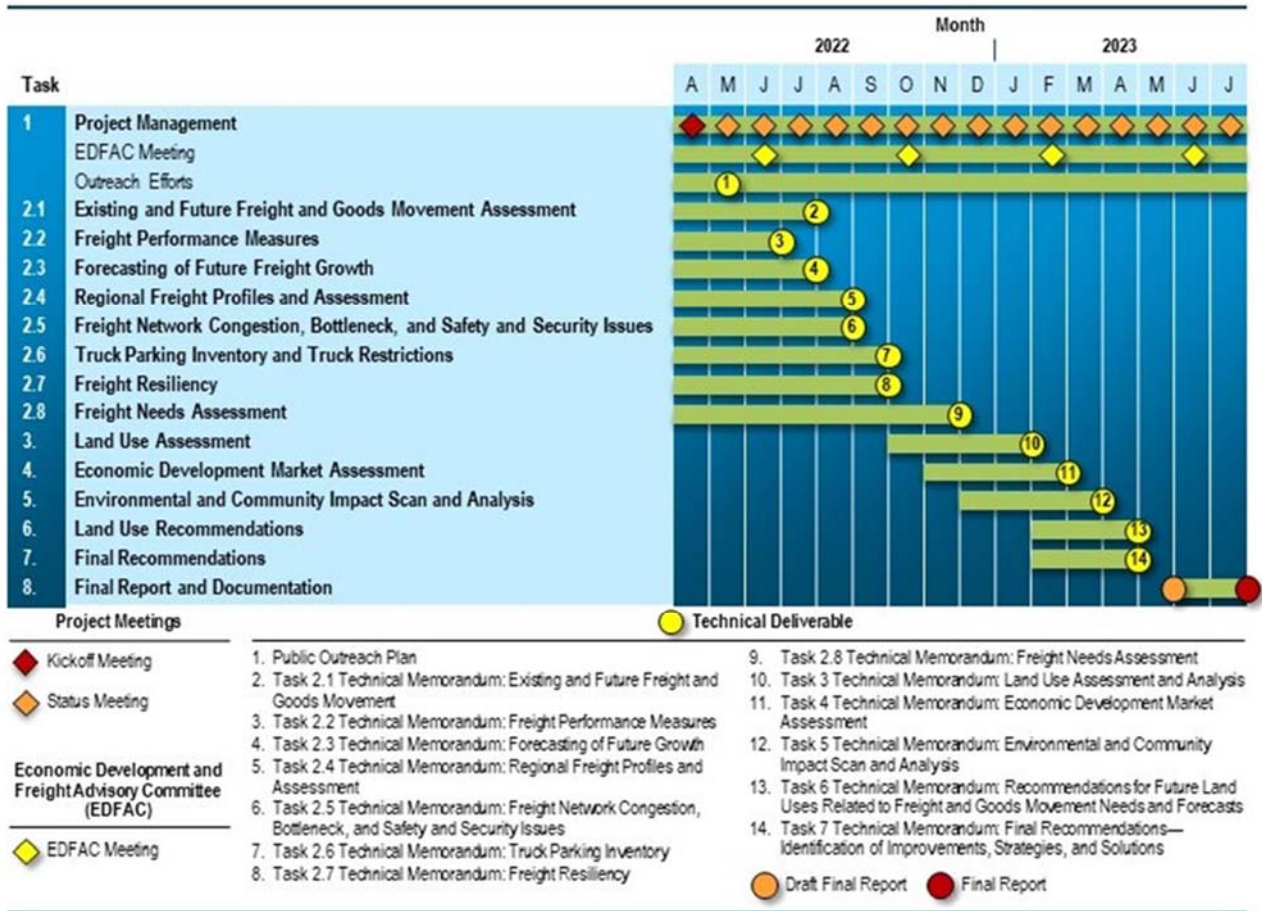
Responsible Agencies:

Organization	Activity
MPC	Study oversight/project management.
Consultants	Project scope of services.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
FHWA Discretionary PL	\$240,000.00
Discretionary PL Match	\$60,000.00
TOTAL FUNDS	\$300,000.00

Project Schedule:



Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure

Previous Work: In FY 2022 CORE MPO applied for and got awarded discretionary PL funds for the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure study. CORE MPO/MPC completed the procurement process and MPC contracted with the consultant team, the University of Georgia, to conduct the Urban Flooding Model Study. The multi-year effort of study development was kicked off in August 2022. The FY 2023 work included establishment of a steering committee, development of Project Management Plan, data collection, and development of the modeling tool.

FY 2024 Activities: Complete the Urban Flooding Model Study. Use the developed modeling tool to assist land use/transportation integration and use the study results to assist resiliency analysis of the 2050 MTP.

Project Description: Changes in climate are producing extreme weather events that are increasing in frequency. Events such as sea level rise and climate change present major threats for coastal community’s road networks, rail, canals, greenways, and other infrastructure in the CORE MPO planning area. CORE MPO proposes to build a framework to inform the Metropolitan Transportation Plan (MTP) and other planning processes. This framework would ensure the MTP’s goal of enhancing the resiliency and security of the transportation system by encompassing considerations to prioritization, land use, environmental, economic, community livability, and equitable improvements to disadvantaged communities.

This study will provide an urban flooding dynamic model for transportation surface runoff, considering the social and economic constraints of the MPO planning area in conjunction with flooding from sea level rise and climate change. Resulting from this study will be the development of a decision-planning tool and will incorporate a detailed map of Hydrology-Hydraulics model topography and land use, an existing coastal earth system model, and a detailed map of drainage networks that impact transportation and land use. The urban flooding dynamic model will enable to CORE MPO to incorporate vulnerability to climate change and extreme weather events into the MTP process by highlighting project and program level steps that can be taken. This model will be used to help with targeting and prioritizing changes to the transportation infrastructure which can include adaption of infrastructure such as adding culverts, pedestrian trails, moving or raising roads, rail, etc., thus informing the MTP and promoting economic vitality and freight movement, reliability, and resiliency.

As a planning document, the MTP must address resiliency—whether as a standalone goal or intertwined with other goals and objectives. The urban flooding dynamic modeling tools will help achieve the goals and objectives on resiliency outlined in the MTP, guide recommendations and strategies within the Vision (Needs) Plan and serve as an aid to prioritizing recommendations of the MPO Freight Plan and Non-Motorized Transportation Plan into the Financially Constrained Plan which sets the stage for project development and subsequent land use planning.

The decision-planning tool can be further utilized in development review processes for agencies in the CORE MPO planning area/region and will help identify strategies and cost requirements for mitigating surface runoff from proposed infrastructure and new development, thus benefiting the multi-modal transportation network by avoiding negative impacts of flooding such as increased congestion, road closures, loss of emergency access, delays to freight and goods movement, etc. Creating infrastructure that provides diverse transportation options ensures accessibility, provides system redundancy, promotes economic vitality and freight movement, supports evacuation needs, and addresses social equity.

Product	Lead Agency/Local Sponsor	Consultants
Urban Flooding Optimization Model on Infrastructure, Report	CORE MPO	UGA

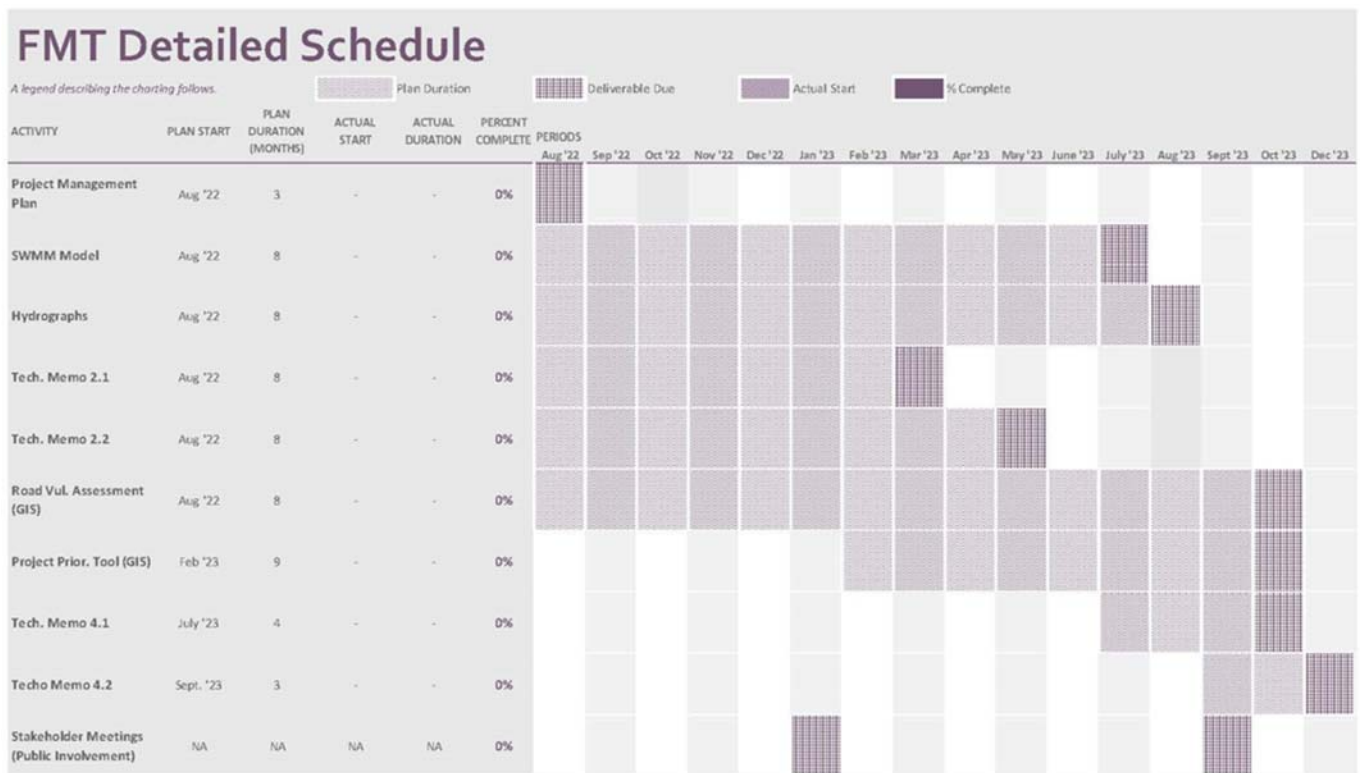
Responsible Agencies:

Organization	Activity
MPC	Study oversight/project management.
Consultants	Project scope of services.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
FHWA Discretionary PL	\$120,000
Discretionary PL Match	\$30,000
TOTAL FUNDS	\$150,000

Project Schedule:



US 80 Corridor Study

Previous Work: In FY 2022 CORE MPO awarded CRRSAA funds to the City of Pooler for the US 80 Corridor Study through the Call for Projects process. Pooler completed the procurement process and contracted with the consultant team, Kimley Horn, to conduct the study. The multi-year effort of study development was kicked off in July 2022. The FY 2023 work included establishment of a steering committee, development of the Project Management Plan, data collection, updating the traffic count map, completing the Existing Conditions Report and Traffic Forecasting, and conducting Alternatives Analysis.

FY 2024 Activities: Complete the US 80 Corridor Study. Incorporate the study recommendations into 2050 MTP and TIP.

Project Description: The City of Pooler and Western Chatham County have seen tremendous growth over the last decade. Much of this growth has concentrated on Pooler Parkway, the gateway to most of the commercial activity and the Savannah International Airport. The study is necessary to evaluate the existing and future capacity and safety conditions of the corridor from the Effingham County Line to the western terminus of I-516 at SR 21. The project will require the collection of traffic data and projections based on current land use. These collections will be used to determine if the corridor will require safety and congestion improvements in the short term. The study will consider all forms of transportation including freight and pedestrian/bicycle movements. This study will help the City of Pooler establish goals for the corridor and assist with planning short term local projects and long-term projects through the CORE MPO. This project would also benefit from the current study underway by the CORE MPO on State Route 307 / Dean Forest Road

Product	Lead Agency/Local Sponsor	Consultants
Establish goals for corridor, program of short- and long-term improvements. Study Report.	MPC/Pooler	Kimley Horn

Responsible Agencies:

Organization	Activity
City of Pooler	Sponsor, Project Management.
CORE MPO/MPC	Project Oversight.
Consultants	Project scope of services.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
FHWA CRRSAA	\$285,000
Local Match	\$0
TOTAL FUNDS	\$285,000

Project Schedule:

Schedule	Baseline
Notice to proceed	June 28, 2022
Initial Coordination meeting	July 13, 2022
Project Management work Plan	July 29, 2022
Traffic Count Map	August 56, 2022
Existing Conditions Report	November 10, 2022
Traffic Forecasting	Jan 12, 2023
Draft Alternatives Analysis	June 30, 2023
Final Report	September 30, 2023

SR 204 Between King George Blvd and US-17

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the SR 204 Access Study. Chatham County will start the consultant procurement process once the Y230 funds are authorized. Detailed scope of work will be developed during the RFP process.

FY 2024 Activities: Conduct the SR 204 Access Study between King George Blvd and US 17. Incorporate the study recommendations into 2050 MTP and TIP.

Project Description: This is a traffic engineering study to propose concept alternatives to complete limited access through the section of SR 204 between King George Blvd and US 17. Scope would include review of previous corridor studies, traffic counts, determination and evaluation of alternatives including cost estimates, intermediate and final reports as well as several stakeholder meetings.

Product	Lead Agency/Local Sponsor	Consultants
Detailed traffic study of recommended improvements to program a project in the CORE MPO's 2050 MTP and TIP.	Chatham County	TBD

Responsible Agencies:

Organization	Activity
MPC	Study oversight.
Chatham County	Local sponsor, RFP process, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
Surface Transportation Block Group (STBG) Urban Attributable (Y230) Funds	\$160,000.00
Local Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

State Route 25 Corridor Study

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the SR 25/US 17 Corridor Study. Chatham County will start the consultant procurement process once the Y230 funds are authorized. Detailed scope of work will be developed during the RFP process.

FY 2024 Activities: Conduct the SR 25/US 17 Corridor Study. Incorporate the study recommendations into 2050 MTP and TIP.

Project Description: The State Route 25 corridor is one of the main routes of access into the County from Richmond Hill, Bryan County and southwestern portions of Chatham County. This corridor is also experiencing a considerable amount of development and re-development, increasing the traffic volumes (car and truck) along the corridor.

The study will evaluate the existing and future capacity, operation, and safety conditions of the corridor from its southern terminus at the Ogeechee River northwards to its terminus at Interstate 516. Updated traffic counts and projections will be obtained throughout the corridor, as well as crash data. This data will be used to evaluate the operation and safety of the corridor with strong consideration given to access management improvements that will improve the operation and safety. The study will consider freight, commuter, local traffic and pedestrian/bicyclist travelers. The study will also account for current and future land use patterns and anticipated continued growth. The goal of the study will be to identify and prioritize short-term and long-term improvements needed for the corridor to operate at an acceptable level of service and provide prioritization of the required improvements to facilitate planning and programming of projects through the MPO MTP process. Previous studies and projects will be used to help develop baseline and existing conditions.

Product	Lead Agency/Local Sponsor	Consultants
Final, detailed corridor study that identifies and prioritizes short-term (0-5 years) and long-term (5+ years) projects that will improve the operation and safety of the corridor. The study will help justify the future programming of projects in the CORE MPO's 2050 MTP and TIP.	Chatham County	TBD

Responsible Agencies:

Organization	Activity
MPC	Study oversight.
Chatham County	Local sponsor, RFP process, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination, possible co-sponsor.

Funding:

Funding Source	Amount
Surface Transportation Block Group (STBG) Urban Attributable (Y230) Funds	\$400,000.00
Local Match	\$100,000.00
TOTAL FUNDS	\$500,000.00

President Street at Truman Parkway Railroad Crossing Grade-Separation Study

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the President Street at Truman Parkway Railroad Crossing Grade-Separation Study. Chatham County will start the consultant procurement process once the Y230 funds are authorized. Detailed scope of work will be developed during the RFP process.

FY 2024 Activities: Conduct the President Street at Truman Parkway Railroad Crossing Grade-Separation Study. Incorporate the study recommendations into 2050 MTP and TIP.

Project Description: This task will provide a detailed study and alternatives analysis, including cost estimates, of the existing at-grade railroad crossing and Truman Parkway/President Street interchange. The goal of the study will be to identify a preferred alternative for a grade-separated railroad crossing including the required modifications to the existing interchange.

The industries served by this shortline railroad crossing continue to grow and expand their operations and they do not have adequate room on their terminals to add additional track on their property. This combination has resulted in longer trains needing to be built and has increased the frequency of blocked traffic on President Street. As such, the study will provide for feasible alternatives and their associated costs for constructing a grade-separated crossing to eliminate the delays and improve the safety of the crossing. Complicating the existing, at-grade crossing is that it is at the intersection of two major arterial routes used for access to downtown Savannah. These are President Street/Island’s Expressway and Truman Parkway. President Street had an AADT of 29,300 in 2019 (pre-covid) and the ramps on/off Truman Parkway had an AADT of 10,720 vehicles in 2019. Elimination of the at-grade rail crossing could eliminate delays and improve safety for the average of 40,000 vehicles per day that use this area to get to and from downtown Savannah.

The study will update traffic counts, evaluate the existing operation and safety of the railroad crossing and interchange, project new traffic volumes based on growth and land use data, evaluate the crash history, develop alternatives to grade separate the railroad crossing, evaluate alternatives using traffic projections, provide cost estimates for the alternatives and provide preliminary environmental screening to facilitate development of a future concept report.

Product	Lead Agency/Local Sponsor	Consultants
Detailed traffic study of recommended improvements to program a project in the CORE MPO’s 2050 MTP and TIP.	Chatham County	TBD

Responsible Agencies:

Organization	Activity
MPC	Study oversight.
Chatham County	Local sponsor, RFP process, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination, possible co-sponsor.

Funding:

Funding Source	Amount
Surface Transportation Block Group (STBG) Urban Attributable (Y230) Funds	\$160,000.00
Local Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

UNFUNDED STUDIES

Islands Expressway Between Truman Parkway and US 80

Project Description: This study is safety and operational review of the corridor of Islands Expressway between Truman Parkway and US 80. Scope would include traffic counts and traffic study, review of crash data, potential for a bike lane, report with recommendations for operational and safety improvements.

Product	Lead Agency/Local Sponsor	Consultants
Detailed traffic study of recommended improvements to program a project in the CORE MPO's 2050 MTP and TIP.	Chatham County	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
Chatham County	Local sponsor.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$80,000.00
Discretionary PL Match	\$20,000.00
TOTAL FUNDS	\$100,000.00

Purchase of Transportation Data and Analytical Tools

Project Description: Purchase of data and analytical tool package to supplement existing data where gaps exist in the network. A gap analysis will be conducted early in the CMP development process in coordination with the TCC committee to determine areas of need. The data will be utilized in the Congestion Management Process update, the 2050 Metropolitan Transportation Plan update and other planning activities as needed.

Product	Lead Agency/Local Sponsor	Consultants
Transportation data set that can be used to supplement existing data.	CORE MPO	Vendors

Responsible Agencies:

Organization	Activity
MPC	Local sponsor, study oversight, funding applications, RFP development, consultant procurement.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$80,000.00
Discretionary PL Match	\$20,000.00
TOTAL FUNDS	\$100,000.00

Old River Road Operational and Capacity Improvements

Project Description: This study, requested by Chatham County, will determine the traffic volumes and review needed operational and capacity improvements on the portion of Old River Road within the CORE MPO Metropolitan Planning Area.

Product	Lead Agency/Local Sponsor	Consultants
Program of operational and capacity improvements to address existing and forecast traffic.	Chatham County	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding applications, RFP development, consultant procurement.
Chatham County	Local sponsor.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$80,000.00
Discretionary PL Match	\$20,000.00
TOTAL FUNDS	\$100,000.00

Transit Oriented Development Study

The TOD Planning Study helps support CAT's mission of providing quality public transportation services in a professional and responsive manner. Comprehensive planning funded through this grant will examine ways to improve economic development and ridership, foster multimodal connectivity and accessibility, improve transit access for pedestrian and bicycle traffic, engage the private sector, and identify infrastructure needs.

The TOD planning study will include development of existing conditions, layout of potential future transit services, layout of potential future bicycle and pedestrian infrastructure, internal project area circulation, evaluation of constraints, development of land use scenarios, and selection of a preferred design alternative. Once a preferred alternative has been identified, CAT will determine capital improvements needed, develop a financial plan, and identify recommended land use changes. Public participation, stakeholder input, and community feedback will be solicited throughout the planning process.

Approximate Cost: \$125,000

Duration: 9 months- 12 months

Bus Stop Amenities Study

In an effort to improve the quality of bus stops in Chatham County, Chatham Area Transit is proposing a Bus Stop Amenities Study to develop a set of guidelines for the improvement of current and proposed bus stops. The intent is to facilitate proper siting, design, installation, and maintenance of existing and proposed bus stops throughout Chatham County and within CAT service area.

Additional project requests include:

1. Creation of new Bus Stop Guidelines.
2. Studying existing bus stops on CAT routes and identifying needed improvements to better accommodate needs of riders.
3. Conducting multiple outreach efforts.
4. Researching best practices, ADA requirements, and peer city strategies for improved transit experiences.
5. Developing a manual regarding improvements to existing bus stops. Possible improvements include seating options (incl. accommodation for people with disabilities), clear signage (incl. schedules, route information, and maps), trash receptacles, lighting, etc.
6. Developing standard conceptual engineering designs for different types of bus stops, based on location and volume.
7. Recommending better placement of bus stops along CAT routes through optimal stop spacing.
8. Recommending an implementation plan and schedule.

Approximate Cost: \$125,000.00

Duration: 12 months- 15 months

Mobility Hub Study and Program

The goal of the Mobility Hub Study and Program is to identify current and projected mobility needs and create a clear framework for prioritizing and implementing multi-modal mobility improvements in Chatham County. Ideally, these mobility hubs will act as focal points in the transportation network that seamlessly integrate different modes of transportation, multi-modal supportive infrastructure, and context-sensitive design to create active, easy to use facilities that maximize first mile/last mile connectivity. This project will build upon the previous planning efforts and coordinate with the current planning efforts, including the [Park and Ride Lot Study, Non-Motorized Transportation Plan Update and 2050 MTP Update.](#)

Approximate Cost - \$75,000

Duration – 9 months -12 months

Bus Rapid Transit Feasibility Study

The objective of the BRT Feasibility Study is to investigate, analyze, and determine the feasibility of implementing Bus Rapid Transit in Chatham County. This system planning process will include a comprehensive overview of the existing transportation system, existing and future land use patterns, travel demand patterns, and roadway congestion issues. This study will begin with pre-selected potential rapid transit corridors in Chatham County (City of Savannah, Garden City, Pooler). These potential corridors will then be narrowed down to the most promising for rapid transit service. System characteristics will be evaluated in conjunction with bicycle and pedestrian improvements. This study will evaluate corridors identified in previous MPO planning studies and will prioritize BRT projects based on analysis of ridership demands, transit operational needs, corridor feasibility, cost and benefit considerations.

Bus rapid transit (BRT) service is high-frequency bus service that emulates rail transit, and provides fast and reliable service on a dedicated route. For the purpose of the study, BRT service will be consistent with the Federal Transit Administration (FTA) definition to ensure eligibility for future grant opportunities.

Approximate Cost: \$200,000

Duration: 12 months- 18 months

APPENDIX A: COMPLETE LIST OF SUBTASKS IN FY 2021 AND PRIOR UPWPS

COMPLETE LIST OF SUBTASKS IN FY 2021 AND PRIOR UPWPS (before consolidation)

TASK # 1 Administration

- Sub-element 1.1 Program Coordination
- Sub-element 1.2 Operations and Administration
- Sub-element 1.3 Training and Professional Development
- Sub-element 1.4 Equipment and Supplies
- Sub-element 1.5 Contracts and Grants
- Sub-element 1.6 Unified Planning Work Program

TASK # 2 Public Involvement

- Sub-element 2.1 Community Outreach and Education

TASK # 3 Data Collection

- Sub-element 3.1 Socio-Economic Data
- Sub-element 3.2 Traffic Impact Analysis/Land Use Monitoring

TASK # 4 Systems Planning

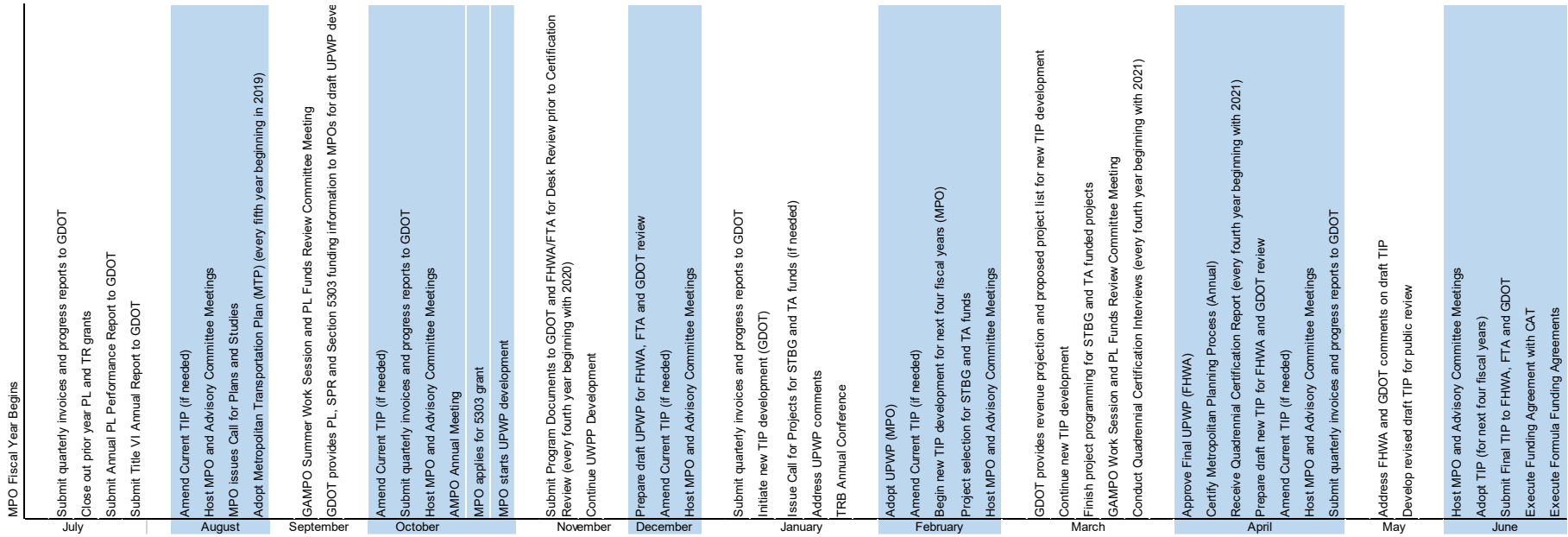
- Sub-element 4.1 Congestion Management Process Update
- Sub-element 4.2 Transit / Paratransit Planning ALI 44.24.00
- Sub-element 4.5 Bicycle and Pedestrian Planning
- Sub-element 4.6 Model Development and Applications
- Sub-element 4.10 Freight Planning
- Sub-element 4.11 Long Range Transportation Plan ALI 44.23.01
- Sub-element 4.12 Transportation Improvement Program ALI 44.25.00
- Sub-element 4.13 Strategic Transportation Studies

2022 - 2024 TASKS (after consolidation)

1. Administration
2. Public Involvement
3. Data Collection, Analysis and Forecasting
4. Systems Planning and Operations
5. Transit Planning
6. Increasing Safe & Accessible Transportation Options (Y410) (Task 7 in FY 2023 UPWP)
7. Special Studies (Task 6 in FY 2022 and FY 2023 UPWPs)

APPENDIX B: TIMELINES FOR PLANNING PROJECTS DELIVERABLES

Generalized Annual Timeline of Key Planning Deliverables and Milestones



Shading indicates months when the CORE MPO Board meets.
Schedule information is an estimate only and may vary depending upon availability of necessary project and financial data, or other factors.

APPENDIX C: COMMENTS AND RESPONSES DURING THE DEVELOPMENT OF THE FY 2024 UPWP

Document Title:		FY2024 CORE MPO UPWP		Project Number:	Savannah
Document Date:		December Draft		Comment Date:	1-19-23
Comment #	PDF Page	Section	Comment	Response	New Page
1		General Comment	Throughout the tasks, please include funding summaries for each subtask and have this reflected in the budget summary on pages 29-31.	No Change - Per our discussion with FHWA during certification review and quarterly coordination meetings, it has been agreed not to include budget details for sub-tasks under PL funds as all of the work are related. A budget summary for each major task is sufficient. This is based on previous experience to avoid constant requests for budget adjustments among sub-tasks. Please reference Appendix A.	71
2		General Comment	Please add a new task and document eligible activities that will support efforts associated with Increasing Safe and Accessible Transportation Options as GDOT creates separate PI numbers for Y410 funds. This new task should also have its own line on the budget summary.	A new task has been added. Please reference Task 6*. The funding under this task has been added to the budget summary as well. In addition, the Y410 funds have also been added to other sections such as the Funding Sources section. *The previous Task 6 for Special Studies has been renamed "Task 7".	14, 18, 19, 54, 55
3		General Comment	Consider adding the MPO committee membership rosters, or reference where this information can be found.	The current CORE MPO committee membership rosters have been added to the UPWP document. Please reference the section before the resolution.	PDF 3-8
4		General Comment	Transition to referring to the Public Participation Plan (PPP) as the Participation Plan (PP).	The word "Public" has been removed before "Participation Plan" throughout the document.	
5		General Comment	Consider adding a list of acronyms to improve readability for the public.	The list of terms and acronyms has been added as an appendix to the UPWP document. Please reference Appendix D.	77-83
6	11	UPWP Development and Participation Process	Document the UPWP amendment process within the UPWP, based on 23 CFR 200.308.	The following language regarding UPWP amendment has been added under UPWP Development and Participation: "Participation during amendments to the UPWP follows the CORE MPO committee review process and includes four public meetings with opportunity for comment, and response to all comments."	1

7	13	FY24 Planning Factors, Emphasis Areas and UPWP Tasks	The TIP update cycle is concurrent with the STIP update cycle. Currently, that is on a 4-year schedule. Revise accordingly.	No Change - The TIP update cycle follows the GDOT STIP development cycle which is every 3 to 4 years. Normally there is an overlap – the new TIP is adopted before the last fiscal year of the current TIP starts or lapses.	
8	25	CORE MPO Work Program Activities	Projected Key Workload Activities – Identify publishing Annual Listing of Obligated Projects.	Publishing the Annual Listing of Obligated Projects has been added to the Annual Projected Key Workload Activities. This activity has been added to the FY 2024 TIP activities under Task 4 as well.	15, 40
9	29	FY 24 UPWP Budget Summary	Update the FY24 UPWP budget based on the most recent 24 PL Funds Table amounts.	The budget summary has been updated to reflect the latest funding information as received from FHWA on January 28, 2023 and new development as noted in February 2023.	19-21
10	32	Task 1	Please add language around the facilitation of public comment periods for MPO products and studies.	“Facilitate public comment periods for MPO planning products and studies” has been added as one activity under the subtask of Program Coordination and Administration for Task 1.	23
11	38	Task 2	FHWA recommends that this MPO updates its PP in tandem with the development of the MTP since a more robust process is identified during the MTP development and documented.	We normally update our Participation Plan as needed with a schedule of at least every 5 years. We will update the PP and Title VI Plan in tandem with the 2050 MTP development as not only the 2050 MTP public involvement needs to be summarized and incorporated, the MPO MOU and Bylaws will also be updated which will be reflected in these plans. Relevant language has been added to Task 2 under both Participation Plan and Title VI.	28-29
12	42	Task 3	For eligibility determination, please demonstrate the relationship between compiling Building Permit reports and the MPO transportation planning process.	The MPC staff collects Building Permit report as a part of the census data reporting process. The census data is one of the major data sources for socio-economic data development (base year and horizon year) in support of the travel demand model, and for such analysis as Environmental Justice and Title VI. Relevant language has been added to demonstrate this fact under Task 3.	32-33
13	64	Task 6	The Special Studies section should maintain the same format as the other tasks where any project schedule information is listed. Please revise accordingly.	The task has been renamed Task 7. The project schedules for existing studies have been added. The new studies are under procurement and specific project development schedules are not available at this time. Once available, they will be amended into the UPWP.	58, 60, 62

APPENDIX D: LIST OF TERMS AND ACRONYMS

You might encounter the following terms and acronyms while participating in the transportation planning process of the Coastal Region Metropolitan Planning Organization (CORE MPO).

3C	Refers to the Continuing, Comprehensive, and Cooperative aspects of the transportation planning process.
AADT	The Average Annual Daily Traffic, which is a measure of the number of vehicles passing a roadway during a 24-hour period adjusted to represent an average day in the year the count was taken.
ACAT	Advisory Committee on Accessible Transportation, which advises Chatham Area Transit on accessibility issues with the mainline and paratransit transit systems.
Access Management	The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed.
ADA	Americans with Disabilities Act, Federal legislation of 1990, which mandates changes in building codes, transportation and hiring practices to prevent discrimination against persons with disabilities. ADA requires transit operators to provide paratransit services in areas that are within 0.75 miles of the fixed route system.
Arterials	One of the functional classifications of streets, arterials are those which are primarily for through traffic and where access is carefully controlled.
Bikeway	A general term that captures many different types of bicycle facilities: paths, bike lanes, wide curb lanes, shared lanes, and others.
BIL/IIJA	Bipartisan Infrastructure Law, also called Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, replaced FAST-Act as the congressional surface transportation authorization.
CAC	Citizens Advisory Committee, which is the formalized public participation venue to assist the CORE MPO's transportation planning process.
Capacity	A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.
CAT	Chatham Area Transit Authority, the agency which provides fixed route public transportation services in Chatham County.
CAT Mobility	The local paratransit services operated by the Chatham Area Transit Authority (CAT).
CE	Categorical Exclusion, which is a type of action that does not individually or cumulatively have a significant impact on the human environment. A Categorical Exclusion does not require an Environmental Assessment or an Environmental Impact Statement.
Charrette	A meeting in which citizens are invited to participate in a full discussion of issues, interrelationships and impacts. Time limits challenge people to openly examine problems and produce tangible results.
Collectors	One of the functional classifications of streets, collectors are those which distribute trips from arterials and channel trips to arterials. Additionally, these roadways provide access and circulation within residential neighborhoods.

CMP	Congestion Management Process, which provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. A CMP is required of all Transportation Management Areas (TMAs).
Complete Streets	Describes streets that are designed to accommodate not only drivers of automobiles and trucks, but also bicyclists, pedestrians, and transit users. By accommodating many modes, the streets also serve users of a wider range of ages and physical abilities (e.g. youth, elderly, wheelchair users). The term is frequently used to describe the policy for accommodation, adoption of which is often necessary to achieve the change in practice of roadway design.
CORE MPO	Coastal Region Metropolitan Planning Organization, which conducts the transportation planning process for the area currently covering all of Chatham County and small portions of Effingham County and Bryan County, including Richmond Hill.
CSD	Context Sensitive Design, a method of design for transportation projects that includes consideration of multiple modes, land uses, and community values.
CSS	Context Sensitive Solutions, a method similar to Context Sensitive Design, but intended to also describe the participatory process of defining context and identifying appropriate design solutions.
Demand Response	A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called paratransit.
Design Speed	The maximum safe speed that can be maintained over a specific section of roadway when conditions are so favorable that the design features of the roadway govern.
EA	Environmental Assessment, which is an interim decision document prepared for an action where the significance of social, economic or environmental impact is not clearly established. If the action is determined to have significant impact, an Environmental Impact Statement (EIS) is then prepared. If no significant impact is determined, a finding of no significant impact (FONSI) is prepared.
EIS	Environmental Impact Statement, a document, required under the National Environmental Policy Act, prepared for an action that is likely to have significant impact. This document summarizes the major environmental impacts, outlines issues, examines reasonable alternatives and arrives at a record of decision, identifying the selected alternative for the project.
EJ	Environmental Justice, which is a term referring to the Federal government's commitment to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations; to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.
FAST Act	Fixing America's Surface Transportation Act, signed into law on December 4, 2015, replaced MAP-21 as the congressional surface transportation authorization.
FHWA	Federal Highway Administration, an agency of the U.S. DOT with jurisdiction over highways and bridges.
Fiscally	Federal regulations require that the Metropolitan Transportation Plan be

Constrained	financially balanced. All projects must have an identified source of funding that is reasonably expected to be available.
Fixed Route	A type of transit service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each trip on a given route serves the same origins and destinations, unlike demand response service.
FONSI	Finding of No Significant Impact. A statement that follows an Environmental Assessment in which a project was found to have no significant impacts on the quality of the human environment and for which an Environmental Impact Statement will therefore not be prepared.
FTA	Federal Transit Authority, an agency of the U.S. DOT with jurisdiction over public transportation.
Functional Classification	A system used to group public roadways into classes according to their purpose in moving vehicles and providing access. The main classes are typically Arterial, Collector, and Local.
GIS	Geographic Information System, which is a system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data.
GPS	Global Positioning System uses satellite technology for accuracy in computer mapping.
GDOT	Georgia Department of Transportation, which administers the state-wide transportation planning and implementation processes in the State of Georgia.
GPA	Georgia Ports Authority, an agency that governs and directs the activities of the Port of Savannah.
HOV	High Occupancy Vehicle, which is a vehicle carrying a specified minimum number of persons, usually two or more. Freeways may have lanes designated for HOV use by carpoolers, vanpools and buses.
Intermodal	Relating to transportation by more than one means of conveyance during a single journey.
ISTEA	The Intermodal Surface Transportation Efficiency Act of 1991, a congressional transportation authorization that introduced a comprehensive approach to transportation problems by emphasizing innovation, intermodalism and flexibility. It also expanded the responsibilities of local governments, giving them a greater role to play. Subsequent reauthorizations (TEA-21, SAFETEA-LU, MAP-21, FAST Act) have in turn replaced ISTEA but have continued much of the process.
ITS	Intelligent Transportation Systems describe technology that is designed to improve traffic flow, safety, toll collection, travel information, parking, accident/debris detection, and transit.
Land Use	The manner in which land or the structures on the land are used, i.e., commercial, residential, industrial, etc.
Local Streets	One of the functional classifications of streets, a local street is one whose primary purpose is to provide direct access to abutting properties and to roads of a higher functional classification. They provide the lowest level of mobility with through traffic movement being discouraged.
LOS	Level of Service, which is a qualitative measure describing the experience of the traveler by a given mode. (LOS A describes very good travel environment while LOS F describes a very poor one). It was first applied to motor vehicle travel, but now is applied to transit, bicycle, and pedestrian travel, with methods and measures appropriate to the mode.

L RTP	Long Range Transportation Plan. This may also be called a Metropolitan Transportation Plan (MTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems.
MAP-21	Moving Ahead for Progress in the 21 st Century, signed into law on July 6, 2012, replaced SAFETEA-LU as the congressional surface transportation authorization. MAP-21 in turn has been replaced by the subsequent reauthorization - FAST Act.
Mitigation	To avoid, minimize, rectify or reduce an impact, and in some cases, to compensate for an impact.
Mode	A particular form of travel, e.g., walking or traveling by bicycle, automobile or bus.
Mode Share	Each mode's portion of a total number of trips.
Mode Split	The process by which the number of trips that will be made by two or more modes of transportation is surveyed or estimated.
MPC	Chatham County-Savannah Metropolitan Planning Commission, an agency which staffs CORE MPO, as well as other boards, and administers the CORE MPO transportation planning process.
MPO	Metropolitan Planning Organization, designated by the governor, to serve a metropolitan area of 50,000 population.
MTP	Metropolitan Transportation Plan. This may also be called a Long-Range Transportation Plan (LRTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems.
Multimodal	Planning or infrastructure that reflects consideration of more than one mode to serve transportation needs in an area.
NEPA	National Environmental Policy Act, which is a law enacted in 1969 that established a national environmental policy requiring that any project using Federal funding or approval, including transportation projects, examine the effects the proposal and alternative choices have on the environment before a Federal decision is made.
NHS	National Highway System, which is composed of approximately 160,000 miles of rural and urban roads. It includes the Interstate System, other routes identified as having strategic defense characteristics, routes providing access to major ports, airports, public transportation, intermodal transportation facilities, and routes of particular importance to local governments. The federal government allocates a certain amount of transportation funding to these routes, which is not to be used on "off-system" roadways.
Non-Motorized	In transportation planning, this term typically describes bicycling and walking used as a means of travel.
Paratransit	A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called demand response service.
Park-and-Ride Lot	A parking area to which passengers drive their cars, leave them for the day and board transit vehicles or carpool for the rest of their trip.
Participation Plan	Provides an overview of the goals and objectives of the MPO participation process and the participation techniques the MPO is committed to conducting for specific transportation planning programs and products.

PE	Preliminary Engineering, which is an early phase in a project’s development process and normally includes field surveys, project concepts and designs.
PL funds	Planning funds apportioned from Federal Highway Administration through state DOTs to MPOs, for the purpose of carrying out activities in Section 134, Metropolitan Planning, of US Code Title 23.
Public Hearing	A formal event held prior to a decision that gathers community comments and positions from all interested parties for public record and input into decisions.
Public Meeting	A formal or informal event designed for a specific issue or community group where information is presented and input from community residents is received.
ROD	Record of Decision, which is a concise decision document for an environmental impact statement that states the decision (selected alternative or choice), other alternatives considered and mitigation adopted for the selected alternative or choice.
ROW	Right-of-way, which is the land needed for the construction and operation of a transportation facility. ROW acquisition is a middle phase of a project’s development process.
SAFETEA-LU	The Safe, Accountable, Efficient Transportation Equity Act: a Legacy for Users. Signed into law in August 2005, this was the federal re-authorization of the Transportation Equity Act for the 21 st Century (TEA-21). SAFETA-LU in turn has been replaced by subsequent reauthorizations.
SAGIS	Savannah Area Geographical Information System, which is an MPC department focused on providing access to geospatial data in a standardized format to all interested parties in the greater Savannah – Chatham County area.
Sec. 5303 funds	Funds apportioned by the Federal Transit Administration, through the state DOT, to the MPO, for the purpose of carrying out activities in Section 5303, Metropolitan Transportation Planning, of US Code Title 49.
SMSA	Savannah Metropolitan Statistical Area, encompasses Chatham County, Bryan County and Effingham County.
SOV	Single-occupancy vehicle, in contrast to ridesharing methods such as carpooling, vanpooling, and mass transit.
SPLOST	The Special Purpose Local Options Sales Tax, which is a one percent sales tax to fund a variety of projects including drainage improvements, open space acquisition, greenways/bikeways, roadway improvements and other capital outlay projects.
SRTA	State Road and Tollway Authority, the transportation infrastructure financing arm of the State of Georgia.
STIP	State Transportation Improvement Program, prepared by GDOT, is a staged, multiyear listing of projects proposed for Federal, State and local funding encompassing the entire State of Georgia. It is a compilation of the Transportation Improvement Programs (TIPs) prepared for the metropolitan areas, as well as project information for the non-metropolitan areas of the State and for transportation between cities.
STBG	Surface Transportation Block Grant Program, which replaced the long-standing Surface Transportation Program (STP) and is described in US Code Title 23, Section 133. It is typically amended somewhat in each congressional surface transportation authorization act, along with other sections of Title 23 and of other Titles.
TAP/TA	Transportation Alternatives Program, which is the name of a program initiated in MAP-21 and continued in the FAST Act and later transportation legislation as Transportation Alternatives (TA), and which describes projects similar to the former Transportation

	Enhancement projects in previous authorizations (bicycle, pedestrian, and certain other types of projects).
TAZ	Transportation Analysis Zone, which is a census-based geographical unit used to spatially organize socio-economic and land use data within traditional transportation planning models.
TCC	Technical Coordinating Committee, which provides the technical guidance and direction to CORE MPO.
TDM	Transportation Demand Management, which includes various strategies to reduce demands for roadway supply, such as encouraging transit and other ride-sharing, encouraging shifts to non-motorized modes, shifts in time of travel through staggered work hours, or trip elimination through telecommuting.
TE	Transportation Enhancements, a program begun under TEA-21 that provides funding for a broad range of activities that enhance natural and cultural resources related to transportation, including bicycle and pedestrian projects. TEA-21 required that ten percent of STP funds be set aside for TE projects. MAP-21 replaced Transportation Enhancements with the Transportation Alternatives Program, which was no longer a ten percent set-aside. The FAST Act continued the Transportation Alternatives Program.
TEA-21	The Transportation Equity Act for the 21st Century, signed into law in June 1998, was the congressional reauthorization of ISTEA. TEA-21 in turn has been replaced by subsequent reauthorizations.
TIP	Transportation Improvement Program – the short-range transportation planning document. Projects or studies in the Long-Range Transportation Plan appear in the TIP when they have been designated by the MPO to receive funding for preliminary engineering (PE), right-of-way acquisition (ROW), utilities, or construction within the next four fiscal years (four-year range required by legislation).
TMA	Transportation Management Area, which is an urbanized area with a population of over 200,000 individuals.
Traffic Calming	Measures to slow traffic speeds, which include speed bumps, narrowing streets by putting striping on each side for bikes and pedestrians, traffic islands, roundabouts and curving streets. Their purpose is to make streets safer.
Travel Demand Forecasting	A process using statistical planning models/analyses to evaluate the demand for proposed transportation facilities, the impact of development on transportation facilities and consequences of transportation policies and actions.
TSM	Transportation System Management, which includes various tactics to improve operations of the existing transportation system, such as signal synchronization and intersection improvements. TSM is an alternative way to increase capacity without constructing additional through lanes or new roads.
UPWP	Unified Planning Work Program, which outlines the MPO staff’s budget and work in carrying out the transportation planning activities in a fiscal year.
USDOT	United States Department of Transportation, a federal agency created to assist state and local governments in the planning of all modes of transportation.
Vanpool	A formal travel arrangement in which a specific group of people regularly ride together in a van, usually for work commute. The riders share costs through seat “subscriptions.” The driver is a commuter like the riders and takes the van home. Often the driver is allowed limited personal use of the van and/or free or reduced seat subscription price. In some cases, employers help cover the costs of the seat subscriptions, as an employee benefit.

VMT	Vehicle Miles Traveled, which is a measure of roadway travel that totals the miles traveled by each vehicle in the region. It provides planners and decision-makers with an indication of current and future driving conditions for roadway segments.
Z230/Y230 funds	The funding code, used within Georgia, to indicate Urban Area Attributable funds, which is a type of funding in the Surface Transportation Block Grant (STBG) Program, and for which the MPO has the discretion to allocate to transportation projects in the planning area.