



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Coastal Region MPO Certification Review

Coastal Region (Savannah) Transportation Management Area



March 31, 2021

Final Report



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

March 31, 2021

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In Reply Refer To:
HIP-GA

Ms. Melanie Wilson, Executive Director
Chatham County – Savannah Metropolitan Planning Commission
110 East State Street
P.O. Box 8246
Savannah, GA 31412

Dear Ms. Wilson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the 2020-2021 Certification Review of the transportation planning process for the Coastal Region (CORE) Metropolitan Organization Transportation Management Area (TMA). FHWA and FTA jointly certify the planning process for the CORE TMA, based on observations and findings from on-going work with the MPO, a Desk Review, and a Certification Review virtual site visit conducted on January 19 – 20, 2021.

The planning process at the CORE MPO is continuous, cooperative, and comprehensive and reflects a significant professional commitment to deliver quality in transportation planning. The attached report summarizes observations, findings, commendations, and recommendations from the Certification Review. The report did not identify any corrective actions. The overall conclusion of the Certification Review is that the planning process for the CORE MPO complies with the spirit and intent of the Federal metropolitan planning laws and regulations under 23 USC 134 and 49 USC 5303.

In consideration of ongoing and proposed planning activities for the CORE MPO, and based on the results of the Certification Review, the metropolitan planning process is certified until March 31, 2025. If you have any questions, please contact Ms. Ann-Marie Day, FHWA GA Division, at (404) 562-3639 or Ms. Aviance Webb, FTA Region IV, at (404) 865-5489.

Sincerely,

Yvette G. Taylor
Regional Administrator
Federal Transit Administration

MOISES
MARRERO

Moises Marrero
Georgia Division Administrator
Federal Highway Administration

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cc: Andrew Edwards, FHWA GA Division
Keith Melton, FTA
Thomas McQueen, GDOT





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1.0 EXECUTIVE SUMMARY

On January 19 – 20, 2021, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly conduct the Certification Review of the transportation planning process for the Coastal Region Transportation Management Area (CORE TMA) - Savannah urbanized area. FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area over 200,000 in population at least every four years to determine if the process meets the Federal planning requirements.

1.1 Previous Findings and Disposition

The last certification review for the CORE TMA – Savannah urbanized area was conducted in 2017. During the 2017 on-site review closeout, Metropolitan Planning Organization (MPO) staff was presented with approximately 24 items that would be of focus to improve the MPO processes and associated products. Additionally, after the June 2016 Policy Committee, the FHWA met with MPO staff and directed them to begin work on the Congestion Management Process (CMP) using their in-house capability, not through consultant procurement, as well as, commence efforts on the other 24 items discussed at the review closeout. To give the MPO opportunity to correct the CMP and other deficiencies before the issuance of this final Report, a teleconference was held with correspondence outlining FHWA's expectations and time frames for achieving results.

During the Desk Review portion of the 2021 Certification, MPO staff provide status on all outstanding action items to include thoroughly addressing all Corrective Actions from the 2017 Certification. The also MPO satisfactorily addressed most of the recommendations. FHWA's direction and the MPO staff disposition are shown in Appendix B.

1.2 Summary of Current Findings

The 2021 Federal Certification Review finds that the CORE MPO's metropolitan transportation planning process meets federal planning requirements. There are no corrective actions for the 2021 Federal Certification Review. As such, the Review Team certifies the transportation planning process for the CORE MPO, the Georgia Department of Transportation, and public transportation operators in the region.

During the 2021 Certification Review, the Team identifies several notable planning practices and accomplishments by the CORE MPO since the last certification review. This report documents the certification review process and highlights fourteen (14) commendations (Table 1) and 22 recommendations (Table 2) to strengthen the overall planning process.



Table 1. 2021 Federal Certification Review Commendations

Review Area	Commendation
UPWP	The MPO correlates the UPWP work tasks to the FAST Act planning factors as well as to the current MTP (Mobility 2045) goals and objectives. Utilizing a visualization tool, the MPO uses a matrix table to demonstrate how each of planning task relates to underscore the alignment between the CORE MPO’s planning activities and the federal transportation planning priorities.
MTP	This MPO employs in-house staff to update its first performance-based MTP. In doing so, the MPO forms a Mobility 2045 Working Group, a sub-set of the MPO’s TCC, which includes the GA Division representative and GDOT staff. This working group contributes greatly throughout the MTP planning process. They meet several times to help make key recommendations to the TCC and the Policy Board. The Working Group is instrumental in weighing technical information and making key decisions on financial assumptions, project input for model, and analyzing model and prioritization results. This working group provides feedback throughout the development process, adding great value and insight.
	This MPO employs various data visualization technique throughout its transportation program, especially in the Mobility 2045 to effectively summarize, garner understanding, and to highlight important details/points.
TIP	MPO’s TIP document includes an Overview that details each TIP section and purpose to help readers, especially the general public navigate this document. This Overview section also provides an overall understanding of the TIP process. The MPO TIP also includes a Resolution that identifies and discusses in great details each project for amendment, funding, and detailed explanation on the required action, amended projects, funding, etc. This is especially commendable since the Resolution is what the MPO Policy/Board Chair signs to demonstrate adoption of the TIP.
Public Involvement/Consultation Process – Outreach/Education	Although not federally required, the MPO solicits public input during development of the annual work program, CMP, and most special studies to further demonstrate an inclusive and transparent process.



	<p>The MPO quickly assess and adopts to the use of virtual platform to host committee meetings as part of the metropolitan transportation process after assessing the needs, technological savviness, and challenges of its various Committees against existing platforms then elects to use multiple meeting platforms to ensure maximum participation during regularly scheduled committee meetings.</p>
	<p>Through stakeholder input, the MPO adopts an effective process for disseminating and relaying information across all standing committees when carrying out the metropolitan transportation process which aid in the timely and effective prioritization, selection, and approval/adoption of TIP projects during their Call for Projects, utilizing TAP and STBG funds.</p>
	<p>This MPO leverages resources by partnering with CAT to advertise/announce upcoming public meetings on buses.</p>
	<p>To foster regional corporation, this MPO actively participates in the Hinesville and Hilton Head MPO regularly scheduled Policy Committee meetings and keep these MPOs apprise of efforts and activities occurring within the CORE MPO to enhance coordination and corporation in the planning process and project delivery. The Hinesville MPO Executive Director is a non-voting member on the CORE Policy Committee/Board.</p>
<p>Civil Rights, Title VI, EJ</p>	<p>The MPO utilizes a sign language interpreter and translates various planning products into Chinese upon request. Furthermore, this MPO ensures inclusion of Non-Discrimination statement on all their planning related products.</p>
<p>Transit</p>	<p>CAT utilizes multiple funding sources to supplement its formula funding and execute transit projects, including STP, FTA's Discretionary Programs. This agency received Low and no emission (LONO) Award last year for electric buses.</p>
	<p>CAT is exploring expansion of services with a Bus Rapid Transit (BRT) route with the City of Savannah. The Ferryboat Program to expand based on recent ridership trends. Expansion in progress on the east and west ends of the waterfront, as well as Hutchison Island.</p>
	<p>CAT has improved service along essential services routes such as the VA, Social Security Office, and</p>



	other social services, including shuttles routes to the Airport, Gulfstream, and free Senior Circulation Shuttle.
Performance-Based Planning and Programming (PBPP)	In addition to identifying and developing the its goals and objectives around the national performance goals and Federal Planning Factors, this MPO also establishes additional performance measures specific to its region as part of its current MTP and TIP.

Table 2. 2021 Federal Certification Review Recommendations

Review Area	Recommendation
MPO Structure - Staff	MPO leadership at the staff-level should establish standard operating procedures that ensure the MPO's operations are carried out effectively and efficiently in the event of staff departure and/or when on leave to avoid disruption in the MPO transportation process.
	As a best practice, it is recommended that (1) planning products include listing of MPO staff and any consultant being used to deliver related products, (2) update this listing whenever there is staff change and/or new consultant on board, and (3) each planning related product identifies the MPO staff point of contact.
	As a best practice, MPO staff leadership should work towards eliminating silos among staff with more emphasis on coordination, collaboration, and information sharing among MPO staff members tasked with carrying out the transportation planning process and delivering planning products.
	The MPO should incorporate as best practice, a process where staff reports out to committees and internal staff after attending trainings, seminars/conferences, and/or participating in webinars, etc. to ensure information relevant to the MPO's operation are captured and disseminated/shared across MPO committees and among staff. This should also be a practice for MPO staff to compile and report out on accomplishments, including those from the annual work program to the various committees.
	The MPO staff should have a mechanism in place for validating and verifying amounts before submitting PL invoices to GDOT for reimbursement and follow the State's established process to avoid delays in reimbursement.



MPO Structure - Website	MPO should establish a process for monitoring and updating its website accordingly to ensure that all transportation related products such as the Transportation Improvement Program (TIP) amendments and/or modifications are current and displayed correctly to avoid delays in authorizing and/or project review.
UPWP	The Review Team recommends that beginning in the upcoming fiscal year (FY 2022), the MPO should consider using a five-year forecast to map UPWP activities and establish a planned monetary spread for reasonably available financial resources to address the known cycle of required planning products or special studies. This practice will reflect a well-structured planning program that accounts for product deadlines and distributes funding sources appropriately over a more meaningful planning horizon.
MTP - PBPP	The CORE MPO's Mobility 2045 builds on previous MTPs, so beginning in the upcoming fiscal year (2022), the MPO should consider establishing a process for monitoring and evaluating the effectiveness of performance measures identified at the local level (outside of what is required nationally) to capture and report out on progress in meeting established objectives. If the MPO is carrying forward and/or removing any of the established measures, this evaluation can justify and guide discussions on what locally identified goals, objectives, and performance measures to carry-forward and/or remove during the next updates (Plan, CMP, Freight Plan, etc.), if any.
TIP	The MPO staff created "e-TIP" should be used for information purpose only and not a replacement to the current full-length, document form of the existing TIP template since the "e-TIP" was not thoroughly vetted or developed in partnership with the MPO, planning partners, and stakeholders to ensure functionality, consistency, update, maintenance, etc. As such, it should not serve as a replacement to the current TIP full-length, document version of TIP template that was developed through extensive coordination and collaboration between GA MPOs, GDOT, and FHWA GA Division.
Public Involvement / Consultation Process	The MPO's website is also a resource/tool for public involvement (outreach/education) and should be included in the MPO's measure of effectiveness. In



	<p>doing so, the MPO should establish measures, set targets, and develop a mechanism for tracking and capturing visits to its website and garnering public feedback on usability and/or effectiveness of its website.</p>
	<p>The MPO should consider establishing its own social media presence instead of relying solely on other local advocacy groups to post MPO meetings notice on their social media platform. By having a social media presence, the MPO can then take credit for additional tools used in engaging and informing stakeholders on the metropolitan transportation process.</p>
	<p>The MPO should incorporate more visualization techniques/tools to convey complex or data-driven information to the public in an easily digestible manner.</p>
	<p>The MPO should also identify and document in its Participation Plan and subsequent products how it engages resource agencies as part of the consultation process when developing products such as the MTP, TIP, etc.</p>
	<p>To enhance knowledge and understanding of the metropolitan transportation process, this MPO should incorporate annually, "Transportation Planning 101" or similar to all committee members, not only to newly elected and/or appointed members.</p>
<p>Civil Rights, Title VI, EJ</p>	<p>The MPO should review and evaluate its current practice regarding Civil Rights, Title VI, ADA, and EJ to include receiving and addressing complaints and the roles and responsibilities of ACAT to ensure that primary responsibilities are not relegated to this group but instead, is carried out by the designated Title VI representative within the MPO or MPC.</p>
<p>Transit</p>	<p>Improved coordination with GDOT and FHWA is needed as it relates to the Ferryboat Program so all parties involved understand the process, their respective roles and responsibilities and are following the process.</p>
	<p>The MPO transit side did not identify any recent studies on intermodal connectivity. Please explore opportunities to expand transit services using feasibility studies to assess community needs and benefits before next Certification Review (March 2025).</p>
	<p>Coordination needed to develop/update a Transit Development Plan (TDP) to interface with current</p>



	<p>TIP/STIP. Current TDP last updated in 2013-2018. CAT stated that the most recent updates to the TIP were based on the latest TDP. Continue public outreach discussion on the direction of Transit and incorporating proposed initiatives into the TDP before the next Certification Review (March 2025).</p> <p>Starting in the upcoming fiscal year (FY 2022), the MPO should establish a process that ensures Transit is represented on all committees, especially when there is a change in CAT staff. Please implement an inclusive training system with the MPO for development of working documents, such as the MTP, CMP, and Freight Plan that includes transit staff. Current and future transit staff should be aware of their responsibilities and perspective roles in the processes of development of these documents.</p>
Freight Planning	<p>Freight movement has a significant impact on this region as such it is important that the MPO (1) prioritizes update to/development of a Freight Plan beginning in FY 2022 to make this document current and reflective of the MTP, the State Freight Plan, current freight trends and patterns, etc. (2) During the upcoming fiscal year (FY 2022), the MPO should establish a cycle for updating the Freight Plan to keep it current, relevant, and implementable.</p>
CMP	<p>The MPO's current CMP (adopted March 2017) states that, the outlined Congestion management objectives serve as one of the primary points of connection between the CMP and the MTP. However, this CMP no longer reflects the most recently adopted (August 2019) MTP objectives, making this product dated. As such, the Review Team recommends (1) an update to the current CMP by the next MTP update; (2) that the MPO establish a cycle to update the CMP so it always aligns with the most current MTP as well as inform similar transportation related plans/studies (non-motorized, transit, freight plan, corridor studies, etc.).</p>
Nonmotorized Transportation /Livability	<p>MPO staff should institute a process to ensure that the MPO's participation in Bike and Pedestrian related activities such as the GDOT Bike and Pedestrian Task Force as well as including and disseminating related information to the MPO's Bike and Pedestrian representative.</p>

Details of the certification findings for each of the above items are contained in this report.



2.0 INTRODUCTION

Pursuant to 23 USC 134(k)(5) and 49 USC 5303(k)(5), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must jointly certify the metropolitan transportation planning process in urban areas with population above 200,000 people, known as Transportation Management Areas (TMAs), at least every four years. The TMA Certification Review includes an assessment of the degree to which the transportation planning process in each TMA meets the requirements of the metropolitan planning regulations. In general, the reviews consist of three primary activities: a review of planning products, a site visit, and preparation of a Certification Review Report that summarizes the review and offers findings. The reviews focus on compliance with Federal regulations, challenges, successes, and experiences of the cooperative relationship between the MPO(s), the State DOT(s), and public transportation operator(s) in carrying-out the transportation planning process.

Upon completion of each Certification Review, FHWA and FTA (the Review Team) can take one of three Federal actions:

1. Full Certification - Jointly certify the metropolitan transportation planning process
2. Partial Certification - Jointly certify the metropolitan transportation planning process subject to certain specified corrective actions being takes, or
3. Decertification - Jointly decertify the metropolitan transportation planning process.

The Coastal Region (CORE) Metropolitan Planning Organization is the federally designated MPO for the Savannah Urbanized Area (UA). The Review Team first certified the CORE TMA in 2005 and before this, in July 2017.

This report represents the 5th Certification Review for the CORE TMA and includes a summary of the Review Team's observations, corrective actions, commendations, and recommendations. The following list describes each component in detail:

- **Observations**- statements of fact that describe the conditions found during the data gathering phases of the Certification review and provide the primary basis for determining corrective actions, recommendation, and commendations.
- **Corrective Actions**- denote items that do not meet the requirements of the applicable Federal rules and regulations. FHWA and FTA expect MPO's to address corrective actions in accordance with prescribed timelines to achieve specific outcomes.
- **Commendations**- highlight noteworthy practices and elements that demonstrate innovative, highly effective, well-thought-out procedures for implementing the planning requirements.
- **Recommendations**- concern the state of practice or technical improvements that would enhance existing processes and procedures. FHWA and FTA expect MPO's to give due consideration to the implementation of recommended actions to enhance metropolitan transportation planning activities.



The Review Team did not identify any corrective actions for the CORE MPO during this Certification Review period. This report highlights positive practices of the MPO with commendations that can serve as examples to other States and planning organizations. Action on the recommendations will not affect the status of this Certification Review; however, the Review Team expects the MPO to consider these items in their activities as they will enhance the metropolitan transportation planning process in the metropolitan planning area. The conclusion of this report provides the final Federal planning certifications determination.

3.0 SCOPE AND METHODOLOGY

The TMA Certification Review includes a desk review, a site visit, and public involvement opportunity. The Federal Team conducts the site visit portion of the 2021 Certification Review virtually, due to COVID-19.

Federal Review Team

The 2021 Review Team includes the following members:

Federal Highway Administration

- Ann-Marie Day, Community Planner, GA Division
- Andrew Edwards, Planning Team Lead, GA Division
- Greg Morris, Safety Engineer, GA Division
- Vanessa Ross, Civil Rights Specialist, GA Division
- Elizabeth Watkins, Planning and Air Quality Specialist, TN Division
- Patrick Pittenger, Planning and Air Quality Specialist, CA Division

Federal Transit Administration, Region IV

- Aviance Webb, Community Planner

Documents Reviewed

During the desk review, the Federal Team examines the MPO's major planning products and support materials to assess compliance with the requirements of 23 CFR 450. The desk review also includes a detail examination of the CORE TMA's response to the findings from the 2017 Federal Certification Review. The Review Team uses the results of the desk review as well as frequent interaction with the MPO to focus discussion at the site visit on areas requiring greater attention or clarification.

The Review Team evaluates the below documents as part of the process:

- MPO Master Agreement, adopted 2015



- FY 2021 Unified Planning Work Program
- MPO MTP, Mobility 2045, adopted August 2019
- MPO FY-2018 – 2021 and 2021 - 2024 TIP and Self-Certification
- Public Participation Plan, adopted August 2019
- CMP, adopted March 2017
- Freight Technical Memorandum (April and August 2014, December 2015)
- Non-Motorized Transportation Plan, adopted February 26, 2020
- MPO Bylaws, adopted June 1993 and most recent revision, May 2015
- Title VI Plan, updated August 7, 2019
- EJ Plan, most recent update, 2019

Virtual Site Visit

During the 2021 Certification Review, the Review Team follows up on outstanding questions from the desk review of the MPO's planning products, explores components of the planning process, and discusses major federal initiatives with MPO staff, the Georgia Department of Transportation (GDOT), and the Chatham-Area Transit (CAT). A list of attendees to the January 19 – 20, 2021 virtual site visit meeting is included in Appendix A.

As part of the site visit, the Review Team hosts a virtual listening session with the MPO Board as well as a public meeting for additional public input and feedback on the MPO's process on January 19, 2021. A copy of the agenda for the site visit appears in Appendix C while a summary of Board input and public comments received during the site visit appears in Appendix D.

4.0 PROGRAM REVIEW

The certification review covers the transportation planning process conducted cooperatively by the CORE MPO, GDOT, and CAT. Background information, current status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff:

- Status of Prior Review Findings
- MPO Staff Highlights
- Metropolitan Planning Area Boundaries, 2020 Census
- MPO Structure, Agreements, Staffing, and Website
- Unified Planning Work Program
- Metropolitan Transportation Plan (MTP)
- Transportation Improvement Program (TIP)
- Public Involvement and Consultation Process



- Civil Rights (Title VI, EJ, LEP, ADA)
- Transit Planning
- Freight Planning
- Congestion Management Process / Management and Operations
- Transportation Safety and Security
- Non-Motorized Transportation / Livability
- Planning Environmental Linkage/Mitigation
- Performance-Based Planning and Programming

4.1 Progress in Addressing Findings from the 2017 Certification

The 2017 Certification Review identifies two (2) Corrective Actions, Seven (7) Noteworthy Practices, and twenty-two (22) Recommendations. Appendix B includes a summary of all 2017 findings with status update.

The Corrective Actions from the 2017 Certification Review was (1) to ensure that all committee meeting recordings are available on the MPO's website within five (5) business days after the meeting and that all action items are noted accordingly in the written minutes; make all public information available in electronically accessible formats and means with operable links; ensure that guidance, information, comments, and associated staff disposition of FHWA and GDOT directives and input are conveyed at the TCC and PC meetings. The second corrective action was to update the MPO's Congestion Management Process by March 2017 as this action was not addressed in two previous Certification Reviews.

The MPO successfully addressed both Corrective Actions from the 2017 Certification Review. The MPO continues to ensure that all committee meeting recordings are available within the specified time; updating its website to make information public and accessible to users; ensuring that FHWA and GDOT directives and guidance are communicated and followed. The MPO also updated and the Policy Committee adopted the CMP March 2017.

4.2 MPO Staff Highlights

The MPO staff highlight several notable activities that their organization carried out since the 2016 - 2017 Certification Review in the areas of Collaboration, Outreach, and Technology and Innovation, which are summarized in Table 3.

Table 3. Notable MPO Activities Since 2017 to present



Area	Activity Summary
Collaborations	The MPO has streamlined the process for utilizing STBG, Transportation Alternatives funding, as well as High Priority funding by implementing a Call for Projects, which has led to a more transparent and structured approach for prioritizing and selecting projects by the TCC for incorporation in the TIP.
	The MPO has instituted a Call for Projects, Activities, and/or Studies at the kick-off of each UPWP development cycle for a more collaborative approach to this process.
	The MPO is collaborating with GA Tech and Chatham Emergency Management Agency (CEMA) to assess effective ways to address resiliency in the region through a Sea Level Rise Study.
	MPO staff is participating in the Lowcountry Area Transportation Study (LATS MPO)/Bluffton and the Hinesville MPO Board meetings to improve and increase regional coordination and collaboration. The MPO staff is also participating in the Effingham Technical Advisory Committee (TAC) and has renewed Savannah Port Authority participation in the MPO process
Technology and Innovation	The MPO has created an interactive TIP that can be accessed and viewed from any computer and smart phone.
Outreach	The MPO redesigned various elements of its website for improved user experience with strong focus on infographics, Story Maps, and Video Presentation introducing the MPO and answering, "What is an MPO?"
	The MPO researched and adopted to the most suitable and user-friendly platform to host its various committee meetings in a virtual setting to ensure the MPO's process.
	The MPO has now incorporated Sign Language Interpretation for its virtual and in-person meetings
Continuity of Operations	The MPO has developed a Continuity of Operations Plan (COOP) to ensure that the metropolitan transportation process will continue and staff are equipped to effectively perform their duties in the event of man-made, natural disaster, or a pandemic.



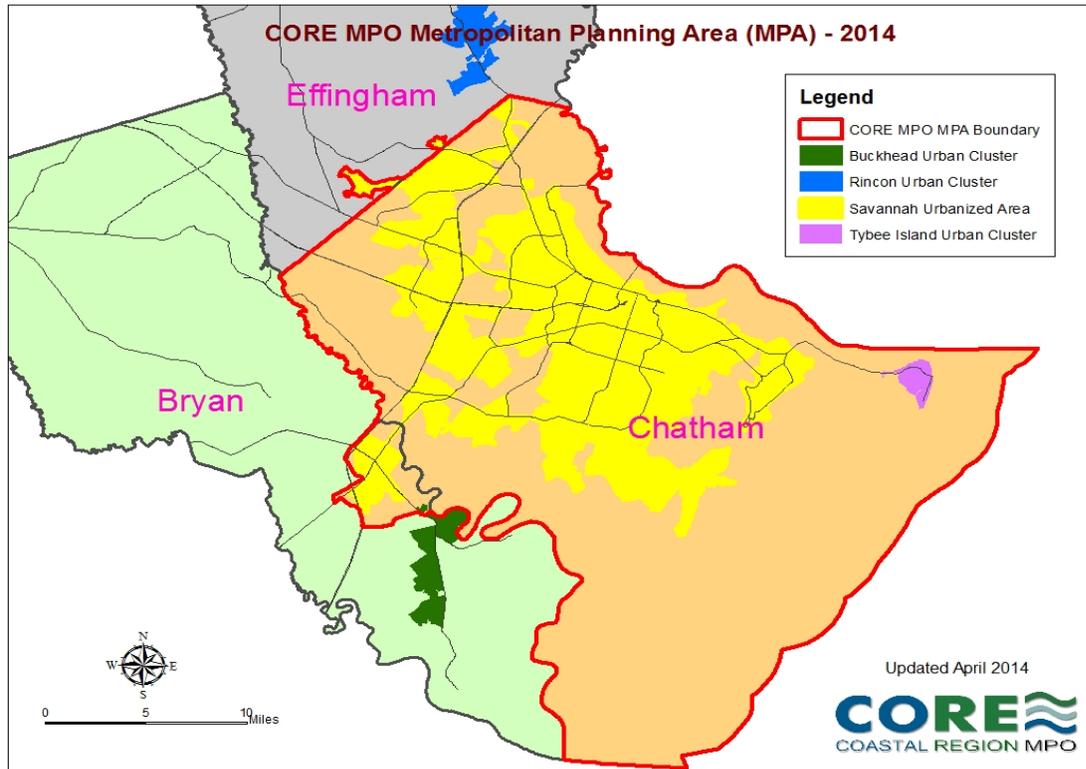
4.3 MPO Boundaries, Structure, Agreements, and Website

4.3.1 Regulatory Basis

- 23 CFR 450.310 TMA structure and representation
- 23 CFR 450.312 MPA Boundaries
- 23 CFR 450.314 Metropolitan planning agreements

4.3.2 Status and Findings – MPO Boundaries

The Coastal Region Metropolitan Planning Organization (CORE MPO) includes one full county and two (2) partial counties. The MPA includes all of Chatham County, the portion of the 2010 Savannah urbanized area (UZA) located in Effingham County, the City of Richmond Hill, and the portion of the 2010 Savannah UZA located in unincorporated Bryan County. The MPO evaluates Metropolitan Planning Area (MPA) boundaries after each decennial census update and upon requests from local municipalities. The MPO considers MPA boundary adjustments in accordance with criteria in 23 CFR 450.312, projects population densities over a 20-year horizon, and the interconnectedness of proposed expansion areas with the existing urbanized area in terms of transportation and commuting patterns. The staff also considers development patterns and input from local partners. The last MPO and governor approvals for the Urban Area Boundaries (UAB) was done in Spring 2015.



Furthermore, when asked what activities are being undertaken regarding the planning boundaries in preparation for the release of the 2020 Census. To this, the MPO staff respond that the MPO continues to coordinate with adjacent jurisdictions to establish and maintain relationships that will facilitate future boundary revisions if required by Census or desired by local governments. Furthermore, the MPO identified 2020 Census Data Collection as a priority with supporting activities and deliverables in the FY 2021 and FY 2022 work program. Some activities include, attending training on Census Transportation Planning Products (CTPP) and monitoring 2020 Census data in support of the Title VI Plan and next MTP update.

4.3.3 Status and Findings – MPO Structure

The Coastal Region MPO was designated as a MPO in 1963 and is the intergovernmental coordination agency for the Savannah area. The organization of CORE MPO consists of the CORE MPO Board and four (4) advisory committees: (1) the Technical Coordinating Committee (TCC), (2) the Economic Development and Freight Advisory Committee (EDFAC), (3) the Citizens Advisory Committee (CAC), and (4) The Advisory Committee on Accessible Transportation (ACAT). The Chatham County-Savannah Metropolitan Planning Commission (MPC) will provide staff support to the CORE MPO.



Policy Committee

The PC is made up of 34 elected and appointed officials from municipalities in Chatham County as well as executives from local and state agencies involved in transportation planning. Of the 34 representatives, only 21 are voting members and 1 alternate voting member. The PC is the decision-making body of the MPO.

Transportation Coordinating Committee

The TCC is comprised of government and agency transportation staff members involved in the technical side of the transportation planning process. The TCC is responsible for providing technical guidance to the MPO process.

MPO Staff

The Chatham-County-Savannah Metropolitan Planning Commission (MPC) houses the MPO Staff. As outlined in the 2015 MOU, the CORE MPO roles and responsibilities for carrying out the regional planning process, developing the planning work program, participation plan, and other studies are coordinated by a project director who is identified as the executive director (Director) of the Metropolitan Planning Commission (MPC), or designee, and staff. The MPO also procures consultant services to deliver various planning studies. Since the last Certification Review, this MPO has undergone new leadership at the staff level and several staff change.

Some gaps have been identified at the staff level during regular contact with the MPO as part of the GA Division's oversight role. It is observed during staff led committee meetings and other contacts with MPO staff that the transportation planning process and products development and delivery are siloed. Furthermore, individually, the more seasoned MPO staff possess strong local knowledge and a wealth of experience; however, the lack of cohesiveness among staff are cause for concern if/when any of these staff depart the MPO if leadership at the MPO staff level does not have a transition plan in place with strong emphasis on cross-collaboration, information sharing, knowledge transfer, and designated back-up staff.

Recommendations:

- MPO leadership at the staff-level should, as soon as possible, establish standard operating procedures that ensure the metropolitan transportation process is delivered without distribution in service when staff member departs and/or on leave.
- As a best practice, it is recommended that (1) all planning products include listing of MPO staff and any consultant being used to deliver planning related products, (2) updating this listing whenever there is staff change and/or new consultant on board, and (3) each planning product (TIP, MTP, CMP, Freight Plan, Participation Plan, etc.) identifies the staff point of contact.



- MPO staff leadership should also implement practice and procedures to eliminate silos among staff with a strong focus on effective coordination, collaboration, and information sharing among MPO staff members tasked with carrying out the transportation planning process and delivering planning products.
- To ensure that information relevant to the MPO's operation is captured and shared across committees and with other staff, the MPO should incorporate as best practice, (1) a system where MPO staff reports out to each committee and internal staff after attending/participating in trainings/seminars/conferences/meetings/webinars, etc.; (2) a system where staff reports out on the MPO's annual UPWP accomplishments.
- The MPO staff should establish a process for validating and reconciling amounts when submitting PL invoices for reimbursement to ensure compliance with GDOT's format and to avoid any delays in reimbursement.

Economic Development and Freight Advisory Committee

The EDFAC shall be composed of key staff members of freight stakeholders and economic development agencies of the Savannah region.

Citizens Advisory Committee

The CAC represents a cross-section of the community, and is responsible for providing information to the community about transportation related issues as well as informing the PC of the community's perspective on various issues.

Advisory Committee on Accessible Transportation

The ACAT committee serves as a nexus between transportation planning and those populations that are traditionally underserved, mainly focusing on accessibility issues.

Transit Representation

The major transit operator in this jurisdiction is the Chatham Area Transit (CAT) whose Executive Director and Chairman are voting members of the CORE MPO Board. As outlined in the 2015 MOU, Chatham-Area Transit Authority shall collaborate with the CORE MPO on carrying out a continuing, cooperative, and comprehensive transportation planning process to include pertinent information regarding the MTP and TIP development, contribute funds toward the annual work program, and include the CORE MPO on the public involvement process.



4.3.4 Status and Findings – MPO Agreements

The CORE MPO, State partners, and public transportation operators cooperatively determined their mutual responsibilities in carrying out the metropolitan transportation planning process. The following agreements structure the TMA planning practices:

Memorandum of Understanding (MOU) dated 2015 (with signatures from April through May 2015) between GDOT, Georgia Port Authority (GPA), Savannah Airport Commission, Chatham Area Transit Authority, Chatham County – Savannah Metropolitan Planning Commission, Effingham County, City of Richmond Hill, Town of Vernonburg, City of Tybee Island, Town of Thunderbolt, City of Port Wentworth, City of Pooler, City of Garden City, City of Bloomingdale, County of Chatham, and the City of Savannah defines roles and responsibilities for the metropolitan area’s continuing, cooperative, and comprehensive transportation planning process.

Georgia Performance Management Agreement, dated April 2018 between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), which includes all GA MPOs. In that Agreement, GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs.

The MPO’s Bylaws first adopted in June 1993 with subsequent revisions and the most recent revisions adopted May 2015. This document consists of four formal committees and outlines roles and responsibilities of each Committees for carrying out and ensuring a cooperative, continuous, and comprehensive metropolitan planning process. It lists each committee membership, including voting and non-voting, duties and responsibilities, officers and organizations, duties of officers, and meetings.

4.3.5 Status and Findings – MPO Website

This MPO maintains a functioning website as part of its transportation process to post related materials and meeting notice. MPO’s UPWP includes a standing work task to regularly maintain and update its website to make current.

Recommendation:

- MPO should establish a process for monitoring and updating its website accordingly to ensure that all transportation related products such as the Transportation Improvement Program (TIP) amendments and/or modifications are current and displayed correctly to avoid delays in authorizing and/or project review.



4.4 Planning Products – Unified Planning Work Program, Metropolitan Transportation Plan, and Transportation Improvement Program

4.4.1 Regulatory Basis

23 CFR 450.308 Transportation planning and UPWP funding
23 CFR 450.324 Metropolitan Transportation Plan
23 CFR 450.326 Transportation Improvement Program

4.4.2 Status and Findings – Unified Planning Work Program

On February 26, 2020, MPO's Policy Committee adopts the FY 2021 (July 1, 2020 – June 30, 2021) Unified Planning Work Program (UPWP) with an annual planning budget for both highway and transit totaling \$618,382.43. Development of the UPWP is carried out by the CORE MPO staff in concert with GDOT, CAT, FHWA, and FTA and includes a minimum of four public meetings with opportunity for comment, and response.

The MPO's FY 2021 UPWP describes the transportation planning activities supporting the maintenance and update of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) to include Performance-based Planning and Programming, 2020 Census Data Collection, and updating the Congestion Management Process. Also in FY 2021, the CORE receives additional planning funding through an application process for the SR 307 Corridor Study in partnership with Chatham County, GPA, and GDOT in addition to the SR 21 Access Management Study in partnership with Garden City and GDOT.

This MPO not only considers the Federal Planning Factors, but its UPWP work tasks correlate directly to the FAST Act planning factors as well the current MTP (Mobility 2045) goals and objectives. Utilizing a visualization tool, the MPO uses a matrix table to further demonstrate how each of the MPO's planning task underscores the alignment between the CORE MPO's planning activities and the federal transportation planning priorities.

It is an observation that there is lack of accountability and a clear schedule in the work program for delivering some MPO products. As such, this MPO did not deliver on an update to the 2017 CMP as outlined in the FY 2021 work program.

This MPO does not perform a thorough review and evaluation of its work program at certain interval, especially after an MTP update. The UPWP implements as well as identify future activities for planning products such as the MTP, TIP, CMP, etc. and as a



TMA, this MPO should be more far-sighted, proactive, and strategic when delivering the federal-aid transportation program, especially through their annual work program.

Commendation:

- The MPO correlates the UPWP work tasks to the FAST Act planning factors as well as to the current MTP (Mobility 2045) goals and objectives. Utilizing a visualization tool, the MPO uses a matrix table to demonstrate how each of planning task underscore the alignment between the CORE MPO's planning activities and the federal transportation planning priorities.

Recommendation:

- The Review Team recommends that beginning in the upcoming fiscal year (FY 2022), the MPO should consider using a five-year forecast to map UPWP activities and establish a planned monetary spread for reasonably available financial resources to address the known cycle of required planning products or special studies. This practice will reflect a well-structured planning program that accounts for product deadlines and distributes funding sources appropriately over a more meaningful planning horizon.

4.4.3 Status and Findings – Metropolitan Transportation Plan

On August 7, 2019, the CORE Policy Committee adopts the most recent Metropolitan Transportation Plan (MTP), known as Mobility 2045 and covers a 25-years planning horizon that includes planning for all Chatham County, Richmond Hill in Bryan County, and portions of Effingham County. Mobility 2045 is a multi-modal plan that is based on the socio-economic development of the Savannah region and incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments.

The MPO coordinates development of the Mobility 2045 with GDOT, FHWA GA, FTA Region IV, Coastal Regional Commission (CRC), Chatham Area Transit, the Georgia Ports Authority, Savannah Hilton-Head International Airport, Bike Walk Savannah, Healthy Savannah, and the Chamber of Commerce. The MPO also consulted with the neighboring Hinesville Area MPO in Liberty County and the Lowcountry Area Transportation Study (LATS) MPO in South Carolina.

During development of the Mobility 2045, the MPO consults with State and Federal agencies responsible for environmental protection, land use management, natural resource conservation, and historic preservation to meet the requirements outlined in the GDOT Agency Consultation Process. The results of this process include a visual screening of the 2045 MTP projects overlaid with natural and historic resource data and EJ areas to determine potential impacts.



Additionally, the MPO forms a Mobility 2045 Working Group, a sub-set of the MPO's TCC, which includes the GA Division representative and GDOT staff. The working group meets several times to help make key recommendations to the TCC and the Policy Board. This group is instrumental in weighing technical information and making key decisions on financial assumptions, project input for model, and model and prioritization results. Having this committee with representative from FHWA and GDOT create opportunities for oversight agencies input/technical assistance throughout the process, reduction in oversight agencies review and feedback time, and ongoing assurance that the Mobility 2045 is addressing and meeting Federal regulations as well as Performance-Based Planning and Programming (PBPP) guidance and best practice.

The Mobility 2045 addresses all modes of transportation associated with streets and highways, public transportation, bicycles, pedestrians, railways, airports, and waterways and supports integration among these modes by focusing on economic competitiveness, safety and security, connectivity and accessibility, and preserving and maintaining the existing transportation network.

The Plan includes a set of adopted goals and objectives that meet each of the planning factors and national goals, which provide the framework for its development. In addition to the FAST Act planning factors, Mobility 2045 goals are also heavily aligned with the national goals, the Georgia State Transportation Plan, and local planning goals and priorities along with local public comment and feedback.

The transportation network in the Savannah region is made up of all modes to support the movement of freight and people. For the road network, the Savannah Statistical Metropolitan Area (MSA) comprises of Bryan, Chatham and Effingham Counties and has a total of more than 2,490 miles of roadways. Chatham Area Transit (CAT) is the agency responsible for the provision of transit services to the Savannah area, including fixed route and paratransit. CAT currently operates 65 fixed route buses 6 of which are electric and 42 paratransit vehicles. The Port of Savannah and the Georgia Ports Authority (GPA) continue to be a major transportation hub and economic engine for Chatham County. The Port of Savannah is the largest single container terminal in North America and the second busiest container exporter in the United State. The Port is comprised of two deep water terminals: Garden City Terminal and Ocean Terminal. Savannah/Hilton Head International Airport is a commercial and military-use airport in Savannah, which is owned by the City of Savannah and managed by the Savannah Airport Commission. There are two primary passenger intercity transportation services offered to and from Savannah; Amtrak Rail service and Greyhound Bus Service. Freight rail service primarily servicing the Port of Savannah area.

The City of Savannah has an operations center that is active primarily during commuting and daylight hours from 7:30am to 6pm. During major events such as the St Patricks' Day Parade the center is manned 24 hours. The city currently has access to 109 cameras that can be monitored and provide recording to review incidents. The City of Savannah and Chatham County also benefit from a regional traffic operations program sponsored by GDOT. GDOT has expanded the Regional Traffic Operations



program to the savannah area. The Savannah Regional Traffic Operations Program (SRTOP) is managed by GDOT and is a regional effort including the City of Savannah, Chatham County and local jurisdictions.

Numerous opportunities for citizen and stakeholder input occur throughout the development of Mobility 2045. Meetings and workshops occur at critical project milestones and meeting locations are identified to ensure convenient accessibility by all populations, with proximity to transit and environmental justice communities. The 2045 MTP update process centers around three rounds of public meetings to facilitate public involvement at critical stages, utilizing media contacts, brochures, publications, open comment period, mailings, the internet, online survey, social media, public meetings to solicit public input.

The plan incorporates an approach that integrates land use with transportation, complete streets/context sensitive design approach, and focuses on mobility, sustainability, and quality of life for residents and visitors.

CORE MPO's Mobility 2045 is fiscally constraint where total project costs do not exceed the anticipated funding for the 25-years planning horizon. The GDOT Office of Financial Management (OFM) provides highway revenue forecasts for 2019 – 2045 based on a three-year average of the state's obligation authority and distributions based on MPOs' population. Revenue forecasts include highway projects and maintenance. The project amounts arrive from the MPO from the 2010 census while the maintenance cost derives from using the MPO's percentage of state route lane miles and based on a 1% annual inflation. According to the GDOT forecasts, the Savannah region will receive an annual average of a little over \$30 million, which only include expected highway revenues. The revenues of the 2045 MTP expressed in Year-of-Expenditure (YOE) dollars will be distributed into short (2020 0 2027), mid (2028 – 2036), and long (2037 – 2045) term cost bands to cover projects included in each band.

After developing anticipated highway revenues over the planning period, then the MPO and stakeholders determine what projects to include in the highway section of the financially constrained 2045 MTP while taking into account projects development status and implementation schedule, MTP continuity, projects' prioritization rankings, fiscal constraints, and geographic equity analysis.

For highway financially-constrained plan development, projects are evaluated and selected based on the following methodology:

- Viable projects from the 2040 MTP
- New projects identified for the travel demand model and/or by local sponsor
- Set-aside category projects

For the transit revenue projections and projects in Mobility 2045, it only includes capital projects. It is assumed that an annual average of \$7.5 million (federal grants + state matching funds + local revenue sources) will be available for transit revenue projections. Using 2020 as the base year, a 1% annual inflation rate is applied to the 2045 MTP



transit capital revenue forecasts. Similar to highway revenue projections, the transit capital revenues expressed in YOY dollars will be distributed into short-, mid- and long-term cost bands. For transit capital projects, CAT used cost information developed from the Transit Development Plan/System Re-design, or RFP quotes as the basis; then applied the appropriate escalation inflation factors similar to highway projects for final cost estimates.

The travel demand model is one analysis tools use to update CORE's Mobility 2045. The model reflects census, socioeconomic and transportation data. The Georgia Department of Transportation updates the model and provides LOS information throughout the plan development to the CORE MPO staff and committees to assess various transportation project scenarios. Model results are supplied to technical committee members for review and as an aid in determining issues and strategies to resolve poor level of service.

Savannah and Chatham County are the regional center for Coastal Georgia and the Lowcountry of South Carolina for employment, shopping and recreation. In addition, Savannah is also a Historic Landmark District, which hosts to over 14.1 million visitors each year and a top tourist destination.

The population of Chatham County and Savannah continue its upward growth over the years. Before the economic downturn, the population for the six-county coastal region of Georgia was anticipated to be close to 1,000,000 people, with Chatham County projected to remain the largest population center in the region.

The Savannah Metropolitan Statistical Area (MSA) is home to a diverse population, particularly Chatham County. Based on the 2010 census data, non-Hispanic white composes the largest percentage of the regional population (around 57%). County wide, however, Bryan County and Effingham County have a larger concentration of non-Hispanic white population, with a percentage of 77.55% and 80.98% respectively. Chatham County has a non-Hispanic white percentage of 50.35%. The demographics of the Savannah region have remained relatively constant with African American population being the largest minority group.

Mobility 2045 utilizes a defined process for determining what projects are included in the plan, as well as developing performance measures to determine how well a plan is addressing the region's transportation needs. The CORE MPO develops the prioritization process within the framework of the identified goals and planning factors encompassing performance based planning. The project prioritization process consists of two screening tiers. The first screen is based on need and the second screen is based on sustainability. These screens are structured around the CORE MPO goals for their long-range planning efforts. Specific metrics were identified based on available data and tools.



Each factor accomplishing the identified goal is awarded five points; if not, no points are awarded. Projects are then prioritized by the score, with the highest score ranking first. However, there are other factors that are incorporated into the prioritization process.

The additional filters include:

- Project Benefits/Costs
- Existing Project Status
- Local Priority
- Consistency with Other Local, Regional and State Plans
- Financial Feasibility

Decision makers also take into consideration the results from the travel demand model, the Congestion Management Process and local priorities. There are several special studies and plans, which contribute to the development of Mobility 2045 such as the MPO's Freight Plan (completed 2016), non-motorized plan (adopted 2014), I-16 at Little Neck study, I-95 at airways Avenue.

Commendations:

- This MPO employs in-house staff to update its first performance-based MTP. In doing so, the MPO forms a Mobility 2045 Working Group, a sub-set of the MPO's TCC, which includes the GA Division representative and GDOT staff. This working group contributes greatly throughout the MTP planning process. They meet several times to help make key recommendations to the TCC and the Policy Board. The Working Group is instrumental in weighing technical information and making key decisions on financial assumptions, project input for model, and analyzing model and prioritization results. This working group provides feedback throughout the development process, adding great value and insight.
- This MPO employs various data visualization technique throughout its MTP to effectively summarize, garner understanding, and to highlight important details/points.

Recommendation:

- The CORE MPO's Mobility 2045 builds on previous MTPs, so going forward with this process, the MPO should consider establishing a process for monitoring the effectiveness of performance measures identified at the local level (outside of what is required nationally) to capture and report out on progress in meeting established objectives. If MPO chooses to carry-forward and/or remove any of the established measures, an evaluation of effectiveness can guide discussions on what locally identified goals, objectives, and performance measures to carry-forward during the next updates (Plan, CMP, Freight Plan, etc.), if any.



4.4.4 Status and Findings – Transportation Improvement Program

The CORE MPO adopts the TIP, FY 2018 – 2021 on June 28, 2017 with several amendments since original adoption. TIP also includes the Self-Certification of the metropolitan transportation planning process between the MPO and GDOT and the 2017 TMA Certification transmittal letter. This TIP also supports the MPO's last MTP, not the current Mobility 2045. The MPO also recently adopts the FY 2021 – 2024 and is currently awaiting the GA Governor's approval since the MPO's TIP is listed as a reference in the Statewide Transportation Improvement Program (STIP).

The FY 2018 - 2021 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods, and includes realistic estimates of total costs and anticipated funding sources.

The CORE MPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it to the CORE MPO Board for adoption. The other CORE MPO advisory committees (EDFAC, CAC and ACAT) as well as the public are also invited to review and comment on the proposed TIP.

The TIP includes a thorough overview of the document for ease of read and a point of contact regarding TIP questions. To guide its readers, the TIP explains each section and chapter with a brief summary for each component of the TIP. The TIP documents how Federal, State, and local funds will be expended on highway and public transportation improvements and contains all federally funded projects. The TIP includes State and local roadway, bridge, bicycle, pedestrian, safety and transit projects. The MPO's TIP also outlines detail description and triggers for an amendment vs. a modification.

The CORE MPO uses the Participation Plan to guide the development of the TIP and gives the public and other interested parties opportunities to review and comment on the proposed program of projects throughout the TIP development process. The MPO collects public feedback using a variety of methods including media outlets and the MPO's website.

On December 9, 2020, the CORE MPO adopts the FY 2021 – 2024 TIP. This new TIP supports the MPO's current MTP, Mobility 2045, a performance-based plan. CORE MPO adopts the performance targets of the State of Georgia regarding safety, pavement and bridge, congestion, freight, and air quality. The MPO also coordinates with CAT and GDOT on transit performance targets regarding transit safety and transit asset management.

To solicit participation from the public and interested parties in the early TIP development process, CORE MPO presents the TIP prioritization methodology as well as the scores and rankings of Z230, HIP and Z301 project applications to the CORE MPO Board and its advisory committees. The MPO holds a virtual public meeting in conjunction with the CORE MPO Board meeting on TIP priority establishment.



Furthermore, this new TIP is developed in partnership with FHWA, FTA, and GDOT. Comments received on the draft TIP are summarized in the TIP Appendix with response.

As an accomplishment, MPO staff creates an interactive TIP; however, this was not thoroughly vetted or done in partnership with stakeholders. As such, it does not serve as a replacement to the current TIP full-length, document version of TIP template that was developed through extensive coordination and collaboration between GA MPOs, GDOT, and FHWA GA Division.

The MPO and GDOT conduct their Self-Certification during a TIP update. For the new TIP, FY 2021 – 2024, GDOT updated that process and made modifications to the Self-Certification topic areas and questionnaire.

Commendation:

- MPO's TIP document includes an Overview that details each TIP section and purpose to help readers, especially the general public navigate this document. This Overview section also provides an overall understanding of the TIP process. The MPO TIP also includes a Resolution that identifies and discusses in great details each project for amendment, funding, and detailed explanation on the required action, amended projects, funding, etc. This is especially commendable since the Resolution is what the MPO Policy/Board Chair signs to demonstrate adoption of the TIP.

Recommendation:

- The MPO staff created "e-TIP" should be used for information purpose only and not a replacement to the current full-length, document form of the existing TIP template since the "e-TIP" was not thoroughly vetted or developed in partnership with the MPO, planning partners, and stakeholders to ensure functionality, consistency, update, maintenance, etc. As such, it should not serve as a replacement to the current TIP full-length, document version of TIP template that was developed through extensive coordination and collaboration between GA MPOs, GDOT, and FHWA GA Division.

4.5 Public Involvement and Consultation Process

4.5.1 Regulatory Basis

23 CFR 450.316 Interested Parties, Participation, and Consultation

23 CFR 450.336 Self-certifications and Federal certifications

4.5.2 Status and Findings – Public Participation/Outreach-Education



The CORE MPO adopts a Participation Plan in March 2002. The MPO's Participation Plan outlines strategies to provide opportunities and receive feedback from the public on the transportation planning and programming processes. The MPO's Participation Plan is done in partnership with multiple agencies and interested parties. The MPO's Participation Plan allows for a 45-day public involvement period during development.

It is the MPO's goal to update the Participation Plan at least every five years. In August 2019, the MPO updates its Participation Plan. The updates incorporate the public involvement process carried-out during development of the 2045 Metropolitan Transportation Plan (2045 MTP). It also includes a quantitative Measures of Effectiveness (MOEs) of the MPO's public participation process for the past three years. It adds additional Title VI related goals and objectives, and makes some administrative corrections and modifications.

The MPO consists of five principal committees: the CORE MPO Board, the Technical Coordinating Committee (TCC), the Economic Development and Freight Advisory Committee (EDFAC), the Citizens Advisory Committee (CAC), and the Advisory Committee on Accessible Transportation (ACAT). Additionally, CORE MPO creates ad hoc committees or stakeholder groups to guide various studies and plan development. The CORE MPO Board and advisory committees meet at the time and place specified in the annually established schedule, which is posted on the MPO web site. All meetings are open to the public. The committees' meetings cover a range of days and times to provide opportunities for people with various life and work schedules, including the Title VI and Environmental Justice target populations opportunities to participate in the MPO process. Agendas and materials are provided on web pages ahead of the meetings. Audio recordings, video recordings and minutes are also posted on the MPC web site.

Updates to the Participation Plan include changes to the measures of effectiveness (MOEs) for the CORE MPO participation process in an effort to simplify evaluation and also to focus on outcomes, as recommended in CORE MPO's 2013 federal certification review. The frequency of evaluation is now specified as well. The measures of effectiveness include, number of people attending meetings, meetings at EJ locations, comments received, Title VI populations, and Title VI complaints received.

The MPO does not include outreach/education and visits to its website to measure effectiveness in attracting and engaging existing and new participants. Furthermore, the current Participation Plan does not address virtual public meetings and utilizing social media to outreach and advertise meetings for public input. The MPO does not provide a tool for tracking and capturing visits to its website and public feedback.

The MPO outlines a robust process for public input during the development and/or amendment to the MTP and/or TIP as well as the annual work program and various planning studies, even though not federally required. The MPO does not employ many visualization tools/techniques in its public involvement process. Additionally, the MPO does not document how it outreach/engage resource agencies.



Commendations:

- Although not federally required, the MPO solicits public input during development of the annual work program, CMP, and most special studies to further demonstrate an inclusive and transparent process.
- The MPO quickly assess and adopts to the use of virtual platform to host committee meetings as part of the metropolitan transportation process after assessing the needs, technological savviness, and challenges of its various Committees against existing platforms then elects to use multiple meeting platforms to ensure maximum participation during regularly scheduled committee meetings.
- Through stakeholder input, the MPO adopts an effective process for disseminating and relaying information across all standing committees when carrying out the metropolitan transportation process which aid in the timely and effective prioritization, selection, and approval/adoption of TIP projects during their Call for Projects, utilizing TAP and STBG funds.
- This MPO leverages resources by partnering with CAT to advertise/announce upcoming public meetings on buses.
- To foster regional corporation, this MPO actively participates in the Hinesville and Hilton Head MPO regularly scheduled Policy Committee meetings and keep these MPOs apprise of efforts and activities occurring within the CORE MPO to enhance coordination and corporation in the planning process and project delivery. The Hinesville MPO Executive Director is a non-voting member on the CORE Policy Committee/Board.

Recommendations:

- The MPO's website is also a resource/tool for public involvement (outreach/education) and should be included in the MPO's measure of effectiveness. In doing so, the MPO should establish measures, set targets, and develop a mechanism for tracking and capturing visits to its website and garnering public feedback on usability and/or effectiveness of its website.
- The MPO should consider establishing its own social media presence instead of relying solely on other local advocacy groups to post MPO meetings notice on their social media platform. By having a social media presence, the MPO can then take credit for additional tools used in engaging and informing stakeholders on the metropolitan transportation process.



- The MPO should incorporate more visualization techniques/tools to convey complex or data-driven information to the public in an easily digestible manner.
- The MPO should also identify and document in its Participation Plan and subsequent products how it engages resource agencies as part of the consultation process when developing products such as the MTP, TIP, etc.
- To enhance knowledge and understanding of the metropolitan transportation process, this MPO should incorporate annually, “Transportation Planning 101” or similar to all committee members, not only to newly elected and/or appointed members.

4.5.3 Status and Findings – Civil Rights, Title VI, Environmental Justice

The MPO strives to distribute funding, projects, and services in a nondiscriminatory manner. The MPO further includes non-discrimination statement on all its planning products.

According to the MPO process, the Advisory Committee on Accessible Transportation (ACAT) serves as the forum for cooperative decision-making with regard to accessible transportation related issues in the planning area. ACAT acts as a liaison between the transportation planning process and the traditionally underserved communities in the area (i.e., those communities with high concentrations of minority, low income, disabled and elderly populations). ACAT helps to ensure that the transportation planning process is current and responsive to all applicable laws, rules and regulations

As part of its practice, the MPO maps the locations of the environmental justice communities, low income and minority populations along with the MTP financially constrained projects. Projects from the financially-constrained Mobility 2045 are evaluated for potential impacts on environmental justice areas. The results of this process include a visual screening of the 2045 MTP projects overlaid with natural and historic resource data and EJ areas to determine potential impacts.

To ensure maximum accommodations, the MPO also uses sign language interpreter as well as translating planning products into Chinese upon request.

Commendation:

- The MPO utilizes a sign language interpreter and translates various planning products into Chinese upon request. Furthermore, this MPO ensures inclusion of Non-Discrimination statement on all their planning related products.



Recommendation:

- The MPO should review and evaluate its current practice regarding Civil Rights, Title VI, ADA, and EJ to include receiving and addressing complaints and the roles and responsibilities of ACAT to ensure that primary responsibilities are not relegated to this group but instead, is carried out by the designated Title VI representative within the MPO or MPC.

4.6 Transit

4.6.1 Regulatory Basis

4.6.2 Status and Findings

Transit service in the Savannah GA UZA is primarily provided by Chatham Area Transit (CAT), an authority (established by the state in 1986) with an independent Board of Directors. CAT owns the vehicles, depots, maintenance facilities and other capital equipment but policy decisions are made by the CAT Board of Directors.

CAT provides fixed route bus transit service on 21 routes, including Airport, Senior Circulator, and Airport shuttles). CAT owns and operates 68 fixed route buses, 28 ADA Paratransit vehicles, eight service vehicles and three accessible taxis. CAT also operates four ferries to the convention center on Hutchison Island and a downtown streetcar service along River Street (owned by the City). CAT downtown bus shuttles operate in a delimited service area, are fare-free and serve city parking deck facilities and other locations. CAT offers Savannah State University students fare free service system-wide with a student ID card. "CAT Mobility" ADA service offers half fares for eligible elderly and disabled patrons on fixed bus routes. CAT offers ADA service in a county wide service area and has an accessible taxi service, in which CAT owns the vehicles and contracts with the operators. CAT has an Employer Pass Program with an annual fee supported by the employer and several vanpools with business partners. CAT provides evening, Saturday and Sunday service. CAT has a plan in place to replace its aging fleet and look to go completely electric in the near future.

CAT is the designated recipient for 5307 and 5339 funds. CAT also receives Special Purpose Local Option Sales Taxes (SPLOST) of about \$ 9.0 M per annum for transit service and is supported by a property tax levy in a Special Tax District for transit. CAT participates in regional transportation planning, UPWP and TIP updates and has a seat on the MPO's policy board.

The City of Savannah and Chatham County provides support for CAT. The CORE MPO has developed a Human Service Transportation Plan in concert with CAT and stakeholders.



5307, 5339, and 5310 are the FTA funding programs currently being used. Non-Federal match, to date, has not been a significant challenge. CORE MPO and CAT noted a good working relationship. Coordination is in place to ensure transit is involved in the overall planning process. Fixed-route ridership has seen a steady decline over the past 5 years on Fixed Routes, while ADA Paratransit and Ferryboat have seen increases over that same time period and anticipated setting ridership records.

CAT has adopted GDOT performance measures and transit targets. CAT joined the Transit Asset Management (TAM) plan group sponsored by GDOT and TAM targets adopted in connection with Statewide Agreement from 2021-2024.

Commendations:

- CAT utilizes multiple funding sources to supplement its formula funding and execute transit projects, including STP/CMAQ, FTA's Discretionary Programs. This agency received Low and no emission (LONO) Award last year for electric buses.
- CAT is exploring expansion of services with a Bus Rapid Transit (BRT) route with the City of Savannah. The Ferryboat Program to expand based on recent ridership trends. Expansion in progress on the east and west ends of the waterfront, as well as Hutchison Island.
- CAT has improved service along essential services routes such as the VA, Social Security Office, and other social services, including shuttles routes to the Airport, Gulfstream, and free Senior Circulation Shuttle.

Recommendations:

- Improved coordination with GDOT and FHWA is needed as it relates to the Ferryboat Program so all parties involved understand the process, their respective roles and responsibilities and are following the process.
- The MPO transit side did not identify any recent studies on intermodal connectivity. Please explore opportunities to expand transit services using feasibility studies to assess community needs and benefits before next Certification Review (March 2025).
- Coordination needed to develop/update a Transit Development Plan (TDP) to interface with current TIP/STIP. Current TDP last updated in 2013-2018. CAT stated that the most recent updates to the TIP were based on the latest TDP. Continue public outreach discussion on the direction of Transit and incorporating proposed initiatives into the TDP before the next Certification Review (March 2025).
- Starting in the upcoming fiscal year (FY 2022), the MPO should establish a process that ensures Transit is represented on all committees, especially when there is a change in CAT staff. Please implement an inclusive training system with the MPO for development of working documents, such as the MTP, CMP, and Freight Plan



that includes transit staff. Current and future transit staff should be aware of their responsibilities and perspective roles in the processes of development of these documents.

4.7 Freight Planning

4.7.1 Regulatory Basis

23 CFR 450.306 Metropolitan Transportation Planning Process
23 CFR 450.316 Participation Plan, MTP, TIP
23 CFR 490.607 Truck Travel Time Reliability
23 CFR 490.611 Interstate System Reporting
23 CFR 490.613 Performance Measures

4.7.2 Status and Findings - Integrating Freight into the Transportation Planning Process

The Port of Savannah and the Georgia Ports Authority (GPA) continue to be a major transportation hub and economic engine for Chatham County. The Port of Savannah is the largest single container terminal in North America and the second busiest container exporter in the United State, moving 4.35 million twenty-foot container units in FY 2018. The port is a major economic engine for the region, as well as the State of Georgia.

The MPO has a standing Economic Development and Freight Advisory Committee (EDFAC) who informs and advises the CORE MPO Board on economic development and freight improvement decisions in terms of policy, planning, and projects. This committee is composed of key staff members of freight stakeholders and economic development agencies of the Savannah region.

When the MPO commits to developing a Freight Plan, it also has the flexibility to form ad hoc committee to serve as a liaison to other MPO committees regarding key recommendations and decisions, as well as to provide input to the development of the MPO plans and programs.

During development of the recently adopted MTP, Mobility 2045, the MPO incorporates freight movement as part of its Goals and Objectives to satisfy FAST Act planning factors. Since freight movement plays such a significant role in this region, both FHWA GA Division and GDOT Office of Planning have asked the MPO staff to develop/update its Freight Plan during review of the FY 2021 (July 1, 2020 – June 30, 2021) work program. The MPO is nearing the end of FY 2021 and has not addressed developing a Freight Plan to make current and reflective of the updated MTP, freights efforts, etc.

Recommendation:

- Freight movement has a significant impact on this region as such it is important that the MPO (1) prioritizes update to/development of a Freight Plan beginning in FY



2022 to make this document current and reflective of the MTP, the State Freight Plan, current freight trends and patterns, etc. (2) During the upcoming fiscal year (FY 2022), the MPO should establish a cycle for updating the Freight Plan to keep it current, relevant, and implementable.

4.8 Congestion Management Process and Intelligent Transportation System

4.8.1 Regulatory Basis

23 CFR 450.306 Scope of the metropolitan transportation planning process
23 CFR 450.322 Congestion management process in transportation management areas
23 CFR 500.109 CMP
23 CFR 940.9 Regional ITS architecture

4.8.2 Status and Findings – Congestion Management Process

The CORE MPO last updated and adopted its Congestion Management Process (CMP) March 22, 2017 to comply with a Conditional Corrective Action from the 2016 – 2017 Certification Review. This update leads to an evaluation of conditions of the existing roadway network, prepare recommendations for congestion mitigation measures, and project future conditions of the primary roads within the CORE MPO which includes all of Chatham County, Richmond Hill in Bryan County, and portions of Effingham County and Bryan County within the 2010 census-defined Savannah Urbanized Area. This information is used by the MPO primarily to identify congestion and mobility problems and target these areas for improvement.

The CORE MPO CMP development includes a collaborative effort and provides a means to achieve the region’s vision and goals in coordination with other planning efforts. The collaborative efforts also include the Chatham Area Transit Authority (CAT) and fall within the framework of the overall goals and objectives of the MPO and the CMP.

Congestion management objectives serve as one of the primary points of connection between the CMP and the MTP. With that, this MPO is no longer operating under the 2040 Plan. The CORE MPO adopts its 2045 Mobility Plan in August 2019. As such, the current CMP needs updating to make current and reflective of the new MTP, TIP, etc.

Recommendation:

- The MPO’s current CMP (adopted March 2017) states that, the outlined Congestion management objectives serve as one of the primary points of connection between the CMP and the MTP. However, this CMP no longer reflects the most recently adopted (August 2019) MTP objectives, making this product dated. As such, the



Review Team recommends (1) an update to the current CMP by the next MTP update; (2) that the MPO establish a cycle to update the CMP so it always aligns with the most current MTP as well as inform similar transportation related plans/studies (non-motorized, transit, freight plan, corridor studies, etc.).

4.8.3 Status and Findings – Intelligent Transportation System (ITS)

The City of Savannah has an operations center that is active primarily during commuting and daylight hours from 7:30am to 6pm. During major events such as the St Patricks' Day Parade the center is manned 24 hours. The city currently has access to 109 cameras that can be monitored and provide recording to review incidents. The City of Savannah and Chatham County also benefit from a regional traffic operations program sponsored by GDOT who expanded the Regional Traffic Operations program to the savannah area. The Savannah Regional Traffic Operations Program (SRTOP) is managed by GDOT and is a regional effort including the City of Savannah, Chatham County and local jurisdictions.

The program provides:

- Weekly AM, Midday, and PM drive throughs of the corridors to monitor signal timing adjustment needs, congestion, and any other traffic operation deficiencies.
- Routine preventative maintenance (PM) activities to ensure all equipment and communications are operational.
- Upgraded traffic signal software to current statewide platform. The new software provides more functionality, as well as, remote monitoring capabilities.
- Assisted managing traffic operations during St. Patrick's Day festivities.
- Responded to emergency situations that required signal timing adjustments to accommodate shift in traffic patterns.
- Monitor operations after storms to ensure signals are operational.
- Repaired items, such as, malfunctioning detection (vehicle, pedestrian), pull boxes, replaced cabinets, etc.

Currently the Savannah Regional Traffic Operations Program (SRTOP) has been implemented on the following corridors:

- SR 25/Ogeechee between Canebreak Road to Stiles Ave
- Chatham Parkway between Police Memorial Drive and I-16/SR 404 and Carl Griffin Drive
- SR 26/Victory Drive between Hopkins Street and River Drive
- Johnny mercer Boulevard between Whitmarsh Island Drive and Penn Waller Road
- SR 26/US 80/1st Street/Butler Ave between Johnny Mercer Boulevard and 14th Street



4.9 Transportation Safety and Security

4.9.1 Regulatory Basis

23 CFR 450.206 Statewide Transportation Planning Process
23 CFR 450.306 Metropolitan Transportation Planning Process
23 CFR 450.322 CMP
23 CFR 450.324 Metropolitan Transportation Plan
23 CFR 450.326 Transportation Improvement Program
23 CFR Part 450 and 490 Performance-Based Planning and Programming

4.9.2 Status and Findings – Safety and Security

The Mobility 2045 Plan goals and objectives explicitly include a focus on ensuring and increasing the safety and security of the transportation system for all users, including motorized vehicles, bicyclists and pedestrians. Mobility 2045 establishes several performance measures to evaluate the effectiveness of safety and security strategies implemented in the region.

CORE MPO elects to accept and support the State of Georgia's safety targets and will maintain the PBPP process by:

- Addressing areas of concern for fatalities or serious injuries within the metropolitan planning area through coordination with GDOT and incorporation of safety considerations on all projects;
- Updating safety targets or the support of GDOT safety targets annually;
- Integrating safety goals, objectives, performance measures, and targets into the planning process; and
- Describing the anticipated effect toward achieving the targets noted above within the TIP, effectively linking investment priorities to safety target achievement.

The CORE MPO develops a nonmotorized transportation plan to address the provision of a safe, connected network.

CORE regularly collects crash data utilizing the Georgia Electronic Accident Reporting System (GEARS).

To meet the goal of ensuring and enhancing the resiliency and security of the transportation system and users, the CORE MPO, although not the lead agency, coordinates closely with, and supports the local and state agencies that are responsible.

Local and state agencies that are responsible for the emergency management, disaster preparation, and homeland security include the Chatham Emergency Management Agency (CEMA), the Georgia Emergency Management Agency (GEMA), the Georgia Office of Homeland Security, the local fire departments, and the local police



departments. These agencies are responsible for the preparation of the disaster preparedness plans, the coordination for emergency responses, and working to educate the public on their responses to emergency situations.

With the CORE MPO's coastal location and potential for hurricane evacuation, in addition to the local agencies, GDOT also has a role in evacuation planning. The east-west interstate, I-16 from Chatham County is equipped to utilize all four lanes for evacuation purposes when needed. Drop gate barriers at exit and entrance ramps along the interstate prevent vehicles from traveling in the wrong direction during the lane reversal evacuation process. Various state routes along the coast, such as US 80 leading from Tybee Island, may also be utilized as one-way routes towards inland areas of Georgia.

Chatham Area Transit Authority (CAT) is responsible for the provision of public transit services in the area. CAT must also address security in their planning efforts and coordinates through the emergency management agencies. In addition to the procedures CAT has in place to meet FTA requirements, the agency also coordinates with CEMA during an evacuation. CAT buses will be utilized in the case of an emergency to assist in the evacuation process.

The 2045 Mobility Plan assesses existing safety and security conditions, explores planning considerations for safety and security, and provides recommendations for future improvements. The roadway recommendations presented in this plan represent a series of engineering enhancements that should improve traffic flow while increasing safety for all users.

4.10 Nonmotorized Transportation Planning / Livability

4.10.1 Regulatory Basis

23 CFR 450.306 Metropolitan Transportation Planning Process
23 CFR 450.322 CMP
23 CFR 450.324 MTP

4.10.2 Status and Findings – Nonmotorized/Bicycle and Pedestrian/Livability

The CORE MPO has a nonmotorized transportation plan specifically for identifying and prioritizing the pedestrian and bicycle needs. Funds are set-aside for the completion of these types of projects

The Nonmotorized Transportation Plan, as part of Mobility 2045, provides a plan to address the needs of pedestrians, and other self-powered travelers.

The Plan:



- Identifies needed improvements for the non-motorized modes;
- Identifies areas for amenities to help create a human-scaled environment that encourages use of physically active modes;
- Prioritizes improvements and identifying funding opportunities

The CORE MPO recognizes and implements strategies to promote a healthy community and health equity. A coalition of citizens in Savannah is coordinating the effort to create a branded urban trails system: Tide To Town, a network of protected walking and bicycling facilities connecting all of Savannah's neighborhoods.

Recommendations:

- MPO staff should institute a process to ensure that the MPO's participation in Bike and Pedestrian related activities such as the GDOT Bike and Pedestrian Task Force as well as including and disseminating related information to the MPO's Bike and Pedestrian representative.

4.11 Environmental Mitigation / Planning and Environmental Linkages

4.11.1 Regulatory Basis

23 CFR 450.324
23 CFR Part 450

4.11.2 Status and Findings – Environmental Mitigation / Impact Analysis

The CORE MPO has undertaken GIS screening analysis to determine the potential impacts of transportation projects on historic, cultural and natural resources, as well as environmental justice and meets the requirements set forth by the GDOT Office of Planning guidance titled "Agency Consultation Process." The results of this process include a visual screening of the 2045 MTP projects overlaid with natural and historic resource data and EJ areas to determine potential impacts.

Mobility 2045 is a multi-modal plan that is based on the socio-economic development of the Savannah region and incorporates highway development, transit service, bike/pedestrian improvements, and other related transportation investments. The environmental justice (EJ) analysis is performed according to these modes. Each of the projects included in Mobility 2045 was analyzed for any adverse impacts within the context of environmental justice, and on the community and natural environment.

The CORE MPO identifies where the traditionally underserved population groups, or environmental justice communities, are located to ensure that there are no



disproportionate or adverse impacts from the planned transportation projects. Locations of the environmental justice communities, low income and minority populations, are mapped along with the MTP financially constrained projects. Projects that are in, or adjacent to, those areas incorporate improved multimodal facilities as well as enhancements to improve the character of the adjacent communities.

The EJ analysis for highway element of the 2045 MTP is carried out by reviewing investments and displacements on the financially constrained plan that includes high priority projects. The category expenditures for Maintenance (resurfacing or repaving) and operational improvements are not included in this analysis because roadways of good repair benefit all modes of travel.

The CORE MPO roadway projects from the financially-constrained Mobility 2045 are evaluated for potential impacts upon roadway safety as well as natural and historic resources. These projects are further identified in a table that shows which projects are located along roadway segments designated as high-crash areas; which projects have a potential impact on natural resources (wetlands and conservation lands); which projects have a potential impact on historic resources; and which projects have a potential impact on environmental justice areas.

The Chatham Area Transit's priority transit capital improvement projects in the financially constrained 2045 MTP will benefit both EJ target and non-EJ target populations. CORE MPO has also set aside some highway revenues from the 2045 MTP to make transit improvements.

4.12 Performance-Based Planning and Programming

There is a strong alignment between CORE MPO's planning and federal transportation planning priorities of performance based planning. Along with the development of the goals and objectives in the Mobility 2045, performance measures for each goal were also identified by stakeholders and members of the general public. Mobility 2045 establishes several performance measures to evaluate the effectiveness of safety strategies implemented in the region. The CORE has elected to accept and support the State of Georgia's safety targets.

Furthermore, Mobility 2045 establishes objectives and performance measures to evaluate system preservation in the region. The MPO adopts Regional Transportation Asset Management (TAM) Targets which encompass both CAT and Coastal Regional Commission (CRC) needs.

One of the goals in Mobility 2045 is the support an efficient, reliable, multimodal transportation system that supports economic competitiveness and enhances tourism. Mobility 2045 establishes objectives and performance measures to evaluate the systems performance in the region. GDOT adopts System Performance Targets on May 16th, 2018 and the CORE MPO adopts to support the state's targets on August 24, 2018.



Mobility 2045 strives to increase accessibility, mobility and connectivity of the system for people and freight by offering strategies that improve network connectivity and integrate modes. Mobility 2045 establishes objectives and performance measures to evaluate accessibility, connectivity and mobility in the region.

The goals of the Mobility 2045 Plan also include a focus on a healthy sustainable environment through the compatible integration of land use and transportation while taking into consideration the impact of transportation. Mobility 2045 establishes objectives and performance measures to evaluate accessibility, connectivity and mobility in the region.

Mobility 2045 serves as a guide for comprehensive, cooperative and continuing transportation planning throughout the Coastal Region MPO planning area. Through intergovernmental coordination efforts and a performance based planning process, Mobility 2045 ensures a wise use a public funds.

CORE MPO adopts the State's performance targets to include safety, pavement and bridge, congestion, freight, and air quality. The MPO also coordinates with CAT and GDOT on transit performance targets for transit safety and transit asset management. Safety targets are adopted in October 2020; The CORE MPO adopts the Georgia statewide PM2 targets on August 22, 2018. The CORE MPO adopts the Georgia statewide PM3 targets on August 22, 2018. The Chatham Area Transit Authority (CAT) Board adopts the CAT's Public Transit Agency Safety Plan (PTASP) in December 2020.

CORE MPO is coordinating with CAT on incorporating the transit safety targets into the MPO's transportation planning process. Adoption of the transit safety targets is expected to take place in 2021. The CORE MPO adopts the Transit Asset Management (TAM) Targets in August 2018. These targets take into consideration the TAM targets develop in both the GDOT statewide TAM Plan and the Chatham Area Transit Authority's TAM Plan.

The MPO has a performance-based plan in both the Mobility 2045 and FY 2021 – 2024 TIP. The CORE MPO elects to support GDOT's targets for the national performance measures (PM 1, 2, and 3). The MTP includes the Systems Performance Report. Annually, the MPO adopts the Safety Targets and publishes them on their website.

5.0 CONCLUSION AND RECOMMENDATIONS

The 2021 Coastal Region (CORE) TMA Certification review includes a desk review, virtual site visit, a public involvement opportunity, and a final report. Since the prior certification review of the Region in 2016 - 2017 FHWA and FTA continuously review



the MPO's planning products for consistency with Federal regulations and rules and participate extensively in various committee meetings.

The Federal Review Team, with input from GDOT, discusses the MPO's transportation planning process with the MPO staff, the Policy Committee, and other certification review attendees, such as CAT over the course of two days, January 19, 2021 and January 20, 2021. The Federal Review Team holds a public meeting on the evening of January 19, 2021 to provide opportunity for public input on the metropolitan planning process. One general members of the public participates the meeting and provides comment. No public comments received during the notice for public comment.

In closing, the Coastal Region MPO substantially meets the requirements of 23 CFR 450 and 49 CFR 613. FHWA and FTA jointly certify the MPO's metropolitan transportation planning process. The Review Team did not find any corrective actions. However, the Review Team urges the MPO and planning partners/stakeholders to have ongoing review and discussion to address the twenty-two (22) recommendations included in the 2021 TMA Certification Review Report prior to the next Certification Review in four years (March 2025).

5.1 Commendations

UPWP:

- The MPO correlates the UPWP work tasks to the FAST Act planning factors as well as to the current MTP (Mobility 2045) goals and objectives. Utilizing a visualization tool, the MPO uses a matric table to demonstrate how each of planning task underscore the alignment between the CORE MPO's planning activities and the federal transportation planning priorities.

Metropolitan Transportation Plan (MTP):

- This MPO employs in-house staff to update its first performance-based MTP. In doing so, the MPO forms a Mobility 2045 Working Group, a sub-set of the MPO's TCC, which includes the GA Division representative and GDOT staff. This working group contributes greatly throughout the MTP planning process. They meet several times to help make key recommendations to the TCC and the Policy Board. The Working Group is instrumental in weighing technical information and making key decisions on financial assumptions, project input for model, and analyzing model and prioritization results. This working group provides feedback throughout the development process, adding great value and insight.
- This MPO employs various data visualization technique throughout its MTP to effectively summarize, garner understanding, and to highlight important details/points.



Transportation Improvement Program (TIP):

- MPO's TIP document includes an Overview that details each TIP section and purpose to help readers, especially the general public navigate this document. This Overview section also provides an overall understanding of the TIP process. The MPO TIP also includes a Resolution that identifies and discusses in great details each project for amendment, funding, and detailed explanation on the required action, amended projects, funding, etc. This is especially commendable since the Resolution is what the MPO Policy/Board Chair signs to demonstrate adoption of the TIP.

Public Involvement/Consultation Process – Outreach/Education:

- Although not federally required, the MPO solicits public input during development of the annual work program, CMP, and most special studies to further demonstrate an inclusive and transparent process.
- The MPO quickly assess and adopts to the use of virtual platform to host committee meetings as part of the metropolitan transportation process after assessing the needs, technological savviness, and challenges of its various Committees against existing platforms then elects to use multiple meeting platforms to ensure maximum participation during regularly scheduled committee meetings.
- Through stakeholder input, the MPO adopts an effective process for disseminating and relaying information across all standing committees when carrying out the metropolitan transportation process which aid in the timely and effective prioritization, selection, and approval/adoption of TIP projects during their Call for Projects, utilizing TAP and STBG funds.
- This MPO leverages resources by partnering with CAT to advertise/announce upcoming public meetings on buses.
- To foster regional corporation, this MPO actively participates in the Hinesville and Hilton Head MPO regularly scheduled Policy Committee meetings and keep these MPOs apprise of efforts and activities occurring within the CORE MPO to enhance coordination and corporation in the planning process and project delivery. The Hinesville MPO Executive Director is a non-voting member on the CORE Policy Committee/Board.

Civil Rights, Title VI, E.J:

- The MPO utilizes a sign language interpreter and translates various planning products into Chinese upon request. Furthermore, this MPO ensures inclusion of Non-Discrimination statement on all their planning related products.



Transit:

- CAT utilizes multiple funding sources to supplement its formula funding and execute transit projects, including STP, FTA's Discretionary Programs. This agency received Low and no emission (LONO) Award last year for electric buses.
- CAT is exploring expansion of services with a Bus Rapid Transit (BRT) route with the City of Savannah. The Ferryboat Program to expand based on recent ridership trends. Expansion in progress on the east and west ends of the waterfront, as well as Hutchison Island.
- CAT has improved service along essential services routes such as the VA, Social Security Office, and other social services, including shuttles routes to the Airport, Gulfstream, and free Senior Circulation Shuttle.

Performance-Based Planning and Programming (PBPP):

- In addition to identifying and developing the its goals and objectives around the national performance goals and Federal Planning Factors, this MPO also establishes additional performance measures specific to its region as part of its current MTP and TIP.

5.2 Recommendations

MPO Structure – Staff:

- MPO leadership at the staff-level should, as soon as possible, establish standard operating procedures that ensure the metropolitan transportation process is delivered without distribution in service when staff member departs and/or on leave.
- As a best practice, it is recommended that (1) all planning products include listing of MPO staff and any consultant being used to deliver planning related products, (2) updating this listing whenever there is staff change and/or new consultant on board, and (3) each planning product (TIP, MTP, CMP, Freight Plan, Participation Plan, etc.) identifies the staff point of contact.
- MPO staff leadership should also implement practice and procedures to eliminate silos among staff with a strong focus on effective coordination, collaboration, and information sharing among MPO staff members tasked with carrying out the transportation planning process and delivering planning products.



- To ensure that information relevant to the MPO's operation is captured and shared across committees and with other staff, the MPO should incorporate as best practice, (1) a system where MPO staff reports out to each committee and internal staff after attending/participating in trainings/seminars/conferences/meetings/webinars, etc.; (2) a system where staff reports out on the MPO's annual UPWP accomplishments.
- The MPO staff should establish a process for validating and reconciling amounts when submitting PL invoices for reimbursement to ensure compliance with GDOT's format and to avoid any delays in reimbursement.

MPO Structure – Website

- MPO should establish a process for monitoring and updating its website accordingly to ensure that all transportation related products such as the Transportation Improvement Program (TIP) amendments and/or modifications are current and displayed correctly to avoid delays in authorizing and/or project review.

UPWP

- The Review Team recommends that beginning in the upcoming fiscal year (FY 2022), the MPO should consider using a five-year forecast to map UPWP activities and establish a planned monetary spread for reasonably available financial resources to address the known cycle of required planning products or special studies. This practice will reflect a well-structured planning program that accounts for product deadlines and distributes funding sources appropriately over a more meaningful planning horizon.
- UPWP development and adoption should demonstrate a cooperative process; however, the CORE MPO's current UPWP development process does not demonstrate that. This MPO only has one round of meeting on the annual work program instead of releasing a draft during one meeting cycle for review and comment then adopting the final product during another meeting cycle upon addressing all comments received.

MTP – PBPP

- The CORE MPO's Mobility 2045 builds on previous MTPs, so going forward with this process, the MPO should consider establishing a process for monitoring the effectiveness of performance measures identified at the local level (outside of what



is required nationally) to capture and report out on progress in meeting established objectives. If MPO chooses to carry-forward and/or remove any of the established measures, an evaluation of effectiveness can guide discussions on what locally identified goals, objectives, and performance measures to carry-forward during the next updates (Plan, CMP, Freight Plan, etc.), if any.

TIP

- The MPO staff created “e-TIP” should be used for information purpose only and not a replacement to the current full-length, document form of the existing TIP template since the “e-TIP” was not thoroughly vetted or developed in partnership with the MPO, planning partners, and stakeholders to ensure functionality, consistency, update, maintenance, etc. As such, it should not serve as a replacement to the current TIP full-length, document version of TIP template that was developed through extensive coordination and collaboration between GA MPOs, GDOT, and FHWA GA Division.

Public Involvement / Consultation Process

- The MPO’s website is also a resource/tool for public involvement (outreach/education) and should be included in the MPO’s measure of effectiveness. In doing so, the MPO should establish measures, set targets, and develop a mechanism for tracking and capturing visits to its website and garnering public feedback on usability and/or effectiveness of its website.
- The MPO should consider establishing its own social media presence instead of relying solely on other local advocacy groups to post MPO meetings notice on their social media platform. By having a social media presence, the MPO can then take credit for additional tools used in engaging and informing stakeholders on the metropolitan transportation process.
- The MPO should incorporate more visualization techniques/tools to convey complex or data-driven information to the public in an easily digestible manner.
- The MPO should also identify and document in its Participation Plan and subsequent products how it engages resource agencies as part of the consultation process when developing products such as the MTP, TIP, etc.
- To enhance knowledge and understanding of the metropolitan transportation process, this MPO should incorporate annually, “Transportation Planning 101” or similar to all committee members, not only to newly elected and/or appointed members.



Civil Rights, Title VI, EJ

- The MPO should review and evaluate its current practice regarding Civil Rights, Title VI, ADA, and EJ to include receiving and addressing complaints and the roles and responsibilities of ACAT to ensure that primary responsibilities are not relegated to this group but instead, is carried out by the designated Title VI representative within the MPO or MPC.

Transit

- Improved coordination with GDOT and FHWA is needed as it relates to the Ferryboat Program so all parties involved understand the process, their respective roles and responsibilities and are following the process.
- The MPO transit side did not identify any recent studies on intermodal connectivity. Please explore opportunities to expand transit services using feasibility studies to assess community needs and benefits before next Certification Review (March 2025).
- Coordination needed to develop/update a Transit Development Plan (TDP) to interface with current TIP/STIP. Current TDP last updated in 2013-2018. CAT stated that the most recent updates to the TIP were based on the latest TDP. Continue public outreach discussion on the direction of Transit and incorporating proposed initiatives into the TDP before the next Certification Review (March 2025).
- Starting in the upcoming fiscal year (FY 2022), the MPO should establish a process that ensures Transit is represented on all committees, especially when there is a change in CAT staff. Please implement an inclusive training system with the MPO for development of working documents, such as the MTP, CMP, and Freight Plan that includes transit staff. Current and future transit staff should be aware of their responsibilities and perspective roles in the processes of development of these documents.

Freight Planning

- Freight movement has a significant impact on this region as such it is important that the MPO (1) prioritizes update to/development of a Freight Plan beginning in FY 2022 to make this document current and reflective of the MTP, the State Freight Plan, current freight trends and patterns, etc. (2) During the upcoming fiscal year (FY 2022), the MPO should establish a cycle for updating the Freight Plan to keep it current, relevant, and implementable.

CMP



- The MPO's current CMP (adopted March 2017) states that, the outlined Congestion management objectives serve as one of the primary points of connection between the CMP and the MTP. However, this CMP no longer reflects the most recently adopted (August 2019) MTP objectives, making this product dated. As such, the Review Team recommends (1) an update to the current CMP by the next MTP update; (2) that the MPO establish a cycle to update the CMP so it always aligns with the most current MTP as well as inform similar transportation related plans/studies (non-motorized, transit, freight plan, corridor studies, etc.).

Nonmotorized/Livability

- MPO staff should institute a process to ensure that the MPO's participation in Bike and Pedestrian related activities such as the GDOT Bike and Pedestrian Task Force as well as including and disseminating related information to the MPO's Bike and Pedestrian representative.



APPENDIX A – PARTICIPANTS

The following individuals were involved in the CORE urbanized area virtual site review:

- Ann-Marie Day, FHWA GA Division
- Andrew Edwards, FHWA GA Division
- Greg Morris, FHWA GA Division
- Vanessa Ross, FHWA GA Division
- Elizabeth Watkins, FHWA TN Division
- Patrick Pittenger, FHWA CA Division
- Aviance Webb, FTA Region IV
- Melanie Wilson, Executive Director, CORE MPO
- Mark Wilkes, CORE MPO
- Wykoda Wong, CORE MPO
- Alicia Hunter, CORE MPO
- Asia Hernton, CORE MPO
- Sally Helm, CORE MPO
- Pamela Everett, CORE MPO
- Brenda Diess, CAT
- Thomas McQueen, GDOT
- Vivian Delgadillo Canizares, GDOT
- Ned Green, GDOT
- Radney Simpson, GDOT
- Tom Caiafa, GDOT



APPENDIX B - STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the corrective actions and recommendations from the previous certification and summarizes discussions of how they have been addressed.

Corrective Action 1:

MPO committee agenda and meeting minutes have been incorrectly reflected and revised to change information at the discretion of MPO staff. Ensure that all meeting recordings are available on the MPO website within 5 business days after the meeting and that all action items are noted accordingly in the written minutes. The MPO shall make all public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web with operable links. There has been an observed and documented disconnect between member jurisdiction, GDOT and FHWA directives and comments received by staff, and materials and information presented to the committees. Ensure that guidance, information, comments and associated staff disposition of FHWA and GDOT directives and input are conveyed at the TCC and PC meetings. This includes briefing the Board on discussions that occurred at other CORE committees. Efforts on this action need to be ongoing. The posting of meeting minutes has been achieved by the **deadline of December 2016** as noted in the CORE response letter in Section III Interim Findings.

Disposition:

This Corrective Action was satisfactorily addressed as of the issuance of the March 31, 2017 Certification Report. To address this action, the CORE MPO and advisory committee recordings continue to be posted timely. Meetings minutes continue to complete a multi-tier review process prior to publication to ensure accuracy.

Corrective Action 2:

An update to the Congestion Management Process has been recommended in the last two certification reviews and has not been undertaken or completed by MPO staff. As a TMA, the CORE MPO is required to develop a CMP that provides for safe and effective integrated management and operation of the multimodal transportation system through the use of travel demand reduction and operational management strategies. Furthermore, with the continued emergence of the Savannah Port as one of the leading container ports in the United States, there is a direct impact on Georgia's highway and rail networks as it relates to congestion in the Savannah region. During the update of the CMP, evaluate reliability performance indicators using data defining buffer time, planning time and travel time indexes. The CMP must be **updated by March 2017**.



Disposition:

This action was satisfactorily addressed as of the issuance of the March 31, 2017 Certification Report. CORE MPO staff completed full update of the CMP in-house as directed in March 2017. The CMP update was adopted March 22, 2017

Recommendation 1:

GPA Outreach: The Georgia Ports Authority is an important member of the transportation community. Continue to reach out and inform them on the value of participation in the MPO process. Removal of the Port as a voting member of the MPO Policy Committee demonstrates a deficient practice by MPO leadership and staff.

Disposition:

Outreach to GPA continues, and MPO staff continues to partner with GPA on various initiatives such as the 2017 AMPO Annual Meeting and the SR 307 Corridor Study. GPA maintains a voting membership in the CORE MPO TCC and a non-voting Advisory membership on the MPO Board. Voting membership on the MPO Board has, to date, been declined by GPA Management, but will continue to be encouraged as strategic partnerships advance.

Recommendation 2:

Committee Chair: Rotation of committee chairs could benefit the MPO process.

Disposition:

CORE MPO advisory committees continue to elect officers annually as called for in their bylaws.

Recommendation 3:

Procuring Studies: The MPO must use the regulatory litmus of “reasonableness” for procuring of studies given staff size and capability of comparable TMAs in Georgia.

Disposition:

All required planning documents continue to be prepared in house with existing staff resources. Additional funding is only used for non-required planning studies for member agencies.

Recommendation 4:

Disseminating Guidance: It was indicated during the review that the draft FHWA Procurement Guidelines were not provided to the MPC financial staff for their



knowledge. All guidance and direction from FHWA and GDOT must be passed to all MPO staff including supporting departments such as finance.

Disposition:

As all correspondence is opened, read/reviewed and routed by administrative staff, who at that time reported to the Finance Director, it is difficult to imagine that the previous finance director was unaware of the procurement guidelines which resulted from the procurement audit. MPO staff will continue its longstanding policy of being completely transparent and share and continue to discuss everything with finance and other support staff.

Recommendation 5:

TAP and STP: Member jurisdictions must understand that the TAP and STP urbanized funds are their resources to allocate through the MPO process, and that MPO staff is there to support these endeavors, not select the usage for the funds.

Disposition:

TAP and STP funds are prioritized by the TCC and PC through periodic calls for projects and associated project ranking system. Projects are selected by TCC and PC based on the prioritization process coupled with production status and funding availability information.

Recommendation 6:

Procurement: The MPO must follow the FHWA Procurement Guidelines for future study endeavors.

Disposition:

The MPO follows the FHWA GA Procurement Guidelines and is fully transparent with the MPO Board and Advisory Committees and their members.

Recommendation 7:

Members Education: Ongoing member jurisdiction education on the MPO process should occur with all associated committees and their activities.

Disposition:

Orientation and training on MPO processes are offered to all members upon appointment. Customized Powerpoint presentations, guidebooks, and flyers are used.



Recommendation 8:

MPO membership is not “pay to play.” There are several ways in which federal planning dollars can be matched; one is referred to as “in-kind matching.” Ensure that all MPO member jurisdictions understand their fiduciary responsibility and ability to use in-kind match related to planning funds. Educate member jurisdiction on required dues and associated ability to utilize in-kind matching.

Disposition:

MPO staff have outreached to CORE MPO members to make them aware of fiduciary responsibilities and the availability of in-kind match. To date five (5) member jurisdictions, including City of Savannah, Chatham County, CAT, Garden City, and Richmond Hill are using at least partial in-kind match. The Savannah-Hilton Head Airport Authority is considering using in-kind match.

Recommendation 9:

TAP/STP Education: CORE MPO member jurisdictions need to be educated on the availability and eligibility of STP urbanized and TAP funds. Both types of funding should have a documented call-for-projects with selection of projects made by the TCC and PC, not MPO staff. There can no longer be a \$500,000 set-aside based on past committee action and incorrect disposition of information to current member jurisdictions.

Disposition:

TAP and STP funds are prioritized by the TCC and PC through periodic calls for projects and associate project ranking system. Projects are selected by TCC and PC based on the prioritization process coupled with production status and funding availability information.

Recommendation 10:

Member Participation Evaluation: It is recommended that the CORE MPO staff should have an ongoing evaluation of member participation. And if it drops off, look for ways to re-activate interest and re-invigorate jurisdictions in the MPO process. This should include a constant strive to improve working relations between jurisdictions with planning products, and occur during project development. MPO staff should be the glue that binds transportation entities and stakeholders together.

Disposition:

Participation is monitored on an ongoing basis and documented through attendance records. In 2015, the CAC membership was revamped in an effort to improve participation. Outreach efforts are ongoing.



Recommendation 11:

Back-up Staff: Member jurisdictions and stakeholders should have a clear understanding of back-up staff for CORE MPO products and revisions.

Disposition:

CORE MPO staff routinely conducts proactive outreach to make members aware of any variations in staff schedule in advance to facilitate and expedite planning actions.

Recommendation 12:

MPO staff should focus ongoing efforts to bring more jurisdictions and stakeholders into the transportation planning process.

Disposition:

All jurisdictions within the CORE MPO MPA are formally included in the MPO Board, advisory committee and ongoing processes. Additional jurisdictions are encouraged to participate and are often given advisory roles within the CORE MPO. Current examples include the Hinesville MPO, Lowcountry Area Transportation Study (LATS) MPO, Coastal Regional Commission (CRC) and others. The MPO also invites other stakeholders such as the traditionally underserved communities (disabled, low-income, minority, etc.), economic development and tourism industries (SEDA, etc.), environmental agencies (for consultation), advocacy groups such as Savannah Bicycle Campaign, Georgia Bikes, Savannah Tree Foundation and others into the transportation planning process.

Recommendation 13:

Project Coordination: MPO staff should continue to ensure good coordination for projects that are both inside and outside of the MPO boundary.

Disposition:

MPO staff partners with adjacent MPOs and transportation planning committees and modal providers to attend and participate in board and committee meetings

Recommendation 14:

Product Completion and Timeline: It is recommended that the CORE MPO staff ensure that all planning products have timelines for completion of updates by the required deadlines. The MPO must prioritize the completion of required planning products, and may not duplicate other work performed utilizing Federal funds.

Disposition:



CORE MPO staff continuously incorporates planning product timelines in the annual work program and individual staff work plans.

Recommendation 15:

Ineligible PL/STP Activities: MPO staff must only work on MPO administrative activities and required planning products. Tasks such as zoning reviews or building permit evaluations should not be undertaken. A Guide to Federal-aid Programs and Projects outlines the eligible usage for federal-aid highway PL and STP dollars as they relate to planning.

Disposition:

CORE MPO staff works exclusively on planning tasks and administrative activities described in the approved Unified Planning Work Program.

Recommendation 16:

FHWA List Serve: MPO staff should subscribe to the FHWA list serve on Transportation Performance Measures and attend webinars and instructional venues when available.

Disposition:

MPO staff are subscribed to the FHWA list serve on Transportation Performance Measures and attend webinars and instructional venues when available.

Recommendation 17:

LRTP/MTP Best Practice: MPO staff should research and review best practices in Long Range Plan documentation and development, including project prioritization methods for multimodal evaluation of projects.

Disposition:

The CORE MPO staff routinely studies best practices for MTP documentation, including the 2040 and 2045 plans, and strives to emulate best practices with available resources.

Recommendation 18:

Pine Street Road Diet: The outcome of the Price Street Road Diet study and project should be presented either as success or falling short of desired results. This should drive the continued use of this trend through the region and help analyze benefits and burdens of proposed projects



Disposition:

The success of the Price St. road diet is reaffirmed by the recent upgrades and re-striping project which further delineate non-motorized lane capacity and further promote motorist compliance. Intersection operations are continuously monitored to verify adequate LOS.

Recommendation 19:

TIP Admin Mod: The MPO should establish a set time period, with regular reoccurrence, for programming administrative modifications of the TIP.

Disposition:

TIP admin mods are processed timely, normally in two weeks or less of notification. Periodic evaluations of TIP projects occur to ensure project schedule compliance and maximum utilization of available funding.

Recommendation 20:

Freight and Mobility Needs: The MPO should continue to analyze freight movements and mobility needs in the community, including evaluation of truck parking, turning radii and last mile connectivity issues. A regional approach should be undertaken for this data gathering, i.e., South Carolina and the Jasper Port.

Disposition:

MPO staff continues to participate in regional freight movement discussions through participation in the Jasper Port EIS, LATS and HAMPO MPO meetings and Effingham Transportation Advisory Committee. Studies such as the I-16 Little Neck Road/Jimmy DeLoach Pkwy Interchange Study have been undertaken to address anticipated future bottlenecks, while initiatives such as Project DeRenne address existing freight bottlenecks.

Recommendation 21:

Operations Task Force: The federal review team recommends that the CORE MPO develop an Operations Task Force.

Disposition:

CORE MPO staff assembled an operations working group in support of the Traffic Control Center Study. MPO staff routinely collaborate with many of the same individuals in carrying out traffic impact review in conjunction with planned development.



Recommendation 22:

Freight Plan: The MPO should formulate a plan for regular updates to the Freight Plan to ensure the document is dynamic, including evaluation of freight activities in the region, e.g., last mile connectivity, truck parking, turning radii, and when the Freight committee would best be brought together.

Disposition:

MPO staff is exploring the options for preparing a local freight plan update to dovetail with the next state freight plan. Options to be explored include partnering with GDOT to develop a local element providing greater detail and focus to the Savannah MPA, either by partnering with GDOT during the state freight plan development or subsequently engaging the same consultant.



APPENDIX C – VIRTUAL SITE VISIT AGENDA

Due to the COVID-19 pandemic, CORE MPO 2021 TMA Certification Review site visit portion occurred virtually. Attached is the agenda that shows topic areas, listening session with MPO Policy Committee/Board, and a virtual public meeting.



**Savannah Coastal Regional (CORE) Metropolitan Planning Organization
 TMA Certification Meeting
 January 19, 2021 – January 21, 2021**

VIRTUAL SITE REVIEW TENTATIVE AGENDA
 (Below schedule subject to change)

FEDERAL CERTIFICATION REVIEW TEAM		
FHWA	FTA – Region 4	
<ul style="list-style-type: none"> ➤ Ann-Marie Day ➤ Andrew Edwards ➤ Gregory Morris ➤ Vanessa Ross ➤ Elizabeth Watkins ➤ Patrick Pittenger 	<ul style="list-style-type: none"> ➤ Aviance Webb 	
LOCATION Virtual – GoToWebinar, Conference line, and TEAMS	DAY ONE Tuesday, January 19, 2021	
TIME	ITEMS/TOPIC AREAS	LEAD
8:30 A.M.	Welcome/Introductions	Federal Review Team
	<ul style="list-style-type: none"> ➤ Overview of the Certification Process ➤ Review schedule and close-out process 	
8:45 A.M.	Discussion of Previous Review Findings (2017)	Federal Review Team
	Corrective Actions and Recommendations Status	
9:00 A.M.	MPO Staff Highlights	MPO Staff
	<ul style="list-style-type: none"> ➤ Lessons Learned, Share Best Practices, Future Needs ➤ Completed and Outstanding Studies 	
9:30 A.M.	MPO Overview	Federal Review Team
	<ul style="list-style-type: none"> ➤ TMA/MPA Boundaries, 2020 Census ➤ Planning Agreements (MOU/MOA) ➤ MPO Voting Structure, Committees/Advisory Group(s), ➤ MPO Staffing and Organizational Structure, MPO Website 	
10:00 A.M.	Break	
10:15 A.M.	MPO Planning Products and Process	Federal Review Team



	<ul style="list-style-type: none"> ➤ Unified Planning Work Program (UPWP) – <i>Process overview</i> ➤ Metropolitan Transportation Plan (MTP) – <i>Addressing comments</i> ➤ Transportation Improvement Program (TIP) – <i>Project prioritization and selection process</i> ➤ Financial Plan – <i>Fiscal Constraint/Cost Estimates</i> ➤ Performance-Based Planning and Programming 	
11:30 A.M.	Virtual Lunch w/CORE MPO Board - Microsoft TEAMS	Federal Review Team
12:30 P.M.	<p>Public Involvement and Consultation Process</p> <ul style="list-style-type: none"> ➤ Participation Plan – <i>Analysis and Evaluation</i> ➤ Outreach Education – <i>Interest groups, Committees, etc.</i> ➤ Environmental Justice (EJ) – <i>EJ Analysis and outreach</i> ➤ Limited English Proficiency (LEP) – <i>Frequency, evaluation</i> ➤ Environmental Mitigation – <i>Coordination & Consultation</i> 	Federal Review Team
1:00 P.M.	<p>Transit</p> <ul style="list-style-type: none"> ➤ Funding Tracking ➤ Project Programming (TIP/UPWP/LRTP) ➤ Transit MOU/MOA with MPO ➤ Transit Role in Congestion Relief ➤ Access to Essential Services/Ladders of Opportunity ➤ Transit Operators and the MPO Planning Process ➤ Training and Technical Assistance 	Federal Review Team
2:00 P.M.	<p>Title VI and Nondiscrimination</p> <ul style="list-style-type: none"> ➤ Americans with Disability Act ➤ Disadvantaged Business Enterprise (DBE) ➤ Training and Technical Assistance 	GDOT, Federal Review Team
3:00 P.M.	Wrap Up/Adjourn	Federal Review Team
5:00 P.M.	<p>VIRTUAL PUBLIC MEETING GoToWebinar and Conference Line</p>	



LOCATION		DAY TWO
Virtual: GoToWebinar, Conference line, and TEAMS		Wednesday, January 20, 2021
TIME	ITEMS/TOPIC AREAS	LEAD
8:30 A.M.	Questions and follow up discussion from Day One	Federal Review Team, MPO, GDOT
9:00 A.M.	Self-Certifications	GDOT, Federal Review Team
9:30 A.M.	Management and Operations	Federal Review Team
	<ul style="list-style-type: none"> ➤ Freight Planning ➤ Congestion Management Process (CMP) ➤ Security Considerations ➤ Safety Considerations 	
10:00 A.M.	Break	
10:15 A.M.	Management and Operations Continued	Federal Review Team
	<ul style="list-style-type: none"> ➤ Bicycle and Pedestrian Planning ➤ Intelligence Transportation Systems (ITS) ➤ Planning and Environmental Linkages (PEL) ➤ Models of Regional Planning Cooperation 	
11:30 A.M.	Virtual Lunch - Preliminary Findings Discussion Microsoft TEAMS	Federal Review Team
1:00 P.M.	Preliminary Findings and Close-out with MPO GoToWebinar, Conference line	Federal Review Team, GDOT
1:30 P.M.	Adjourn	



APPENDIX D – PUBLIC COMMENTS

For the CORE MPO's 2021 TMA Certification Review, the FHWA GA Division representative coordinated extensively with the MPO staff to advertise, disseminate materials (Survey, Comment Card, Certification Review Presentation), and provide a platform and space to host the public meeting portion of the Certification Review while ensuring that this process is carried out according to their Participation Plan.

FHWA/FTA did not receive any feedback on the MPO transportation planning process via comment card, email, etc.

However, one member of the public participated in the public meeting, conducted on January 19, 2021 from 5:00 P.M. until 6:00 P.M. Attached is feedback received from this member of the public.

I'm sorry, I don't have mic capabilities on this computer. But the presentation was wonderful and as always we thank the MPC for having public feedback and always appreciate stakeholder involvement for industry-association organizations like ours.	Cody Jones (Has Left)	5:49 PM
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