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Coastal Region Metropolitan Planning Organization

Participation Plan



OCTOBER 2024

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The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, national origin, religion, age, disability, sex, sexual orientation, gender identity and expression, marital status, familial status, parental status, political beliefs, genetic information, income, or other protected category in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

This document was prepared in cooperation with the Federal Highway Administration, the Federal Transit Administration, and the Georgia Department of Transportation.

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CORE MPO Participation Plan



Coastal Region Metropolitan Planning Organization (CORE MPO)

Participation Plan

Revision of the CORE MPO Participation Plan, as adopted March 2002

Revised: October 2005
 April 2007
 August 2008
 February 2010
 September 2011
 October 2012
 March 2016
 August 2019
 February 2021
 October 2024

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METROPOLITAN PLANNING ORGANIZATION

Resolution to Adopt the 2024 CORE MPO Participation Plan Update of the Coastal Region Metropolitan Planning Organization (CORE MPO)

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization of the Savannah urbanized area in accordance with federal requirements of Title 23, Section 134 of the United States Code to have a cooperative, comprehensive and continuing transportation planning process; and

WHEREAS, federal legislation requires Metropolitan Planning Organizations (MPOs) to "provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the Transportation Plan"(USC Title 23, Section 134); and

WHEREAS, the legislation further states that a Participation Plan "(i) shall be developed in consultation with all interested parties; and (ii) shall provide that all interested parties have reasonable opportunities to comment on the contents of the Transportation Plan."; and

WHEREAS, CORE MPO adopted a Participation Plan (Plan) in March of 2002 and has updated the Plan several times in response to changing requirements or conditions, most recently in February 2021; and

WHEREAS, this 2024 update includes the following changes: 1) updated goals and objectives, (2) updated Measures of Effectiveness, 3) information on the public participation within the 2050 Metropolitan Transportation Plan update process, and 4) necessary administrative modifications to meet federal and state requirements have been made; and

WHEREAS, the process to update the Participation Plan was carried out in accordance with the most recently adopted Participation Plan, including the required 45-day public comment period; and

WHEREAS, CORE MPO has conducted a public hearing for the Participation Plan updates and has taken into consideration comments made at the public hearing.

NOW, THEREFORE, BE IT RESOLVED, that the CORE MPO adopts the attached updated Participation Plan.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on October 23, 2024.

Chairman Chester A. Ellis
Coastal Region Metropolitan Planning Organization

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Section 1 – Introduction

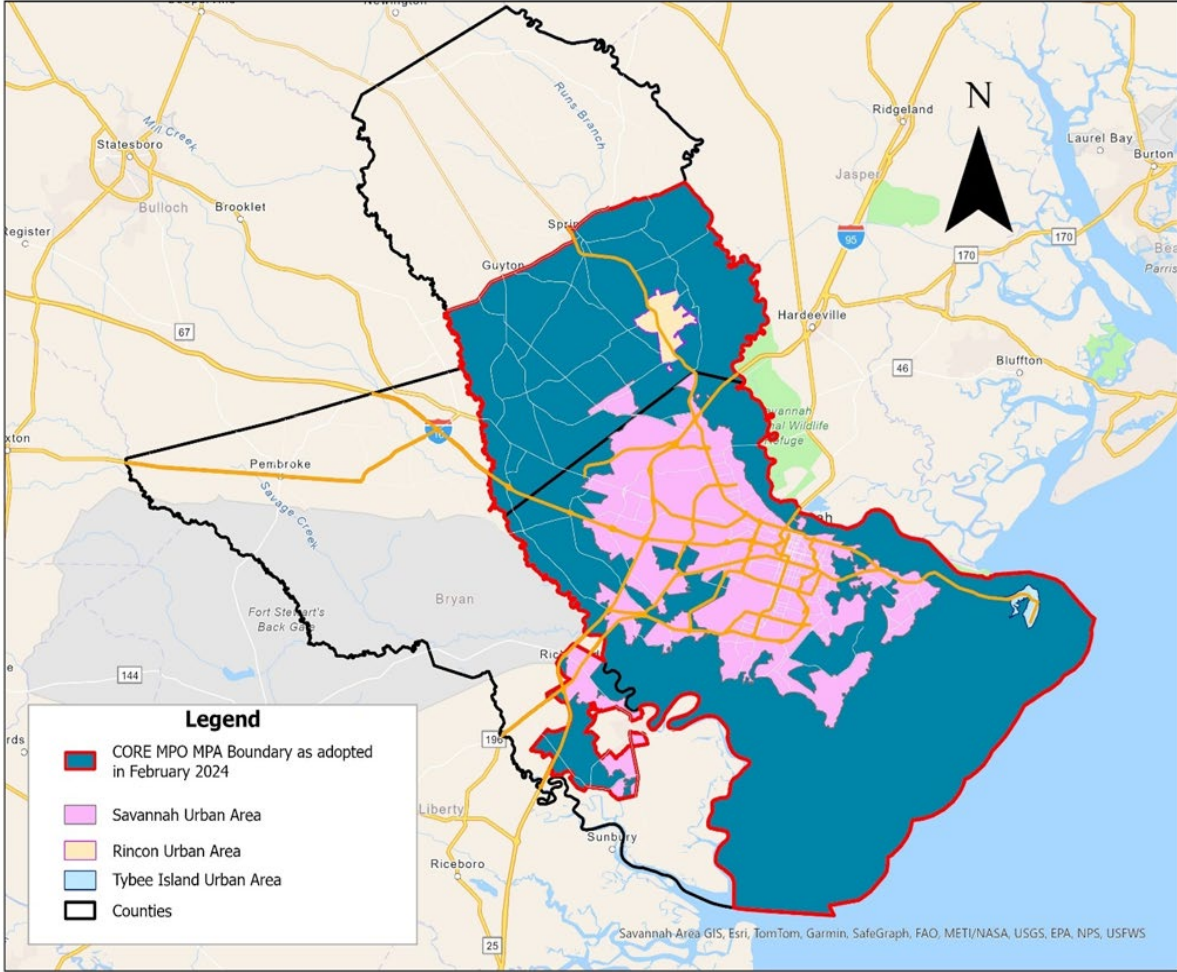
The Participation Plan

The Participation Plan describes the strategies and techniques that the Coastal Region Metropolitan Planning Organization (CORE MPO) uses to inform and engage the public in transportation planning issues with the purpose of maximizing participation and effectiveness.

A Metropolitan Planning Organization (MPO) exists in every urbanized area in the U.S. that has a population of at least 50,000. A primary role of an MPO, acting through a policy board, is to provide a local forum to involve the public and all appropriate agencies and organizations in the decisions involving federal transportation funds (for highway and transit projects). MPOs that serve urbanized areas having a population of at least 200,000 are further identified as Transportation Management Areas (TMAs). CORE MPO is one of the TMAs within Georgia, serving a population of around 380,000 people according to the 2020 Decennial Census. CORE MPO has also revised the planning area boundary per the 2020 census. An area designated as a TMA enjoys certain benefits and incurs additional requirements beyond those of smaller urbanized areas (23 USC 134 (k)).

- Transportation plans and programs within a TMA must be based on a continuing, comprehensive and cooperative transportation planning process carried out by the MPO in cooperation with the State and transit operators.
- The transportation planning process must include a Congestion Management Process (CMP).
- The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) must certify the transportation planning process no less often than once every four years.

The CORE MPO is the MPO for the Savannah Urbanized Area in Georgia (as defined by the U.S. Census), plus areas expected to become urbanized within 20 years. As shown in the map below, the current planning area includes all of the municipalities within Chatham County, the unincorporated area of Chatham County, small portions of Effingham County, and a small portion of Bryan County (including Richmond Hill).



The Chatham County-Savannah Metropolitan Planning Commission (MPC) provides staff to CORE MPO and is responsible for administering the Unified Planning Work Program (UPWP). CORE MPO was initially established in 1963 and has grown and evolved to keep pace with federal transportation regulations. It was called Chatham Urban Transportation Study (CUTS) until 2009 when the name was changed in anticipation of a larger urbanized area reaching beyond Chatham County, which indeed occurred with the 2010 U.S. Decennial Census. The CORE MPO planning area has since expanded in accordance with the 2020 U.S. Decennial Census.

Each MPO is responsible for creating and maintaining a long-range plan and a short-range programming document, among other things, to address the transportation needs of people as well as freight in the planning area. This Participation Plan includes descriptions of the participation opportunities in the development of these long-range and short-range planning documents. These plans and programs are developed in partnership with multiple agencies and all interested parties in a continuous, cooperative, and comprehensive (3C) process. The Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Georgia Department of Transportation (GDOT), local governments, and transportation providers are a few of the MPO's key partners, in planning as well as in funding. A glossary of common MPO terms is found in Appendix A.

Public Participation Requirements of MPOs: Why have a Participation Plan?

In addition to the plans and programs mentioned above, which are oriented towards transportation solutions, MPOs also are required to adopt a Participation Plan, which inherently focuses more on the ongoing planning process itself. It was with the passage of the federal transportation authorization act in 1991, known as “ISTEA,” that the role of public participation in transportation decision-making was greatly enhanced. Subsequent legislation replaced ISTEA, most recently the Fixing America’s Surface Transportation (FAST) Act, but carried forward a strong federal emphasis on public participation programs. These requirements have been carried forward into the current legislation – the Infrastructure Investment and Jobs Act (IIJA), also called the Bipartisan Infrastructure Law (BIL).

The legislation requires MPOs to create a formal participation process and document the process in a plan resulting in opportunities for the public to participate in the transportation planning process. The legislation also requires the MPOs to periodically review the effectiveness of the Participation Plan and make revisions as necessary.

For more detail on the federal authority of MPOs and the federal requirements for participation, see Appendix B.

Overview of CORE MPO’s Participation Plan

CORE MPO adopted a Public Involvement Plan in March 2002. The plan has been implemented since its adoption, providing participation guidance in the updates of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). The Public Involvement Plan itself has been updated several times to reflect changing regulations and CORE MPO characteristics, and is now known as the Participation Plan.

CORE MPO aims to update the Participation Plan at least every five years. An update was necessitated in 2015-2016 by the finalization of the CORE MPO reapportionment process, which had revised CORE MPO composition and expanded the planning area, as a result of the 2010 U.S. Decennial Census. The latest plan updates were adopted in August 2019. The 2019 updates incorporated the public involvement process conducted for development of the 2045 Metropolitan Transportation Plan (2045 MTP), included the quantitative Measures of Effectiveness (MOEs) of the MPO’s public participation process for the past three years, added additional Title VI related goals and objectives, and made some administrative corrections and modifications. The plan was subsequently updated in 2021, in accordance with the 3-year update cycle and to add discussion of how COVID-19 impacted public involvement. For a history of the CORE MPO Participation Plan development process and all updates, see Appendix C. This current update will incorporate the public involvement strategies used during to 2050 MTP update process.

The basic components of this Participation Plan are:

- Goals for participation;
- Objectives that specify how to encourage participation;
- Measures of Effectiveness (MOEs) to help the MPO evaluate how well the goals are being met; and
- Descriptions of predictable participation opportunities in CORE MPO’s transportation planning process.

First, though, the next section will describe the composition of the CORE MPO Board and each of the advisory committees, which together form the backbone of the participatory planning process.



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*Because the mission of
the MPO is to provide a
forum for decision-
making,
a Participation Plan
is fundamental to
the MPO's
transportation
planning process.*

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Section 2 – CORE MPO Board and Advisory Committees

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 Transportation Equity and Public Involvement Advisory Committee (TEPIAC), and the Bike and Pedestrian Advisory Committee (BPAC). The Citizens Advisory Committee (CAC), and the Advisory Committee on Accessible Transportation (ACAT) were consolidated into TEPIAC in 2024. The combined committee will have the same mission as the ACAT and CAC. 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. Taken all together, the committees' meetings cover a range of days and times in an effort to provide opportunity to learn about CORE MPO planning effort for people with various life and work schedules, including the Title VI and Environmental Justice target populations. The CORE MPO Board meetings are also televised on government channels. Agendas and materials are provided on web pages at least one week ahead of the meetings. Audio recordings, video recordings and minutes are also posted on the MPC web site. Links to current and previous meetings are provided on the CORE MPO website at <https://www.thempc.org/Core#gsc.tab=0>. This includes current meetings and archived past meetings.

CORE MPO Board

The CORE MPO Board is comprised of elected and appointed officials from all of the member jurisdictions, as well as executives from the local and state agencies concerned with transportation planning. It serves as the forum for cooperative transportation decision-making and establishes transportation related policies in support of the area's overall goals and objectives. It reviews and approves all the MPO plans, programs and studies. The CORE MPO Board prioritizes transportation projects recommended in the planning process. The following is a synopsis of the voting composition of the current CORE MPO Board.

- Chairperson or designee, Chatham County Commission
- Commissioner or designee, Chatham County Commission
- Commissioner or designee, Chatham County Commission
- Mayor or designee, City of Savannah
- Councilperson or designee, City of Savannah
- Councilperson or designee, City of Savannah
- Mayor or designee, City of Bloomingdale
- Mayor or designee, City of Garden City
- Mayor or designee, City of Port Wentworth
- Mayor or designee, City of Pooler
- Mayor or designee, City of Tybee Island
- Mayor or designee, Town of Thunderbolt
- Mayor or designee, Town of Vernonburg
- Chairperson or designee, Effingham County Commission
- Municipal voting member agreed upon by Effingham County and its municipalities (rotating seat)

- Chairperson or designee, Bryan County Commission
- Mayor or designee, City of Richmond Hill
- Commissioner or designee, Georgia Department of Transportation
- Chairperson or designee, Chatham Area Transit Authority
- Executive Director or designee, Savannah Airport Commission
- Executive Director or designee, Georgia Ports Authority
- Chairperson, Chatham County - Savannah Metropolitan Planning Commission
- Chairperson, CORE MPO Economic Development and Freight Advisory Committee

Technical Coordinating Committee

The Technical Coordinating Committee (TCC) is made up of key government and agency transportation staff members who are involved in technical aspects of transportation planning. The TCC reviews and evaluates all transportation studies and provides technical guidance and direction to the MPO. The following is the voting composition of the TCC.

- County Engineer or designee, Chatham County
- Director of Traffic Engineering or designee, City of Savannah
- Staff Representative, City of Bloomingdale
- Staff Representative, City of Garden City
- Staff Representative, City Pooler
- Staff Representative, City of Port Wentworth
- Staff Representative, Town of Thunderbolt
- Staff Representative, City of Tybee Island
- Staff Representative, Bryan County
- Staff Representative, City of Richmond Hill
- Staff Representative, Effingham County
- Staff Representative, Municipality within Effingham County (rotating seat)
- Transit Planner, Chatham Area Transit
- Engineering Staff, Georgia Ports Authority
- Director of Engineering or designee, Savannah Airport Commission
- Executive Director & CEO, Metropolitan Planning Commission
- District Engineer or designee, Georgia Department of Transportation
- Transportation Planner, Georgia Department of Transportation
- Representative, Bicycle and Pedestrian Advocacy Group

Economic Development and Freight Advisory Committee

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

- County Manager or designee, Chatham County
- County Manager or designee, Effingham County
- County Manager or designee, Bryan County
- City Manager or designee, City of Savannah
- City Manager or designee, City of Port Wentworth
- City Manager or designee, City of Garden City
- City Manager or designee, City of Pooler
- Garrison Commander or designee, Fort Steward/Hunter Army Airfield
- President and CEO or designee, Savannah Economic Development Authority
- President and CEO or designee, Savannah Area Chamber of Commerce
- Director or designee, Bryan County Economic Development Agency
- Director or designee, Effingham County Industrial Development Authority
- Representative, Manufacturing and Logistics Industry
- Representative, Georgia Ports Authority
- Representative, Savannah Airport Commission

Bicycle and Pedestrian Advisory Committee

The BPAC shall assist in preparing and updating the CORE MPO's Non-Motorized Transportation Plan, the Thoroughfare Plan, and the other MPO plans and programs related to bicycle and pedestrian planning and infrastructure. The committee shall make recommendations to the CORE MPO Board on these plans and programs. The BPAC shall serve as a cooperative forum for regional bicycle and pedestrian improvements planning, project prioritization, coordination and implementation.

- Staff Representative, City of Savannah
- Staff Representative, Chatham County
- Staff Representative, Effingham County
- Staff Representative, City of Rincon
- Staff Representative, Chatham Area Transit
- Staff Representative, Georgia Bikes
- Bike/Ped Coordinator, Chatham County – Savannah Metropolitan Planning Commission
- Staff Representative, LIFE Inc.
- Staff Representative, Bike/Walk Savannah
- Staff Representative, Coastal Regional Commission
- Staff Representative, Chatham - Savannah School System
- Staff Representative, Tide to Town
- Staff Representative, Healthy Savannah
- Interested Citizen (1)

Transportation Equity and Public Involvement Advisory Committee

The Transportation Equity and Public Involvement Advisory Committee (TEPIAC) is consolidated from the previous CORE MPO Citizens Advisory Committee (CAC) and Advisory Committee on Accessible Transportation (ACAT). The mission has been expanded to cover transportation equity and public participation issues in the CORE MPO's transportation planning process. The TEPIAC shall serve as the forum for cooperative decision-making with regard to addressing transportation equity, public involvement, accessible transportation, Title VI and Environmental Justice related issues in the CORE MPO region. The TEPIAC provides a forum to obtain public views on transportation issues and problems, reviews transportation reports and recommendations to ensure that local goals are considered and directs issues of public concern to the attention of the CORE MPO Board.

- Staff Representative, Chatham Area Transit Authority (CAT)
- Transportation Planner, Chatham County - Savannah Metropolitan Planning Commission (MPC)
- Staff Representative, Economic Opportunity Authority for Savannah – Chatham County (EOA)
- Resident Service Coordinator, Housing Authority of Savannah
- Para Support and Housing Coordinator, Living Independence for Everyone (LIFE), Inc.
- Staff Representative, National Federation of the Blind of Georgia - Local Chapter
- Staff Representative, Savannah – Chatham Council on Disability Issues (SCCDI)
- Representative, Savannah Center for the Blind and Low Vision
- Staff Representative, Senior Citizens Inc.,
- Staff Representative, Chatham County
- Interested Citizens (6)

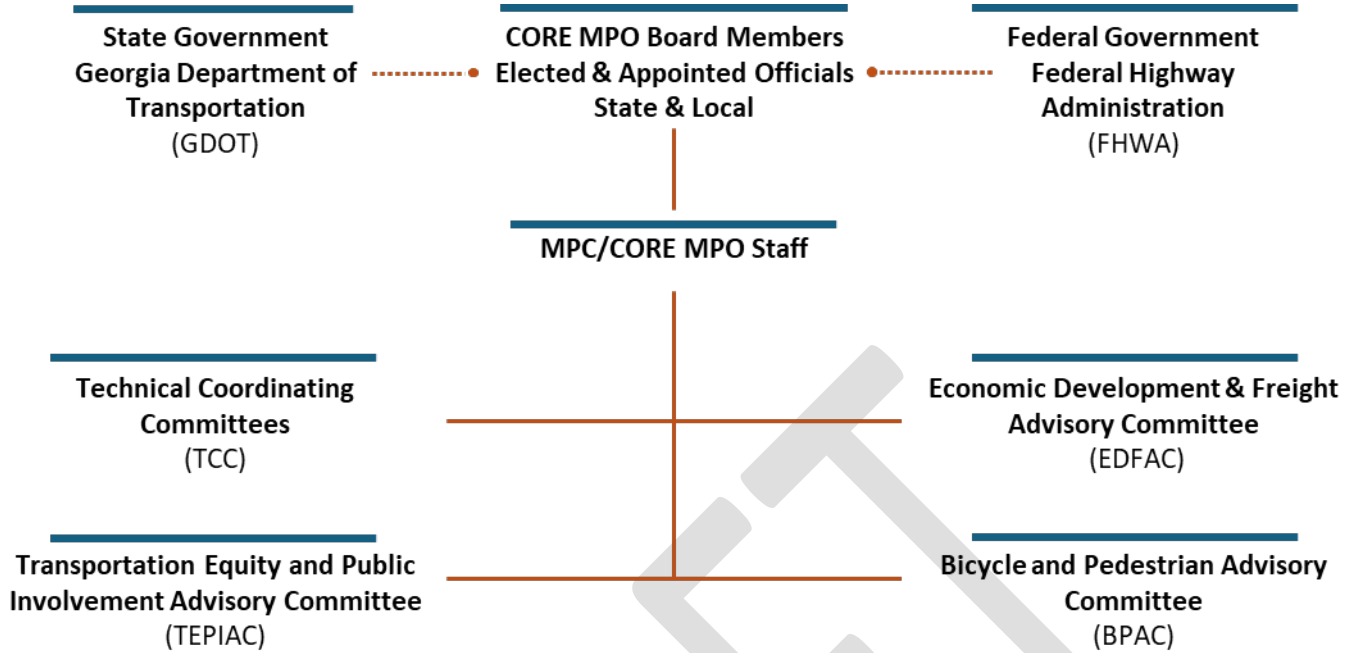
Each of these committees has non-voting advisory members for consultation as needed.

Ad hoc Committees

Occasionally ad hoc committees are created to examine specific technical issues, 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. The MPO also utilizes existing advocacy groups as ad hoc committees to help the MPO planning process. Some examples of ad hoc committees have included the following.

- The Non-Motorized Transportation Plan Steering Committee
- The Coastal Empire Resiliency Network Working Group

Working in concert, the MPO, its committees and staff carry out the 3-C planning process by continuously monitoring and evaluating the entire transportation system, and providing the forum for all government agencies, transportation providers and the public to participate in the development of transportation plans and programs. As local conditions change, transportation plans and programs are periodically re-evaluated and updated to ensure that they continue to serve the needs of the community. The following chart shows this interactive process.



The CORE MPO Bylaws, which are posted on the MPO's web site (<https://www.thempc.org/Core/Who>), further explain the role, composition, and operation of the Board and each advisory committee.

Section 3 – Participation Goals and Objectives

The following section summarizes the goals and objectives that were developed through the completion of the CORE MPO's Participation Plan under the guidance of the Citizens Advisory Committee (CAC). The update in 2015-2016 has modified objectives in the following ways: reworded or combined similar objectives; added new objectives to improve outreach; and removed obsolete or impractical objectives. The update in 2019 has incorporated additional participation objectives related to Title VI. Due to COVID-19, the 2020 update included a heavier discussion on new outreach methods, especially online means, to ensure public safety. This included exploring more outreach methods that are conducted through online mediums, such as social media platforms like Facebook and Instagram.

The first step the CAC Public Relations/Program Subcommittee undertook in developing the first MPO Public Involvement Plan was to identify appropriate goals and objectives. The subcommittee used the "outreach activities" listed in the Public Involvement section of the Transportation Plan for Chatham County, Georgia (MPO, 1999) as the basis for developing more specific and functional goals and objectives. The subcommittee also reviewed goals and objectives developed by other MPOs for their participation plans.

A number of tools are available in designing effective participation activities. The choice of techniques is guided by the type of initiative underway (e.g., a Town Hall meeting, an update to the MTP, etc.) and the audience targeted. Appendix D includes descriptions of various participation techniques available for

implementation. The tables were prepared by the International Association for Public Participation (IAP2). The list is comprehensive, but not exhaustive.

The CORE MPO Participation Plan has four goals, shown below. The bullets under each goal are the objectives specifying how the MPO meets the goal. As transportation planning is a continuing process, most of these activities are carried out on an ongoing basis, or as called for in relation to planned events.

Goal 1: Raise interested citizens'/parties' level of understanding of the MPO transportation planning process and identify how interested citizens/parties can become involved.

Goal 2: Ensure that the interested citizens/parties have been provided with adequate, appropriate and meaningful opportunities to participate in the decision-making process.

Goal 3: Identify and involve traditionally underserved communities (those communities with high concentrations of minority, low-income, Limited English Proficiency, disabled or elderly populations) in the MPO transportation planning process.

Goal 4: Utilize the TEPIAC to its fullest extent to reach interested parties in the community including citizens within the planning area, the CORE MPO Board and local, state and federal transportation and public officials.



Goal 1: Raise interested citizens'/parties' level of understanding of the MPO transportation planning process and identify how interested citizens/parties can become involved.

- Provide agendas for all MPO Committee Meetings to Committee members well in advance of the meetings.
- Post the MPO Committee Meetings' agendas, minutes, audio recordings and video recordings on the MPO web site.
- Maintain a database of MPO contacts that includes media outlets, committee members, partner agencies' staffs, representatives of underserved populations, and interested parties.
- Notify media and interested parties/citizens (maintained as part of the MPO database) of the MPO Committee meetings prior to the meetings.
- Designate time on each MPO Committee meeting agenda for comments from interested parties/citizens.
- Maintain the MPO web site with information about regular meetings, planning and programming documents, and special studies.
- Develop informational materials and employ visualization techniques as appropriate for activities and studies in the MPO transportation planning process, e.g. web pages, fact sheets, newsletters, newspaper inserts, brochures, citizen guides, videos, etc.
- Work with the media to inform and educate the public about transportation issues and the transportation planning process.

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- Staff is available to attend local government and community meetings, by request, to discuss current planning initiatives as well as provide an overview of the MPO transportation planning process.
- Create infographics and charts to put CORE MPO technical terms into laymen terms that can be published online or printed and given directly to residents.
- Identify the most impactful issues with the community and create forums for discussing them at public outreach events
- Identify the most heavily discussed transportation topics in the community through analyzing public input and paying attention to local events

Goal 2: Ensure that the interested citizens/parties have been provided with adequate, appropriate and meaningful opportunities to participate in the decision-making process.

- Review by the CORE MPO Board and appropriate advisory committees of all updates and amendments to any MPO planning and programming documents.
- Publicize all public meetings, public hearings and public review periods through media outreach and public notice advertisements.
- Provide public access to all draft plans at various local public agencies (e.g. libraries, community centers) in advance of plan adoption by the CORE MPO Board.
- Report through the MPO Committees all significant public comments on draft plans and reports.
- Provide MPO contact information for citizens to offer suggestions on transportation issues.
- When warranted, convene subcommittees, task forces, focus groups, etc., of interested citizens, planners, technical experts and others who have expressed an interest in a particular topic and involve them in the planning process.
- Provide fact sheets on specific plans and projects (ongoing).
- Conduct surveys, at appropriate times, to inform the land use and transportation planning process.
- As resources allow, provide announcements, documents, materials, and notices in the language of populations reaching the Limited English Proficiency (LEP) threshold in the Savannah urbanized area.
- Create a social media page for the CORE MPO to reach a larger audience.
- Advertise public comment and review periods on multiple platforms, like the newspaper, social media, and the radio, to reach a wider audience
- Add picture links to CORE MPO website to attract more clicks and make CORE MPO website more navigable

Goal 3: Identify and involve traditionally underserved communities (those communities with high concentrations of minority, low-income, Limited English Proficiency, disabled or elderly populations) in the MPO transportation planning process.¹

¹ The CORE MPO Environmental Justice Plan and Language Assistance Plan explain the processes of assessing needs of the underserved and project impacts and benefits for those populations. See reports at: <https://www.thempc.org/Core/TitleVi>.

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- Identify groups that represent or assist traditionally underserved communities and maintain contact/ mailing list.
 - Maintain contact/ mailing list of media, notify them of all regularly scheduled CORE MPO committee meetings, and work with them to inform and educate underserved communities about transportation issues.
 - Ask members of TEPIAC to suggest contact organizations
 - Refer to the Environmental Justice (EJ) and Limited English Proficiency (LEP) geographic analysis maps when considering meeting locations and vary meeting times to provide opportunities for people with atypical schedules (minority, low-income, LEP communities, etc.).
 - Employ different meeting sizes and formats to ensure optimal participation from the Title VI populations.
 - Coordinate with community and faith-based organizations, educational institutions, and other organizations to implement public engagement strategies that reach out specifically to members of affected minority, low-income, LEP, elderly, and/or disabled communities.
 - Consider radio, television, or newspaper ads on stations and in publications that serve LEP populations, visually-impaired populations and deaf/hard of hearing populations. Outreach to LEP populations can also include audio programming available on podcasts. Outreach to hard-of-hearing community can also include sign language interpretation. Outreach to visually-impaired population can also include large-font format for distributed materials.
 - Provide opportunities for public participation through means other than written communication, such as personal interviews or use of audio or video recording devices to capture oral communication.
 - Use federal and state guidance to learn public participation best practices.
 - Work with TEPIAC to identify opportunities for their additional involvement in the MPO transportation planning process.
 - Involve minority, low-income, LEP, disabled and elderly persons as members of TEPIAC.
 - Provide voluntary opportunities for participants to indicate their inclusion in Title VI categories on comment cards and surveys.
 - As resources allow, provide announcements, documents, materials, and notices in the language of populations reaching the Limited English Proficiency threshold in the Savannah urbanized area.
 - Create printed versions of infographics, charts, and information that can be administered directly to elderly communities, nursing homes, and anyone without internet access.
 - Provide sign language translations of meetings for deaf and low hearing individuals.
 - Involve equity planning in all transportation plans and studies
 - Provide translated CORE MPO informational materials for Spanish speaking people who have low English proficiency.
 - Provide virtual options for meetings

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- Provide closed captions to make meetings easier to follow
- Provide paper copies of documents and comment cards
- Provide language preference cards
- Identify historically underrepresented groups and ensure that meetings occur to receive the input of those groups.

Goal 4: Utilize the TEPIAC to its fullest extent to reach interested parties in the community including citizens within the planning area, the CORE MPO Board and local, state and federal transportation and public officials.

- Keep the TEPIAC informed of relevant MPO activities and studies, such as the Title VI Plan, Participation Plan, non-motorized transportation, and transit.
- TEPIAC will review all citizen concerns related to transportation policies, etc. as part of the MPO Committee review process.
- Keep the TEPIAC informed of the progress of federally funded transportation projects, including transit projects.
- TEPIAC will periodically review effectiveness of CORE MPO participation methods.
- Modifications to the Participation Process will be reviewed by the TEPIAC before being approved by the CORE MPO Board.
- New TEPIAC members will be provided with a current Orientation Manual and will be able to attend an orientation meeting on the MPO planning process.
- Invite TEPIAC members to be added to the stakeholder lists for MPO studies of their choice and to share insight or information gleaned with the rest of the TEPIAC and interested citizens as opportunities arise.
- Offer remote opportunities for meetings and events

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Section 4 – Measures of Effectiveness

The previous method to measure the effectiveness of public outreach within the CORE MPO process intended to monitor the regularly scheduled CORE MPO Board and Advisory Committee meetings.

Evaluating the effectiveness of the participation process periodically is a desirable practice and is in fact required of the MPO by federal regulations. The measures should be quantifiable yet practical to obtain.

The 2015-2016 update of the Participation Plan has made significant changes to the measures of effectiveness (MOEs) for the CORE MPO participation process. These changes were made 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.

Overall, the goals identified in the previous section are expected to generate outcomes in the form of awareness and dialogue about transportation in the planning area. Evidence that this is happening might be the presence of people at meetings, or written or verbal communication between the MPO, its partner agencies, and the public. The measures of effectiveness in this section focus on such evidence.

Once every two calendar years, the MPO will evaluate its participation outcomes, using the quantifiable measures above. Over time, the target is to see improved annual averages in the identified types of participation outcomes from one evaluation to the next. Appropriate records will be kept on an ongoing basis to allow efficient review. The measure will be **averages across the two-year period** (e.g. the average number of persons in attendance per meeting in the 2016-2017 evaluation period was 'x'). The evaluation also may include additional detail associated with the actual metrics as needed, such as how comments or complaints (if any) were addressed, reasons people gave for attending meetings, or how they heard of meetings. An evaluation report will summarize the results the CORE MPO's biennial measure of effectiveness.

If the evaluation reveals that changes are needed in CORE MPO's participation methods, the Participation Plan will be revised, in accord with the adopted participatory procedures that are current at that time. At a minimum, CORE MPO aims to update the Participation Plan every five years. Updates may be triggered by other factors besides evaluation results; thus, every Participation Plan update does not necessarily involve an evaluation of the effectiveness participation process, because evaluations are on the two-year schedule specified above.

In the interest of simplified record-keeping, a formatted chart is stored electronically in a location on the file network where all MPO staff can easily access it to enter counts as events occur or as comments or complaints are received.

This section has been updated to include meeting attendance averages for each committee, including the newly established TEPIAC and BPAC committees, for the years 2022 to 2024. This section will also include qualitative data on the type of feedback received during public outreach during the 2050 Metropolitan Transportation Plan update process. Qualitative data is as important as quantitative counts of attendance, as it provides information on the nature of feedback the public is communicating to the MPO.

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The documentation on CORE MPO’s qualitative Measures of Effectiveness before the 2015-2016 update of the Participation Plan is included in Appendix N. The evaluation of the public participation quantitative MOEs for 2016–2019 is included in Appendix N as well.

Quantitative Measures of Effectiveness for CORE MPO Board and Committee Meetings

| Measures of Effectiveness | | | | |
|---|---------------------|----------------|----------------|----------------|
| Outcomes measured | Unit | Jan - Dec 2022 | Jan - Dec 2023 | Jan - Aug 2024 |
| Number of Meetings | Each Meeting | 26 | 27 | 20 |
| Number of Meetings in EJ locations | Each Meeting | | | |
| CORE MPO Board | | 6 | 6 | 4 |
| TCC | | 6 | 6 | 6 |
| CAC | | 6 | 6 | 4 |
| ACAT | | 6 | 6 | 4 |
| EDFAC | | 2 | 3 | 0 |
| TEPIAC | | NA | NA | 1 |
| BPAC | | NA | NA | 1 |

| Measures of Effectiveness | | | | |
|--|--------------------|----------------|----------------|----------------|
| Outcomes measured | Unit | Jan - Dec 2022 | Jan - Dec 2023 | Jan - Aug 2024 |
| Number of People attending meetings of CORE MPO committees | Persons/Mtgs | 548 | 496 | 376 |
| CORE MPO Board | Total Attendance | 214 | 178 | 143 |
| | Average Attendance | 35.67 | 29.67 | 35.75 |
| TCC | Total Attendance | 182 | 150 | 154 |
| | Average Attendance | 30.33 | 25 | 25.67 |
| CAC | Total Attendance | 62 | 54 | 38 |
| | Average Attendance | 10.33 | 9 | 9.5 |
| ACAT | Total Attendance | 58 | 70 | 41 |
| | Average Attendance | 9.67 | 70 | 10.25 |
| EDFAC | Total Attendance | 32 | 44 | 0 |
| | Average Attendance | 16 | 14.67 | 0 |
| TEPIAC | Total Attendance | NA | NA | 17 |

| | | | | |
|------|--------------------|----|----|----|
| | Average Attendance | NA | NA | 17 |
| BPAC | Total Attendance | NA | NA | 19 |
| | Average Attendance | NA | NA | 19 |

Qualitative Information from Public Involvement in the 2050 Metropolitan Transportation Plan Update Process

The 2050 Metropolitan Transportation Plan is a long-range document that includes projects throughout the entire CORE MPO planning area. Because of this, many discussions within the plan are broad and high level in nature.

- Introducing the project and the CORE MPO
 - When presenting the details regarding the 2050 MTP, many members of the public had multiple questions about what the CORE MPO is and the function of an MPO. These public events during the 2050 MTP update was often the first introduction of the MPO to community members. Moving forward, staff will be mindful of providing the context of what the MPO is in addition to the context regarding the plans and projects that will be presented to the public.
- The Scope of Public Input
 - Although the 2050 MTP is a long-range regional plan, much of the public input received during the public participation process was local scale and neighborhood specific. During this process, staff made sure to provide information on what is included in the plan and it’s scope. When staff received neighborhood specific concerns that were not included in the scope of the plan, staff informed community members of the local avenues to take to have those issues addressed.
- Neighborhood Association Presentations
 - Presenting the 2050 MTP at neighborhood association meetings provided a great opportunity to introduce CORE MPO topics and to connect with underserved neighborhoods. Through attending these meetings, community members discussed a broad range of topics affecting their community. Because CORE MPO staff presented alongside other agenda items that were important for the neighborhood members to discuss, CORE MPO presentations could only occupy a short time frame. Moving forward, for neighborhood association meetings, staff will develop shorter presentations to ensure all main points are communicated and to ensure that there is still time for questions and comments.
- CORE MPO Meetings
 - The CORE MPO had several board and advisory committee meetings that included public input hearings for the 2050 MTP update. Additionally, CORE MPO held several standalone meetings as well. Public attendance was usually low. However, information received from the public who did attend was often rich and detailed.
- Community Pop-Ups
 - There were several community events that CORE MPO attended to spread awareness about the 2050 MTP. These events had a high attendance, leading to more connections

with the public. Additionally, the vendors present at these meetings also gave valuable input. This setting provided a great way to introduce the MPO to the community. While it did not lead to noticeable boosts in survey responses, it increased the presence of CORE MPO in the community.

- Coastal Georgia Indicators Coalition
 - The Coastal Georgia Indicators Coalition is comprised of community members and advocates working together to improve community well-being by engaging and leading the community to work collectively in its development of strategic priorities that guide policy, programs and resource allocation. Multiple non-profit and community organizations collaborate with and attend CGIC meetings. CORE MPO presented the 2050 MTP several times at CGIC meetings. This lead to large boosts in survey responses.

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Section 5 – Overview of Participation Opportunities in CORE MPO Transportation Planning

This section allows interested parties to become familiar with the core activities in the MPO planning process. These are the most predictable activities and include: Regular meetings of the CORE MPO Board and advisory committees; and development of and changes to the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), the Unified Planning Work Program (UPWP), the Congestion Management Process (CMP), the Title VI Plan, the Participation Plan, and special studies. A chart at the end of this section summarizes the timing of public meetings, hearings, and review period for each type of MPO document discussed here.

Other than the opportunities described below, interested parties may contact CORE MPO staff at any time through the “Get Involved” link on the website at: <https://www.thempc.org/Core/Ppp#gsc.tab=0> or at the agency address and phone number provided at the end of this section. An example of the comment form on the “Get Involved” web page is provided in Appendix G.

Participation through CORE MPO Committees

The backbone of CORE MPO’s participatory process for decisions regarding the uses of federal transportation funding in the planning area, whether for projects or studies, consists of the meetings of the CORE MPO Board and its advisory committees, all of which are open to the public. The intent of these meetings is to provide a forum for the open discussion among committee members, staffs, and citizens about needs, proposals, comments, or concerns relating to transportation in the area. In this way, the MPO Board’s actions represent the collaborative local decision on how to reflect the area’s interests in a transportation plan, project list, recommendation, program, or other effort, given the information received at the meetings or among the provided meeting materials.

The MPO develops a schedule for all the regular MPO committee meetings each year and posts it on the MPO website at <https://www.thempc.org/Core/Bac#gsc.tab=0>. The schedule is generally set according to the following system with exceptions noted.

- The CORE MPO Board meets on the fourth Wednesday of even-numbered months (i.e. February, April, etc.), at 10:00 a.m. in the MPC Arthur A. Mendonsa Hearing Room, 112 E. State St., Savannah, Georgia. Exceptions are noted on the annual meeting schedule.
- The Technical Coordinating Committee (TCC) meets in the even-numbered months, on Thursday in the week prior to the MPO Board meeting, at 2:00 p.m. in the MPC Jerry Surrency Conference Room, 112 E. State St., Savannah, Georgia. This is often but not always the third Thursday of the month. Exceptions are noted on the annual meeting schedule.
- The Economic Development and Freight Advisory Committee (EDFAC) meets at least twice a year. Meeting times and locations are determined by the EDFAC Chairman in consultation with the CORE MPO Staff.

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- The Transportation Equity and Public Involvement Advisory Committee (TEPIAC) will meet on a schedule as decided by the committee members. The meetings will be hybrid, meaning they can be attended virtually or in the MPC Jerry Surrency Conference Room, 112 E. State St., Savannah, Georgia.



- The Bicycle and Pedestrian Advisory Committee (BPAC) will meet on a schedule as decided by the committee members. The meetings will be hybrid, meaning they can be attended virtually or in the MPC Jerry Surrency Conference Room, 112 E. State St., Savannah, Georgia.

Additionally, subcommittees may be established within any of these committees, to address particular issues or projects. In rare circumstances, the regular committees may have special-called meetings, as explained in the CORE MPO Bylaws (available at <https://www.thempc.org/Core/Who>).

All of the MPO and Committee meetings are open to the public, and interested citizens/parties are encouraged to attend. At each meeting, the public is provided with an opportunity to address the Committee on any issue related to the transportation planning process. Anyone wishing to speak can sign-up at the beginning of the meeting or contact the MPO staff prior to the meeting (see Contacting CORE MPO at the end of this section). In addition, the public is permitted to engage in the discussion of all action items on the agenda prior to the formal vote. Public discussion during informational items is encouraged when time permits, at the discretion of the committee chairs.

Meeting agendas for the CORE MPO Board and advisory committees are posted on the MPO website at least a week ahead of the meetings. Audio recordings of the CORE MPO Board and advisory committee meetings and video recordings of the CORE MPO Board meetings are posted within a few days after each meeting on the MPC web page at <https://www.thempc.org/Core/Bac#gsc.tab=0> for each committee.

Participation in Development of the Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) contains the long-range planning elements of the transportation planning process. It is sometimes called the Long-Range Transportation Plan. The MTP identifies policies, strategies, projects and programs to guide future transportation investments in the MPO planning area. CORE MPO sometimes sets aside funds in the MTP to conduct studies as well. MTPs cover at least a 20-year time period and must be financially constrained. According to metropolitan transportation planning legislation, a complete MTP update must be completed every 5 years for metropolitan areas, such as ours, that are attaining federal air quality standards. The following are the steps that CORE MPO takes to encourage and allow participation in the MTP development.

- 1) The CORE MPO advisory committees will facilitate the participation process during the development of the MTP.
- 2) The MPO will host at least one public meeting on the MTP early in the development process at a centralized, accessible location.
- 3) A legal notice will be published in the *Savannah Morning News* at least 10 days prior to any public meeting.
- 4) In addition to the *Savannah Morning News*, all other local media and the neighborhood associations as identified in Appendix H of the Plan, and the consultation agencies as identified in Appendix I of the Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPO website.

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- 5) Upon completion of a draft MTP, the MPO will hold a 30-day public review and comment period.
- 6) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
- 7) During the public review and comment period, copies of the draft MTP will be made available for review at the public agencies identified in Appendix J of the Plan and will be posted on the MPO website.
- 8) The MPO will host at least one public meeting during the public review and comment period at a centralized, accessible location. The public meeting will be in advance of or in conjunction with the anticipated MPO meeting when the MTP will be adopted.
- 9) Public comments on the draft MTP must be provided in writing and will be included as an appendix to the final MTP.
- 10) Public comments shall be accepted no later than three working days after the public review and comment period ends.
- 11) At the close of the public review and comment period, the MPO staff will review comments and identify any significant comments.
- 12) Significant comments will be reviewed by the MPO Committees at their meetings and incorporated into the final MTP.
- 13) If the final MTP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will re-start a 30-day public review period, whether during or after the initial 30-day public review period.
- 14) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
- 15) CORE MPO will post event dates on the CORE MPO social media pages (Facebook and Instagram).

A chart at the end of this section summarizes the timing of public meetings, hearings, and review periods. It should be noted that these steps are the minimum participation requirements for MTP development, and that the MPO normally supplements this process with a more intensive public participation process.

Participation in Development of the Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-range programming element of transportation planning. The TIP lists the transportation projects in the CORE MPO planning area that are programmed to receive federal funds over the next four years. Projects in the TIP are consistent with the MTP. Factors considered for a project's inclusion in the TIP include its readiness to proceed as well as the project's ability to positively impact/affect the regional transportation system.

Under federal transportation planning legislation, the MPO is required to annually update the listing of obligated projects. By nature of programming funds, TIPs are financially constrained. The amount of federal funds available to the MPO is subject to the state's congressional district balancing. Only lump

sum projects which do not affect the capacity of roadways are not subject to congressional district balancing.

Federal regulations require the preparation of a TIP at least every four years in order for federal agencies to authorize the use of federal transportation funds in the region. The CORE MPO's public participation process for the development of the TIP meets the Federal Transit Administration's (FTA) public participation requirements related to the development of the Section 5307 Program of Projects.

- 1) The TEPIAC will facilitate the participation process during the development of the TIP.
- 2) As a Transportation Management Area (TMA), the MPO will host at least one public meeting on the TIP early in the development process, for the purpose of establishing project priorities. This meeting will be held at a centralized, accessible location.
- 3) A legal notice will be published in the *Savannah Morning News* at least 10 days prior to any public meeting/open house.
- 4) In addition to the *Savannah Morning News*, all other local media and the neighborhood associations as identified in Appendix H of the Plan, and the consultation agencies as identified in Appendix I of Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPO website.
- 5) Upon completion of a draft TIP, the MPO will hold a 30-day public review and comment period.
- 6) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
- 7) During the public review and comment period, copies of the draft TIP will be made available for review at the public agencies identified in Appendix J of the Plan and will be posted on the MPO website.
- 8) The MPO will host at least one public meeting during the public review and comment period at a centralized, accessible location.
- 9) Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP.
- 10) Public comments shall be accepted no later than three working days after the public review and comment period ends.
- 11) At the close of the public review and comment period, the MPO staff will review comments and identify any significant comments.
- 12) Significant comments will be reviewed by the MPO Committees at their meetings and incorporated into the final TIP.
- 13) If the final TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will re-start a 30-day public review period, whether during or after the initial 30-day public review period.

14) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.

A chart at the end of this section summarizes the timing of public meetings, hearings, and review periods.



Participation for Changes to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP)

While the MPO updates the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) on a regular schedule, there will be many instances during the cycle when either administrative changes or amendments are required. Generally administrative changes are minor changes which do not alter the original project intent or require financial rebalancing of the plan, while amendments are changes that do have those types of impacts on the plan.

Because the TIP focuses on an immediate four-year time frame, it includes the more active phases of projects, and therefore requests for changes tend to focus on the TIP. However, the longer range MTP is the guiding document. As one can infer from the descriptions of the MTP and the TIP above, the TIP is a subset of projects (or certain phases of projects) listed within the MTP's financially constrained plan. In order to qualify for federal funds, new projects must be consistent with the MTP before they are eligible for inclusion in the TIP. Changes to projects that are already in the TIP (and thus also in the MTP) are documented in an addendum to the MTP.

Any person requesting project revisions, additions, or deletions to the CORE MPO TIP or MTP should send to CORE MPO staff written details of the request, including:

- Project description or changes in existing descriptions;
- Project location and termini or changes in existing location and termini;
- Costs of each phase of the project (new projects) or changes in existing costs;
- Expected authorization year of each phase or changes in those (if the request involves the immediate four-year TIP window);
- Funding sources or changes in funding sources (if the request involves the immediate four-year TIP window); and
- Reason for change.

CORE MPO staff may request additional information if needed. Once all of the necessary information is received, MPO staff will use the information to determine whether the request is a TIP administrative modification (according to the description in GDOT's STIP amendment process in Appendix K), a TIP amendment that *does not* entail an MTP amendment, a TIP amendment that *does* entail an MTP amendment, or alternatively an MTP amendment that does not affect the TIP.

The guidelines below are used to distinguish between administrative modification and amendments. While most TIP amendments can be accomplished in one MPO meeting cycle (a one-step process), note that MTP amendments require MPO Board action at two separate meetings. TIP amendments which also necessitate an MTP amendment, will therefore require at least two meeting cycles in order to accomplish the necessary MTP amendment prior to action on the TIP amendment. The range of processes described below is intended to allow adequate review of requests, while recognizing that flexibility based on the context of the request will improve efficiency at multiple levels of government.

Procedures for Changes to the Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP)

Administrative Modification

The following types of requests are considered administrative modifications to the TIP or MTP, as long as the requested change does not require public review and comment.

- Making a *minor* revision (as defined in Appendix K: GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan;
- Adding, deleting, or modifying a project in the MTP's vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.

When the CORE MPO staff determines that the request is an administrative modification, the process consists of the following steps:

- 1) Transmittal of Confirmation: MPO staff transmits a confirmation to GDOT.
- 2) MPO staff posts the updated portion of the document(s) on the MPO web site.
- 3) GDOT sends a monthly list of notifications about administrative modifications to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA.

Projects that use zero federal funding, and that are not expected to need federal funding in the future, are not required to be included in the CORE MPO MTP or TIP. If a requester nevertheless would like to have these projects listed, then they can be included in an addendum to the MTP, with CORE MPO Board notification. Such projects can be listed in the TIP through an administrative modification.

CORE MPO reserves the right to re-start the change process as an amendment, in cases where it is found that the modification is controversial.

One-step Amendment

The following situations are considered one-step amendments.

- The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
- The request *would not* affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.

The process consists of the following steps:

- 1) CORE MPO Board Meeting: At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.
- 2) In instances where the project costs or other details differ from those listed in the adopted MTP, the updated project information will be noted in an addendum to the MTP.

Public participation procedures for one-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on the MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

Two-step Amendment

The following situations are considered two-step amendments. The second step of the process may include a TIP amendment as well, in many cases.

- The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
- The request *would* affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

The process consists of the following steps:

- 1) First CORE MPO Board meeting: The CORE MPO staff and the appropriate advisory committees will recommend to the MPO Board whether additional review of the amendment to the MTP is warranted. The CORE MPO Board will then decide either to reject the proposal or authorize further review of the proposal.
- 2) Second CORE MPO Board meeting: If further review is authorized by the CORE MPO Board in the step above, the MPO staff will obtain and review additional information and present its findings and recommendation to the appropriate CORE MPO advisory committees. The recommendations of the MPO staff and the committees will then be provided to the CORE MPO Board. A public hearing will be held at that CORE MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the amendment to the MTP, approve it, or approve it with modifications. If the proposal also affects the TIP, then the CORE MPO Board may consider the TIP amendment at this same meeting or at a later meeting.

Public participation procedures for two-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on the MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

TIP Amendment Only

If a project that is already consistent with the CORE MPO MTP requires a change that does not qualify as an administrative modification, as defined above, then a TIP amendment can be considered without the need for an MTP amendment. The TIP amendment process requires public advertisement, a 15-day comment period and response to all comments, either individually or in a summary form. There is no requirement for a public hearing. The amendment follows the usual MPO Committee process for action.

The use of federal funds requires completion of the environmental process in accordance with the National Environmental Policy Act (NEPA). Right-of-way negotiations may not take place until successful completion of the NEPA process. Final location and design of an amended project would be a function of the NEPA process. In Georgia, the Department of Transportation oversees the public participation in the environmental process. The MPO facilitates the participation process by providing early and continuous planning level input and by assisting GDOT in disseminating public meeting notices and project information.

A chart at the end of this section summarizes the timing of public meetings, hearings, and review periods.

Participation in the CORE MPO Unified Planning Work Program

The Unified Planning Work Program (UPWP) for the CORE MPO describes the transportation planning activities supporting the development of the Transportation Improvement Program (TIP) and the Metropolitan Transportation Plan (MTP) to be performed during a given fiscal year with funds provided under Title 23 USC and the Federal Transit Act. The tasks in the UPWP may include special studies in addition to the work on the required documents. Participation during development of or amendments to the document follows the CORE MPO committee review process. See the section above for “Participation through CORE MPO Committees”. For the special studies, the MPO committees and any other interested parties participate in developing scopes of the studies. All of the committee meetings are open to the public.

Participation in the CORE MPO Congestion Management Process

A Congestion Management Process (CMP) is a systematic and regionally accepted approach for managing congestion that provides information on transportation system performance and assesses alternative strategies for congestion management that meets state and local needs. Participation during development and updates of the CMP follows the regular CORE MPO committee review process. See the section above for “Participation through CORE MPO Committees”. All of the committee meetings are open to the public. Additional meetings or other outreach with partner agency staff, stakeholders, or the public may be conducted if needed, depending upon the issues and strategies identified as the CMP is developed.

Participation in Development of the CORE MPO Title VI Plan

Title VI refers to the section regarding non-discrimination in the 1964 Civil Right Act. The CORE MPO Title VI Plan includes the following major components: Title VI Plan overall document, Title VI/Non-discrimination policy statement, Title VI notice to the public, Title VI complaint procedures and complaint forms, Records of Title VI complaints and lawsuits, Language Assistance Plan, Environmental Justice Plan, etc. Participation during development and updates of the Title VI Plan follows the regular CORE MPO committee review process. See the section above for “Participation through CORE MPO Committees”. All of the committee meetings are open to the public. Additional meetings or other outreach with partner

agency staff, stakeholders, or the public may be conducted if needed, depending upon the issues and strategies identified as the plan is developed. A 45-day minimum public comment period is provided.

Modifications to the Participation Process/Participation Plan

This Participation Plan will periodically need revision, due to changes in federal legislation. Revisions may also be recommendations as a result of the MPO’s own evaluation of its processes, using the “Measures of Effectiveness” covered in a previous section.

All proposed changes to the MPO Participation Process/Participation Plan must be reviewed by the TEPIAC and their recommendations forwarded to the CORE MPO Board for their consideration, but only after a 45-day review period during which citizens and consultation agencies are provided with the opportunity to comment on the proposed change(s). A chart at the end of this section summarizes the timing of public meetings, hearings, and review periods.

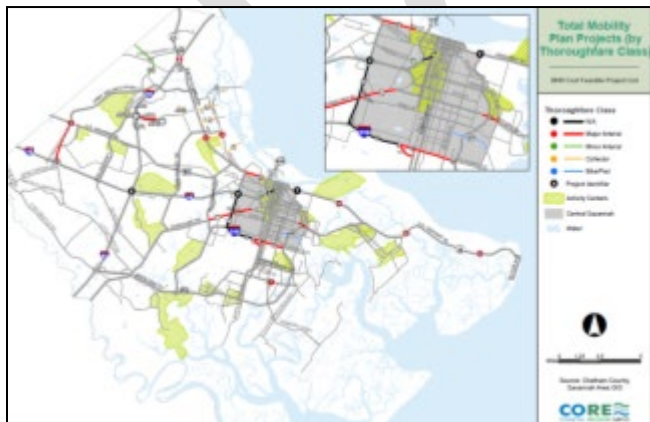
Participation in CORE MPO’s Special Studies

Special Studies are planning studies or projects other than the mandatory MPO planning documents. Such studies are typically conducted in cooperation with local governments, GDOT, CAT, and other groups with specific interest and/or expertise in transportation issues. These Special Studies support the ongoing development and refinement of the MTP and TIP. The scopes of such studies are developed collaboratively through the MPO committees, along with any other interested parties. These studies will have individually tailored participation programs, using a combination of participation techniques as outlined in Appendix D of the Plan.

Often the studies have stakeholder groups, advisory committees, or task forces to provide additional planning support. Stakeholders are initially identified by the MPO and the partner agencies conducting the study, but other interested parties may be added to the group as encountered during the study’s activities. The duration, formality and issues to be addressed by such groups will vary based on the input desired.

A chart at the end of this section summarizes the timing of public meetings, hearings, and review periods.

Additional Public Participation



To meet additional federal requirements (originating in SAFETEA-LU and carried through to the FAST Act) on consultation and coordination as well as environmental mitigation, draft copies of the MPO’s transportation plans will be compared with conservation plans/maps and natural/historic resources, if available and when appropriate. The MPO will continue to coordinate, as appropriate, with local, regional and State agencies responsible for economic development, planned growth, resource conservation, airport and freight movement,

tourism, and disaster risk reduction.

Financial Plan Prioritization: Tier 2 Resilience

The resilience financial plan project prioritization process took place from December 2023 to May 2024 and relied on guidance from an assessment team of MPO staff, Planners, Engineers, Emergency Management Professionals, GIS Analysts, Resilience Managers, and Community Representatives. The team consisted of representatives with varying technical expertise, covering the geographic range of Bryan County, Chatham County, Effingham County, City of Savannah, Tybee Island, and State-level entities. Organizations and institutions represented include the CORE MPO, SAGIS, FHWA, GDOT, and Harambee House (TABLE X). The assessment team selected and refined indicators over a six-month period, which helped to capture local goals, concerns, and asset-specific details. This process involved identifying objectives, selecting indicators, compiling available data, and developing a vulnerability scoring system.

TABLE X. Assessment Team

| Name | Organization | Title |
|-------------------|--|---|
| Audra Miller | Bryan County, Community Development Department | Community Development Director |
| Paul Teague | Bryan County Engineering | Senior Engineering Project Manager |
| Deana Brooks | Chatham County Engineering | Civil Engineer |
| Sydney Young | Chatham County Engineering | GIS Technician I |
| Jackie Jackson | Chatham County Manager's Office | Resilience Program Administrator |
| Taylor Sanchez | Chatham Emergency Management Agency | Emergency Management Specialist |
| Joseph Shearouse | City of Savannah, Office of the City Manager | Director of Policy and External Affairs |
| Peter Gulbronson | City of Tybee Island | City Engineer/Director of Infrastructure |
| Anna B. McQuarrie | CORE MPO/MPC | Special Projects and Transportation Planner |
| Asia Hernton | CORE MPO/MPC | Non-Motorized Transportation Planner |
| Wykoda Wang | CORE MPO/MPC | Director of Transportation |
| Kimberly Barlett | Effingham County Development Services | Planner I |
| Joseph Longo | FHWA Georgia Division | Community Planner |
| Kaniz Sathi | GDOT | Transportation Planning Specialist |
| Shakeena Reeves | Harambee House | Environmental Justice Specialist |
| Veronica Cox | SAGIS | GIS Analyst |

The assessment team met once a month on the following dates:

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- **12/15/2023:** Kickoff meeting to set objectives, select climate stressors, and select transit assets
- **1/31/2024:** Exposure indicator selection introduction
- **2/21/2024:** Exposure indicators selection and scoring
- **3/20/2024:** Exposure indicators scoring and sensitivity/adaptive capacity indicators introduction
- **4/17/2024:** Sensitivity and adaptive capacity indicator selection and scoring
- **5/10/2024:** Review results

Besides affording the resource agencies listed in Appendix I the opportunity to actively participate in the MTP and TIP development process, general information on major planning and corridor studies will be sent to each agency to facilitate a dialogue and identify potential environmental mitigation activities early in the transportation planning process.

Contacting CORE MPO

CORE MPO
Chatham County – Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401
Phone: 912-651-1440
<https://www.thempc.org/CORE>

Get Involved: Comments and questions on the CORE MPO's transportation planning process and products may be submitted electronically on the web page: <https://www.thempc.org/Core/ppp>.

Summary Chart for CORE MPO Public Meeting and Review Process

| | Public Meeting or Hearing | Public Meeting Notice | Public Review Period | Public Review Notice |
|-------------------------------------|---|--|---|---|
| Development of MTP | Meeting: Early in the multi-month process of plan development. | At least 10 days ahead of public meeting | 30 days min. | Sunday prior to public review period |
| MTP Amendment | Hearing: Held before or during MPO Board meeting at which the action is considered | Public meeting not required. Hearing notice: simultaneous with public review period notice. | 15 days min. | Prior to or simultaneous with beginning of public review period |
| Development of TIP | Meeting: Early in the multi-month process of TIP development. | At least 10 days ahead of public meeting | 30 days min. | Sunday prior to public review period |
| TIP Amendment | Public meeting not required. Public hearing not required. | | 15 days min. | Prior to or simultaneous with beginning of public review period |
| Development of UPWP | No special public meetings required. Reviewed at regular committee meetings, which are open to the public. | | No special review period required. Listed on committees' agendas provided 7 days ahead of meetings, which are open to the public. | |
| Development of CMP | No special public meetings required. Reviewed at regular committee meetings, which are open to the public. | | No special review period required. Listed on committees' agendas provided 7 days ahead of meetings, which are open to the public. | |
| Development of Title VI Plan | No special public meetings required. Reviewed at regular committee meetings, which are open to the public. | | 45 days min. | Prior to or simultaneous with beginning of public review period |
| Participation Plan | CORE MPO uses its Citizen Advisory Committee as the working group for Participation Plan development and updates. Other CORE MPO committees, partners, and the public also may provide input at the meetings of any of the MPO's committees throughout the process. See description of CAC and other committees' meeting frequencies above. | | 45 days min. | Prior to or simultaneous with beginning of public review period |
| Special studies | Each special study uses individually tailored participation programs. The duration, formality and issues to be addressed by such groups will vary based on the input desired. | | | |

In the case of any discrepancies between the process shown in this chart and the written descriptions above in this section, the written descriptions govern.

In the event of comments that require significant changes to the document during the public comment period, additional public outreach tailored to the specific planning effort will be carried out. The existence and duration of the extended outreach will be communicated with additional notices and correspondence to CORE MPO contacts and media. Federal legislation requires that the MPO provide “an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts” (Title 23, Chapter I, Subchapter E, Part 450, Subpart C,a,1,viii §450.316). As noted in the relevant sections above for development of MTP and TIP, CORE MPO would restart the 30-day review period and re-publish associated notices in the case of such significant changes during the comment periods for those two documents.

Appendix A – Transportation Glossary

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

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| 3C | Refers to the Continuing, Comprehensive, and Cooperative aspects of the transportation planning process. |
| AADT | The Average Annual Daily Traffic, which is a measure of the number of vehicles passing a roadway during a 24-hour period adjusted to represent an average day in the year the count was taken. |
| ACAT | Advisory Committee on Accessible Transportation, which advises Chatham Area Transit on accessibility issues with the mainline and paratransit transit systems. This committee has been consolidated into TEPIAC |
| Access Management | The process of providing and managing access to land development while preserving the regional flow of traffic in terms of safety, capacity and speed. |
| ADA | Americans with Disabilities Act, Federal legislation of 1990, which mandates changes in building codes, transportation and hiring practices to prevent discrimination against persons with disabilities. ADA requires transit operators to provide paratransit services in areas that are within 0.75 miles of the fixed route system. |
| Arterials | One of the functional classifications of streets, arterials are those which are primarily for through traffic and where access is carefully controlled. |
| Bikeway | A general term that captures many different types of bicycle facilities: paths, bike lanes, wide curb lanes, shared lanes, and others. |
| BPAC | The Bike and Pedestrian Advisory Committee |
| CAC | Citizens Advisory Committee, which is the formalized public participation venue to assist the CORE MPO's transportation planning process. This committee has been consolidated into TEPIAC. |
| Capacity | A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period. |
| Carbon Reduction Program | |
| CAT | Chatham Area Transit Authority, the agency which provides fixed route public transportation services in Chatham County. |
| CAT Mobility | The local paratransit services operated by the Chatham Area Transit Authority (CAT). |
| CE | Categorical Exclusion, which is a type of action that does not individually or cumulatively have a significant impact on the human environment. A Categorical |

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| | Exclusion does not require an Environmental Assessment or an Environmental Impact Statement. |
| Charrette | A meeting in which citizens are invited to participate in a full discussion of issues, interrelationships and impacts. Time limits challenge people to openly examine problems and produce tangible results. |
| Collectors | One of the functional classifications of streets, collectors are those which distribute trips from arterials and channel trips to arterials. Additionally, these roadways provide access and circulation within residential neighborhoods. |
| CMP | Congestion Management Process, which provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. A CMP is required of all Transportation Management Areas (TMAs). |
| Complete Streets | Describes streets that are designed to accommodate not only drivers of automobiles and trucks, but also bicyclists, pedestrians, and transit users. By accommodating many modes, the streets also serve users of a wider range of ages and physical abilities (e.g. youth, elderly, wheelchair users). The term is frequently used to describe the policy for accommodation, adoption of which is often necessary to achieve the change in practice of roadway design. |
| CORE MPO | Coastal Region Metropolitan Planning Organization, which conducts the transportation planning process for the area currently covering all of Chatham County and small portions of Effingham County and Bryan County, including Richmond Hill. |
| CSD | Context Sensitive Design, a method of design for transportation projects that includes consideration of multiple modes, land uses, and community values. |
| CSS | Context Sensitive Solutions, a method similar to Context Sensitive Design, but intended to also describe the participatory process of defining context and identifying appropriate design solutions. |
| Demand Response | A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called paratransit. |
| Design Speed | The maximum safe speed that can be maintained over a specific section of roadway when conditions are so favorable that the design features of the roadway govern. |
| EA | Environmental Assessment, which is an interim decision document prepared for an action where the significance of social, economic or environmental impact is not clearly established. If the action is determined to have significant impact, an Environmental Impact Statement (EIS) is then prepared. If no significant impact is determined, a finding of no significant impact (FONSI) is prepared. |

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| EIS | Environmental Impact Statement, a document, required under the National Environmental Policy Act, prepared for an action that is likely to have significant impact. This document summarizes the major environmental impacts, outlines issues, examines reasonable alternatives and arrives at a record of decision, identifying the selected alternative for the project. |
| EJ | Environmental Justice, which is a term referring to the Federal government's commitment to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations; to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations. |
| FAST Act | Fixing America's Surface Transportation Act, signed into law December 4, 2015, replaced MAP-21 as the congressional surface transportation authorization. |
| FHWA | Federal Highway Administration, an agency of the U.S. DOT with jurisdiction over highways and bridges. |
| Fiscally Constrained | Federal regulations require that the Metropolitan Transportation Plan be financially balanced. All projects must have an identified source of funding that is reasonably expected to be available. |
| Fixed Route | A type of transit service provided on a repetitive, fixed-schedule basis along a specific route with vehicles stopping to pick up and deliver passengers to specific locations; each trip on a given route serves the same origins and destinations, unlike demand response service. |
| FONSI | Finding of No Significant Impact. A statement that follows an Environmental Assessment in which a project was found to have no significant impacts on the quality of the human environment and for which an Environmental Impact Statement will therefore not be prepared. |
| FTA | Federal Transit Authority, an agency of the U.S. DOT with jurisdiction over public transportation. |
| Functional Classification | A system used to group public roadways into classes according to their purpose in moving vehicles and providing access. The main classes are typically Arterial, Collector, and Local. |
| GIS | Geographic Information System, which is a system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data. |
| GPS | Global Positioning System uses satellite technology for accuracy in computer mapping. |
| GDOT | Georgia Department of Transportation, which administers the state-wide transportation planning and implementation processes in the State of Georgia. |
| GPA | Georgia Ports Authority, an agency that governs and directs the activities of the Port of Savannah. |

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| HOV | High Occupancy Vehicle, which is a vehicle carrying a specified minimum number of persons, usually two or more. Freeways may have lanes designated for HOV use by carpoolers, vanpools and buses. |
| Intermodal | Relating to transportation by more than one means of conveyance during a single journey. |
| ISTEA | The Intermodal Surface Transportation Efficiency Act of 1991, a congressional transportation authorization that introduced a comprehensive approach to transportation problems by emphasizing innovation, intermodalism and flexibility. It also expanded the responsibilities of local governments, giving them a greater role to play. Subsequent reauthorizations (TEA-21, SAFETEA-LU, MAP-21, FAST Act) have in turn replaced ISTEA but have continued much of the process. |
| ITS | Intelligent Transportation Systems describe technology that is designed to improve traffic flow, safety, toll collection, travel information, parking, accident/debris detection, and transit. |
| Land Use | The manner in which land or the structures on the land are used, i.e., commercial, residential, industrial, etc. |
| Local Streets | One of the functional classifications of streets, a local street is one whose primary purpose is to provide direct access to abutting properties and to roads of a higher functional classification. They provide the lowest level of mobility with through traffic movement being discouraged. |
| LOS | Level of Service, which is a qualitative measure describing the experience of the traveler by a given mode. (LOS A describes very good travel environment while LOS F describes a very poor one). It was first applied to motor vehicle travel, but now is applied to transit, bicycle, and pedestrian travel, with methods and measures appropriate to the mode. |
| L RTP | Long Range Transportation Plan. This may also be called a Metropolitan Transportation Plan (MTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems. |
| MAP-21 | Moving Ahead for Progress in the 21 st Century, signed into law on July 6, 2012, replaced SAFETEA-LU as the congressional surface transportation authorization. MAP-21 in turn has been replaced by the subsequent reauthorization - FAST Act. |
| Mitigation | To avoid, minimize, rectify or reduce an impact, and in some cases, to compensate for an impact. |
| Mode | A particular form of travel, e.g., walking or traveling by bicycle, automobile or bus. |
| Mode Share | Each mode's portion of a total number of trips. |
| Mode Split | The process by which the number of trips that will be made by two or more modes of transportation is surveyed or estimated. |
| MPC | Chatham County-Savannah Metropolitan Planning Commission, an agency which staffs CORE MPO, as well as other boards, and administers the CORE MPO transportation planning process. |

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| MPO | Metropolitan Planning Organization, designated by the governor, to serve a metropolitan area of 50,000 population. |
| MTP | Metropolitan Transportation Plan. This may also be called a Long-Range Transportation Plan (LRTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems. |
| Multimodal | Planning or infrastructure that reflects consideration of more than one mode to serve transportation needs in an area. |
| NEPA | National Environmental Policy Act, which is a law enacted in 1969 that established a national environmental policy requiring that any project using Federal funding or approval, including transportation projects, examine the effects the proposal and alternative choices have on the environment before a Federal decision is made. |
| NEVI | National Electric Vehicle Infrastructure formula program. Provides funding to states to strategically deploy electric vehicle (EV) charging stations and to establish an interconnected network to facilitate data collection, access, and reliability. |
| NHS | National Highway System, which is composed of approximately 160,000 miles of rural and urban roads. It includes the Interstate System, other routes identified as having strategic defense characteristics, routes providing access to major ports, airports, public transportation, intermodal transportation facilities, and routes of particular importance to local governments. The federal government allocates a certain amount of transportation funding to these routes, which is not to be used on "off-system" roadways. |
| Non-Motorized | In transportation planning, this term typically describes bicycling and walking used as a means of travel. |
| Paratransit | A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called demand response service. |
| Park-and-Ride Lot | A parking area to which passengers drive their cars, leave them for the day and board transit vehicles or carpool for the rest of their trip. |
| Participation Plan | Provides an overview of the goals and objectives of the MPO participation process and the participation techniques the MPO is committed to conducting for specific transportation planning programs and products. |
| PE | Preliminary Engineering, which is an early phase in a project's development process and normally includes field surveys, project concepts and designs. |

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

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133. It is typically amended somewhat in each congressional surface transportation authorization act, along with other sections of Title 23 and of other Titles.

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| TAP | Transportation Alternatives Program, which is the name of a program initiated in MAP-21 and continued in the FAST Act as Transportation Alternatives (TA), and which describes projects similar to the former Transportation Enhancement projects in previous authorizations (bicycle, pedestrian, and certain other types of projects). |
| TAZ | Transportation Analysis Zone, which is a census-based geographical unit used to spatially organize socio-economic and land use data within traditional transportation planning models. |
| TCC | Technical Coordinating Committee, which provides the technical guidance and direction to CORE MPO. |
| TDM | Transportation Demand Management, which includes various strategies to reduce demands for roadway supply, such as encouraging transit and other ride-sharing, encouraging shifts to non-motorized modes, shifts in time of travel through staggered work hours, or trip elimination through telecommuting. |
| TE | Transportation Enhancements, a program begun under TEA-21 that provides funding for a broad range of activities that enhance natural and cultural resources related to transportation, including bicycle and pedestrian projects. TEA-21 required that ten percent of STP funds be set aside for TE projects. MAP-21 replaced Transportation Enhancements with the Transportation Alternatives Program, which was no longer a ten percent set-aside. The FAST Act continued the Transportation Alternatives Program. |
| TEA-21 | The Transportation Equity Act for the 21st Century, signed into law in June 1998, was the congressional reauthorization of ISTEA. TEA-21 in turn has been replaced by subsequent reauthorizations. |
| TEPIAC | The Transportation Equity and Public Involvement Advisory Committee |
| TIP | Transportation Improvement Program – the short-range transportation planning document. Projects or studies in the Long-Range Transportation Plan appear in the TIP when they have been designated by the MPO to receive funding for preliminary engineering (PE), right-of-way acquisition (ROW), utilities, or construction within the next four fiscal years (four-year range required by legislation). |
| TMA | Transportation Management Area, which is an urbanized area with a population of over 200,000 individuals. |
| Traffic Calming | Measures to slow traffic speeds, which include speed bumps, narrowing streets by putting striping on each side for bikes and pedestrians, traffic islands, roundabouts and curving streets. Their purpose is to make streets safer. |
| Travel Demand Forecasting | A process using statistical planning models/analyses to evaluate the demand for proposed transportation facilities, the impact of development on transportation facilities and consequences of transportation policies and actions. |

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| TSM | Transportation System Management, which includes various tactics to improve operations of the existing transportation system, such as signal synchronization and intersection improvements. TSM is an alternative way to increase capacity without constructing additional through lanes or new roads. |
| UPWP | Unified Planning Work Program, which outlines the MPO staff's budget and work in carrying out the transportation planning activities in a fiscal year. |
| USDOT | United States Department of Transportation, a federal agency created to assist state and local governments in the planning of all modes of transportation. |
| Vanpool | A formal travel arrangement in which a specific group of people regularly ride together in a van, usually for work commute. The riders share costs through seat "subscriptions." The driver is a commuter like the riders and takes the van home. Often the driver is allowed limited personal use of the van and/or free or reduced seat subscription price. In some cases, employers help cover the costs of the seat subscriptions, as an employee benefit. |
| VMT | Vehicle Miles Traveled, which is a measure of roadway travel that totals the miles traveled by each vehicle in the region. It provides planners and decision-makers with an indication of current and future driving conditions for roadway segments. |
| Y230 funds | The funding code, used within Georgia, to indicate Urban Area Attributable funds, which is a type of funding in the Surface Transportation Block Grant (STBG) Program, and for which the MPO has the discretion to allocate to transportation projects in the planning area. |
| Y301 funds | The funding code, used within Georgia, to indicate Urban Area Attributable funds, which is a type of funding in the Surface Transportation Block Grant (STBG) Program. Within the STBG program is a set aside for projects categorized by FHWA as Transportation Alternatives. This set aside funds a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. |

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Appendix B – Authority, Statutes, Regulations, and Executive Orders

Federal Authority of Metropolitan Planning Organizations (MPOs)

The 1962 Federal-Aid Highway Act mandated that all urbanized areas with a population greater than 50,000 establish a continuing, cooperative and comprehensive (3C) planning process in order to be eligible to receive U. S. Department of Transportation funding. The 1974 Federal-Aid Highway Act formalized the process further by mandating the creation of a Metropolitan Planning Organization (MPO) for all areas required to have a 3C planning process.

In December 1991, the Intermodal Surface Transportation Efficiency Act (ISTEA) was signed into law. ISTEA was landmark legislation that introduced a comprehensive approach to transportation problems by emphasizing innovation, intermodalism and flexibility. It also expanded the responsibilities of local governments, giving them a greater role to play. The approach begun under ISTEA was continued in 1998 with the passage of the Transportation Equity Act for the 21st Century (TEA-21), in 2005 with the passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), in 2012 with the passage of Moving Ahead for Progress in the 21 Century Act (MAP-21), and in 2015 with the passage of the Fixing America’s Surface Transportation (FAST) Act. These authorizations affect MPO processes and transportation funding by amending various sections of Title 23 and Title 49 in the United States Code.

Statutes, Regulations, and Orders

While transportation agencies have great flexibility in developing public involvement plans, the following federal statutes, regulations, and executive orders provide general guidelines toward developing public involvement plans that work for all communities. These are arranged by topic. Several come from the federal transportation authorization acts mentioned above. Most of this information is an excerpt of the Appendix from the 2015 update of the US DOT’s *Public Involvement Techniques for Transportation Decision-making*.

Accessible Locations and Activities

Rehabilitation Act of 1973, Section 504

“No otherwise qualified individual with a disability in the United States, as defined in section 7(20) shall, solely by reason of her or his disability, be excluded from the participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance or under any program or activity conducted by any Executive agency or by the United States Postal Service.”

Americans with Disabilities Act

Title II, Subpart D—Program Accessibility—§35.149

“Except as otherwise provided in §35.150, no qualified individual with a disability shall, because a public entity's facilities are inaccessible to or unusable by individuals with disabilities, be excluded from participation in, or be denied the benefits of the services, programs, or activities of a public entity, or be subjected to discrimination by any public entity.”

Early Coordination, Public Involvement, and Project Development

Title 23, Chapter I, Subchapter H, Part 771, §771.111 (a)(1)

“Early coordination with appropriate agencies and the public aids in determining the type of environmental review documents an action requires, the scope of the document, the level of analysis, and related environmental requirements.”

Title 23, Chapter I, Subchapter H, Part 771, §771.111 (h)(1)

“For the Federal-aid highway program, each State must have procedures approved by the FHWA to carry out a public involvement/public hearing program.”

Electronic Information



Title 23, Chapter I, Subchapter E, Part 450, Subpart B, §450.210 (vi)

“To the maximum extent practicable, make public information available in electronically accessible format and means, such as the World Wide Web, as appropriate to afford reasonable opportunity for consideration of public information.”

Rehabilitation Act of 1973, Section 508

The Rehabilitation Act of 1973, Section 508, establishes requirements for electronic and information technology developed, maintained, procured, or used by the Federal government. Section 508 requires Federal electronic and information technology to be accessible to people with disabilities, including employees and members of the public.

Interested Parties

Title 23, Chapter I, Subchapter E, Part 450, Subpart C, §450.316 (a)

“Providing citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the transportation planning process.”

Limited English Proficiency

Executive Order 13166

“To improve access to federally conducted and federally assisted programs and activities for persons who, as a result of national origin, are limited in their English proficiency (LEP).”

Prohibiting Discrimination

Title VI, Civil Rights Act of 1964

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Title 23, Chapter 1, §109 (h)

“Assure that possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest.”

Executive Order 12898

“Each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations.”

Title 42, §6101

“It is the purpose of this chapter to prohibit discrimination on the basis of age in programs or activities receiving Federal financial assistance.”

Title 23, Chapter 1, Subchapter E, Part 450, Subpart B, §450.210 (viii)

“Include a process for seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services.”

Public Hearings

Title 23, Chapter 1, §128

“Any State transportation department which submits plans for a Federal-aid highway project involving the by passing of or, going through any city, town, or village, either incorporated or unincorporated, shall certify to the Secretary that it has had public hearings, or has afforded the opportunity for such hearings, and has considered the economic and social effects of such a

location, its impact on the environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community.”

Title 23, Chapter I, Subchapter E, Part 450, Subpart B, §450.210 (iv)

“To the maximum extent practicable, ensure that public meetings are held at convenient and accessible locations and times.”

Title 40, Chapter V, Part 1506, §1506.6 (b)

“Provide public notice of NEPA-related hearings, public meetings, and the availability of environmental documents so as to inform those persons and agencies who may be interested or affected.”

Government in the Sunshine Act, §552b (e)(I)

“In the case of each meeting, the agency shall make public announcement, at least one week before the meeting, of the time, place, and subject matter of the meeting, whether it is to be open or closed to the public, and the name and phone number of the official designated by the agency to respond to requests for information about the meeting.”

Government in the Sunshine Act, §552b (f)(II)

“The agency shall make promptly available to the public, in a place easily accessible to the public, the transcript, electronic recording, or minutes.”

Public Participation Plan

Title 23, Chapter I, Subchapter E, Part 450, Subpart C, §450.316

(a) The MPO shall develop and use a documented participation plan that defines a process for providing citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The participation plan shall be developed by the MPO in consultation with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including but not limited to a

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reasonable opportunity to comment on the proposed metropolitan transportation plan and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing visualization techniques to describe metropolitan transportation plans and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times. Holding online meetings that are accessible to the public via computer, tablet, and mobile phone;

(vi) Demonstrating explicit consideration and response to public input received during the development of the metropolitan transportation plan and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final metropolitan transportation plan or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and consultation processes under subpart B of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft metropolitan transportation plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final metropolitan transportation plan and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing metropolitan transportation plans and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including State and local planned growth, economic development, environmental protection, airport operations, freight movements, tourism, or disaster risk reduction) or coordinate its planning process (to the maximum extent practicable) with such

planning activities. In addition, metropolitan transportation plans and TIPs shall be developed with due consideration of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title 49 U.S.C. Chapter 53;

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and



(3) Recipients of assistance under 23 U.S.C. 204.

(c) When the MPA includes Indian Tribal lands, the MPO shall appropriately involve the Indian Tribal government(s) in the development of the metropolitan transportation plan and the TIP.

(d) When the MPA includes Federal public lands, the MPO shall appropriately involve the Federal land management agencies in the development of the metropolitan transportation plan and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under §450.314.

Visualization

Title 23, Chapter I, Subchapter E, Part 450, Subpart B, §450.210 (v)

“To the maximum extent practicable, use visualization techniques to describe the proposed long-range statewide transportation plan and supporting studies.”

Appendix C – History of the CORE MPO Participation Plan Development and Revisions

To provide a framework for ongoing MPO public participation activities and to facilitate a public dialogue at all stages of the MPO transportation planning process, CORE MPO adopted a Public Involvement Plan in March 2002. The plan has been implemented immediately after its adoption, providing participation guidance in the annual TIP development process and the MTP update process.

The Public Involvement Plan was revised in October 2005 to incorporate Measures of Effectiveness (MOEs) and was further expanded to a Participation Plan in April 2007 to incorporate the requirements of SAFETEA-LU. The Participation Plan was then revised in August 2008 to incorporate the changes incurred by the updated State Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) amendment process. The Participation Plan continued to be updated in 2010, 2011 and 2012 to incorporate the federal certification review recommendations, the Title VI components, federal and MPO program changes, contact information revisions, as well as other updates. In 2015, an update of the Participation Plan was necessitated by the finalization of the CORE MPO reapportionment process, which had revised CORE MPO composition and expanded the planning area, as a result of the 2010 U.S. Decennial Census. Measures of Effectiveness were also revised in that update, to address comments from the CORE MPO's federal certification review. The Participation Plan was subsequently updated in 2021 as according to the 3-year update cycle, and to include information on the impact on COVID-19 on public participation. The current 2024 update will discuss the participation methods used for the 2050 MTP update.

The Federal requirement is to update Participation Plan every five years. The CORE MPO updates the plan every three years in conjunction with the Title VI Plan update to ensure that appropriate changes are being implemented by the MPO.

The history of the Participation Plan development and update is listed below.

Development and Update Process of the CORE MPO Public Involvement Plan (2001-2005)

Guidance in developing and updating the CORE MPO Public Involvement Plan was provided by the Citizens Advisory Committee (CAC) and its Public Relations/Program Subcommittee. Key steps in the development and update of the plan are outlined below.

- Subcommittee set goals and objectives (August 2001)
- Goals and objectives reviewed and approved by CAC (September 2001)
- Subcommittee developed general strategies and specific public involvement techniques (October 2001)
- Review and approval of Draft Public Involvement Plan by CAC (October 2001)
- Review of Draft Public Involvement Plan by ACAT and TCC (November 2001)
- Review and approval of Draft Public Involvement Plan by the MPO (November 2001)
- Public Review and Comment Period (December 2, 2001 - January 29, 2002)
- Public Meeting (February 5, 2002)
- Incorporate Public Comments and Finalize Plan (February 2002)
- Review of Final Plan by ACAT and TCC (March 2002)

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- Review and Approval of Final Plan by CAC and the MPO (March 2002)
- Subcommittee revised goals and objectives to incorporate Measures of Effectiveness (May and June, 2005)
- Review and approval of the revised goals, objectives and Measures of Effectiveness by CAC (June 2005)
- Public Review and Comment Period for the revised Draft Public Involvement Plan (July 3, 2005 – October 20, 2005)
- Incorporate Public Comments and Finalize the revised Plan (October 2005)
- Review of the revised Final Plan by ACAT and TCC (October 2005)
- Review and Approval of the revised Final Plan by CAC and the MPO (October 2005)

Development and Update Process of the CORE MPO Participation Plan (2007-2008)

- Completed SAFETEA-LU revisions to the CORE MPO Participation Plan (February 2007)
- Advertised for Draft Participation Plan review and comment on Savannah Morning News (Sunday, March 4, 2007), other local media, consultation agencies, the MPO committees, and neighborhood associations (March 5, 2007)
- Start of Draft Participation Plan review and comment period (March 6, 2007)
- Advertised for Draft Participation Plan Public Meetings on Savannah Morning News (Sundays, April 8 and April 15, 2007), other local media, consultation agencies, the MPO committees, and neighborhood associations (April 8-10, 2007)
- Review of Draft Participation Plan by TCC and ACAT (April 18-19, 2007)
- Public meeting for Draft Participation Plan (April 19, 2007: CAC Public Hearing)
- Close of Draft Participation Plan review and comment period (April 19, 2007)
- Incorporated comments on Draft Participation Plan (April 20-24, 2007)
- Adoption of the Participation Plan by the MPO (April 25, 2007: PC Public Hearing)
- Completed revisions to the Participation Plan to incorporate the STIP/TIP amendment process and other minor updates (July 2008)
- Advertised for revised Draft Participation Plan review and comment period and public meetings (July and August 2008)
- Start of revised Draft Participation Plan review and comment period (July 13, 2008)
- Review of revised Draft Participation Plan by TCC and ACAT (August 20-21, 2008)
- Public meeting for revised Draft Participation Plan (August 21, 2008: CAC Public Hearing)
- Close of revised Draft Participation Plan review and comment period (August 26, 2008)
- Incorporation of all the received comments (July 14 – August 26, 2008)
- Adoption of revised Participation Plan by the MPO (August 27, 2008: PC Public Hearing)

Development and Update Process of the CORE MPO Participation Plan (2010 - 2013)

- Completed administrative revisions regarding the MPO's name change (February 2010)
- Completed revisions regarding the federal certification review recommendations on ad hoc committees (May 2010)
- Completed revisions regarding reference to the Title VI program and revised MOE (September 2011)
- Complete revisions to the Measures of Effectiveness (October 2012 – 2013)
- Complete revisions regarding reference to 2010 Census and MAP-21 information (October 2012 - 2013)
- Complete revisions to the contact informant included in the Appendix (2013)

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- Conduct 45-day public comment period on plan update (2013)
- Adopt the revised Participation Plan (2013)

Development and Update Process of the CORE MPO Participation Plan (2015-2016)

- Sought CAC and ACAT input on participation methods to meet existing goals. Sought TCC input on plan amendment processes (August 2015).
- Completed revisions necessary to reflect CORE MPO 2015 Reapportionment, as a result of the 2010 Census (August 2015).
- Completed revisions to reflect relevant suggestions from the CAC (August 2015).
- Completed revisions of Measures of Effectiveness to address comments from the 2013 federal certification review (August 2015).
- Completed revisions to the MTP and TIP amendment and modification processes to increase project processing efficiency in circumstances where the MPO's financial balance is not affected, as suggested by the TCC (September 2015).
- Review of Draft Participation Plan by GDOT and FHWA (September-October 2015).
- Provided status on the update process to MPO committees (October 2015).
- MPO staff response to state and federal comments on the Draft Participation Plan (October 2015).
- Conduct 45-day public comment period on plan update (October-December 2015).
- MPO staff response to follow-up comments from state (November 2015).
- Review and endorsement of second draft Participation Plan by CAC (November 2015).
- Review of second draft Participation Plan by TCC, ACAT, and MPO Board (December 2015).
- Additional meeting for discussion of MTP amendment and modification processes with interested TCC members (December 2015).
- Conduct 45-day public comment period on third draft (January-February 2016).
- MPO staff response to comments from state during second public comment period (February 2016).
- Review and endorsement/adoption of the revised Participation Plan by MPO committees and Board (February and March 2016).

Development and Update Process of the CORE MPO Participation Plan (2019)

- Comments received from GDOT regarding CORE MPO's Title VI Plan (April 2019)
- Revised the Participation Plan in conjunction with the Title VI Plan Update (April - May 2019):
 - Completed revisions to reflect latest guidelines;
 - Added assessment results for the public participation's quantitative Measures of Effectiveness for the past three years;
 - Added the public participation process for the 2045 MTP Update;
 - Incorporated additional Title VI goals and objectives;
 - Revised language throughout the document to incorporate Title VI wherever appropriate;
 - Updated out-of-date terms and other information wherever necessary; and
 - Made administrative corrections and modifications.
- Review of draft updated Participation Plan by GDOT, FHWA and FTA (May – June 2019).
- Provided status report on the update process to MPO committees (June 2019).
- MPO staff response to and incorporation of state and federal comments on the draft updated Participation Plan (June 2019).
- Conducted 45-day public comment period on plan update and incorporated comments (June - July 2019).

- Review and endorsement/adoption of the revised Participation Plan by CORE MPO advisory committees and Board (August 2019).

Development and Update Process of the CORE MPO Participation Plan (2021)

- Met with an advisory committee to create ideas on how to safely conduct public outreach in a pandemic (September 2020)
- Updated the public outreach methods, and incorporated more methods that are safe during Covid-19 (October 2020)
- Added more public engagement methods that focused on online and distanced outreach (October 2020)
- Provided status update to CORE MPO advisory committees and Board (October 2020)
- Provided status report on the update process to MPO committees (October 2020)
- Received comments from the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA) (November 2020)
- Presented the Participation Plan and Title VI Plan updates to CORE MPO Board and advisory committees (December 2020)
- Hold 45-day Public comment period on update and incorporate comments into plan (January 2021-February 2021)
- CORE MPO Board and advisory committees will review the updated plans and endorse/adopt it (February 2021)

Development and Update Process of the CORE MPO Participation Plan (2024)

-
- Review and endorsement/adoption of the revised Participation Plan by CORE MPO advisory committees and Board (October 2024)



Appendix D – Public Participation and the 2050 MTP

Appendix E – Participation Techniques

Participation is an ongoing effort of the MPO. The following “toolbox” contains descriptions of various participation techniques available for implementation. The list is comprehensive, but not exhaustive. The tables are reprinted with permission from the International Association for Public Participation (IAP2).

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Public Review and Feedback Opportunities – 2050 MTP

Besides following the public involvement process outlined in the Public Participation Plan, the 2050 MTP update process was organized around three (3) rounds of public meetings and/or open houses to facilitate public involvement at critical stages – 1) plan kick off, 2) plan progress report (including progress and recommendations from Freight Plan, Non-Motorized Transportation Plan, Urban Flooding Model, CMP), and 3) final plan presentation. Meetings were commonly held outside of business hours (evenings and weekends) to give people a better opportunity to attend. Virtual presentations were made available to accommodate people who could not travel to event locations.

The bi-monthly CORE MPO Board and advisory committees are all open to the public. CORE MPO fully utilized these meetings to collect input from the committee members and the general public on various components of the 2050 MTP.

While public meetings and committee meetings will be held by the MPO during the plan update process, they are only one part of a broader outreach effort that will include print media, social media, the internet, surveys, and collaborating with local neighborhood associations. In addition to public outreach meetings and events, CORE MPO staff also had discussions with the jurisdictions within the CORE MPO planning area, including Bryan County, Pooler, and Tybee Island.

Since the 2050 MTP is multi-modal and there are several ongoing planning efforts that have contributed to the 2050 MTP development, CORE MPO coordinated with other planning partners and neighborhoods in hosting joint meetings to collect input. The methods listed below were the main outreach methods used during the public involvement process.

Media Contacts

All local newspapers, radio and television stations will be provided with notification of all public meetings on 2050 MTP. In addition, legal notices will be published in the Savannah Morning News in accordance with the Public Participation Plan.

Brochures

Brochures highlighting the activities of the plan update and the public participation process were developed for distribution at public meetings, in various churches, agencies, organizations, neighborhood associations, information booths as well as online. The brochure included a QR code linking to the MTP 2050 website, where the public could access surveys and planning information. The brochures were especially helpful for people who did not have social media or lacked experience with technology. Chatham Area Transit provided stacks of the brochures on their buses, giving riders the opportunity to learn more about the 2050 Moving Forward Together Plan.

Publications

The MPC newsletter will be used to disseminate 2050 MTP information. In addition, the publications of planning partners (the Chatham Connection, CAT publication, etc.) will be utilized as well.

Open comment period

Although a formal comment period will be established for the draft plan in June-August 2024, the MPO will accept comments at any time during the plan update.

Internet

The MPC website includes a section for the CORE MPO. This section was used to disseminate up-to-date information on 2050 MTP. A webpage will be dedicated to the 2050 MTP where notices, flyers, brochures, and draft plan documents will be available for review. A comment map was available on the CORE MPO website to provide the opportunity to submit comments about the problems or opportunities occurring throughout the community. The public could access information about the plan on multiple webpages on the MPC website. The MPC homepage provided a link to the Moving Forward Together 2050 survey and registration links for CORE MPO meetings. The “Get Involved” webpage provided a master list of survey links, event schedules, and contributing plans, such as the Public Participation Plan and the Regional Freight Transportation Plan. Lastly, the Moving Forward Together webpage provided an introduction to the plan, links to CORE MPO social media pages, links to surveys, and a list of public meetings. Using the CORE MPO website, the public could access massive amounts of information related to the plan.

Social Media

Dedicated social media accounts for the 2050 MTP were established via Facebook and Instagram by CORE MPO staff. They were used to disseminate 2050 MTP information concurrently with the dedicated website. The use of social media helped to increase engagement among younger people. It also made sharing CORE MPO information among partners simpler. The social media posts were formatted to be eye-catching and provide basic information while linking to the CORE MPO website. This was to ensure the posts were engaging while also providing a pathway to more detailed MPO information.

CORE MPO coordinated with partner agencies and organizations (CAT, Chatham County, City of Savannah, Bike Walk Savannah, etc.) to use their social media accounts to distribute 2050 MTP development information.

Staff also used WeChat to distribute 2050 MTP development information to the Chinese community in the Savannah region.

Survey

In an effort to reach a wider audience, CORE MPO staff will develop a survey to capture the regions’ thoughts on transportation. The survey was developed with input from the various CORE MPO committees and partners. The questions were multi-modal, and included topics such as highway development, resilience, equity, bike and pedestrian needs, and transit needs. The survey included closed ended multiple choice responses and open-ended responses. It was translated into four languages – English, Spanish, Chinese and Vietnamese. The Savannah area is diverse, in which many residents may speak a language other than English. The survey was translated into languages based on guidance from the Language Assistance Plan. Within the CORE MPO area, Chinese, Spanish, and Vietnamese, meets the threshold of needing language assistance according to the American Community Survey. The results of the survey helped staff refine the goals and objectives of the 2050 MT and facilitate project selection and prioritization. The survey will be available in four languages – English, Spanish, Chinese and Vietnamese. Paper copies of the survey were available at public events for people who do not have access to the internet.

A map survey was also created. This allowed respondents to drop a pin on a map and leave a comment about that area. This survey format allowed for the possibility to provide specific details, pinpointed to a specific area. Combined with the broad, high-level responses from the 2050 MTP text survey, the map survey filled in gaps by providing specific, ground level responses.

The survey will be distributed via email distribution lists, social media, the CORE MPO website, and a press release to major media outlets. The survey will run for the duration of the plan. The survey results that were submitted up September 30, 2022, were used to update the goals and objectives. The survey remained open to give the community a longer period of time to give input, which was used to understand the community's viewpoint of the transportation system.

The survey will be distributed to a variety of groups (see below).

2050 MTP Survey Distribution

The Moving Forward Together 2050 survey was shared to multiple partners through multiple methods. This includes sending emails, sharing social media posts, and sending website links. Partnering organizations could then take those resources and share them. The following groups were involved in the process of sharing and promoting the survey through emailing, sharing on social media, and posting links to the 2050 survey to their websites:

- MPC Members and Staff
- TCC
- ACAT
- CAC
- EDFAC
- CORE MPO Board
- Healthy Savannah
- Bike/Walk Savannah
- Savannah Morning News
- CGIC/Coastal Georgia Indicators Coalition
- Chatham County
- City of Savannah
- Garden City
- City of Pooler
- City of Port Wentworth
- City of Bloomingdale
- City of Thunderbolt
- City of Tybee Island
- Effingham County
- Chatham Area Transit
- Living Independence for Everyone Inc.
- Coastal Empire Resilience Network

Examples:

Survey link posted to the City of Savannah Website:

TOP STORIES



Help CORE MPO update the 2050 Metropolitan Transportation Plan

The 2050 MTP Survey is a chance for the public to share thoughts and feedback about future transportation improvements for the three-county Savannah region. The survey takes 10 minutes to complete and all responses will remain anonymous. The



Savannah invests in public safety wage increases

The City of Savannah implemented substantial investments in public safety, including pay increases, retention bonuses, referral bonuses and a lateral entry program. The pay increases mean a \$50,000 starting salary for Savannah police officers and a

Survey link posted to the Chatham County Website:

News and Public Notices

News Updates and Required Public Notices

CORE MPO's 2050 Metropolitan Transportation Plan Update and Survey

The Coastal Region Metropolitan Planning Organization (CORE MPO) has just launched a public survey to update the 2050 Metropolitan Transportation Plan for Savannah Metropolitan Region. The 2050 MTP, called Moving Forward Together 2050, is the comprehensive "blueprint" for the Savannah region's transportation improvements aimed at meeting mobility needs through the next 20+ years. Survey open until October 31, 2022.

Subscribe to our newsletter

Sign up to receive monthly updates on Chatham County directly to your email.

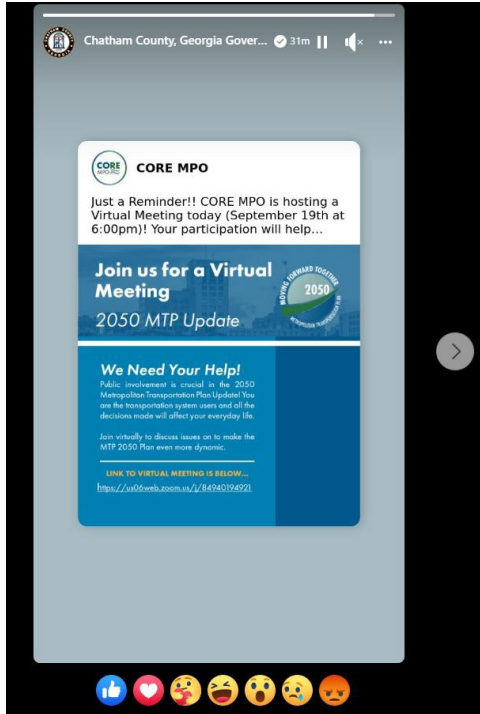
Fire Service Fee for property owners in the unincorporated County.

If you live in unincorporated Chatham County and were previously billed by Chatham Emergency Services for a fire subscription fee, you will no longer receive a bill from them and instead be billed a Fire Services Fee by Chatham County.

American Rescue Plan Act

How will the American Rescue Plan Act funds be invested in Chatham County?

Chatham County and Port Wentworth shared the 2050 MTP survey link on social media:



Public Outreach and Equity Planning

CORE MPO ensured the public input process reached the entirety of the community. Equity was at the forefront of the outreach process. Using data, historical context, and input from advisory committees, CORE MPO formulated outreach methods to meet the unique needs of the area. For example, staff ensured that meetings took place in West Savannah, an area that has been historically marginalized and underserved. This occurred by giving presentations at neighborhood meetings at West Savannah community centers. Making outreach accessible to those with disabilities was also highly important, as events, online surveys, and social media posts may not be accessible to individuals with mobility, sight, or hearing disabilities. To provide opportunities for public input, staff gave presentations at organizations such as Living Independence for Everyone Inc and Chatham Area Transit. This ensured that the meetings were easily accessible without a car, and people with disabilities had a forum to give input.

Age was also a consideration in this process, as residents who are young and residents who are elderly were less likely to give input on the 2050 MTP survey. Staff employed multiple strategies to increase engagement with these age groups, such as:

- Providing physical copies of the survey for those who cannot or do not use cellphones or computers
- Giving presentations at schools and events for students
- Keeping the survey open to provide more time to submit responses
- Increasing social media presence
- Creating coloring pages to give out at events
- Providing QR codes linking directly to the survey

Reaching low-income communities was also important within this process. Staff set up information booths at events within low-wealth communities, providing brochures, surveys, and links to the CORE MPO website.

A major takeaway from this process is the role of presence in communication. Often, before discussing the 2050 MTP, most people wanted to understand what a Metropolitan Planning Organization is and how it functions. For many people, these outreach events were the first time they knew that an MPO existed. Future public outreach should include a quick briefing on the role of an MPO in addition to introducing the Metropolitan Transportation Plan.

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| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|---|---|--|
| <p>PRINTED PUBLIC INFORMATION MATERIALS</p> <ul style="list-style-type: none"> - Fact Sheets - Newsletters - Brochures - Issue Papers | <ul style="list-style-type: none"> • KISS! - Keep It Short and Simple • Make it visually interesting but avoid a slick sales look • Include a postage-paid comment form to encourage two-way communication and to expand mailing list • Be sure to explain public role and how public comments have affected project decisions • Q&A format works well | <ul style="list-style-type: none"> • Can reach large target audience • Allows for technical and legal reviews • Encourages written responses if comment form enclosed • Facilitates documentation of public involvement process | <ul style="list-style-type: none"> • Only as good as the mailing list/distribution network • Limited capability to communicate complicated concepts • No guarantee materials will be read |
| <p>INFORMATION REPOSITORIES</p> <p>Libraries, city halls, distribution centers, schools, and other public facilities make good locations for housing project-related information</p> | <ul style="list-style-type: none"> • Make sure personnel at location know where materials are kept • Keep list of repository items • Track usage through a sign-in sheet | <ul style="list-style-type: none"> • Relevant information is accessible to the public without incurring the costs or complications of tracking multiple copies sent to different people • Can set up visible distribution centers for project information | <ul style="list-style-type: none"> • Information repositories are often not well used by the public |
| <p>TECHNICAL REPORTS</p> <p>Technical documents reporting research or policy findings</p> | <ul style="list-style-type: none"> • Reports are often more credible if prepared by independent groups | <ul style="list-style-type: none"> • Provides for thorough explanation of project decisions | <ul style="list-style-type: none"> • Can be more detailed than desired by many participants • May not be written in clear, accessible language |
| <p>ADVERTISEMENTS</p> <p>Paid advertisements in newspapers and magazines</p> | <ul style="list-style-type: none"> • Figure out the best days and best sections of the paper to reach intended audience • Avoid rarely read notice sections | <ul style="list-style-type: none"> • Potentially reaches broad public • May satisfy legal notification requirements | <ul style="list-style-type: none"> • Expensive, especially in urban areas • Allows for relatively limited amount of information |
| <p>NEWSPAPER INSERTS</p> <p>A "fact sheet" within the local newspaper</p> | <ul style="list-style-type: none"> • Design needs to get noticed in the pile of inserts • Try on a day that has few other inserts | <ul style="list-style-type: none"> • Provides community-wide distribution of information • Presented in the context of local paper, insert is more likely to be read and taken seriously • Provides opportunity to include public comment form | <ul style="list-style-type: none"> • Expensive, especially in urban areas |

AP2 Public Participation Toolbox

PASSIVE PUBLIC INFORMATION TECHNIQUES

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|--|---|--|
| <p>FEATURE STORIES Focused stories on general project-related issues</p> | <ul style="list-style-type: none"> Anticipate visuals or schedule interesting events to help sell the story Recognize that reporters are always looking for an angle | <ul style="list-style-type: none"> Can heighten the perceived importance of the project More likely to be read and taken seriously by the public | <ul style="list-style-type: none"> No control over what information is presented or how |
| <p>BILL STUFFER Information flyer included with monthly utility bill</p> | <ul style="list-style-type: none"> Design bill stuffers to be eye-catching to encourage readership | <ul style="list-style-type: none"> Widespread distribution within service area Economical use of existing mailings | <ul style="list-style-type: none"> Limited information can be conveyed Message may get confused as from the mailing entity |
| <p>PRESS RELEASES</p> | <ul style="list-style-type: none"> Try to hand deliver press releases or kits to get a chance to discuss project Foster a relationship with editorial boards and reporters | <ul style="list-style-type: none"> Informs the media of project milestones Press release language is often used directly in articles Opportunity for technical and legal reviews | <ul style="list-style-type: none"> Generally low media response rate Frequent poor placement of press release within newspapers |
| <p>NEWS CONFERENCES</p> | <ul style="list-style-type: none"> Make sure all speakers are trained in media relations | <ul style="list-style-type: none"> Opportunity to reach all media in one setting | <ul style="list-style-type: none"> Limited to news-worthy events |
| <p>TELEVISION Television programming to present information and elicit audience response</p> | <ul style="list-style-type: none"> Cable options are expanding and can be inexpensive Check out expanding video options on the internet | <ul style="list-style-type: none"> Can be used in multiple geographic areas Many people will take the time to watch rather than read | <ul style="list-style-type: none"> High expense Difficult to gauge impact on audience |
| <p>WEB SITES World wide web sites which contain project information, announcements, and documents</p> | <ul style="list-style-type: none"> Keep it simple and easy to navigate Use a logical site organization Always keep site up to date | <ul style="list-style-type: none"> Capable of reaching very large audiences with enormous amounts of information Can be a very low cost way of distributing larger documents | <ul style="list-style-type: none"> Many people still cannot access the web Information overload and poor design can prevent people from finding what they need |

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|--|--|---|--|
| <p>BRIEFINGS Use regular meetings of social and civic clubs and organizations to provide an opportunity to inform and educate. Normally these groups need speakers. Examples of target audiences: Rotary Club, Lions Clubs, Elks Clubs, Kiwanis, League of Women Voters. Also a good technique for elected officials.</p> | <ul style="list-style-type: none"> • KISS - Keep it Short and Simple • Use "show and tell" techniques • Bring visuals | <ul style="list-style-type: none"> • Control of information/presentation of individuals who may not have been attracted to another format • Opportunity to expand mailing list • Similar presentations can be used for different groups • Can build community good will | <ul style="list-style-type: none"> • Project stakeholders may not be in target audiences • Topic may be too technical to capture interest of audience |
| <p>CENTRAL INFORMATION CONTACT Designated contacts are identified as official liaisons for the public and media</p> | <ul style="list-style-type: none"> • If possible, list a person not a position • Best if contact person is local • Anticipate how phones will be answered • Make sure all recorded messages are kept up to date | <ul style="list-style-type: none"> • People don't get "the run around" when they call • Controls information flow and promotes information consistency • Conveys image of "accessibility" | <ul style="list-style-type: none"> • Designated contact must be committed to and prepared for prompt and accurate responses • May filter public message from technical staff and decision makers • May not serve to answer many of the toughest questions |
| <p>INFORMATION HOT LINE Identify a separate line for public access to prerecorded project information or to reach project team members who can answer questions/obtain input, also use email and web sites</p> | <ul style="list-style-type: none"> • Make sure contact has sufficient knowledge to answer most project-related questions • If possible, list a person not a position • Best if contact person is local • Use toll free number if not local | <ul style="list-style-type: none"> • People don't get "the run around" when they call • Controls information flow and promotes information consistency • Conveys image of "accessibility" • Easy to provide updates on project activities | <ul style="list-style-type: none"> • Designated contact must be committed to and prepared for prompt and accurate responses |
| <p>TECHNICAL ASSISTANCE Providing access to technical expertise to individuals and organizations</p> | <ul style="list-style-type: none"> • The technical resource must be perceived as credible by the audience • Work with your technical people to make sure they understand public issues | <ul style="list-style-type: none"> • Builds credibility and helps address public concerns about equity • Can be effective conflict resolution technique where facts are debated | <ul style="list-style-type: none"> • Availability of technical resources may be limited • Technical experts may not be prepared for working with the public |

AP2 Public Participation Toolbox

ACTIVE PUBLIC INFORMATION TECHNIQUES

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|--|---|--|---|
| <p>SIMULATION GAMES Exercises that simulate project decisions</p> | <ul style="list-style-type: none"> • Test "game" before using • Be clear about how results will be used | <ul style="list-style-type: none"> • Can be designed to be an effective educational/training technique, especially for local officials | <ul style="list-style-type: none"> • Requires substantial preparation and time for implementation • Can be expensive |
| <p>INFORMATION CENTERS and FIELD OFFICES Offices established with prescribed hours to distribute information and respond to inquiries</p> | <ul style="list-style-type: none"> • Provide adequate staff to accommodate group tours • Use brochures and videotapes to advertise and reach broader audience • Consider providing internet access station • Select an accessible and frequented location | <ul style="list-style-type: none"> • Provides opportunity for positive media coverage at groundbreaking and other significant events • Excellent opportunity to educate school children • Places information dissemination in a positive educational setting Information is easily accessible to the public • Provides an opportunity for more responsive ongoing communications focused on specific public involvement activities | <ul style="list-style-type: none"> • Relatively expensive, especially for project-specific use • Access is limited to those in vicinity of the center unless facility is mobile |
| <p>EXPERT PANELS Public meeting designed in "Meet the Press" format. Media panel interviews experts from different perspectives.</p> | <ul style="list-style-type: none"> • Provide opportunity for participation by general public following panel • Have a neutral moderator • Agree on ground rules in advance • Possibly encourage local organizations to sponsor rather than challenge | <ul style="list-style-type: none"> • Encourages education of the media • Presents opportunity for balanced discussion of key issues • Provides opportunity to dispel scientific misinformation | <ul style="list-style-type: none"> • Requires substantial preparation and organization • May enhance public concerns by increasing visibility of issues |
| <p>FIELD TRIPS Provide tours for key stakeholders, elected officials, advisory group members and the media</p> | <ul style="list-style-type: none"> • Know how many participants can be accommodated and make plans for overflow • Plan question/answer session Consider providing refreshments • Demonstrations work better than presentations • Make sure everything is safe | <ul style="list-style-type: none"> • Opportunity to develop rapport with key stakeholders • Creates greater public knowledge of issues and processes | <ul style="list-style-type: none"> • Number of participants is limited by logistics • Potentially attractive to protestors |

AP2 Public Participation Toolbox

ACTIVE PUBLIC INFORMATION TECHNIQUES

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|---|--|--|
| <p>OPEN HOUSES</p> <p>An open house to allow the public to tour at their own pace. The facility should be set up with several stations, each addressing a separate issue. Resource people guide participants through the exhibits.</p> | <ul style="list-style-type: none"> Someone should explain format at the door Ask participants to fill out a comment sheet Be prepared for a crowd all at once - develop a meeting contingency plan Set up stations so that several people (6-10) can view at once | <ul style="list-style-type: none"> Fosters small group or one-on-one communications Ability to draw on other team members to answer difficult questions Meets information and interaction needs of many members of the public who are not served by typical public meetings Builds credibility | <ul style="list-style-type: none"> Difficult to document public input Protestors may use the opportunity to disrupt event Usually more staff intensive than a meeting May not provide the opportunity to be heard that some public will expect |
| <p>COMMUNITY FAIRS</p> <p>Central event with multiple activities to provide project information and raise awareness</p> | <ul style="list-style-type: none"> All issues, large and small must be considered Make sure adequate resources and staff are available | <ul style="list-style-type: none"> Focuses public attention on one element Conducive to media coverage Allows for different levels of information sharing | <ul style="list-style-type: none"> Public must be motivated to attend Usually expensive to do it well Can damage reputation if not done well |

Additional Active Public Information Technique (2015 Update)

| | | | |
|--|--|---|--|
| <p>SOCIAL MEDIA</p> <p>Forms of electronic communication (as Web sites for social networking and microblogging) through which users create online communities to share information, ideas, personal messages, and other content (as videos)</p> | <ul style="list-style-type: none"> Requires frequent monitoring and interaction to remain useful. Make sure staffing levels are adequate for ongoing responsibility. | <ul style="list-style-type: none"> Capable of reaching large audience. Allows immediate sharing of information, and in a variety of formats. Interested parties, or “friends,” are typically notified when a new “post” is shared. | <ul style="list-style-type: none"> Certain populations are unlikely to have social media accounts, even if they have web access. Lack of agency activity in its own social media account can cause its messages to be buried among competing messages, due to site algorithms. |
|--|--|---|--|

AP2 Public Participation Toolbox

SMALL GROUP PUBLIC INPUT TECHNIQUES

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|--|---|---|--|
| <p>INTERVIEWS One-to-one meetings with stakeholders to gain information on public concerns and perspectives for developing or refining public involvement and consensus building programs</p> | <ul style="list-style-type: none"> • Where feasible, interviews should be conducted in-person, particularly when considering candidates for citizens committees • Take advantage of opportunity for public to input in how they participate | <ul style="list-style-type: none"> • Provides opportunity to get understanding of public concerns and issues • Provides opportunity to learn how to best communicate with public • Can be used to evaluate potential citizen committee members | <ul style="list-style-type: none"> • Scheduling multiple interviews can be time consuming • Interviewers must engender trust or risk negative response to format |
| <p>IN-PERSON SURVEYS One-on-one "focus groups" with standardized questionnaire or methodology such as "stated preference"</p> | <ul style="list-style-type: none"> • Make sure intended use of result is clear before technique is designed | <ul style="list-style-type: none"> • Provides traceable data • Reaches broad, representative public | <ul style="list-style-type: none"> • Expensive • Focus Groups may have a marketing/public relations image |
| <p>COFFEE KLATCHES Small meetings within neighborhood usually at a person's home</p> | <ul style="list-style-type: none"> • Make sure staff is very polite and appreciative | <ul style="list-style-type: none"> • Relaxed setting is conducive to effective dialogue • Maximizes two-way communication | <ul style="list-style-type: none"> • Requires a lot of labor to reach many people |
| <p>SMALL FORMAT MEETINGS Small meetings at existing groups or in conjunction with another event</p> | <ul style="list-style-type: none"> • Understand who the likely audience is to be • Make opportunities for one-one-one meetings | <ul style="list-style-type: none"> • Opportunity to get on the agenda • Provides opportunity for in-depth information exchange in non-threatening forum | <ul style="list-style-type: none"> • May be too selective and can leave out important groups |

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|--|---|--|
| <p>RESPONSE SHEETS Mail-In-forms often included in fact sheets and other project mailings to gain information on public concerns and preferences</p> | <ul style="list-style-type: none"> • Use prepaid postage • Include a section to add name to the mailing list • Document results as part of public involvement record | <ul style="list-style-type: none"> • Provides input from those who would be unlikely to attend meetings • Provides a mechanism for expanding mailing list | <ul style="list-style-type: none"> • Does not generate statistically valid results • Only as good as the mailing list • Results can be easily skewed |
| <p>MAILED SURVEYS & QUESTIONNAIRES Inquiries mailed randomly to sample population to gain specific information for statistical validation</p> | <ul style="list-style-type: none"> • Make sure you need statistically valid results before making investment • Survey/questionnaire should be professionally developed and administered to avoid bias • Most suitable for general attitudinal surveys | <ul style="list-style-type: none"> • Provides input from individuals who would be unlikely to attend meetings • Provides input from cross-section of public not just activists • Statistically tested results are more persuasive with political bodies and the general public | <ul style="list-style-type: none"> • Response rate is generally low • For statistically valid results, can be labor intensive and expensive • Level of detail may be limited • May be perceived as a public relations tool |
| <p>TELEPHONE SURVEYS/POLLS Random sampling of population by telephone to gain specific information for statistical validation</p> | <ul style="list-style-type: none"> • Make sure you need statistically valid results before making investment • Survey/Questionnaire should be professionally developed and administered to avoid bias • Most suitable for general attitudinal surveys | <ul style="list-style-type: none"> • Provides input from individuals who would be unlikely to attend meetings • Provides input from cross-section of public, not just those on mailing list • Higher response rate than with mail-in surveys | <ul style="list-style-type: none"> • More expensive and labor intensive than mailed surveys • Bias is easily charged if questions not carefully constructed |
| <p>INTERNET SURVEYS/POLLS Web-based response polls</p> | <ul style="list-style-type: none"> • Be precise in how you set up site, chat rooms or discussion places can generate more input than you can look at | <ul style="list-style-type: none"> • Provides input from individuals who would be unlikely to attend meetings • Provides input from cross-section of public, not just those on mailing list • Higher response rate than other communication forms | <ul style="list-style-type: none"> • Generally not statistically valid results • Can be very labor intensive to look at all of the responses • Cannot control geographic reach of poll • Results can be easily skewed |
| <p>COMPUTER-BASED PARTICIPATION Surveys conducted via computer network</p> | <ul style="list-style-type: none"> • Appropriate for attitudinal research | <ul style="list-style-type: none"> • Provides instant analyses of results • Can be used in multiple areas • Novelty of technique improves rate of response | <ul style="list-style-type: none"> • High expense • Detail of inquiry is limited |
| <p>PUBLIC HEARINGS Formal meetings with scheduled presentations offered</p> | <ul style="list-style-type: none"> • Avoid if possible, otherwise try to use informal meetings immediate before | <ul style="list-style-type: none"> • Provides opportunity for public to speak without rebuttal • meets legal requirements • puts comments on record | <ul style="list-style-type: none"> • Does not foster dialogue • Creates us vs. them feeling • Many dislike public speaking |

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|--|--|--|
| <p>DESIGN CHARRETTES Intensive session where participants re-design project features</p> | <ul style="list-style-type: none"> • Best used to foster creative ideas • Be clear about how results will be used | <ul style="list-style-type: none"> • Promotes joint problem solving and creative thinking • Effective for creating partnerships and positive working relationships with public | <ul style="list-style-type: none"> • Participants may not be seen as representative by larger public • May not have lasting effect if used as a one-shot technique |
| <p>COMMUNITY FACILITATORS Use qualified individuals in local community organizations to conduct project outreach</p> | <ul style="list-style-type: none"> • Define roles, responsibilities and limitations up front • Select and train facilitators carefully | <ul style="list-style-type: none"> • Promotes community-based involvement • Capitalizes on existing networks • Enhances project credibility | <ul style="list-style-type: none"> • Can be difficult to control information flow • Can build false expectations |
| <p>MEDIATION/NEGOTIATION The process of resolving disputes through compromise</p> | <ul style="list-style-type: none"> • Should be used typically as a last resort to solve specific problems with well-defined stakeholders groups | <ul style="list-style-type: none"> • Promotes accountability on both sides • Focuses on specific issues | <ul style="list-style-type: none"> • Difficulty of defining who the parties are and whom they represent • Time and labor intensive |
| <p>CONSENSUS BUILDING TECHNIQUES Techniques for building consensus on project decisions such as criteria and alternative selection. Often used with advisory committees. Techniques include Delphi, nominal group process and public value assessment and many others.</p> | <ul style="list-style-type: none"> • Use simplified methodology • Allow adequate time to reach consensus • Consider one of the computerized systems that are available • Define levels of consensus, i.e. a group does not have to agree entirely upon a decision but rather agree enough so the discussion can move forward • Make sure decision maker is committed to consensus | <ul style="list-style-type: none"> • Encourages compromise among different interests • Provides structured and trackable decision making • Focuses on solving problems with mutually satisfactory solutions • Can help avoid later conflicts | <ul style="list-style-type: none"> • Not appropriate for groups with no interest in compromise • Consensus may not be reached |
| <p>FOCUS GROUPS Message testing forum with randomly selected members of target audience. Can also be used to obtain input on planning decisions</p> | <ul style="list-style-type: none"> • Conduct at least two sessions for a given target • Use a skilled focus group facilitator to conduct the session | <ul style="list-style-type: none"> • Provides opportunity to test key messages prior to implementing program • Works best for select target audience | <ul style="list-style-type: none"> • Relatively expensive if conducted in focus group testing facility |

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|---|--|---|
| <p>ADVISORY COMMITTEES A group of representative stakeholders assembled to provide public input to the planning process</p> | <ul style="list-style-type: none"> • Define roles and responsibilities up front • Be forthcoming with information • Use a consistently credible process • Interview potential committee members in person before selection • Use third party facilitation • Make sure members communicate with their constituencies | <ul style="list-style-type: none"> • Provides for detailed analyses for project issues • Participants gain understanding of other perspectives, leading toward compromise | <ul style="list-style-type: none"> • General public may not embrace committee's recommendations • Members may not achieve consensus • Sponsor must accept need for give-and-take • Time and labor intensive |
| <p>TASK FORCES A group of experts or representative stakeholders formed to develop a specific product or policy recommendation</p> | <ul style="list-style-type: none"> • Obtain strong leadership in advance • Make sure membership has credibility with the public • Make sure members represent diverse perspectives and will be independent | <ul style="list-style-type: none"> • Findings of a task force of independent or diverse interests will have greater credibility • Provides constructive opportunity for compromise | <ul style="list-style-type: none"> • Task force may not come to consensus or results may be too general to be meaningful • Time and labor intensive |
| <p>PANELS A group assembled to debate or provide input on specific issues</p> | <ul style="list-style-type: none"> • Most appropriate to show different views to public • Panelists must be credible with public | <ul style="list-style-type: none"> • Provides opportunity to dispel misinformation • Can build credibility if all sides are represented • May create wanted media attention | <ul style="list-style-type: none"> • May create unwanted media attention • Can polarize issues if not conceived and moderated well |
| <p>CITIZEN JURIES Small group of ordinary citizens empanelled to learn about an issue, cross examine witnesses, make a recommendation. Always non-binding with no legal standing</p> | <ul style="list-style-type: none"> • Requires skilled moderator • Commissioning body must follow recommendations or explain why • Be clear about how results will be used | <ul style="list-style-type: none"> • Great opportunity to develop deep understanding of an issue • Public can identify with the "ordinary" citizens • Pinpoint fatal flaws or gauge public reaction | <ul style="list-style-type: none"> • Resource intensive |
| <p>ROLE-PLAYING Participants act out characters in pre-defined situation followed by evaluation of the interaction</p> | <ul style="list-style-type: none"> • Choose roles carefully. Ensure that all interests are represented. • People may need encouragement to play a role fully | <ul style="list-style-type: none"> • Allow people to take risk-free positions and view situation from other perspectives • Participants gain clearer understanding of issues | <ul style="list-style-type: none"> • People may not be able to actually achieve goal of seeing another's perspective |

| Tools and Techniques | Always Think It Through | What Can Go Right | What Can Go Wrong |
|---|--|---|--|
| <p>ELECTRONIC DEMOCRACY Internet, Websites, Televoting, On-line Dialogue, On-line Delivery of Government Services</p> | <ul style="list-style-type: none"> • Carefully plan how information will be presented and how feedback will be used | <ul style="list-style-type: none"> • Facilitates interactive communication • Convenient | <ul style="list-style-type: none"> • Not accessible to everyone • Opportunity for manipulation/misinformation/incivility |
| <p>SAMOAN CIRCLE Leaderless meeting that stimulates active participation</p> | <ul style="list-style-type: none"> • Set room up with center table surrounded by concentric circles • Need microphones • Requires several people to record discussion | <ul style="list-style-type: none"> • Can be used with 10 to 500 people • Works best with controversial issues | <ul style="list-style-type: none"> • Dialogue can stall or become monopolized |
| <p>OPEN SPACE TECHNOLOGY Participants offer topics and others participate according to interest</p> | <ul style="list-style-type: none"> • Important to have a powerful theme or vision statement to generate topics • Need flexible facilities to accommodate numerous groups of different sizes • Groundrules and procedures must be carefully explained for success | <ul style="list-style-type: none"> • Provides structure for giving people opportunity and responsibility to create valuable product or experience • Includes immediate summary of discussion | <ul style="list-style-type: none"> • Most important issues could get lost in the shuffle • Can be difficult to get accurate reporting of results |
| <p>WORKSHOPS An informal public meeting that may include a presentations and exhibits but ends with interactive working groups</p> | <ul style="list-style-type: none"> • Know how you plan to use public input before the workshop • Conduct training in advance with small group facilitators. Each should receive a list of instructions, especially where procedures involve weighting/ranking of factors or criteria | <ul style="list-style-type: none"> • Excellent for discussions on criteria or analysis of alternatives • Fosters small group or one-to-one communication • Ability to draw on other team members to answer difficult questions • Builds credibility • Maximizes feedback obtained from participants • Fosters public ownership in solving the problem | <ul style="list-style-type: none"> • Hostile participants may resist what they perceive to be the "divide and conquer" strategy of breaking into small groups • Several small-group facilitators are necessary |
| <p>FUTURE SEARCH CONFERENCE Focuses on the future of an organization, a network of people, or community</p> | <ul style="list-style-type: none"> • Hire a facilitator experienced in this technique | <ul style="list-style-type: none"> • Can involve hundreds of people simultaneously in major organizational change decisions • Individuals are experts • Can lead to substantial changes across entire organization | <ul style="list-style-type: none"> • Logistically challenging • May be difficult to gain complete commitment from all stakeholders • 2 - 3 day meeting |
| <p>DELIBERATIVE POLLING Measures informed opinion on an issue</p> | <ul style="list-style-type: none"> • Do not expect or encourage participants to develop a shared view • Hire a facilitator experienced in this technique | <ul style="list-style-type: none"> • Can tell decision-makers what the public would think if they had more time and information • Exposure to different backgrounds, arguments, and views | <ul style="list-style-type: none"> • Resource intensive • Often held in conjunction with television companies • 2 - 3 day meeting |

2021 Update Participation Techniques

| Tools and Techniques | Always Think it Through | What Can Go Right | What Can Go Wrong |
|--|---|--|---|
| Live Stream on Social Media Live streaming involves providing a live view of a meeting or video on websites other than the platform it is originally taking place on | <ul style="list-style-type: none"> • Have a reliable internet connection to livestream • Promote the meeting to gain more viewers | <ul style="list-style-type: none"> • Provides ore platforms for people to access meetings | <ul style="list-style-type: none"> • If internet connection is unreliable or nonexistent, the stream will not work |
| Moderated Comment Sections Comment sections that are monitored for off topic, rude, hateful, troll, or discriminatory comments | <ul style="list-style-type: none"> • Find a balance between too much and too little moderation | <ul style="list-style-type: none"> • Can foster a productive conversation | <ul style="list-style-type: none"> • Some people may dislike getting censored |
| Soundbite Videos Short videos that distill the original message down to the most basic and important components | <ul style="list-style-type: none"> • Summarize the most important parts of the meeting • Make it concise, but do not omit information for brevity | <ul style="list-style-type: none"> • Can keep people’s attention because it is less of a time investment • People do not have to watch several hour-long meetings to get information | <ul style="list-style-type: none"> • If too short, some important information can get lost |
| Virtual Q&A’s Online based question and answer sessions with the public | <ul style="list-style-type: none"> • Be sure to have a reliable internet connection • Promote the Q&A to attract participants | <ul style="list-style-type: none"> • Can build a good rapport with the public through back and forth conversation | <ul style="list-style-type: none"> • Requires a reliable internet connection |
| Planted Questions Questions that are asked by the organization to facilitate public discussion | <ul style="list-style-type: none"> • Questions for the general public should use general terms and understandable language | <ul style="list-style-type: none"> • Can jump start a discussion on topics that need public input | <ul style="list-style-type: none"> • Public can still get off topic |
| Image links The clickable link is an image rather than a string of words, letters, and numbers | <ul style="list-style-type: none"> • Inform website visitors that the images are links to more information | <ul style="list-style-type: none"> • The images can be interesting enough to attract clicks | <ul style="list-style-type: none"> • People may not know that the images are links |
| Email Groups People can subscribe to receive emails from the CORE MPO | <ul style="list-style-type: none"> • Ensure that information is regularly emailed to subscribers | <ul style="list-style-type: none"> • CORE MPO information can be delivered directly to people’s inboxes | <ul style="list-style-type: none"> • People may ignore email • Email may be sent to junk mail |
| Online Infographics | | | |

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| Colorful information sheets with interesting graphics and information | <ul style="list-style-type: none"> • Ensure that the infographic is easy to follow | <ul style="list-style-type: none"> • Interesting graphics can attract more readers | <ul style="list-style-type: none"> • Graphics can sometimes be confusing |
|---|---|---|---|

Title VI Related Participation Techniques - 2021 Update

| Tools and Techniques | Always Think it Through | What Can Go Right | What Can Go Wrong |
|--|---|---|--|
| QR Codes | | | |
| Internet links that can be scanned by a smartphone, tablet, and other computer devices. | <ul style="list-style-type: none"> • Ensure that CORE MPO branding is present on code • Protect printed QR codes from damage and rain | <ul style="list-style-type: none"> • Easy and inexpensive to make • Can link directly to useful information | <ul style="list-style-type: none"> • Paper QR codes can be easily damaged |
| Printed Infographics | | | |
| Graphic displays of information that are physically printed out | <ul style="list-style-type: none"> • Can be mailed or distributed directly to those who have no internet access or lack computer skills • Can be mailed directly to elderly communities and nursing homes | <ul style="list-style-type: none"> • Informative and eye-catching, making it more interesting to read • Graphics can generate more understanding in transportation topics | <ul style="list-style-type: none"> • Graphics can sometimes be confusing if designed poorly • There may not be enough written text to fully explain topics |
| Sign Language Interpretations for Videos and Livestreams | | | |
| A sign language interpreter translates what is said during meetings and events | <ul style="list-style-type: none"> • Ensure that sign language interpreter can do live interpretations | <ul style="list-style-type: none"> • This makes live meetings accessible to deaf and low hearing people, so they can access information at the same time as the rest of the public | <ul style="list-style-type: none"> • May be difficult to find a live interpreter • Reliant on having an internet connection |
| Spanish Translated Meetings | | | |
| A language interpreter translates meetings from English to Spanish | <ul style="list-style-type: none"> • Ensure that links to translations are accessible to Spanish speaking people so information can be easily found | <ul style="list-style-type: none"> • Language will no longer be a barrier to understanding local transportation topics | <ul style="list-style-type: none"> • May be difficult to find a live interpreter • Reliant on having an internet connection |
| Radio | | | |
| Organizations like the Georgia Radio Reading Services can read news and information over the radio for visually impaired residents | <ul style="list-style-type: none"> • Promote the CORE MPO so people can know when to tune into the program | <ul style="list-style-type: none"> • Visually impaired residents can receive CORE MPO information without internet | <ul style="list-style-type: none"> • People must tune in at the time that the information is being read, or else they will miss it. |



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Appendix F – Checklist for Accessible Meeting Locations

The following checklist, as found in the US DOT's *Public Involvement Techniques for Transportation Decision-making, 2015 Update*, can help agencies ensure that their meetings are accessible to the disability community:

Accessible meeting or hearing site

- Has the site been visited and viewed with physically disabled people in mind?
- Are primary entrances, such as doorways and steps, accessible by wheelchair?
- Is there circulation space for wheelchairs throughout the facility and at the front of the meeting area or hearing room?
- If there are microphones, are they available at wheelchair height?
- Is there an amplification system to aid hearing?
- Are water fountains, rest rooms, and public telephones accessible by wheelchair?
- Is the meeting site accessible by public transit or paratransit?
- Is there parking for persons with disabilities?
- Are there signs indicating accessible route to the meeting area?

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Appendix G - Measures of Effectiveness for Public Participation

Measuring is more than numbers. What also should be considered is quality of interaction and input. That is why this section will explore the quantitative and qualitative.

Quantitative

Qualitative

Appendix H – Media List and Other Contacts

For media contacts, specific information, such as names, addresses, phone numbers, and email addresses are maintained for staff reference within a spreadsheet in the CORE MPO's file system.

Print Media

Bryan County News (Weekly print and online)

Release: Thursday

Effingham Herald (Weekly print and online)

Release: Wednesday

Savannah Business Journal (Daily online)

Savannah Morning News (Daily print and online)

Deadline: Midnight

Savannah Tribune (Weekly print and online [Minority Owned])

Release: Wednesday

La Voz Latina (Monthly print)

Broadcast Media - TV

Chatham County Public Information - Channel 16

City of Savannah Public Information - Channel 8

ABC 22 WJCL – TV

FOX 28 WTGS

WSAV - TV 3 (NBC)

WTOC TV Channel 11 - CBS

WVAN TV Channel 9 - Georgia Public TV

Broadcast Media - Radio

Adventure Radio Group

Georgia Radio Reading Service (a service of Georgia Public Radio)

WSVH-FM 91.1 (Georgia Public Radio)

Neighborhood Groups and Associations

Contact information for these groups, if available, is maintained in electronic databases by MPO staff, MPC staff and/or local governments' staffs. The list includes groups throughout Chatham County. The majority of these are within the City of Savannah. City staff maintain a map showing locations of neighborhoods within the City.

| | | | |
|---|---|--|---|
| Brickyard Neighborhood Association | Live Oak Neighborhood Association | Magnolia Park Neighborhood Association | Feiler Terrace Neighborhood Association |
| Historic Carver Village Neighborhood Association | Midtown Savannah Neighbors Association | Pine Gardens Neighborhood Association | Leeds Gate Neighborhood Community Association |
| Cloverdale Civic Improvement Association | Savannah Downtown Neighborhood Association | Twickenham Neighborhood Association | Liberty City Neighborhood Association |
| Cuyler/Brownsville Neighborhood Association | Thomas Square/Metropolitan Historic Neighborhood Association | Victory Heights Neighborhood Association | Summerside Neighborhood Association |
| The Highlands Neighborhood Association | Avondale Neighborhood Association | Ardsley Park Chatham Crescent Neighborhood Association | Poplar Place Neighborhood Association |
| Hudson Hill Neighborhood Association | Bacon Park Neighborhood Association | Bacon Park Neighborhood Association | Sylvan Terrace Neighborhood Association |
| Ogeecheeton Neighborhood Association | Benjamin Van Clark Park Neighborhood Association (also meets w/Eastside Alliance) | Habersham Woods - under development | Tatemville Neighborhood Association |
| Tremont Park Neighborhood Association | East Savannah Neighborhood Association | Habersham Village Neighborhood Association | Village at Vallambrosa |
| West Savannah Neighborhood Association | Edgemere-Sackville Neighborhood Association | Kensington Park Community Association | Coffee Bluff Plantation Homeowner's Association |
| West Victory Drive Neighborhood Association | Fernwood Neighborhood Association | Paradise Park Oakhurst Neighborhood Association | Windsor Forest Neighborhood Association |
| Woodville Neighborhood Association | Fairway Oaks-Greenview Neighborhood Association | Parkside Neighborhood Association | Soutside Neighbohood Association |
| Baldwin Park Neighborhood Association | Forest Hills Neighborhood Association | Magnolia Park Neighborhood Association | Windsor Forest Neighborhood Association |
| Benjamin Van Clark Park Neighborhood Association (also meets w/Eastside Alliance) | Gordonston Neighborhood Association | Pine Gardens Neighborhood Association | Wilshire Neighborhood Association |
| Victorian Neighborhoods Association | Holly Heights Neighborhood Association | Cann-Jackson Park Neighborhood Association | |

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| Eastside Neighborhood Association | Live Oak Neighborhood Association (meets as Eastside Alliance) | Colonial Village Neighborhood Association | |
| Eastside Alliance | Live Oak Neighborhood Association | Feiler Park Neighborhood Association | |

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Appendix I – Agency Consultation and Coordination – State Resource Agencies

**Georgia Department of
Community Affairs**

60 Executive Park South
Atlanta, GA 30329
404-679-4915

**Georgia Department of
Economic Development**

75 Fifth Street, NW
Suite 1200
Atlanta, GA 30308
404-962-4000

Tourism Division, DED

75 Fifth Street, NW
Suite 1200
Atlanta, GA 30308
404-962-4000

**Georgia Department of
Natural Resources**

2 Martin Luther King Jr, SE
Suite 1252 East Tower
Atlanta GA 30334
404-656-3500

**Environmental Protection
Division, DNR**

2 Martin Luther King Jr, SE
Suite 1152 East Tower
Atlanta GA 30334
404-657-5947

**Historic Preservation
Division, DNR**

34 Peachtree Street
Suite 1600
Atlanta GA 30303
404-656-2840

**State Parks & Historic Sites,
DNR**

2 Martin Luther King Jr, SE
Suite 1352 East Tower
Atlanta GA 30334
404-656-2770

**Wildlife Resource Division,
DNR**

2070 U.S. Highway 278, SE
Social Circle, GA 30025
770-918-6408

**Georgia Department of
Transportation**

600 W. Peachtree Street, NW,
Atlanta, GA 30308

**Georgia Emergency
Management Agency**

935 E Confederate Ave, SE
Atlanta GA 30316
404-635-7000

Georgia Forestry Commission

5645 Riggins Mills Road
Dry Branch, GA 31020
478-751-2782

Note: The local resource, safety and security, and other consultation agencies are added to the MPO contact database as they are continuously identified throughout the planning process. Thus, they are not listed in this Participation Plan.

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Appendix J – Locations for Public Review of Draft Documents

This list is comprised of public libraries, planning and transit agencies, and community centers within selected Environmental Justice areas (minority, poverty, age combination) which were not already covered by library locations.

Bryan County Libraries – Richmond Hill Branch

9607 Ford Avenue
Richmond Hill, GA 31324
912-756-3580

Chatham Area Transit Authority (CAT)

610 W. Oglethorpe Ave
Savannah, GA 31401
912-629-3948; fax: 912-944-6058

Chatham County - Savannah Metropolitan Planning Commission (MPC)

110 E. State St
Savannah, GA 31412-8246
912-651-1440; Fax: 912-651-1480

Grant Regional Community Center

1310 Richards Street
Savannah, GA 31401

Live Oak Public Libraries (for Chatham County and Effingham County access)

(16 copies to the main library, who will keep 2 copies at the main library and distribute 1 copy to each of the 14 branch libraries)

Bull Street (Main) Library - *Reference Library*
Contact: Diane Bronson/Acquisitions (912.652.3600)
2002 Bull St
Savannah, GA 31499-4301
912-652-3615; Fax: 912-652-3638

Carnegie Branch Library
537 E. Henry St
Savannah, GA 31401
912-232-1420

Forest City Branch Library
1501 Stiles Ave
Savannah, GA 31415
912-238-0614; Fax: 912-236-8879

Garden City Branch Library
104 Sunshine Avenue
Garden City, GA 31405
912-629-5070; Fax: 912-629-5072

Islands Branch Library
50 Johnny Mercer Blvd
Savannah, GA 31410
912-897-6233; Fax: 912-897-1496

Oglethorpe Mall Branch Library
7 Oglethorpe Mall Annex
Savannah, GA 31406
912-925-5432; Fax: 912-925-2031

Ola Wyeth Branch Library
4 E. Bay St
Savannah, GA 31401
912-232-5488; Fax: (same)

Pooler Branch Library
216 South Rogers Street
Pooler, GA 31322
912-748-047; Fax: 912-748-4947

Port City Branch Library
3501 Houlihan Ave
Garden City, GA 31408
912-964-8013; Fax: 912-966-5142

Port Wentworth Branch Library
102 Aberfeldy St
Port Wentworth, GA 31408
912-964-0371; Fax: (same)

Rincon Branch Library
17th Street & Highway 21
Rincon, GA 31326
912-826-2222; Fax: 912-826-6304; TTY: 912-826-6304

Southwest Chatham Branch Library
14097 Abercorn Street
Savannah, GA 31419
912-925-8305; Fax: 912-925-8310

Tybee Island Branch Library
403 Butler Ave

Tybee Island, GA 31328
912-786-7733; Fax: 912-786-7734

W. W. Law Branch Library
909 E. Bolton St
Savannah, GA 31401
912-236-8040; Fax: (same)

West Broad Branch Library
(West Broad YMCA)
1110 May Street Savannah
GA 31415
912-232-6395; Fax: 912-232-6395

Effingham County Libraries

Savannah Area Chamber of Commerce

Contact: Economic Development (912.644.6440)
101 E. Bay St
Savannah, GA 31401
912-644-6400; Fax: 912-644-6499

Tremont Neighborhood Center

2015 Paige Avenue
Savannah, GA 31415
912-651-4252

Windsor Forest Regional Center

414 Briarcliff Circle
Savannah, GA 31419
912-921-2105

Ask TEPIAC who should be on this list

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Appendix K -- State Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) Amendment Process --Update

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) with an effective date of July 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Long-Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorization

The following actions are eligible as Administrative Modifications to the STIP/TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.

- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- 1. It does not affect the air quality conformity determination.
- 2. It does not impact financial constraint.
- 3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations

The following actions are eligible as Amendments to the STIP/TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent, i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Additional Funding Request After the Initial Authorization



Additional funding requests for all phases after the receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

- A. The Initial Work Authorization for the phase is older than 10 years.
- B. The additional funding request exceeds the Initial Work Authorization by greater than \$10 million.

Appendix L – Infographic Example



2050 Metropolitan Transportation Plan Fact Sheet

| | |
|--|---|
| <p>Guides the allocation of an estimated \$2 billion over a 25-year period to transportation projects</p> | <p>Sets transportation goals Safety & Security Performance & Reliability Access & Connectivity Stewardship System & Environmental Preservation</p> |
| <p>Is multi-modal by guiding the development of infrastructure for Highways Bikes Pedestrians Transit Freight</p> |  <p>Includes projects from Chatham and parts of Bryan and Effingham</p> |
| <p>The plan is updated every five years</p>  | <p>2050 MTP plans to invest \$1.47 billion in Highway Projects \$134 million in Highway Maintenance \$210 million in Operational Improvements \$35 million in Bike and Pedestrian Projects \$287 million in Transit Capital Improvements</p> |

Appendix M – Archived 2021 Participation Plan Survey

During the update of the Participation Plan in 2021, a survey was conducted in an effort to increase public participation during the 45-day public comment and review period, in which residents within the CORE MPO planning area could give their opinion on the updated plans. The goal of the survey was to not only receive public input on the updated plans, but also to give the public an easy method to give their opinion. Additionally, a

secondary goal was to introduce residents to the CORE MPO and give a short introduction to the function of the organization.

Methodology

Anonymity

This survey was completely anonymous outside of the fact that participants could voluntarily give their contact information at the end of the survey if they wanted to stay in touch with the CORE MPO.

Survey Content

As the length of both the Participation Plan and Title VI Plan are well over 100 pages long, the survey only included the updated goals and strategies rather than each plan in its entirety. The survey was designed to increase participation among people who may not have the time or want to read the full documents, and to also get direct opinions about the most important information within the plans. The goals and strategies also directly impact the public, so it was considered necessary to get the most input on that specific portion of the plan.

Survey Platform

The survey platform used was Survey Monkey, which can be accessed by internet on a computer, smart phone, or tablet. Survey Monkey also allowed for the creation of a specific link which could be shared on multiple platforms.

Question Format

The questions were formatted to be open-ended, with only one question being close-ended. This survey functioned as exploratory research, in which it will be used to clarify any existing issues, problems, or opportunities before we move further with public outreach and future surveys.

Comment Analysis and Coding

To analyze open-ended comments for question 1, they were given a “good, neutral, bad, or unrelated” code depending on what the respondent said. So, if a respondent overwhelmingly disliked the plan, the response was coded as “bad” and if the comment was overwhelmingly positive it was coded as “good”. Comments that were neither overwhelmingly good or bad, in which participants liked and disliked portions of the plan, were coded as neutral. If a respondent commented something unrelated to the question, it was coded as unrelated.

For question 2, comments were coded as an “addition” if respondents provided an idea that can be added to the plan or a method that the CORE MPO should keep in mind. If respondents had no further additions, it was coded as “no addition.” If the comment was unrelated to the question, it was coded as “unrelated.”

Promotion

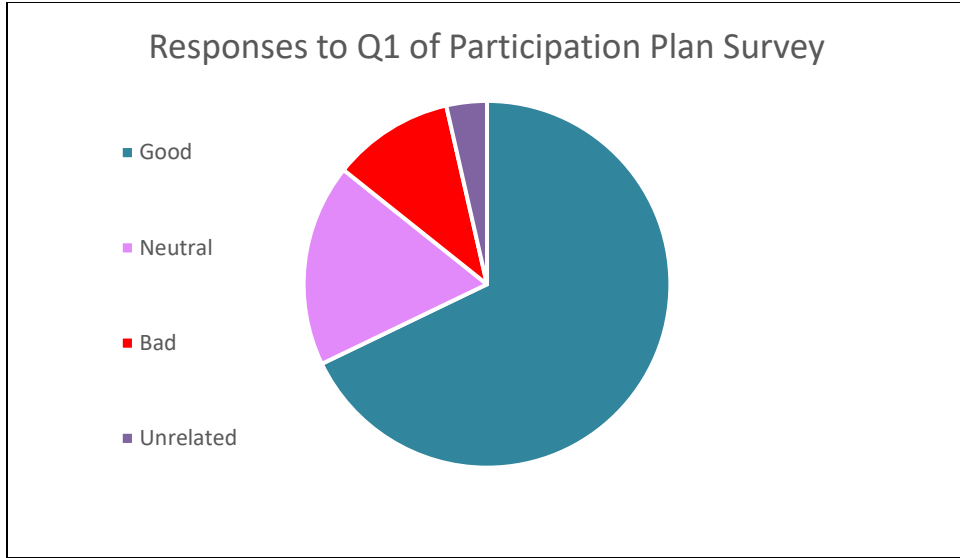
The CORE MPO used a variety of methods to promote the survey. This included local news publications, sending out mass emails, posting links on the CORE MPO and MPC website, as well as social media posts on Instagram and Twitter. Additionally, physical copies of the Participation Plan and Title VI Plan were available at local libraries and the MPC.

| | |
|---|---|
| Q1: What did you think of the public outreach goals and strategies listed above? | I think the are meaningful and should render some favorable results. |
| | Goal 2 should be completed in the same timeline as Goal 1 |
| | they are good, but may not be realistic. If the community is underserved, it is probably not realistic to assume a lot of people have access to QR codes. |
| Goal #3 is super important and hopefully will be implemented ASAP | |
| Very good start | |

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| | |
|---|---|
| Could not agree more, excellent | Seems like an extensive list, but very good suggestions. Hopefully these things will be implemented on a reasonable timetable. |
| It is robust and I hope it's achievable. I would consider utilizing software such as social pinpoint, which is great for facilitating online engagement. Social media is the best approach in this day and age. | great plan |
| ok | Good |
| The plan appears to be inclusive of everyone. Those who are interested have various ways to get needed information, especially if they do not have a computer. | I think the public outreach goals are very comprehensive and the strategies are attainable |
| The goals and strategies are necessary and important | Bla blabla |
| Good. | Sounds good |
| Possibly some, albeit limited value | clear, viable, doable |
| Goals are specific, inclusive, and attainable. | I am very happy that you are reaching out for community input. Goal 1 is right on track. I prefer communication to my email. Goals 2 - 4 are worthy and well thought out. |
| A politically-correct effort that will garner little success | They seem inclusive. |
| On "paper" looks good. My only concern is will the public opinion truly be considered. I am willing to be a helpful (not snarky) participant, if I know my time will be valued. | Make transport available to quocco rc, into Pooler Tanger outlet |
| | Seems organized and well prepared |
| | These strategies are sound. |
| | It's 2021. Why has it taken this long to implement things listed above? This cycle of making decisions without input from the community must end |

| Good | Neutral | Bad | Unrelated | Total |
|------|---------|-----|-----------|-------|
| 19 | 5 | 3 | 1 | 28 |



The majority of respondents (67.86%) had a positive response to the goals and strategies in the Participation Plan. The positive respondents in general were excited not only for the plan’s goals and strategies but also the prospects of increased public outreach. 17.86% of respondents were neutral toward the plan, in which they had both negative and positive viewpoints of the plan. Of the 5 neutral respondents, participants felt that while the plan looked good on paper, it may not result in much increased participation or may not be implemented. The 3 respondents that had a negative response to the plan felt that it had little value at all.

| Q2: Are there any ways this plan can be improved? |
|--|
| Honestly the writing above is hard to read and over-complicated. I had to read it over 4 times. I'm not sure I still understand all aspects of these goals. |
| Continue make sure all communities are aware and understand the process |
| No improvements at this time. |
| None come to mind |
| reach out to underserved communities directly for ways to interact. It needs to be more grassroots rather than top down. It also needs to be broader, and not so narrow-minded |
| Seems to cover all |
| See above (Use social media like pinpoint). |
| Yes, be bold |
| Please include neighborhood associations |
| Yes. |

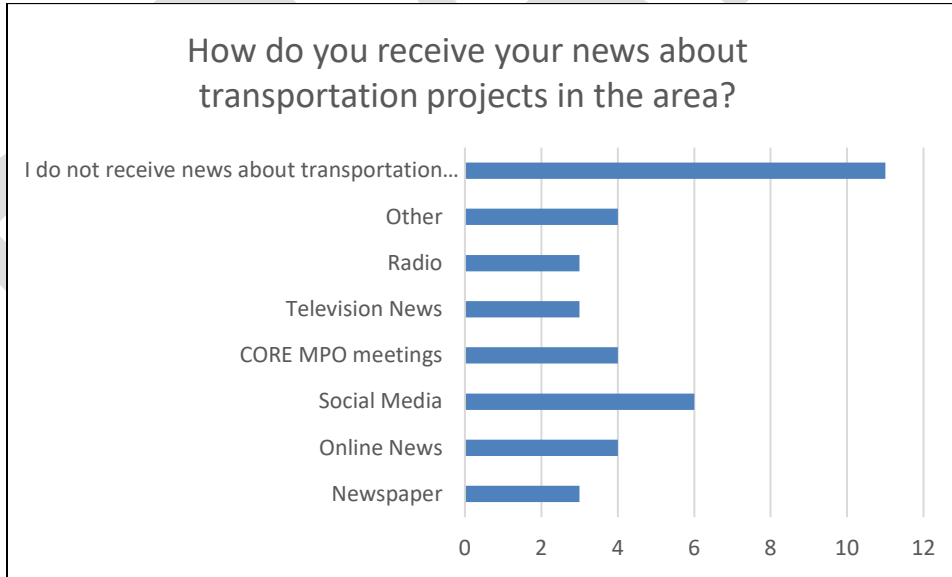
| |
|--|
| Eliminate waste |
| None at this time. |
| Allow multiple answers for the following question |
| Hard to know until it is put in motion. |
| Not that I can think of at ths moment |
| More public input |
| Expand social media outreach |
| Provide electronic links in the plan to research studies and resources |
| Make them interesting and less jargon filled. |
| Not that I know of |
| No, more than sufficient. |
| It looks quite complete as written |
| Make transport available from Qucco rc into Tanger outlet mall |
| None that I can think of. |
| Looks good. I have no questions at the moment |
| Hurry it up. |

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| Additions | No additions | Unrelated | Total |
|-----------|--------------|-----------|-------|
| 14 | 11 | 1 | 26 |

A slim majority of respondents (53%) had ideas on how to improve the plan. There was a variety of responses, ranging from making the plans “less jargon filled” to using a “grassroots approach” to reach underserved communities. 42% of respondents had no further additions or ideas for the plan.

| Q3: How do you receive your news about transportation projects in the area? | |
|--|----|
| Newspaper | 3 |
| Online News | 4 |
| Social Media | 6 |
| CORE MPO meetings | 4 |
| Television News | 3 |
| Radio | 3 |
| Other | 4 |
| I do not receive news about transportation projects | 11 |



The majority of respondents do not receive any news about transportation projects in the area. Of those who do receive news, are mainly receiving news through social media.

| | |
|--|---|
| <p>Q4: 4. Do you have any other general comments or thoughts?</p> | <p>Need to communicate more of what the MPO is doing in terms of pro-active planning. What are you doing besides pushing paper and holding meetings? And there are a lot of meetings each year that seem to drag on about procedural matters that don't interest the public and could be handled more efficiently. If you want participation, then engage with the public on its own terms in its own language, not by asking it to wade through bureaucracy. Efforts to "educate" the public about the bureaucratic process fail nobly because the public isn't interested in the process. We want to know what is going to be done, and we want to know that we had a say in the outcome.</p> |
| <p>Over communicate , most people aren't aware.</p> | <p>Very concerned how everything is now viewed through the prism of race. We should not discriminate yet everything is being promoted everywhere. How about contributing to eliminating this practice.</p> |
| <p>as someone who works in transportation this goal is very one sided. In transportation EVERY aspect needs to be taken in to account</p> | <p>I'm grateful Tonya Milton uses her communication skills to keep the grassroots informed.</p> |
| <p>Not many layman know about this organization. Consider some introductory posts that explain who you are and what you do in simple terms and be sure to tag other news outlets and ask them to share it on their pages so that word gets around</p> | <p>Unless mandated by law, spend your money elsewhere.</p> |
| <p>Change Bull St. from Bay to Gaston as pedestrians walkway only.....no cars allowed or buses going around those squares on Bull. Pedestrian only , even in city centers & main shopping areas, have been in place in many, many European cities for YEARS!!!! BE BOLD. Cars go on Drayton & Whitaker only or Price & MLK. The entire Historic District could be pedestrian only!</p> | <p>Not at this time.</p> |
| <p>Not at this time.</p> | <p>No.</p> |
| <p>It is important for the transportation infrastructure to be modern, supportive, and in place ahead of construction and development that is ongoing throughout this area</p> | <p>Not at this time.</p> |
| <p></p> | <p>Not given the info you have provided.</p> |
| <p></p> | <p>Stop expanding Pooler...we're full</p> |
| <p></p> | <p>none</p> |
| <p></p> | <p>Just to encourage you to continue this process! Thanks</p> |
| <p></p> | <p>No</p> |
| <p></p> | <p>None</p> |

This question functioned as a way to give participants the opportunity to give their opinion on any transportation topics or issues in general. Of the above comments, increasing and improving communication is a common theme.

Conclusion

The survey received a total of 28 responses. The majority of respondents had a positive reaction to the plan and hoped for the goals and strategies to be implemented. A few respondents were cautious of their support, as they agreed with the plan in theory, but were unsure if the plan would successfully implemented at all. Only 3 respondents disliked the plan and the possibility of its implementation.

A common theme among responses was that communication between the CORE MPO and the community was extremely important and could be improved. Specifically, many respondents identified the

language used as an area of improvement, as some respondents felt confused by the words and structure of the plan.

A majority of respondents are not receiving any transportation news. One way this could be remedied is by using social media, as it was the most common way that respondents received transportation information. It may be necessary to investigate ways to keep the public updated on transportation topics in the area.

Appendix N -- Archived Measure of Effectiveness (2019)

MOEs before 2015 – 2016 Update

Note: The following section qualitatively summarizes CORE MPO's performance of its participation process, according to the goals, objectives, and measures that were developed through the completion of the CORE MPO's Participation Plan under the guidance of the Citizens Advisory Committee (CAC).

The first step the CAC Public Relations/Program Subcommittee undertook in developing the MPO Participation Plan was to identify appropriate goals and objectives.

Once a preliminary list of goals and objectives was developed and reviewed by the subcommittee and CAC, the subcommittee set about identifying strategies for implementing them. Specifically, the subcommittee identified when each of the objectives should be implemented, based on the amount of time and resources required for implementation. The time frame for implementation was updated in the 2007 Participation Plan development process and are presented as either **ongoing**; i.e. already occurring; **immediate**, i.e. in next two years; **short-term**, i.e. in next three to five years; or **long-term**, five or more years out.

A number of tools are available in designing effective participation activities. The choice of techniques is guided by the type of initiative underway (e.g., a Town Hall meeting, an update to the LRTP) and the audience targeted. One resource are the tables prepared by the International Association for Public Participation (IAP2) and provided in an appendix of the Participation Plan. The list is comprehensive, but not exhaustive.

The federal regulations require the MPO to periodically review the effectiveness of the participation process and make revisions as necessary. The MPO reviewed the measures of effectiveness (MOEs) of its participation process against the adopted goals and objectives in the 2005 Public Involvement Plan update process. Since different participation strategies have been implemented in response to the specific goals and objectives, the MPO amended the original goals and objectives to reflect this change under the guidance of the Citizens Advisory Committee. The MOEs were updated in the 2007 Participation Plan development process and in the 2008 Participation Plan update process to reflect the latest changes. During the 2009 federal certification review, it is recommended that the MPO not only evaluate the effectiveness of public participation, but also document associated results and outcomes. In the 2015 update of the Participation Plan, the MPO revised the MOEs to facilitate a more quantitative documentation of outcomes. Documentation on the new measures will be provided two years after the new measures begin to be implemented, given that new data must be collected.

Goal 1: *Raise Chatham County interested citizens'/parties' level of understanding of the MPO transportation planning process and identify how interested citizens/parties can become involved.*

Objectives:

A) MPO Committee Meeting Procedures

- Provide agendas for all MPO Committee Meetings to Committee members well in advance of the meetings **(ongoing)**

MOE: Twenty-four (24) MPO and committee meetings are held per year. MPO has implemented the E-Agenda system. The MPO normally posts agendas, minutes, staff reports, and associated documents to the website through E-Agenda with a notification of availability to all the committee members one week before the first committee meeting. Agendas and minutes are also sent to the visually impaired ACAT members via tape cassettes or email depending on the members' specific requests.

- Post the MPO Committee Meetings' agendas and minutes on the MPC web page **(ongoing)**

MOE: The MPO posts the meeting agendas, minutes, staff reports and all the associated documents on the MPC website.

- Notify interested parties/citizens (maintained as part of the MPO database) of the MPO Committee meetings prior to the meetings **(ongoing)**

MOE: The contact information of interested citizens/parties is maintained and continuously updated in the MPO database. The notifications – normally the agendas of the committee meetings and the public meeting announcements – are sent to the interested parties/citizens at the regular committee meeting mailing time. The MPO administrative assistant also calls each committee member one day before the meeting as a reminder.

- Designate time on each MPO Committee meeting agenda for comments from interested parties/citizens **(ongoing)**

MOE: Public participation opportunities are provided at all meetings of the MPO committees.

B) Public Informational Materials

- Produce a Traffic Volume Map as new data is made available by GDOT. Maps in digital format will be produced each year and posted on the MPC website. **(ongoing)**

MOE: The digital maps were produced and posted on the MPC website every year before 2007. However, this practice stopped since GDOT has been posting detailed interactive ADT maps and statistical data each year to the GDOT website since 2006. MPO staff directs customers to the GDOT website whenever a request comes and provides the direction on how to browse the site to get the needed information.

- Maintain the MPO web page which is a part of the MPC website **(ongoing)**

MOE: The MPO contributes to the development and update of the MPC website. The MPO web pages are developed as a part of the MPC website and assume a consistent look. All the latest information on transportation plans, programs, studies, reports, data, meeting notices, etc. is posted here.



- Develop informational materials and employ visualization techniques that correspond to schedule of events/milestones in the MPO transportation planning process as needed, i.e., newsletters, newspaper inserts, brochures, citizen guides, etc. **(ongoing)**

MOE: The MPO developed informational flyers for the 2030 Long Range Transportation Plan and the FY 2005 - 2007 Transportation Improvement Program. Several brochures have been produced for the Connecting Savannah process, which documented the study process, meeting summaries, findings, etc. The MPO, at request, also produces Socio-Economic Data by traffic analysis zone and Historic Traffic Volume Reports which include the latest available traffic counts and the future year traffic projections. The MPO posts draft planning documents such as LRTP and TIP reports on the MPC website for public review in advance of the MPO Policy Committee meetings where the plans are adopted. Final plans are posted to the website after they are adopted. Other visualization techniques including the use of project maps and renderings are employed by the MPO as appropriate to display transportation improvement projects. Traffic model simulations are also used on selected projects. Project fact sheets, renderings and videos are produced for various special studies such as SR 204 Corridor Study, I-16 Exit Ramp Removal, US 80 Bridges and Road Safety Project, etc.

- Evaluate public informational materials using quantitative and qualitative measures **(ongoing)**

MOE: The following criteria are used for evaluation of the effectiveness of the MPO public informational materials.

| Informational Materials and Visualization Techniques | Qualitative Evaluation | Quantitative Evaluation |
|---|---|---|
| Newsletters Newspaper Inserts Brochures Traffic Count Maps Socio-Economic Reports Information on Website Project Maps and Renderings Traffic model simulations Videos | The information presented is well understood by all segments of the public. It is simple, clear, and non-technical. | # of estimated copies that have been distributed # of website hits |

The informational materials distributed by the MPO are very popular. For example, around 100 paper copies of the traffic count map were distributed each month in previous years. Web hits on the MPC website increased ever since these maps were posted on the website. Around 800

flyers of the 2030 LRTP and more than 1000 flyers and reports on Connecting Savannah have been distributed. Feedback is also positive on the videos produced for the studies.

C) Media Relations

- Identify media outlets (print, radio and television) and maintain contact/ mailing list *(ongoing)*



MOE: All the media contact information is listed in the MPO Participation Plan and maintained in the MPO contact database. The contact information has been continually updated. New contacts are added as they are identified in the participation process. For instance, the Georgia Radio Reading Service has been added to the contact database at the request of the visually impaired ACAT members. The Hispanic Newspaper has been identified as a contact for reaching out to the Limited English Proficient (LEP) persons.

- Notify the media of all regularly scheduled MPO Committee Meetings *(ongoing)*

MOE: All the media contacts receive meeting agendas, flyers, and other public notifications for the MPO committee meetings and community meetings.

- Work with the media to inform and educate the public about transportation issues and the transportation planning process. *(ongoing)*

MOE: The MPO sends meeting notices and news articles on transportation planning and transportation studies to various news media, including newspapers, Community Calendar, journals, and TV and radio stations. The MPO has produced some media kits for the East-West Corridor Study and the Connecting Savannah process. The government reporter from the *Savannah Morning News* reports transportation issues in the newspaper occasionally. The Chatham County Public Information – Channel 16 also records the MPO meeting proceedings and broadcasts them to the Chatham County residents.

D) Staff Level Speaker

- Staff is available to attend local government and community meetings, by request, to discuss current planning initiatives as well as provide an overview of the MPO transportation planning process *(ongoing)*

MOE: The MPO staff has attended various neighborhood meetings on request to discuss various transportation planning projects and issues. The staff is willing to attend more meetings and talk to the public on the transportation planning process.

Goal 2: *Ensure that the interested citizens/parties of Chatham County have been provided with adequate, appropriate and meaningful opportunities to participate in the decision-making process.*

Objectives:

A) Public Forum/Public Meeting Procedures Related to Transportation Planning Initiatives (Long-Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), etc.)



- Review by CAC, ACAT, TCC and the CORE MPO Board of **all** updates and amendments to any MPO planning documents (**ongoing**)

MOE: The CORE MPO Board and advisory committees are given the opportunities to review and comment on all the updates and amendments to the MPO planning documents.

- CAC will facilitate public information meetings on specific projects (**ongoing**)



MOE: The MPO staff is dedicated to carrying out the public participation activities in all of the MPO plans and programs. The staff coordinates public meetings with CAC on specific projects. A good example is the Tybee Town Hall meeting in 2002 to discuss the US 80 widening project. Nearly 300 citizens turned out to receive project status report and to provide written comments.

Under the guidance of CAC, the MPO staff held twenty-five (25) public meetings on the 2030 Long Range Transportation Plan update, including ten (10) community meetings/open houses. Five (5) stakeholder/work group meetings and one (1) Public Information Open House were held for the Connecting Savannah process with many CAC members as participants. At least two (2) public meetings/open houses are held in conjunction with the Citizens Advisory Committee each year for the Transportation Improvement Program – both for project prioritization and draft TIP document review and comment. The Citizens Advisory Committee served as an important forum for public input during the Interim Long-Range Transportation Plan update and the Year of Expenditure (YOE) update processes in 2007 as well. CAC provided community input on the development of the Total Mobility Plan through an interactive survey and on other special studies.

- Publicize all public meetings, public hearings and public review periods through aggressive media outreach and public notice advertisements (**ongoing**)

MOE: The MPO publishes legal notices for public hearings/meetings on the Sunday editor of the *Savannah Morning News* at least 10 days before the meetings. The notices are also sent to the



Community Calendar, radio and TV stations, local journals, neighborhood associations, and all the other local media listed in this Participation Plan. For the 2030 LRTP update and the Connecting Savannah process, the meeting notices

were also sent out by mass mailing and email. The meeting locations and public review periods are also advertised via Internet, on buses, and at the MPC offices and the offices of the MPO committee members. For the Interim LRTP update, 2035 Plan and Total Mobility Plan update, all the notices were sent to the federal, state and local consultation agencies as well.

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- Provide public access to all draft plans at various local public agencies in advance of plan adoption by the CORE MPO Board (*ongoing*)

MOE: The draft plans are made available for public review and comment at the public review agencies which include all the branches of the Chatham County public libraries and the university libraries, the MPC offices, as well as others listed in this Participation Plan. The draft plans and comment submittal forms are also made available on the MPC website. The draft plans are normally made available for public review in advance of plan adoption depending on the comment period required. Draft Long-Range Transportation Plan and the draft Transportation Improvement Program are made available for public review at least 30 days before their adoption. The draft LRTP/TIP amendment documents are made available to the public at least 15 days before their adoption. The draft Participation Plan is accessible to the public at least 45 days before its adoption.

- Report through the MPO Committees all significant public comments on draft plans and reports (*ongoing*)

MOE: The public comments and the staff responses are summarized and categorized for the MPO Committees. All comments, significant or not, go through the committees for review and are incorporated into the final plans.

- Provide the MPO contact information for citizens to offer suggestions on important transportation issues (*ongoing*)

MOE: The MPO publishes its contact information on the MPO website as well as in all of its plans and programs.

B) Special Transportation Plans and Studies

- When warranted, convene subcommittees, task forces, focus groups, etc., of interested citizens, planners, technical experts and others who have expressed an interest in a particular topic and involve them in the planning process (*ongoing*)

MOE: Special transportation studies involve participation of a wide spectrum of people.

A good example for achieving this objective is the Transportation Amenities Plan and the Context Sensitive Design Manual development. The Savannah Tree Foundation, the Park and Tree Departments of both the City and the County, as well as interested citizens, the MPC planners, the GDOT/City/County engineers all put in a lot of efforts to identify canopied roadways, historically significant roadways, gateways to the communities, palm-lined causeways, and other roadway amenities. The work groups were also instrumental in defining context and developing Context Sensitive solutions.



In the development of Congestion Management Process (CMP), the MPO staff, the City of Savannah Traffic Engineering Director, the Chatham County Assistant Engineer, the Georgia

Ports Authority Facilities Engineer, the Director Engineering of Savannah Airport Commission, the GDOT engineers and planners, the CAT Deputy Director, the FHWA Community Planner, as well as the representatives of the MPO Citizens Advisory Committee and of the MPC board all participated in the study process.

Another example is the citizen driven process. The Connecting Savannah work groups identified the problems, suggested solutions, and had the ownership of the final solutions. The I-16 Exit Ramp Removal Study held a three-day workshop that attracted more than 200 attendants among which are architects, planners, community leaders and citizens who are interested in promoting economic development of Downtown Savannah.

- Provide fact sheets on specific projects (*ongoing*).

MOE: The achievement of this objective can be best reflected in the Connecting Savannah process, the I-16 Exit Ramp Removal Study, SR 204 Corridor Study, SR 21 Corridor Study and the US 80 Bridges and Road Safety Study. The fact sheets, meeting summaries, brochures and other related information were posted on the MPC website and sent to all the work group members, neighborhoods, and the contacts in the database. Fact sheets were also produced for the US 80 widening project to Tybee for the Town Hall meeting.

- Conduct scientific surveys on significant transportation investments, at appropriate times, to produce statistically valid results to help identify the desires of the region (*ongoing*).

MOE: The CORE MPO has been collecting bicycle and pedestrian counts at various locations across Chatham County for selected dates and periods since 2009. The data helps the MPO to understand the baseline of the bicycle and pedestrian travel in the Savannah area, paving way for developing the Non-Motorized Transportation Plan and making improvements to bicycle and pedestrian facilities.

In order to carry out the follow-up study of the MPO's Connecting Savannah Process, the Project DeRenne team collected intersection and turning movement counts at various intersections along DeRenne Avenue. The data was used to analyze the congestion levels on different segments of DeRenne Avenue and provided the basis for the final solutions to the congestion problems.

The Chatham Area Transit Authority (CAT) works closely with the MPO and is a part of the metropolitan transportation planning process. Two surveys were conducted for CAT in 2000 as a part of the CAT Transportation Development Plan (TDP). One was a community survey conducted by telephone and the other a survey conducted on board CAT buses. In 2006 CAT conducted a new survey and various interviews at the bus stops to develop a five-year plan for the fixed route system. In 2007 CAT conducted a survey to facilitate plan development for demand-response services. In 2010 CAT conducted a survey to evaluate the transportation needs of the Limited English Proficient (LEP) transit users and used the data to develop the CAT's LEP Plan and improve the affected transit routes. CAT is conducting an on-board survey in late 2012 for the development of the 2013 TDP. The MPO has been coordinating with CAT and provided input on the survey questions in order to get a more comprehensive review of the transportation needs in the Savannah area.

C) Evaluation Measures

- Evaluate public outreach efforts using quantitative and qualitative measures (*ongoing*)

MOE: The evaluation measures are reflected by the advertisement efforts, meeting attendance, comments received, and the general participation process. For example, the community meeting attendance, the attendee contact information, and the comments received for the US 80 Corridor Study was stored in a database and the names and comments (but not the personal contact information) were included in an appendix of the study.

The following table outlines a general evaluation of the MPO public participation techniques.

Measures of Effectiveness for Public Participation Techniques

| <i>PASSIVE PUBLIC INFORMATION TECHNIQUES</i> | | |
|--|---|--|
| Techniques | Specifics | Results |
| Printed Public Information Materials and Visualization Techniques | Fact sheets for Connecting Savannah, SR 204 Corridor Study, SR 21 Corridor Study, US 80 Bridges and Road Improvement Study, and US 80 widening project Brochures for Connecting Savannah, Project DeRenne and I-16 Exit Ramp Removal Study Informational flyers for 2030 LRTP update and FY 2005-2007TIP development Participation Plan LRTP Appendix Annual Reports Traffic Count Maps Historic Traffic Count Reports Socio-Economic Data by Traffic Analysis Zone Project Maps and Renderings Traffic Model Simulations | Reach large audiences; Promote understandings on projects and programs. Materials cannot reach all people. |
| Technical Reports | Long Range Transportation Plan Year of Expenditure Update Document Transportation Improvement Program Congestion Management Process Transportation Enhancement Plan Chatham County Bikeway Plan Context Sensitive Design Manual Coordinated Public Transit – Human Services Transportation Plan Technical reports of special studies | Provide thorough explanation on plans and programs. Only technical people are interested in details. |
| Advertisement | Newspaper: <i>Savannah Morning News</i> - Public Notice and Community Calendar; <i>Connect Savannah</i> ; <i>Business Report</i> Journals: <i>Savannah Tribune</i> – minority owned PBS Station: <i>WVAN TV Channel 9 – Georgia Public TV</i> Public Radio: <i>WSVH – FM 91.1</i> ; <i>Georgia Radio Reading Service</i> TV station news: <i>see below</i> | Target potentially all the residents in Chatham and surrounding counties, even some visitors. |
| Press Release | Articles about Connecting Savannah Newspaper articles about LRTP and TIP projects | Instigate more public interest on the projects. May lead to some opposition because of the media coverage. |

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|---|---|---|
| Television | <p>WTOC TV Channel 11 – CBS WSAV-TV 3 (NBC) ABC 22 WJCL – TV FOX 28 WTGS Cable TV: Comcast Channel 7 – Town Crier City of Savannah Public Information – Channel 8 Chatham County Public Information – Channel 16</p> | <p>Government channels provide news for the community.</p> <p>TV stations are more interested in broadcasting more sensational news than meeting notices.</p> |
| Websites | <p>Meeting notices MPO and committee meeting agendas and reports Project information Data Technical documents Comment form</p> | <p>Can distribute large amount of information.</p> <p>Can only reach people with internet connections.</p> |
| ACTIVE PUBLIC INFORMATION TECHNIQUES | | |
| Techniques | Specifics | Results |
| Technical Assistance | <p>The MPO staff attends neighborhood meetings and agency meetings on requests; The MPO staff prepares maps and reports for the neighborhood meetings.</p> | <p>Build good relationship with the public. Facilitate the MPO planning efforts.</p> |
| Briefing | <p>Briefing of Special Studies at the MPO, MPC and committee meetings; Status reports of LRTP, TIP, CMP and other current projects; Informational reports of GDOT, County, and City projects.</p> | <p>Committees and interested citizens / parties get more familiarized with specific projects. Project sponsors are present to answer questions.</p> |
| Field Trips | <p>The MPO staff drove on the roadways to inspect where the concerned communities reported traffic problems such as Augusta Avenue, US 80, transit station sites, etc.</p> | <p>Staff gets personal sense of community concerns.</p> <p>Staff/time constraints limit more trips.</p> |
| Open House | <p>TIP public meetings in Open House format; LRTP open houses; Special Study Public Information Open House.</p> | <p>One-on-one communication with the public.</p> <p>Some public expects formal presentation.</p> |
| Response Sheets | <p>The MPO distributed response sheets/comment cards for the LRTP/TIP/Special Study meetings with mailing address and contact information. The sheets were distributed to meeting attendees and their neighborhoods.</p> | <p>Contacts added to the MPO mailing list. More comments were received because people know whom to contact for traffic problems.</p> <p>Response tends to concentrate on specific problems.</p> |
| Computer-based Participation | <p>The MPO makes it possible to submit comments from the MPC website.</p> | <p>Some people like this format because it's easier than mailing. It is also easier for the MPO to build and updated the contact database.</p> <p>Limited to people with computers and internet connections.</p> |
| Public Hearing | <p>The MPO conducted public hearings for LRTP update, interim plan update and TIP development/amendment where the MPO staff gave presentations followed by questions/answers.</p> <p>The MPO staff attended several neighborhood meetings for LRTP and special studies.</p> | <p>Attendance at the neighborhood meetings was the highest even though the MPO wasn't given a lot of time due to crammed agenda items.</p> <p>Attendance in the Mall was not as high as expected.</p> |

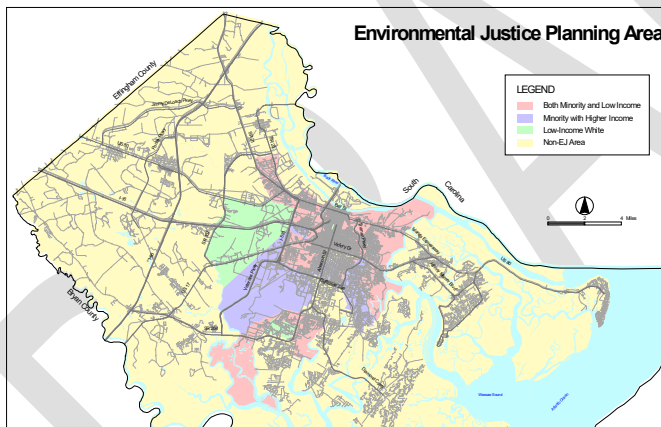
| | | |
|------------------------------|--|--|
| Community Facilitator | The MPO contacted some community members to set up meetings such as the ones held in Wilmington Island for the 2030 LRTP. | Community members are very good facilitators for the meetings. |
| Task Forces | The MPO has worked closely with the task force for the Connecting Savannah process and other special studies. | The group has the ownership of the final solution, so it's easier to build consensus. |
| Advisory Committee | The MPO organization includes TCC, CAC and ACAT that have advisory capacity. Various adhoc committees also serve as advisors and provide guidance. | This format proves successful for many programs. Committee member attendance is an issue. |
| Workshops | The I-16 Exit Ramp Removal Study uses a combination of workshops, task forces, and focus groups. The Context Sensitive Design Manual development held several workshops. | Attendance shows the success of this participation technique. |

Goal 3: Identify and involve traditionally underserved communities in Chatham County (those communities with high concentrations of minority, low-income, disabled or elderly populations) in the MPO transportation planning process.

Objectives:

A) Outreach Efforts

- Identify groups (GIS analysis) that represent or assist traditionally underserved communities and maintain contact/ mailing list (*ongoing- immediate*)



MOE: GIS analysis to identify the minority and low-income populations in Chatham County has been performed using the 2000 Census data in order to assess the impacts of the transportation system (highway, transit, etc.) on these communities and to carry out the Job Access and Reverse Commute (JARC) program so that the transit services can best meet the needs of these communities. The GIS analysis for comparison of the 2000 and 2010

census data has been conducted to evaluate the changes in trends. GIS analysis was also conducted to find out the concentrations of the LEP persons to facilitate the MPO's development of the LEP Plan and to better serve the transportation needs of the LEP persons. For the Long-Range Transportation Plan and TIP, analysis has been performed to assess equal benefits/burdens on these communities. For the JARC program, locations of entry-level jobs were identified, overlain with the transit routes/bus stops and the traditionally underserved communities /populations to plan for better transit services in these areas. As a part of the SAFETEA-LU requirement, the MPO and CAT have developed a Coordinated Public Transit - Human Services Transportation Plan. The coordinated plan was completed through a process involving public, private, and non-profit transportation providers to better serve the elderly, the disabled and the economically challenged populations.

The MPO Advisory Committee on Accessible Transportation (ACAT) is composed of representatives of the traditionally underserved communities as well as the agencies that assist

these communities. ACAT ensures that the MPO transportation planning process reflects the transportation needs of the traditionally underserved communities. The MPO maintains and updates the ACAT members' contact information in the database. The development of the coordinated plan has identified some additional agencies/persons to include in the database. The MPO staff has also identified the news media and community groups that help reach out to the LEP persons. The contact information of some of these traditionally underserved communities is to be obtained.

- Identify ways of reaching underserved communities and involving them in the MPO transportation planning process (*ongoing*)

MOE: MPO provides staff support to ACAT.

During the LRTP update process, the MPO has enlisted the help of ACAT, the City of Savannah's Community Services Department, Economic Development Department, and the DBE/WBE coordinator in determining the community meeting locations so that the minority/low-income populations can be reached. For example, the ACAT members suggested that the community meeting could be held at the Williams Court Apartments which are located in the Environmental Justice (EJ) area and where senior citizens and people with disabilities reside. The paratransit services (Teleride) also have this location as a regular destination.

The MPO has enlisted the help of the Chatham Area Transit Authority (CAT) in distributing flyers and meeting announcements on buses which are the major transportation means of the low-income population, many minority people, and people with disabilities and language barriers. The ACAT members took the flyers back to their individual communities and agencies, helping the MPO to reach out to the traditionally underserved communities.

The visually impaired community was very active in participating in the Connecting Savannah process, making sure that pedestrian concerns were heard, and the transportation needs of the disabled were met.

The MPO has translated some vital documents to Spanish and Chinese and will continue to explore ways to design picture information so that the LEP persons can understand the MPO's planning process and provide input.

- Identify media reaching underserved communities and maintain contact/ mailing list (*ongoing*)

MOE: The MPO database includes contacts of Savannah Tribune (minority owned journal) and Georgia Radio Reading Service (serving the visually impaired community) as well as others. This list expands as new contacts become available.

- Notify the media of all regularly scheduled MPO Committee meetings (*ongoing*)

MOE: All the media are notified of the regularly scheduled MPO Committee meetings as well as community meetings.

- Work with the media to inform and educate underserved communities about transportation issues *(ongoing)*

MOE: The media help advertise the MPO public participation opportunities, which is a very important step leading to educating the communities on transportation planning.

B) Meeting Locations

- Choose meeting locations served by transit whenever possible. *(ongoing)*

MOE: The regular MPO committee meetings (CORE MPO Board, TCC, CAC and ACAT) are held at the MPC office that is located in downtown Savannah and served by various bus routes and Teleride services. The MPC office is also located in the environmental justice area. For the community meetings held on the LRTP update and the special studies, all the meeting locations are wheelchair accessible and most of them are served by bus services (for example, Oglethorpe Mall is located at the crossroads of several bus routes and is open to all the populations in this area).



- Ensure that meetings are held at locations accessible to persons with disabilities *(ongoing)*

MOE: The MPC conference rooms and other community meeting locations are all accessible to wheelchairs.

C) ACAT Involvement

- Work with ACAT to identify opportunities for their additional involvement in the MPO transportation planning process *(ongoing)*

MOE: ACAT has proved most helpful in providing insights on ADA compliance issues in the MPO transportation planning process. ACAT has been advocating for construction of curb cuts, sidewalks, ramps & pedestrian walkways and has been advocating for wheelchair accessibility and transportation planning for disabled communities in general. ACAT has successfully coordinated with the CORE MPO Board and CAT to ensure that all the buses are wheelchair accessible and that the new bus stops are conveniently located and have ramps and curb cuts. ACAT is also responsible for updating the Teleride Handbook as well as commenting on making improvements to the paratransit services. Many of the ACAT members are bus users and Teleride users, so their suggestions are usually very pertinent to these services.



In addition, ACAT has passed a resolution in regards to sidewalk construction that has also been adopted by the MPO board. The resolution has been included in the TIP documents as well as others.

- Implement bylaws to include representation of minority, low-income, disabled and elderly persons as members of ACAT **(ongoing)**

MOE: The ACAT composition reflects the membership of the minority, low-income, disabled and elderly communities as well as the agencies to serve these communities and populations. The ACAT bylaw was updated to reinstate and reactivate some of the membership. The following is a partial list of ACAT membership.

- NAACP - National Association for the Advancement of Colored People – serves minority populations
- Goodwill Industries of the Coastal Empire – serves low-income/other populations
- Senior Citizens Savannah – Chatham County Inc. – serves elderly persons
- Living Independence for Everyone Inc. (LIFE) – serves disabled/other communities
- Coastal Center for Developmental Services – provides employment services to the retarded/disabled citizens
- Economic Opportunity Authority – serves minority/low income populations
- Federal/Savannah Councils of Blind – serves visually impaired populations
- TeleRide –paratransit service provider
- United Way of the Coastal Empire – non-profit organization dedicated to serve the traditionally under-served communities
- Kicklighter Resource Center - serves retarded citizens
- Savannah – Chatham County Fair Housing Council
- Housing Authority of Savannah – serves economically challenged populations
- Chatham Area Transit Authority – bus/ferry services provider

Goal 4: *Utilize the CAC to its fullest extent to reach interested parties in the community including citizens of Chatham County, the CORE MPO Board and local, state and federal transportation and public officials.*

Objectives:

A) Transportation Planning Process

- CAC will review **all** updates and amendments to the MPO planning documents as part of the MPO Committee review process. Require GDOT to include CAC as part of planning review process and require requesting agencies of TIP and LRTP amendments to make formal presentations to the CAC **(ongoing)**

MOE: CAC does review all updates and amendments to the MPO planning documents. CAC makes its recommendations about these documents to the CORE MPO Board.

Normally the MPO staff prepares the amendment/update materials and gives presentations at the CAC meetings. The requesting agencies provide information for these presentations. However, the project sponsors and their consultants do come to the CAC meetings and answer specific questions. It has also been made a routine that the City, County, GDOT, and CAT staff

provides status reports on their current projects. The MPO staff forwards these reports to the CAC members with the regular MPO mailing. When CAC members submit questions to the MPO staff on any specific projects, the staff contacts the City/County/GDOT to try to get the answers and provide the requested information to the CAC at the CAC meetings. The MPO particularly changed the meeting times of TCC and CAC so that the technical staff can attend the CAC meetings if necessary.

GDOT relies on CAC for its Interstate Needs Study as a part of its participation process in the Savannah area.

- CAC will review *all* citizen concerns related to transportation policies, etc. as part of the MPO Committee review process (*ongoing*)

MOE: The CAC reviews the MPO participation process for all the MPO programs. CAC also reviews the citizen concerns individually and in summary format and the responses prepared by the MPO staff to these concerns.

- CAC will be given opportunity to review and comment on all federally-funded transit projects (*ongoing*)

MOE: The Chatham Area Transit Authority (CAT) provides status reports of the CAT program for the CAC meetings by convention. The CAT staff has also given special presentations at the CAC meetings in regard to specific transit projects such as the downtown transit station and the Transportation Development Plan. CAC is very attentive to the transit projects that are of vital importance to the community such as the shuttle services in the downtown area.

B) Participation Planning Process

- CAC will oversee development of materials for public distribution (*ongoing*)

MOE: CAC has provided guidance on the development of the Participation Plan and has reviewed and provided comments on the MPO Long Range Transportation Plan, Transportation Improvement Program, Unified Planning Work Program, and other planning documents for public distribution.

- CAC will annually review effectiveness of Participation Plan (*ongoing*)

MOE: CAC has provided guidance on developing the Measures of Effectiveness in the Public Involvement Plan update in FY 2006 and reviewed the measures in the Participation Plan development in FY 2007. CAC also reviewed the effectiveness of the measures in 2008 in the Participation Plan update process to incorporate the STIP/TIP amendment revisions.

- Modifications to the Participation Process will be reviewed by the CAC before being approved by the CORE MPO Board (*ongoing*)

MOE: The MPO has followed the participation process stipulated in the Participation Plan. Any changes to the plan must go through a 45-day public review and comment period and be reviewed / approved by CAC before adoption by the CORE MPO Board. In the LRTP and TIP update process, changes made have been reviewed with CAC and all the other committees.

- New CAC members will be provided with a current Orientation Manual and will be able to attend an orientation meeting on the MPO planning process (*ongoing*)

MOE: Since 2005 CAC members have been provided with briefing books provided by the FHWA Capacity Building Program and other orientation materials. The MPO staff has also arranged orientation sessions (provided by Wilbur Smith, FHWA staff and the MPO staff) to train existing and new CAC members.

- CAC members’ participation will be evaluated using quantitative and qualitative measures (*ongoing*)

MOE: The MPO maintains the CAC member attendance records. The inactive members are contacted by the CAC Chairman to encourage their active participation or to request their resignation. Their attendance records are sent to the appointing agencies with letters requesting the agencies to appoint active members. The CAC went through a thorough effectiveness evaluation in FY 2006-2007. Recommendations from the evaluation are being implemented.

C) The MPO Committee Members and Stakeholders Database

- Staff will oversee maintenance of the MPO database (contact/ mailing lists) of the MPO Committee members, media (radio, print and television) and members of the public, including CAC Town Hall meeting attendees, community groups, representatives of minority, low-income, disabled and elderly populations, key stakeholders and interested parties and citizens (*ongoing*)

MOE: The MPO maintains and updates the database. So far, more neighborhood associations and media contacts have been added to the database.

MOEs Since 2015 – 2016 Updates

The section below summarizes CORE MPO’s evaluation of its participation process since the adoption of the revised Participation Plan and MOEs in 2016.

Public Participation Through CORE MPO and Advisory Committee Meeting Process

| Measures of Effectiveness | | | | | | |
|--|---------------------|----------------|----------------|----------------|----------------|-----------|
| OUTCOMES MEASURED | UNIT | APR – DEC 2016 | JAN – DEC 2017 | JAN – DEC 2018 | JAN – AUG 2019 | TOTAL |
| Number of Meetings* | Each Meeting | 20 | 24 | 25 | 23 | 92 |
| Number of meetings in EJ locations* | Each Meeting | 20 | 24 | 25 | 23 | 92 |
| CORE MPO Board Meetings* | | 5 | 6 | 7 | 4 | 22 |
| TCC (including sub-committee) Meetings | | 5 | 10 | 6 | 7 | 28 |
| CAC Meetings | | 5 | 4 | 6 | 4 | 19 |
| ACAT Meetings | | 5 | 4 | 6 | 4 | 19 |
| EDFACT Meetings | | | | | 3 | 3 |
| Measures of Effectiveness | | | | | | |
| OUTCOMES MEASURED | UNIT | APR – DEC 2016 | JAN – DEC 2017 | JAN – DEC 2018 | JAN – AUG 2019 | |

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| Number of people attending meetings of MPO committees | Persons / Mtgs | | | | | |
|---|--------------------|-----|-----|-----|-----|------------|
| CORE MPO Board Meetings** | Total Attendance | 123 | 144 | 122 | 89 | 478 |
| | Average Attendance | 25 | 24 | 21 | 23 | 23 |
| TCC Meetings | Total Attendance | 80 | 115 | 98 | 106 | 399 |
| | Average Attendance | 16 | 12 | 17 | 16 | 15 |
| CAC Meetings | Total Attendance | 33 | 31 | 41 | 29 | 134 |
| | Average Attendance | 7 | 8 | 6 | 8 | 8 |
| ACAT Meetings** | Total Attendance | 8 | | 40 | 44 | 92 |
| | Average Attendance | 8 | | 10 | 11 | 11 |
| EDFACT Meetings | Total Attendance | | | | 43 | 43 |
| | Average Attendance | | | | 15 | 15 |

*The number of meetings include those that do not have a quorum.

**Several ACAT meetings and one CORE MPO Board meeting did not have a quorum, so no minutes are available for them. The attendance data here shows the information for meetings that have a quorum and minutes.

Public Participation for Plan Development and Amendments

| Measures of Effectiveness | | | | | | |
|---|----------------------------------|----------------|----------------|----------------|----------------|------------|
| OUTCOMES MEASURED | UNIT | APR – DEC 2016 | JAN – DEC 2017 | JAN – DEC 2018 | JAN – AUG 2019 | TOTAL |
| Number of comments received | Comment card, email, etc. | 20 | 55 | 34 | 27 | 136 |
| 2040 MTP Amendments | | | | 2 | | 2 |
| FY 2015 – 2018 TIP Amendments | | 20 | | | | 20 |
| FY 2018 – 2021 TIP Development | | | 36 | | | 36 |
| FY 2018 – 2021 TIP Amendments | | | | 11 | 12 | 33 |
| FY 2018 UPWP Development | | | 19 | | | 19 |
| FY 2019 UPWP Development | | | | 21 | | 21 |
| FY 2020 UPWP Development | | | | | 9 | 9 |
| Participation Plan and Title VI Plan Update (including Language Assistance Plan and Environmental Justice Plan) | | | | | 10 | 10 |

Public Participation by Title VI communities (not including 2045 MTP Update)

| Measures of Effectiveness | | | | | | |
|---|------------------------------|----------------|----------------|----------------|----------------|-----------|
| OUTCOMES MEASURED | UNIT | APR – DEC 2016 | JAN – DEC 2017 | JAN – DEC 2018 | JAN – AUG 2019 | AVG |
| Number of people of Title VI populations (as voluntarily categorized*) submitting comments or surveys* | Title VI pop. comment | NA | NA | NA | NA | NA |
| Number (and status) of Title VI complaints received | Each complaint | 0 | 0 | 0 | 0 | 0 |

*CORE MPO has not received any comments that included racial and ethnic information in the past three years. However, the MPO did receive a response from the Hispanic Version of the 2045 MTP Update survey which is documented in the 2045 MTP Update public involvement evaluation below.

Public Participation for Mobility 2045 Development

CORE MPO started the development of the 2045 Metropolitan Transportation Plan (Mobility 2045) in 2017 and adopted the plan in August 2019. The MPO conducted intensive public participation for the plan development. The following table summarizes the quantitative Measures of Effectiveness for the public participation process with details followed.

| Measures of Effectiveness | |
|--|--------------|
| OUTCOMES MEASURED | TOTAL |
| Number of Meetings at which MPO staff spoke on 2045 MTP | 81 |
| Number of meetings in EJ locations at which MPO staff spoke on 2045 MTP | 73 |
| Number of people attending meetings at which MPO staff spoke on 2045 MTP | Around 1,200 |
| Number of people of Title VI populations attending 2045 MTP meetings* | >200 |
| Number of comments received*** | Around 500 |
| Number of responses received from the 2045 MTP survey | 645 |
| Number of people of Title VI populations (as voluntarily categorized) submitting comments or surveys** | 1 |

*The Title VI population is based on visual screening. The Title VI information has not been documented for all the meetings.
 **CORE MPO has received one response from the Hispanic Version of the 2045 MTP Update survey, but the comment card and survey do not include Title VI related check boxes.
 ***Verbal comments are not included in the final counts.

Public Review and Feedback Opportunities – 2045 MTP

The 2045 MTP update process is organized around three rounds of public meetings to facilitate public involvement at critical stages. While public meetings were held during the plan update process, they were only one part of a broader outreach effort that included print media, radio and television, direct mailings and the internet.

Media Contacts

All local newspapers, radio and television stations were provided with notification of all public meetings on Mobility 2045. In addition, legal notices were published in the Savannah Morning News, in accordance with the Participation Plan.

Brochures

A brochure highlighting the activities of the plan update and the public participation process was developed for distribution at public meetings. Informational brochures were distributed in various churches, information booths etc.

Publications

The MPC newsletter was used to disseminate Mobility 2045 information.

The Chatham Connection insert of the Savannah Morning News included an article on Mobility 2045 in February 2019.

Open comment period

Although a formal comment period was established for various phases of the plan update, the MPO accepted comments at any time during the plan update.

Mailings

A contact list was developed, comprised of the normal MPO contacts, all neighborhood associations, and all individuals and organizations who attended a meeting, provided comments, or otherwise

expressed an interest in the plan update. This contact list was continually updated and expanded. Members of the contact list received all meeting notices as well as an informational flyer summarizing the recommendations of the draft plan.

Internet

The MPC website was used to disseminate up-to-date information on Mobility 2045. All drafts of Mobility 2045 were made available for download at www.thempc.org, where the public were invited to review preliminary plan documents and submit comment forms online.

Online Survey

An online survey was distributed via email distribution lists and social media and a press release to major media outlets. The survey was in both Spanish and English and was made available for the public to respond to until July 31st, 2018. The survey had several opportunities for the public to respond in an open-ended manner. In an effort to reach a wider audience staff has developed a short survey to capture the regions’ thoughts on transportation. Results from the survey were used to help confirm and modify the goals and objectives of the 2045 MTP. The survey was designed with input from TCC.

The survey was distributed to a variety of groups (see table below). The Savannah Morning News also published the link to the survey at the end of July 2018. There were 645 responses to the survey and approximately 400 comments.

MTP Survey Distribution

| Groups | Social Media | Email | Newsletter | Webpage | Other |
|---|--------------|-------|------------|---------|-------|
| MPC members and staff | | X | | X | |
| TCC | | X | | | |
| ACAT | | X | | | |
| CAC | | X | | | |
| MPO | | X | | X | |
| Heathy Savannah | X | | X | | |
| Savannah Bicycle Campaign | X | | | | |
| Savannah Morning News | X | | | X | |
| Garden City | X | X | | X | |
| MPC Natural Resources | X | | | | |
| Water Sprout | | | X | | |
| Coastal Georgia Indicators and Community Teams | X | | X | | |
| Step Up Savannah | X | | | | |
| Working Families Network | X | | | | |
| Emmaus House | X | | | | |
| Family Connections Partnership (Bryan, Effingham) | | X | | | |
| Georgia Bikes | X | | | | |
| Smart Growth Savannah | X | | | | |
| Thomas Square Neighborhood Assoc. | X | | | | |
| Effingham TAB | | X | | | X |
| SAGIS TAC | | X | | | X |

| | | | | | |
|---------------------------------------|---|---|--|---|--|
| Baldwin Park Neighborhood Association | | | | X | |
| YMCA Coastal Georgia | X | X | | | |
| Slack | X | | | | |
| Coastal Georgia Greenway | X | | | | |
| CAT | X | X | | | |
| Savannah Council of the Blind | | X | | | |
| Life Inc | | X | | | |

Social Media

In addition to using social media to distribute the MTP survey, it was also utilized to advertise public meetings.

Public Meetings

All meetings as part of the MPO meeting cycle was an opportunity for the public to learn about the 2045 MTP update. MPO staff did seek out additional regularly scheduled agency meetings outside of the MPO to provide briefings on the plan update. There were two rounds of community public meetings involving the 2045 MTP update which were held at central locations. At all meetings, attendees were given the opportunity to ask questions and discuss the 2045 MTP update directly with staff members, and to submit written comments. Mobility 2045 and its components had over 80 opportunities for public and stakeholder participation and input. These opportunities were supplemented with stakeholder interviews, stakeholder surveys, and on-line surveys and exercises. All meeting advertisements and notifications were conducted in compliance with, or exceeded the requirements found in the adopted CORE MPO Participation Plan. The table below includes the specific engagement activities incorporated in the development of the Mobility 2045 Plan.

The first-round of public meetings was held in fall 2018. The meetings focused on the goals and objectives of the plan and allowed the public to review existing transportation planning documents, learn about the plan update process and schedule, and provide MPO staff with feedback on community needs and desires for the 2045 MTP. In addition to the formal public meetings, staff provided briefings and or handout materials at other local meetings such as neighborhood group, TAB, CGIC etc. A second round of public meetings was held in June 2019 and focused on the draft plan project list.

Public Input Opportunities

| PLAN DEVELOPMENT INPUT OPPORTUNITIES | |
|---|-----------|
| Public MPO/MPC Meetings | 49 |
| MPC Meetings | 1 |
| SAGIS | 1 |
| Community Open Houses and Meetings | 7 |
| MTP Working Group Meetings | 4 |
| CAT Board | 1 |
| Garden City – City Council Meeting | 2 |
| Richmond Hill – City Council Meeting | 3 |
| Pooler City Council | 1 |
| Effingham Transportation Advisory Board | 4 |
| Coastal Georgia Indicators Coalition | 7 |
| Total Mobility Plan Final Public Hearing | 1 |
| TOTAL MEETING/WORKSHOP INPUT OPPORTUNITIES | 81 |

| ADDITIONAL INPUT OPPORTUNITIES |
|---|
| Stakeholder Interviews & Special Meetings |
| I-95 & Airways Avenue Study |
| I-16 & Little Neck Study |
| Let's Go CAT" transit System Redesign |
| ADDITIONAL SPECIFIC PARTNER COORDINATION |
| City of Savannah |
| Chatham County Engineering |
| Effingham TAB |
| Richmond Hill |
| Town of Pooler |
| City of Garden City |
| City of Tybee Island |
| Metropolitan Planning Commission |
| Chatham Area Transit |
| Savannah Hilton Head International Airport |
| Georgia Ports Authority |
| Savannah Area Chamber of Commerce |
| Coastal Regional Commission |
| Hinesville Area Metropolitan Planning Organization |
| Lowcountry Area Transportation Study Metropolitan Planning Organization |
| Georgia Department of Transportation |
| Federal Highway Administration |
| Federal Transit Administration |
| Bike Walk Savannah |
| Healthy Savannah |

Public Outreach Environmental Justice Analysis

Staff conducted an environmental justice analysis (see table below) to ensure we were reaching areas of diverse populations and areas with transit access. The main comment we heard regarding our meeting locations was to include a west side location during the second round of public meetings.

Environmental Justice Analysis for Meeting Locations

| Venue | % Minority | % Elderly | % Children | % Persons Below Poverty Level | % of Hispanic LEP | Transit within 0.25 Mile |
|--|------------|-----------|------------|-------------------------------|-------------------|--------------------------|
| First Presbyterian Church (Chatham Crescent) | 15.52 | 10.42 | 9.89 | 14 | N | N |
| St. Luke Baptist Church | 50.49 | 17.53 | 5.58 | 36.91 | N | Y |
| City Hall of Garden City | 55.79 | 5.38 | 9.68 | 31.03 | N | N |
| City Hall of Richmond Hill | 20.36 | 8.05 | 15.35 | 5.95 | N | N |
| Live Oak Public Library at Savannah Mall | 61.46 | 14.03 | 15.15 | 20.15 | Y | Y |
| Armstrong Center | 42.49 | 13.25 | 7.83 | 10.51 | N | Y |
| Pooler Recreation Center | 35.15 | 10.07 | 14.39 | 10.38 | N | N |
| Moses Jackson Center | 79.11 | 10.25 | 10 | 30.33 | N | Y |
| Chatham County Commission Chamber | 27.89 | 7.05 | 3.98 | 31.87 | N | Y |

Environmental Justice Thresholds: Minority **42.68%** (i.e., 42.68% of Savannah MSA population are minority); Persons Below Poverty Level **17.01%**; Elderly **11.61%** (i.e. **11.61 %** of Savannah MSA population are 65 years and above); Children **13.67%** (persons under Age 10); Limited English Proficiency (LEP) - Persons of Hispanic or Latino Origin (**4.95%** of total regional population) is the only group that meets the Safe Harbor Rule for LEP consideration.

Source: US Census Bureau 2010 Decennial Census and 2012 ACS 5-year Estimates

Add above to appendix