



FY 2026 Unified Planning Work Program (UPWP)

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

Adoption:

February 26, 2025

Fiscal Year 2026
July 1, 2025 - June 30, 2026

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

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

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COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

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Nancy Pruitt, Transportation Planner, Federal Transit Administration
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Transportation Staff, Coastal Regional Commission
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County Manager or designee, Bryan County

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Representative, Environmental Group

Dennis Jones, Chatham Emergency Management Agency

Representative, Law Enforcement

Representative, Savannah - Chatham County Public Schools

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Bike Walk Savannah

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Devin Frails, Healthy Savannah
Kirra Fields, City of Savannah
Shannon Ginn, LIFE Inc.
Rita Greenbush, Interested Citizen
Asia Hernton, Bike/Ped Coordinator, Chatham County – Savannah Metropolitan Planning Commission
Syke Lewis, Coastal Regional Commission
Damon Rice, Chatham County
Alden Strandburg, Effingham County
Grace Tuschak, Go Georgia formerly Georgia Bikes
Representative, Savannah-Chatham County Public School System
Staff Representative, City of Rincon
Staff Representative, Tide to Town

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Aaron Higgins, City of Pooler
Baird Sills, Savannah Wheelman
Staff Representative, Georgia Department of Transportation
Staff Representative, Georgia Hi-Lo
Staff Representative, Savannah State University
Staff Representative, Georgia Southern University
Staff Representative, Savannah College of Art and Design
Staff Representative, City of Bloomingdale
Staff Representative, City of Garden City
Staff Representative, City of Port Wentworth
Staff Representative, Town of Thunderbolt
Staff Representative, City of Tybee Island
Staff Representative, City of Richmond Hill
Staff Representative, Bryan County

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION EQUITY AND PUBLIC INVOLVEMEN COMMITTEE**

Chairperson Armand Turner
Interested Citizen

VOTING MEMBERS

Tia Baker, ADA Paratransit Coordinator, Chatham Area Transit
Asia Hernton, Chatham County – Savannah Metropolitan Planning Commission
Shannon Ginn, Para Support and Housing Coordinator, Living Independence for Everyone Inc.
Patti Lyons, Executive Director, Senior Citizens Inc.
Tyron Palmer, National Federation of the Blind of Georgia - Local Chapter
Brenda Pollen, Resident Service Coordinator, Housing Authority of Savannah
Terry Tolbert, Economic Opportunity Authority
Paula Valdez, Savannah Center for the Blind and Low Vision
Representative, Savannah-Chatham Council on Disability Issues (SCCDI)
Anthony H. Abbott, Interested Citizen
Daniel Brantley, Interested Citizen
Kevin Glover, Interested Citizen
A’riel Johnson, Interested Citizen
Robert Pirie, Interested Citizen

NON-VOTING ADVISORY MEMBERS

Staff Representative, Savannah Council of the Blind
Staff Representative, Coastal Center for Developmental Services
District 5 Staff Representative, Georgia Department of Transportation (GDOT)
Staff Representative, Georgia Infirmary Day Center
Bill Kelso, Goodwill Industries of the Coastal Empire
Staff Representative, National Association for the Advancement of Colored People (NAACP) - Savannah Chapter
Staff Representative, Savannah - Chatham County Fair Housing Council
Representative, Deaf Community
Staff Representative, Bryan County
Staff Representative, Effingham County
Staff Representative, Harambee House

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
STAFF MEMBERS**

Melanie Wilson, Executive Director & CEO
Chatham County - Savannah Metropolitan Planning Commission

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

Anna McQuarrie, Special Projects & Transportation Planner
Chatham County - Savannah Metropolitan Planning Commission

Kieron Coffield, Administrative Assistant
Chatham County - Savannah Metropolitan Planning Commission

Sadie Esch-Laurent, Assistant Planner
Chatham County - Savannah Metropolitan Planning Commission

RESOLUTION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

ADOPTION OF CORE MPO FY 2026 UNIFIED PLANNING WORK PROGRAM

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the CORE MPO FY 2026 Unified Planning Work Program, with any changes and corrections based upon the motion of February 26, 2025, as its official program of transportation planning activities for the period from July 1, 2025 to June 30, 2026.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on February 26, 2025.



Chester Ellis, Chairperson
Coastal Region Metropolitan Planning Organization

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OVERVIEW

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

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

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

What is the UPWP?

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

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

What is an MPO?

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

THE CORE MPO

The Coastal Region Metropolitan Planning Organization (CORE MPO), managed by the Transportation Planning Department of the Chatham County – Savannah Metropolitan Planning Commission (MPC), is currently comprised of a policy board known as the CORE MPO Board, a technical advisory committee known as the Technical Coordinating Committee (TCC), the Economic Development and Freight Advisory Committee (EDFAC), the Bicycle and Pedestrian Advisory Committee (BPAC), the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) and professional staff. The professional staff consists of the Executive Director & CEO of the

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

The Transportation Planning Department staff, committees, and other staff of the MPC perform the day-to-day functions of transportation planning activities for the CORE MPO planning area. In addition, they help carry out the MPO's 3-C planning process with maximum inclusivity and effectiveness, as shown in **Figure 2**. The staff, committees, and CORE MPO Board oversee the development process, select studies, and invite the public to submit feedback before plans are finalized. Each CORE MPO advisory committee is comprised of representatives at the local and sometimes state level who possess expertise in a particular aspect of transportation relevant to the CORE MPO. Only the EDFAC Chairperson has a voting seat on the CORE MPO Board. The other advisory committees serve in the advisory role.

CORE MPO PLANNING AREA

CORE MPO is the designated MPO for the Savannah Urban Area, a Census-designated area that includes the City of Savannah as well as surrounding Census blocks with at least 500 people per square mile. CORE MPO is regional and includes Chatham County and portions of Bryan County and Effingham County. The CORE MPO Metropolitan Planning Area (MPA) boundary, depicted in **Figure 3**, was adopted by the CORE MPO Board in February 2024 and subsequently approved by the Governor of Georgia.

Did you know? ...

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

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

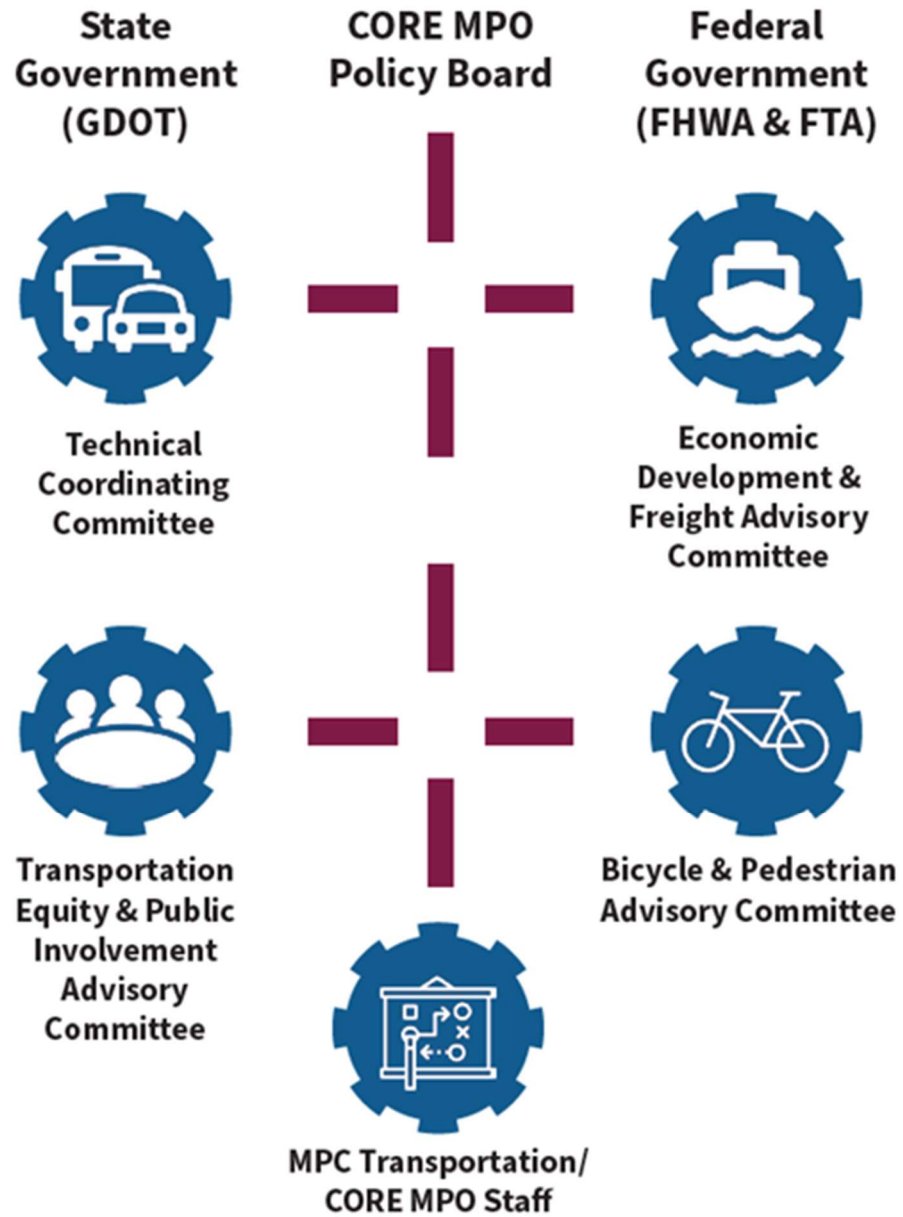


Figure 1: CORE MPO Organizational Structure.

CORE MPO Board

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

Transportation Equity and Public Involvement Advisory Committee (TEPIAC)

Composed of people and agencies serving the traditionally underserved communities as well as interested local citizens. TEPIAC acts as a liaison between the transportation planning process and the traditionally underserved communities in the area (i.e., communities with high concentrations of minority, low income, disabled, and elderly populations) as well as the general public. It advises the MPO in ADA, Title VI, Environmental Justice, Equity planning and public involvement activities.

Economic Development and Freight Advisory Committee (EDFAC)

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

Technical Coordinating Committee (TCC)

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

Bicycle and Pedestrian Advisory Committee (BPAC)

Composed of key staff members of participating governmental jurisdictions, accessibility organizations, bike and pedestrian advocacy organizations, and modal transportation representatives. It advises the MPO in the planning, project selection and implementation of bike, pedestrian and trail projects in the CORE MPO planning area.

CORE MPO Staff

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

Transportation Planning Department

Zhongze (Wykoda) Wang, Director of Transportation Administration

- Oversee the Transportation Planning Department operation.
- Review all documents going out of the department.
- Manage Metropolitan Transportation Plan, Unified Planning Work Program, Freight Plan development and update, and Special Studies.
- Oversee Transportation Improvement Program, Congestion Management Process, as well as contracting and grant management.
- Lead staff to CORE MPO Board, EDFAC and TCC.

Asia Hernton, Senior Transportation Planner

- Manage the Transportation Improvement Program, Non-Motorized Transportation Plan and Thoroughfare Plan, Special Studies, Transportation Disadvantaged issues, Equity planning, Environmental Justice, Title VI, Limited English Proficiency (LEP) planning and complaint resolution, as well as Public Involvement.
- Lead staff to TEPIAC and BPAC.

Anna McQuarrie, Special Projects & Transportation Planner

- Resiliency planning
- Transportation – land use – environment connection
- Special studies
- Public involvement and Title VI assistance.

Sadie Esch-Laurent, Assistant Planner

- Transit planning and coordination
- Transportation – land use connection
- Social media management

Kieron Coffield, Administrative Assistant

- Administrative assistance
- Grant administration and management
- Public involvement assistance.

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

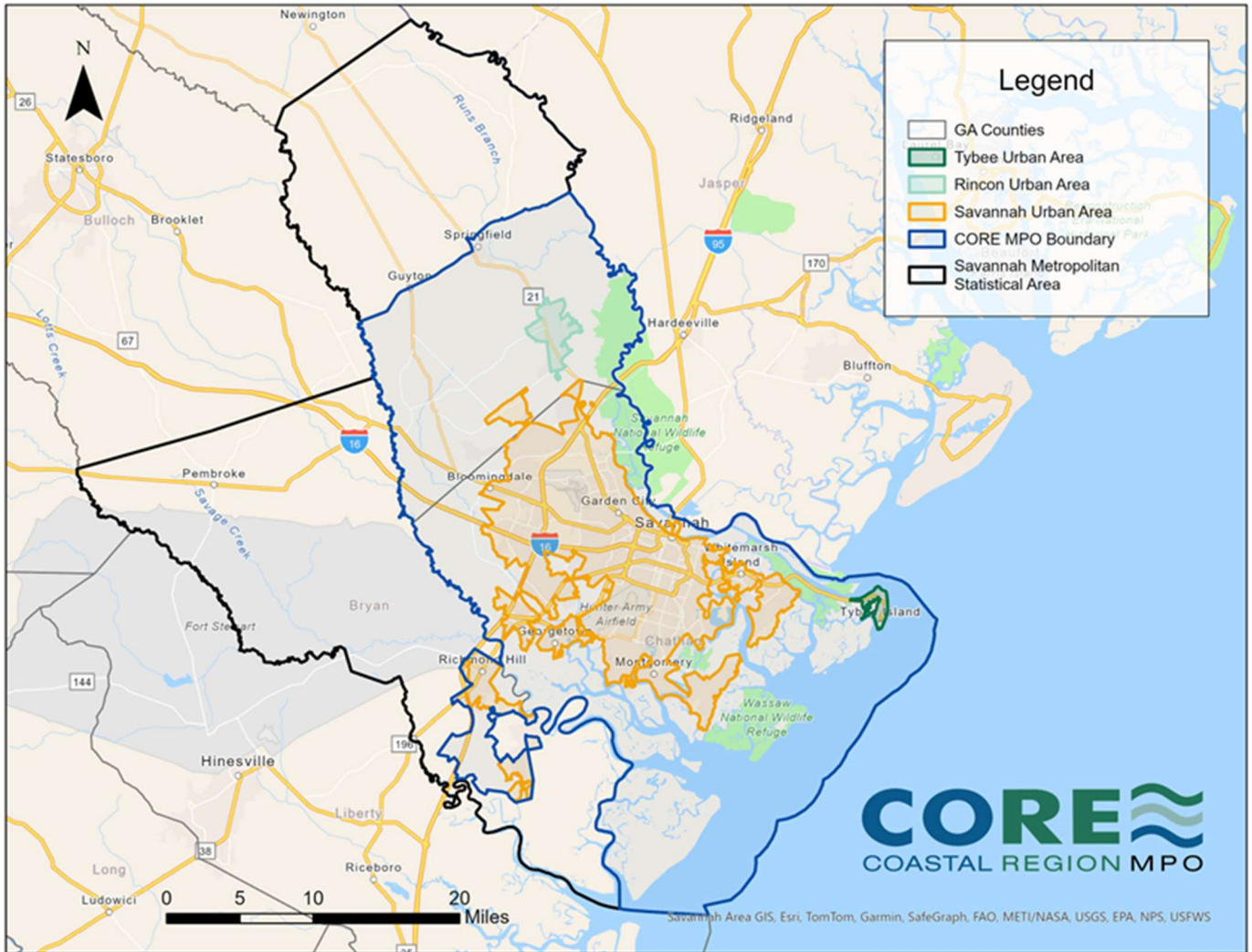


Figure 3: CORE MPO Metropolitan Planning Area Boundary as adopted by the MPO Board in February 2024 and approved by the Governor of Georgia.

UPWP DEVELOPMENT AND PARTICIPATION PROCESS

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

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

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

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

PARTICIPATION PROCESS

CORE MPO continues to emphasize participation of all interested parties. All CORE MPO Board and advisory committee meetings are open to the public, with meeting agendas and materials published in advance. In addition, all planning products are prepared with multiple opportunities for participation throughout the process. For specific details, please refer to the CORE MPO Participation Plan and the Title VI Plan which were updated in 2024 at <https://www.thempc.org/Core/TitleVI>. Other components of the transportation planning process which include study organization/management and responsibilities are addressed in the Memorandum of Understanding (MOU) and Bylaws. The current MOU and Bylaws were adopted in 2024 (see <https://www.thempc.org/Core/Who>).

MPO TRANSPORTATION PLANNING PROCESS

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

The current surface transportation law, Infrastructure Investment and Jobs Act (Pub. L. 117-58), requires that the metropolitan transportation planning process consider projects and strategies to improve the resilience and reliability of the transportation system, storm-water mitigation, and enhance travel and tourism. The law requires all MPOs to carry out a continuing, comprehensive, and cooperative (3-C) transportation planning process. This

UPWP has been developed in accordance with the federal regulations and guidelines. **Figure** illustrates the established general responsibilities of the CORE MPO within the Metropolitan Planning Area.

The following table details the timeline of activity for development of the Unified Planning Work Program and the opportunities for input. The FY 2026 UPWP development schedule is depicted but is typical.

UPWP Development Process Activity	2024					2025					
	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
CORE MPO conducts Call for Plans and Studies for FY 2026 UPWP.	Shaded										
GDOT provides PL and Section 5303 funding information to CORE MPO for draft FY 2026 UPWP development.		Shaded	Shaded	Shaded							
CORE MPO staff updates Transit Planning Work Tasks for FY 2026 UPWP as a part of Section 5303 grant application.		Shaded	Shaded								
CORE MPO staff develops Draft FY 2026 UPWP.				Shaded	Shaded						
CORE MPO Committees and Board review Draft FY 2026 UPWP and select Plans and Studies.					Shaded						
CORE MPO staff incorporates the MPO Board and advisory committee comments.					Shaded						
30-day FHWA, FTA and GDOT review of the Draft FY 2026 UPWP.					Shaded	Shaded					
CORE MPO staff addresses FHWA, FTA and GDOT comments and develops revised draft.						Shaded	Shaded				
CORE MPO Board and advisory committees review and adopt revised draft.							Shaded				
CORE MPO staff incorporates and summarizes any final comments and finalizes the FY 2026 UPWP document.							Shaded	Shaded			
CORE MPO staff posts the final FY 2026 UPWP on the MPO website and transmits it to FHWA, FTA and GDOT.								Shaded			
FHWA/FTA approve the Final FY 2026 UPWP.									Shaded	Shaded	

A shaded box indicates anticipated periods of work activity.

The 3-C Planning Process of the CORE MPO

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

Comprehensive

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

Cooperative

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

Continuing

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

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

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

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

CORE MPO PLANNING PRIORITIES

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

MAJOR PLANNING PRIORITIES AND FOCUS AREAS

The FY 2026 UPWP work tasks revolve around the following major planning focus areas/planning priorities.

2050 Metropolitan Transportation Plan Maintenance and Update

As an air quality attainment area, the CORE MPO is required to update the MTP at least every five years. The current MTP, Moving Forward Together 2050 Metropolitan Transportation Plan, was adopted by the CORE MPO Board in August 2024 and amended afterwards. In FY 2026, the 2050 MTP will be maintained and amended/updated as needed.

Transportation Improvement Program Maintenance and Update

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

The current FY 2024 – 2027 TIP was adopted by the CORE MPO Board on November 1, 2023. Afterwards, CORE MPO maintained and updated the FY 2024 - 2027 TIP as needed. In FY 2026, maintaining and updating the FY 2024 – 2027 TIP with a performance-based approach will continue to be a focus area. This is necessitated by the need to keep the TIP consistent with ongoing project implementation activities by GDOT and other project sponsors, and to satisfy the federal requirements for performance-based planning and programming.

GDOT will start the process of developing the FY 2027 - 2030 STIP (Statewide TIP) in FY 2026. In coordination with GDOT and local project sponsors, CORE MPO will work on the FY 2027 - 2030 TIP development and adoption in FY 2026. Once adopted, the new TIP will supersede the old TIP as the programming document for the next four years.

Transportation Planning Department staff had utilized a web-based query and visualization tool called E-TIP in previous years. This tool allowed CORE MPO to bring the TIP into the age of technology by offering access to the TIP through web-based and mobile applications. E-TIP improves accessibility and relevance of the TIP to a broader cross section of the public. In January 2024, the Transportation Planning Department staff received notification from the vendor, AtkinsRéalis, that the company will not be continuing with the Online TIP Application Tool. The service has been cancelled.

In FY 2025, staff explored new options for online TIP application tools and would like to incorporate Call for Projects and project scoring and ranking into the new tool. In FY 2026, compiling/analyzing research results on E-TIP, vetting the process through TCC, as well as vendor procurement will be a focus area.

Conducting and Coordinating Strategic Studies

To support the maintenance and updates of the MTP and TIP, CORE MPO and our planning partners sometimes conduct detailed studies for specific transportation issues or specific transportation facilities which have been determined require focused attention and additional resources.

In FY 2025, the CORE MPO staff applied for funding and got awards for three such studies – US 80 Corridor Study Phase II (Effingham County segment), Urban Flooding Model Study Phase II, and Bicycle and Pedestrian Facility Study. Consultant procurement was subsequently conducted. It is expected that contract awards and study kick offs will take place in the last quarter of FY 2025. In FY 2026, CORE MPO staff will manage the study development process.

In FY 2025, the CORE MPO's planning partners conducted various strategic studies – SR 204 Access Study, US 17 Corridor Study, President Street Railroad Crossing Elimination Study, Safe Streets for All (SS4A) funded studies, Coastal Region Transit Development Plan, etc. The CORE MPO staff have coordinated with our planning partners on these studies. In FY 2026, the CORE MPO staff will continue the coordination. Once the studies are completed, staff will evaluate their recommendations in light of potential MTP and TIP amendments and make necessary updates to the MTP and/or TIP.

Federal Certification Review

Every four years the FHWA and FTA conduct a review of the metropolitan transportation planning process within each TMA to certify that MPOs conduct the comprehensive, cooperative, and continuing transportation planning process in adherence with federal statutes and regulations.

In July – October 2024, CORE MPO went through the latest round of federal certification review (desk review, site visit, public meeting, and committee meeting). It is expected that the final federal certification report will be available in March 2025. Staff will start to address recommendations afterwards.

In FY 2026, CORE MPO staff will continue to address the recommendations from the federal certification review. Staff will also continue to hold quarterly coordination meetings with FHWA/FTA/GDOT to report on progress and address any issues and obstacles.

Performance Based Planning and Programming Implementation

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

PBPP has been fully integrated into the CORE MPO's planning process and requires periodic updates, maintenance, and reporting. GDOT is the lead agency for updating highway performance targets and providing reports on them – PM1 Safety Targets are updated annually; PM2 Pavement and Bridge Condition targets are updated every 4 years; and PM3 System Performance and Freight targets are updated every 4 years. GDOT Intermodal and CAT are taking the lead in updating transit targets and providing reports on them annually.

In FY 2025, CORE MPO adopted the annual Highway Safety (PM1) and Transit Safety targets. The System Performance Report was included in the 2050 MTP and was updated for the new safety targets. Even though establishing the measurement and reporting of Greenhouse Gas (GHS) emissions encountered legal challenges nationwide, CORE MPO has incorporated Resilience as a part of the 2050 MTP as well as a part of the MPO's overall resiliency planning efforts.

The planning programs in the FY 2026 UPWP will emphasize continuation of the PBPP outlined in the federal transportation legislation. CORE MPO will coordinate with GDOT and CAT, review the updated targets for consistency, and make necessary amendments or administrative modifications to the Moving Forward Together 2050 MTP and/or FY 2024 – 2027 TIP as needed. The MPO will complete all necessary System Performance Reports and make them available to our planning partners.

Monitoring and Implementation of the Transportation Legislation

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law – PL 117-58. The IIJA includes a five-year surface transportation bill. There are more than 100 formula and discretionary funding programs included in the bill and the federal governments are issuing guidance and Notices of Funding Opportunities on them continuously.

In FY 2025, the Transportation Planning Department staff prepared for the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program funding to develop a Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP). Staff drafted an SS4A (Safe Streets for All) grant application as well. In addition, staff shared available discretionary funding opportunities with our planning partners and provided Letters of Support for their funding applications. Once our planning partners got funding awards, CORE MPO processed various amendments or administrative modifications (MTP/TIP for projects and UPWP for planning studies) to facilitate the process.

In FY 2026, staff will continue to monitor the IIJA rulemaking process to ensure that the MPO's Planning Process is compliant with the latest federal transportation legislation. Staff will also provide assistance to our planning partners for funding applications, grant access and project development.

PLANNING FACTORS, EMPHASIS AREAS AND FY 2026 UPWP TASKS

PLANNING FACTORS

The FY 2026 UPWP work tasks correlate directly to the planning factors. The Metropolitan Planning program provides funding for the integration of transportation planning processes in the MPOs into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, Section 134(h) describes Federal Planning Factors issued by Congress to emphasize the planning factors from a national perspective. The following is a summary of these planning factors and illustrates how CORE MPO incorporates them into the transportation planning process.

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

Correlation between Planning Factors and CORE MPO Planning

The planning factors have been incorporated into the goals of the Moving Forward Together 2050 MTP.

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

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

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

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

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

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

In addition to incorporating these planning factors into the MTP goals and objectives, CORE MPO is addressing the planning factors in its various work programs, including but not limited to, coordinating with various agencies in development of the MPO's plans and programs; working with environmental groups to identify environmental concerns including storm water impacts and obtaining guidance on best practices and techniques for certain types of mitigation; identifying transportation system reliability measures in freight transportation plan and CMP update; working with the various City of Savannah departments and Bike/Pedestrian proponents to develop strategies to promote tourism and multi-modal connections; working with the CORE MPO Bicycle and Pedestrian Advisory Committee (BPAC) and the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) to address accessibility, connectivity and transportation equity; and working with various implementation agencies to program projects to maintain a state of good repair. The MPO's work to address the federal planning factors will continue in FY 2026.

PLANNING EMPHASIS AREAS

The FY 2026 UPWP work tasks also correlate directly with the Planning Emphasis Areas (PEAs). The latest PEAs are summarized below. Any changes to the PEAs will be incorporated into FY 2027 and later UPWPs.

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

State departments of transportation (State DOTs), metropolitan planning organizations (MPOs), and providers of public transportation will ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals of 50-52 percent below 2005 levels by 2030, and net-zero emissions by 2050, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. State DOTs and MPOs will use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change. Appropriate Unified Planning Work Program work tasks could include identifying the barriers to and opportunities for deployment of fueling and charging infrastructure; evaluating opportunities to reduce greenhouse gas emissions by reducing single-occupancy vehicle trips and increasing access to public transportation, shift to lower emission modes of transportation; and identifying transportation system vulnerabilities to climate change impacts and evaluating potential solutions.

CORE MPO Approach: The CORE MPO, in cooperation with our federal, state, regional and local planning partners as well as providers of public transportation in the Savannah region, will work through our planning process to ensure that our transportation plans and infrastructure investments help achieve the national greenhouse gas reduction goals, and increase resilience to extreme weather events and other disasters resulting from the increasing effects of climate change. The CORE MPO will use the transportation planning process to accelerate the transition toward electric and other alternative fueled vehicles, plan for a sustainable infrastructure system that works for all users, and undertake actions to prepare for and adapt to the impacts of climate change.

Equity and Justice 40 in Transportation Planning

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

and sustainable practices while developing transit-oriented development including affordable housing strategies and consideration of environmental justice populations.

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

CORE MPO Approach: The CORE MPO’s plan, program and study developments all include a comprehensive public involvement process. The plans and programs provide investments to advance improvements to disadvantaged communities. Equity is considered in all aspects of plans and programs – goals and objectives, needs identification, project selection and prioritization, and revenue allocations.

Complete Streets

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

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

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

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

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

CORE MPO Approach: The CORE MPO addresses this emphasis area through its various plans and studies (Non-Motorized Transportation Plan, Bicycle and Pedestrian Facility Study, Metropolitan Transportation Plan, etc.), through coordination with the planning and implementation partners (Safe Streets for All, Vision Zero Plans, etc.), and through the Bicycle and Pedestrian Advisory Committee (BPAC).

Public Involvement

Early, effective, and continuous public involvement brings diverse viewpoints into the decision-making process. MPOs, State DOTs, and providers of public transportation will increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices. The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decision-making processes. Many virtual tools also provide information in

visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs.

CORE MPO Approach: The CORE MPO’s plan, program and study developments all include a comprehensive public involvement process. All of the CORE MPO Board and advisory committee meetings as well public meetings are open to the public and have a virtual option. The Transportation Equity and Public Involvement Advisory Committee (TEPIAC) guides the formal public participation process.

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

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

CORE MPO Approach: The CORE MPO’s plans and programs - Metropolitan Transportation Plan, Regional Freight Transportation Plan, etc. – all involve identifying and documenting infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. CORE MPO coordinates with involved parties (Hunter Army Airfield/Fort Stewart, GDOT, GPA, etc.) through the Economic Development and Freight Advisory Committee (EDFAC).

Federal Land Management Agency (FLMA) Coordination

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

CORE MPO Approach: The CORE MPO’s planning process involves identifying infrastructure and connectivity needs related to access routes and other public roads and transportation services that connect to Federal lands and coordinating with the Federal Land Management agencies. The MPO staff will also evaluate funding opportunities related to Federal lands and potential leverage to transportation investments.

Planning and Environmental Linkages (PEL)

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

CORE MPO Approach: The CORE MPO implements PEL as part of the transportation planning and environmental review processes. The documentation on environmental, historic and cultural resources developed through the MPO’s planning process is forward to the implementation agencies during project development and implementation stage via early coordination letters and stakeholder input.

Data in Transportation Planning

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

CORE MPO Approach: The CORE MPO works with the planning partners to incorporate data sharing and consideration into the metropolitan transportation planning process, including development of plans, programs and studies. The data sharing principles and data management are used in the MTP update process, including congestion management, freight planning, bike and pedestrian planning, equity analyses, performance management, travel time reliability, mobility services, and safety.

Correlation between the PEAs and the CORE MPO’s FY 2026 UPWP Planning Tasks

CORE MPO integrates the planning emphasis areas into various work programs as summarized in the “CORE MPO Approach” in the previous section. The MPO will continue this effort in FY 2026. The MPO’s approach to addressing the PEAs is integrated into the work tasks in the UPWP. The following table serves as a visualization tool which shows how the proposed transportation planning tasks in FY 2026 UPWP relate to the PEAs and underscores the strong alignment between CORE MPO’s planning activities and transportation planning priorities.

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

MAJOR PLANNING DOCUMENTS

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

Product	Update Cycle	Current Adoption/Completion Date	Next Adoption/Completion Date
Unified Planning Work Program (UPWP)	Annually	February 2025	February 2026
Metropolitan Transportation Plan (MTP)	5 Years	August 2024	August 2029
Transportation Improvement Program (TIP)	3-4 Years	November 2023	June 2026
Congestion Management Process (CMP)	As Needed*	August 2024	August 2029
Non-Motorized Transportation Plan	As Needed*	June 2025	Before August 2029
Regional Freight Transportation Plan	As Needed*	October 2023	2028
Limited English Proficiency (LEP) Plan/Language Assistance Plan (LAP)	3 Years	October 2024	August 2027***
Participation Plan (PP)	3 Years	October 2024	August 2027**
Title VI Plan	3 Years	October 2024	August 2027***

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

**CORE MPO updates the Participation Plan (PP) as needed. At a minimum, the PP is updated in conjunction with the Title VI Plan at least every three years. The PP is also updated in conjunction with the MTP update.

***The GDOT approval schedule for the LEP/LAP and Title VI Plan is normally in September.

FY 2026 UPWP TASK ORGANIZATION

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

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

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

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

Task 4 – Systems Planning and Operations: Enhance the operating efficiency of the regional transportation system and reduce congestion. Transportation systems management and operations strategies are integrated into the planning process for the purpose of improving transportation system safety, efficiency, reliability, and options. Undertake long and short-term planning processes and projects that lead to the development of the MTP, the TIP, and the UPWP. Subtasks include:

- MTP
- TIP
- CMP
- Freight
- Bike/Ped
- Special Study Management

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

Task 6 – Increasing Safe & Accessible Transportation Options: The funds from this program will be utilized to help develop, maintain, update and implement the CORE MPO's Non-Motorized Transportation Plan and Thoroughfare Plan, as well as bike/pedestrian planning related studies and activities.

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

CORE MPO WORK PROGRAM ACTIVITIES

PROJECTED KEY WORKLOAD ACTIVITIES

The table below outlines the projected UPWP workload and timeline of the CORE MPO for State Fiscal Years 2025 - 2030. Appendix B shows a timeline and detailed list of milestones planned through FY 2030, and steps to be performed by CORE MPO, MPC, and consultants as applicable.

Tasks/Activities	State Fiscal Year (July 1 – June 30)					
	2025	2026	2027	2028	2029	2030
Annually						
Develop Unified Planning Work Program (UPWP)	X	X	X	X	X	X
Metropolitan Planning Service Contracts	X	X	X	X	X	X
Title VI Data Collection and Reporting	X	X	X	X	X	X
Update PM1 Safety Targets	X	X	X	X	X	X
Update PTASP Public Transit Agency Safety Targets	X	X	X	X	X	X
Biennial						
Update Congestion Management Process Report Card		X		X		X
Every Three Years						
Limited English Proficiency (LEP) Plan/Language Assistance Plan (LAP)	X			X		
Title VI Plan (including Title VI Policy and Procedures)	X			X		
Participation Plan (PP)	X			X		
Every Four Years						
Update the Transportation Improvement Program (TIP)		X				X
Transportation Management Area Planning Certification Review	X				X	
System Performance Report			X			
Update PM2 Pavement and Bridge Condition Targets			X			
Update PM3 System Performance Targets			X			
Update TAM Plan (Transit Asset Management)			X			
Every Five Years						
Update Metropolitan Transportation Plan (MTP)	X			O		X
Update Congestion Management Process (CMP)	X			O	X	
Update MPO Freight Plan			O		X	
Update Non-Motorized Transportation Plan	X			O		X
Every 10 Years						
Adjust Urban Area Boundary						
Update Bylaws, Membership and MOU	X					
Ad Hoc or as Needed						
Call for Projects Programming		X	X	X	X	X
Urban/Regional Flooding Model Phase II*	O		X			
US 80 Corridor Study Phase II*	O		X			
Bicycle and Pedestrian Facility Study*	O		X			
SR 25 / US 17 Corridor Study*	X					
SR 204 Access Study*		X				

President Street Railroad Crossing Elimination Study*	X					
I-16 Exit Ramp Removal IMR*	O		X			
CAT ARP Route Restoration Study*		X				
CAT AOPP Funded Study to Address Consistent Poverty*		X				
CAT SMART Grant Funded Study for Microtransit implementation*		X				
* Special Study requested by CORE MPO and member jurisdictions.						
X Indicates anticipated completion of study or task.						
O indicates anticipated beginning or kickoff of a multi-year task.						

FY 2025 MAJOR ACTIVITIES AND ACCOMPLISHMENTS

The following is a list of the major activities and accomplishments for FY 2025.

- Developed the annual Unified Planning Work Program (UPWP).
- Completed the quadrennial Federal Certification Review process for TMAs.
- Integrated Performance-Based Planning and Programming into CORE MPO planning process and planning documents.
- Adopted the 2050 MTP (Moving Forward Together 2050 Plan). Finalized all chapters and appendices. Developed a graphic driven Executive Summary and translated it into the required LEP languages. Made copies of the 2050 MTP document for distribution and web-posting.
- Maintained and amended the 2050 MTP as needed.
- Completed the Congestion Management Process update.
- Updated the Non-Motorized Transportation Plan.
- Maintained and updated the FY 2024 – 2027 TIP. Explored new options for online TIP application tools.
- Updated and adopted the CORE MPO Title VI Plans and Participation Plan.
- Completed the updates to the CORE MPO Metropolitan Planning Area (MPA) boundary, MOU and bylaws.
- Coordinated with GDOT and local governments to update Functional Classification and National Highway System for various roadways.
- Coordinated with local planning partners in conducting various special transportation planning studies:
 - SR 25/US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
 - I-16 Exit Ramp Removal IMR
 - SMART grant funded study for microtransit implementation, Bus Stop Inventory project, and ARP and AOPP funded transit studies.
- Applied for funding and conducted the procurement process for various special transportation planning studies and kicked off the studies:
 - Urban Flooding Model Study Phase II
 - US 80 Corridor Study Phase II
 - Bicycle and Pedestrian Facility Study
- Prepared for PROTECT discretionary funding application for Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP).

FY 2026 MAJOR ACTIVITIES AND PROJECTS

The following are a list of major projects and activities to be initiated, continued or completed in FY 2026.

- Develop the annual Unified Planning Work Program (UPWP).
- Maintain and update the 2050 MTP as needed.

- Maintain and update the FY 2024 – 2027 TIP through amendments and administrative modifications. Conduct Call for Projects as needed in support of the TIP updates. Develop the FY 2027 – 2030 TIP. Finalize research for online TIP application tools and procure a vendor for the service.
- Work with FHWA, FTA and GDOT to address the federal certification review recommendations.
- Monitor the rule-making process and implement the Infrastructure Investment and Jobs Act (IIJA).
- Continue the special transportation planning studies that kicked off in FY 2025 or continued in FY 2025.
 - Urban Flooding Model Study Phase II
 - US 80 Corridor Study Phase II
 - Bicycle and Pedestrian Facility Study
 - SR 204 Access Study
 - CAT ARP Route Restoration Study
 - CAT AOPP Funded Study to Address Consistent Poverty
- If PROTECT discretionary grant funding is awarded, conduct consultant procurement for development of the Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP).
- Collaborate with GDOT and transit providers on Performance Management and Performance Targets. Activities can include but are not limited to:
 - Develop specific written provisions for PM1, PM2, PM3, GHG, transit safety and TAM performance measures as needed.
 - Update the System Performance Report to incorporate the performance targets.
 - Update CORE MPO's Metropolitan Planning Agreements as needed.
 - Link investment priorities to the achievement of performance targets.

FUNDING SOURCES

All work detailed in the FY 2026 Unified Planning Work Program, including CORE MPO staff time and consultant studies, is funded by one or more of the following funding sources.

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

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

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

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

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

Federal Transit Administration (FTA) Section 5303 Funds

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

GDOT 5303 Match

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

MPO Dues

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

Other

Apportioned Planning funds, Surface Transportation Block Group (STBG) funds, Covid Relief and Recovery Supplemental Appropriation Act (CRRSAA) funds, IIJA discretionary funds under various programs, and earmark funds are used to conduct various special studies. Some transit funds are used to conduct transit planning studies. These funds are not used to cover MPO staff members’ planning activities, but their application process normally requires MPO actions in terms of UPWP amendments, grant applications, and/or TIP amendments. The ongoing and new projects funded through these sources are listed in the UPWP for information only.

- CRRSAA funding was awarded to Chatham County to conduct three studies. All three studies are expected to be completed in FY 2025 or early FY 2026.
 - SR 25/US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
- Earmark funding was awarded to the City of Savannah to conduct the I-16 Exit Ramp Removal IMR update.
- The American Rescue Plan Act (ARP) funding was used by Chatham Area Transit to conduct a route restoration study.

- The FTA's Areas of Persistent Poverty (AOPP) Program funding was used by Chatham Area Transit to conduct a study to address poverty reduction through transit improvements.
- The SMART (Strengthening Mobility and Revolutionizing Transportation) grant funds were used by the Chatham Area Transit for concept development of a microtransit EV zonal deployment and testing of a technology application. The study is expected to be completed in FY 2025.
- Apportioned Planning funds were awarded to CORE MPO to conduct three studies.
 - US 80 Corridor Study Phase II
 - Urban Flooding Model Study Phase II
 - Bicycle and Pedestrian Facility Study

FY 2026 UPWP BUDGET SUMMARY

FY 2026 Budget as Adopted in February 2025					
Task	Description	FHWA Formula PL*	MPO Dues Match	GDOT Match	Total
1	Administration	200,204.84	50,051.21	0.00	250,256.05
2	Public Involvement	32,000.00	8,000.00	0.00	40,000.00
3	Data Collection, Analysis and Forecasting	50,000.00	12,500.00	0.00	62,500.00
4	Systems Planning and Operations	200,000.00	50,000.00	0.00	250,000.00
FHWA Formula PL Planning Funds		\$482,204.84	\$120,551.21	\$0.00	\$602,756.05
*GDOT provided total PL revenue for FY 2026 on November 27, 2024.					
Task		FTA Formula Section 5303*	MPO Dues Match	GDOT Match	Total
5	Transit Planning				
	44.21.00 Administration	67,077.00	8,384.63	8,384.63	83,846.25
	44.23.01 Long Range Planning	50,000.00	6,250.00	6,250.00	62,500.00
	44.24.00 Short Range Planning	45,000.00	5,625.00	5,625.00	56,250.00
	44.25.00 Transportation Improvement Program	40,000.00	5,000.00	5,000.00	50,000.00
FTA Formula Section 5303 Transit Planning Funds		\$202,077.00	\$25,259.63	\$25,259.63	\$252,596.25
*Amount based on FY 2026 Section 5303 grant application.					
Task	Description	FHWA Formula Y410*	MPO Dues Match	GDOT Match	Total
6	Increasing Safe & Accessible Transportation Options	12,364.22	0.00	0.00	12,364.22
FHWA Formula Y410 Planning Funds		\$12,364.22	\$0.00	\$0.00	\$12,364.22
*GDOT provided updated Y410 revenue for FY 2026 on November 27, 2024.					
		Federal	Local	State	Total
Total Funds to Cover CORE MPO Staff Planning Activities		\$696,646.06	\$145,810.84	\$25,259.63	\$867,716.52

Task		FTA Discretionary Section 5303	Local Match	GDOT Match	Total
5	Transit Planning*				
	Transit Planning Tool Purchase	29,600.00	3,700.00	3,700.00	37,000.00
FTA Discretionary Section 5303 Transit Planning Funds		\$29,600.00	\$3,700.00	\$3,700.00	\$37,000.00
*CORE MPO requested additional funds for a transit planning tool such as Remix for CAT in FY 2026 during Section 5303 grant application.					
Task		ARP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Route Restoration and Transit Enhancement Study	550,000.00	0.00	0.00	550,000.00
American Rescue Plan Act (ARP) Funds		\$550,000.00	\$0.00	\$0.00	\$550,000.00
*CAT is conducting this study. No local match required. Study listed for information.					
Task		AOPP Funds	Local Match	GDOT Match	Total
5	Transit Planning (Continued)*				
	Study to Address Poverty Reduction Through Transit Improvements	400,000.00	44,444.00	0.00	444,444.00
FTA Areas of Persistent Poverty (AOPP) Program Funds		\$400,000.00	\$44,444.00	\$0.00	\$444,444.00
*CAT is conducting this study and proving local match. Study listed for information.					
		Federal	Local	State	Total
Total Transit Funds Listed for Information		\$979,600.00	\$48,144.00	\$3,700.00	\$1,031,444.00

Description		Earmark	Local Match	GDOT Match	Total
7	Special Studies*				
	I-16 Exit Ramp Removal IMR Update	720,000.00	180,000.00	0.00	900,000.00
Earmark Funds		\$720,000.00	\$180,000.00	\$0.00	\$900,000.00

*Earmark funds awarded to City of Savannah in FY 2023. The City will provide local match. GDOT will serve as project lead in coordination with the City. RFP process took place in FY 2024. Study kicked off in FY 2025 and will be carried forward to FY 2026. Study listed for information.

Description		Apportioned Planning Funds	Local Match	GDOT Match	Total
7	Special Studies (Continued)*				
	Urban Flooding Dynamic Modeling - Phase II – P.I. No. 0020785	120,000.00	30,000.00	0.00	150,000.00
	SR 26/US 80 Scoping Study – P.I. No. 0020786	216,000.00	54,000.00	0.00	270,000.00
	Bicycle & Pedestrian Facility Study – P.I. No. 0020787	240,000.00	60,000.00	0.00	300,000.00
Apportioned Planning Funds		\$576,000.00	\$144,000.00	\$0.00	\$720,000.00

*The Georgia PL Funds Review Committee awarded Apportioned Planning Funds to three studies from CORE MPO on September 13, 2024. These studies are included in the Funded Section of the UPWP. The Transportation Planning Department staff conducted the RFP process in FY 2025. It is expected that the studies will kick off in the last quarter of FY 2025 and will continue in FY 2026. Studies are listed for information.

	Federal	Local	State	Total
Total Highway Fund Listed for Information	\$1,296,000.00	\$324,000.00	\$0.00	\$1,620,000.00

	Federal	Local	State	Total
Total Planning Funds for CORE MPO Operations	\$696,646.06	\$145,810.84	\$25,259.63	\$867,716.52
Total Transit Funds for Transit Planning Studies and Tools (for information)	\$979,600.00	\$48,144.00	\$3,700.00	\$1,031,444.00
Total Highway Funds for Special Transportation Studies (for information)	\$1,296,000.00	\$324,000.00	\$0.00	\$1,620,000.00
Total All Sources of Funds	\$2,972,246.06	\$517,954.84	\$28,959.63	\$3,519,160.52

TASK 1 ADMINISTRATION

Objectives:

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

Program Support and Administration

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

FY 2025 Work:

- Carried out the 3-C transportation planning process for the CORE MPO Metropolitan Planning Area (MPA) in coordination with partner agencies.
- Provided administrative support for the CORE MPO Board and advisory committees and for the day-to-day functions of the CORE MPO.
- Worked with interested organizations, agencies, and local/regional/state/federal governments to promote a cooperative and open transportation planning process.
- Conducted routine administrative tasks - maintaining and updating the MPO's contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, file archiving and organization, etc.
- Provided adequate administrative support to prepare, process and track annual and quarterly grant documentation in support of the MPO's operating budget.
- Monitored guidance and rulemakings for IIJA and incorporated implementation activities into the MPO work program as appropriate.
- Prepared for and attended transportation-related meetings, as well as inter-staff and inter-agency coordination meetings.
- Coordinated with FHWA, FTA, GDOT and CAT for Performance Based Planning and Programming implementation and long- and short-range planning efforts.
- Processed grant applications for various special studies.
- Conducted procurement activities for approved and awarded special studies.
- Established ad hoc committees to address emerging issues as determined by the CORE MPO Board, its standing advisory committees and/or staff.
- Prepared and provided routine administrative and transportation related materials, to include but not limited to, study emails, letters, meeting summaries, correspondence, presentations, policy recommendations, white papers, information flyers and the like.
- Worked with FHWA, FTA, GDOT and CAT to complete the federal certification review process.

- Conducted quarterly coordination calls with FHWA, FTA, GDOT and CAT on MPO work progress and encountered issues.
- Facilitated public comment periods for MPO planning products and studies.
- Coordinated with local, state and federal governments, modal agencies and jurisdictions to complete the updates to the CORE MPO Metropolitan Planning Area boundary, MOU and bylaws.
- Conducted recruitment activities to fill the CORE MPO staff vacancies.
- Conducted research on using on call consultants as CORE MPO staff extensions.
- Developed a procedures and policy manual for the CORE MPO as a part of the MPC SOP (Standard Operating Procedures).

FY 2026 Activities:

- Carry out the 3-C transportation planning process for the CORE MPO Metropolitan Planning Area (MPA) in coordination with partner agencies.
- Provide administrative support for the CORE MPO Board and advisory committees and for the day-to-day functions of the CORE MPO.
- Work with interested organizations, agencies, and local/regional/state/federal governments to promote a cooperative and open transportation planning process.
- Conduct routine administrative tasks - maintaining and updating the MPO's contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, file archiving and organization, etc.
- Provide adequate administrative support to prepare, process and track annual and quarterly grant documentation in support of the MPO's operating budget.
- Monitor emerging guidance and rulemakings for IIJA and incorporate implementation activities into the MPO work program as appropriate.
- Prepare for and attend transportation-related meetings, as well as inter-staff and inter-agency coordination meetings.
- Coordinate with FHWA, FTA, GDOT and CAT for Performance Based Planning and Programming implementation and long- and short-range planning efforts.
- Process grant applications for special studies.
- Conduct procurement activities for newly approved and awarded special studies.
- Develop ad hoc committees to address emerging issues as determined by the CORE MPO Board, its standing advisory committees and/or staff.
- Prepare and provide routine administrative and transportation related materials, to include but not limited to, study emails, letters, meeting summaries, correspondence, presentations, policy recommendations, white papers, information flyers and the like.
- Conduct quarterly coordination calls with FHWA, FTA, GDOT and CAT to address recommendations from the federal certification review, to provide update on MPO's work progress, and to resolve obstacles in the transportation planning process.
- Facilitate public comment periods for MPO planning products and studies.
- Maintain the updated MOU and bylaws as well as the GIS files for the updated MPA boundary.
- Conduct recruitment to ensure that the Transportation Planning Department is fully staffed.

Training and Professional Development

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

FY 2025 Work:

- CORE MPO staff attended the AMPO Annual Conference. In addition, staff participated in the virtual meetings and webinars of the AMPO Policy Committee, and the AMPO Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation Working Groups.
- CORE MPO staff attended the GAMPO Conferences.
- CORE MPO staff attended the TRB Conference.
- CORE MPO staff attended the American Planning Association (APA) annual conference.
- CORE MPO staff attended the GPA (Georgia Chapter APA) Conference.
- CORE MPO staff participated in webinars and online trainings provided by qualified sponsors such as TRB, FHWA, FTA, GDOT, NHI, NTI and others on topics related to transportation planning, including Congestion Management, Freight Planning, Long-Range Transportation Planning, Performance-Based Planning, Public Participation, Complete Street, and Multi-modal Planning.

FY 2026 Activities:

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

Equipment and Supplies

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

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

FY 2025 Work:

- CORE MPO staff have maintained licenses for ArcGIS, CUBE, Survey Monkey, Zoom, Go-To-Meeting, and Adobe Creative Suite.
- CORE MPO staff have maintained the license for MiFi to enable WiFi connection during public meetings outside of the office.

- CORE MPO staff have purchased a new High-Performance Computer capable of conducting GIS analysis as well as graphic design.
- CORE MPO staff have purchased ink cartridges to replenish the printers that were out of ink.
- CORE MPO staff have replaced broken headphones to better conduct online meetings.
- CORE MPO staff have purchased Portable SSDs for data and file storage.
- CORE MPO staff have purchased other equipment and supplies to help work arrangements and field work (white board, measuring wheels, etc.)

FY 2026 Activities:

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

Contracts and Grants

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

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

FY 2025 Work:

- Processed reimbursement requests for FY 2024 Metropolitan Planning Services (PL) funds.
- Assisted the state in the preparation and execution of the Metropolitan Planning Services (PL) Contract and the Complete Street (Y410) Contract for FY 2025.
- Tracked staff time and expenses.
- Developed progress reports and reimbursement requests for FY 2025 PL and Y410 funds.
- Monitored the status and tracked the grant reimbursements.
- Processed the preparation and execution of Apportioned Planning funding contracts for approved special studies and coordinated inter-local agreements with project sponsors.

FY 2026 Activities:

- Process the final reimbursement request for FY 2025 Metropolitan Planning Services (PL) funds.
- Assist in the preparation and execution of the FY 2026 FHWA PL and Y410 contracts for transportation planning services.
- Track staff time and expenses.
- Develop progress reports and reimbursement requests for FY 2026 PL and Y410 funds.
- Monitor and track the status of grant reimbursements.
- Assist in and/or process the preparation and execution of Apportioned Planning funding contracts for approved special studies and coordinate inter-local agreements with project sponsors.

Unified Planning Work Program

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

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

FY 2025 Work:

- Processed administrative modifications, amendments, and budget adjustments to FY 2025 UPWP.
- Issued a Call for Plans and Studies in support of the FY 2026 UPWP development.
- Developed and adopted the FY 2026 UPWP.

FY 2026 Activities:

- Maintain FY 2026 UPWP including administrative modifications and amendments.
- Coordinate UPWP amendments with local governments and agencies as well as TCC regarding Special Planning Studies.
- Issue Call for Plans and Studies to solicit proposals from member jurisdictions for planning studies if needed.
- Develop the FY 2027 UPWP.

FY 2026 Deliverables for Task 1 Administration:

Task	Expected Completion Date
Provide staff support and preparation for and attendance of meetings for CORE MPO Board and advisory committees.	As Established by Approved Schedules
Prepare proper study documentation for grant reimbursement including development of Annual and Quarterly Progress Reports.	July & Oct. 2025 Jan. & April 2026
Assist the state in the preparation of the Metropolitan Planning Services Contract and Complete Street Contract.	July-Aug. 2025 April-June 2026
Maintain the FY 2026 UPWP and prepare budget adjustments, administrative modifications and amendments.	As needed until June 2026
Develop the FY 2027 Unified Planning Work Program.	Sept. 2025 – Feb. 2026
Updated hardware; updated software licenses	June 2026

Responsible Agencies:

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

Funding:

Funding Source	Amount
FHWA Formula PL	\$200,204.84
MPO Dues Formula PL Match	\$50,051.21
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$250,256.05

Staffing:

Executive Director & CEO	Director of Transportation Administration	Senior Transportation Planner
Special Projects & Transportation Planner	Assistant Planner	Administrative Assistant
Other MPC staff as needed		

TASK 2 PUBLIC INVOLVEMENT

Objectives:

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

Community Outreach and Education

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

- Utilizing resources such as the Transportation Equity and Public Involvement Advisory Committee (TEPIAC – consolidated from the previous Citizens Advisory Committee (CAC) and Advisory Committee on Accessible Transportation (ACAT)) to share opportunities for community involvement.
- Maintaining the CORE MPO website with the most updated information and announcements and applying social media efforts.
- Evaluating the measures of effectiveness on how well outreach and education efforts are increasing and encouraging public engagement.

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

FY 2025 Work:

- Hosted orientation sessions and individual orientation meetings for new MPO Board and advisory committee members.
- Coordinated public participation activities for all plans and programs and advertised public comment opportunities and meeting notices.
- Evaluated participation effectiveness of the CORE MPO Board and advisory committee meetings.
- Prepared for and hosted the TEPIAC meetings and developed TEPIAC minutes and follow up materials.
- Maintained and updated the CORE MPO website and social media outlets to disseminate transportation planning information.
- Developed the CORE MPO social media policy.
- Provided plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.
- Conducted public involvement at community events to educate the public on CORE MPO and MPC.
- Developed reports, statistics and documentation for the MPC Annual Report.
- Filmed videos to educate the public on the CORE MPO and MPC planning processes and functions.
- Attended various webinars on public engagement techniques and best practices in order to apply the knowledge to the CORE MPO's planning process.

FY 2026 Activities:

- Meet with community groups and individuals to provide information on transportation plans, programs and projects and explain the organization's role in transportation planning activities.
- Maintain the CORE MPO website with updated resources and information.
- Work on CORE MPO website redesign to better disseminate transportation planning information.
- Maintain and update the CORE MPO social media accounts to disseminate transportation planning information.
- Assess the CORE MPO participation process in coordination with the CORE MPO Board and advisory committees.
- Implement IJIA requirements for public involvement to engage all sectors and users of the transportation network.
- Continue to provide orientation briefings for new MPO Board and advisory committee members when appointed, and annually as a refresher.
- Continue to develop and publish newsletters and newspaper inserts to document the status of transportation planning and implementation in the CORE MPO Metropolitan Planning Area.
- Continue to provide staff support for the Transportation Equity and Public Involvement Advisory Committee.
- Continue to provide plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.
- Continue to seek out training opportunities on public participation and apply the principles, techniques and best practices to the CORE MPO's transportation planning process.

Participation Plan

A Participation Plan is developed and maintained to ensure full, fair, and meaningful participation by all communities in the transportation planning and decision-making process. The Transportation Planning Department staff develop and update the Participation Plan that describes strategies and techniques that the CORE MPO uses to inform and engage the public. The CORE MPO updates the plan at least every three years. The most recent plan update was adopted in October 2024. Staff periodically review the effectiveness of the plan and make revisions, as necessary.

FY 2025 Work:

- Evaluated the public involvement process for the 2050 MTP and other plan/program updates (Regional Freight Plan, CMP, TIP, Non-Motorized Transportation Plan, etc.) and noted effectiveness and improvement needs that are incorporated into the Participation Plan update.
- Updated and adopted the Participation Plan to incorporate the revised CORE MPO Metropolitan Planning Area boundary, MOU and Bylaws as well as the latest public involvement efforts and practices from the 2050 MTP development and other plans/programs.
- Processed administrative modifications to the Participation Plan to reflect the STIP/TIP amendment process updates.

FY 2026 Activities:

- Continue to monitor and evaluate the effectiveness of the Participation Plan.
- Maintain the Participation Plan and update it as needed.

Environmental Justice/Title VI/Equity Planning

CORE MPO is committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs. The staff's objective regarding Environmental Justice (EJ), Title VI and Equity is to accomplish full and fair participation by underserved communities during the transportation planning process. CORE MPO develops and maintains a Title VI Plan, an EJ Plan, and a Language

Assistance Plan (LAP), identifying responsibilities and activities to upholding our commitment to the policies and regulations established by federal regulation. These plans were most recently updated in October 2024. Activities and responsibilities of staff to uphold federal regulations include but are not limited to:

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

FY 2025 Activities:

- Evaluated the Title VI public involvement process for the 2050 MTP and other plan/program updates (Regional Freight Plan, CMP, TIP, Non-Motorized Transportation Plan, etc.) and noted effectiveness and improvement needs that are incorporated into the next plan update.
- Conducted equity analysis for the 2050 MTP and the Non-Motorized Transportation Plan.
- Updated and adopted the Title VI Plan to incorporate the revised CORE MPO Metropolitan Planning Area boundary, MOU and Bylaws as well as the latest Title VI (including EJ and LEP) public involvement efforts and practices from the 2050 MTP development and other plans/programs.
- Completed the annual Title VI Data Collection and Reporting for FY 2024.
- Coordinated with local EJ organizations in various programs, projects, and studies.

FY 2026 Activities:

- Facilitate and support the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) to provide advice and recommendations regarding transportation planning for the transportation disadvantaged.
- Conduct Title VI/EJ/Anti-Poverty/Equity Planning.
- Coordinate with local EJ organizations in various programs, projects, and studies.
- Represent the CORE MPO in community meetings to explain the organization's role in transportation planning activities.
- Maintain the Title VI Plan (including the EJ Plan and LAP) and update it as needed.
- Complete the annual Title VI Data Collection and Reporting.

FY 2026 Deliverables for Task 2 Public Involvement:

Task	Expected Completion Date
Provide staff support and preparation for and attendance of meetings of TEPIAC.	As Established by Approved Schedules
Provide annual Title VI data collection and reporting.	July 2025
Provide annual MPO 101 training.	June 2026 (ongoing activity)
Provide plan, program and project information and data as requested by the general public, various agencies, as well as the CORE MPO Board and advisory committee members.	June 2026 (ongoing activity)
Maintain and update the CORE MPO website and social media accounts.	June 2026 (ongoing activity)
Maintain and update the Participation Plan and Title VI Plan.	As needed.

Responsible Agencies:

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

Funding:

Funding Source	Amount
FHWA Formula PL	\$32,000.00
MPO Dues Formula PL Match	\$8,000.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$40,000.00

Staffing:

Executive Director & CEO	Director of Transportation Administration	Senior Transportation Planner
Special Projects & Transportation Planner	Assistant Planner	Administrative Assistant
Other MPC staff as needed		

TASK 3 DATA COLLECTION AND ANALYSIS

Objectives:

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

Socio-Economic Data and Census Data

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

FY 2025 Work:

- Documented the SE data development methodology and process as a part of the 2050 MTP update.
- Collected and analyzed the decennial census data and American Community Survey (ACS) data in support of the MPO's plan and program updates.
- Used the latest census information to update GIS analysis on Title VI (identification of Title VI communities, updates to the benefits/burden analysis relative to access to essential services, transportation improvement projects and capital public transit projects, etc.) as a part of the 2050 MTP update.
- Used the latest American Community Survey (ACS) data to update the Title VI Plan and Language Assistance Plan.

FY 2026 Activities:

- Maintain and update the SE data as needed.
- Research methodology for continuous SE data update.
- Keep track of the latest Census data development for use in the MPO's transportation planning process.
- Maintain the CORE MPO digital files and website with updated data and analyses to ensure ease of use and navigation.

Transportation Surveys, Data, Models, and Analysis

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

FY 2025 Work:

- Completed the 2050 travel demand model runs for the 2050 MTP update.
- Completed the Travel Demand Model Technical Report as a part of the 2050 MTP update.
- Provided traffic model data and expertise in development reviews and special transportation studies.
- Compiled and analyzed the responses from the 2050 MTP Update survey and map survey and used the data to finalize the 2050 MTP goals and objectives, the project prioritization methodologies, and the 2050 MTP report.
- Worked with the local municipalities and GDOT to update Functional Classification (FC) and National Highway System (NHS) for various roadways in the CORE MPO planning area.
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Researched various venues for bicycle/pedestrian inventory and counts data collection.
- Maintained and updated GIS data on existing and planned bicycle and pedestrian facilities (with support from SAGIS staff to publish GIS layer update).
- Reviewed and provided feedback on walking and bicycling activities, plans, and studies in the Savannah region.

FY 2026 Activities:

- Coordinate with GDOT to prepare forecasts using the travel demand model as needed in support of special studies and development impact review.
- Coordinate with GDOT to refine the MPO travel demand model in support of performance-based planning requirements under the federal legislation.
- Develop and launch surveys as needed to support the MPO's plan and program updates.
- Continue to coordinate with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Continue to analyze bike and pedestrian volume data from Strava Metro and maintain subscription to Strava Metro.
- Continue to collect and analyze transportation crash data from Numetric.
- Utilize USDOT Transportation Equity data in CORE MPO plans and projects.
- Maintain GIS data on existing and planned bicycle and pedestrian facilities.
- Use the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure to assist transportation and land use planning.

Land Use Monitoring

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

FY 2025 Work:

- Reviewed site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Reviewed and provided comments on various traffic analysis studies.
- Shared the analysis and recommendations related to freight land use in the three-county Savannah region from the CORE MPO Regional Freight Transportation Plan with planning partners.
- Tracked land use and development news related to the Hyundai developments and other major developments in the three-county Savannah region.

FY 2026 Activities:

- Request and assist with review of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Work with the City of Savannah and Chatham County to prepare traffic impact analysis reports for developments which are anticipated to generate a significant number of trips.
- Review traffic impact analysis and provide feedback on the transportation impacts of development proposals to ensure that the land use decisions of the MPC are fully integrated into the MPO’s transportation plans.
- Compile the Building Permit reports for the City of Savannah and Chatham County to keep track of the land use developments in the Savannah area and assist in the census data collection process. The Building Permit report will feed into the census housing data development which in turn is used for delineating urban areas and other socio-economic data. The census SE data is a major source to the MPO’s travel demand model development and update, as well as for such analysis as Environmental Justice and Title VI/Equity planning.
- Conduct land use monitoring and planning to provide a linkage between land use and transportation planning. Examples of activities include but are not limited to:
 - Update spatial data analysis for changes in current land use.
 - Collect building permit and Certificate of Occupancy data and allocate to SE data by TAZ.
 - Update zoning and land use GIS data collected from regional partners.
- Document transportation needs, identify appropriate mitigation, and facilitate developer participation in the costs of improvements of proposed developments.
- Assist the MPC Advance Planning Department to update the Comprehensive Plans for Chatham County, the City of Savannah, the City of Garden City, and the City of Pooler.

FY 2026 Deliverables for Task 3 Data Collection and Analysis:

Task	Expected Completion Date
Develop Building Permit reports for Chatham County and the City of Savannah.	Monthly
Reports on 2020 Census data and ACS data that can be utilized for the CORE MPO’s transportation planning process.	Extends Beyond FY 2026
Maintain GIS shapefiles and layers in the transportation system database.	Extends Beyond FY 2026
Collect pedestrian and bicycle counts.	Sept 2025 May 2026
Update socio-economic forecasts and trip tables.	Extends Beyond FY 2026
Application of Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure	Extends Beyond FY 2026

Responsible Agencies:

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

Funding:

Funding Source	Amount
FHWA Formula PL	\$50,000.00
MPO Dues Formula PL Match	\$12,500.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$62,500.00

Staffing:

Executive Director & CEO	Director of Transportation Administration	Special Projects & Transportation Planner
Assistant Planner	Senior Transportation Planner	Other MPC staff as needed

TASK 4 SYSTEM PLANNING AND OPERATIONS

Objectives:

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

Metropolitan Transportation Plan

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

FY 2025 Work:

- Completed the 2050 MTP update.
 - Completed the 3rd round of public involvement for the 2050 MTP Update.
 - Worked with project advisory groups and conducted intergovernmental coordination.
 - Addressed all comments received for the draft 2050 MTP.
 - Adopted the 2050 MTP.
 - Finalized all chapters and appendices for the 2050 MTP.
 - Developed a graphic driven Executive Summary for the 2050 MTP and translated it into the required LEP languages.
 - Made copies of the 2050 MTP document for distribution and web-posting.
 - Developed an online story map for the 2050 MTP.
- Processed 2050 MTP amendments in support of new project proposals and updates to existing projects.
- Prepared MTP appendices/addenda for Performance Based Planning and/or as part of TIP amendments.
- Coordinated with Effingham County for the Effingham County Master Transportation Plan update.

FY 2026 Activities:

- Maintain the 2050 MTP with PBPP requirements and in conformance with the federal transportation legislation.
- Process 2050 MTP amendments and addenda in concert with TIP amendments for new project proposals or updates to existing projects.

FY 2026 Deliverables for MTP:

Subtask	Expected Completion Date
2050 MTP Amendment reports and addenda.	As Needed until June 2026
System Performance Report for PBPP conformance.	As Needed until June 2026

Transportation Improvement Program

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

FY 2025 Work:

- Maintained and updated the FY 2024 - 2027 TIP through amendments and administrative modifications.
- Coordinated with project sponsors on implementing the TIP projects.
- Published the Annual Obligated Project List.
- Conducted research on new options for an online TIP application tool to facilitate project management, information dissemination and the competitive project selection process.

FY 2026 Activities:

- Maintain and update the FY 2024 - 2027 TIP through amendments and administrative modifications as needed to implement the priority projects of the CORE MPO.
- Update the FY 2024 – 2027 TIP to conform to PBPP targets and requirements from the federal transportation legislation.
- Collaborate with the Technical Coordinating Committee (TCC) to conduct Calls for Projects as needed to allocate available federal funds.
- Work with GDOT and local planning partners to develop the FY 2027 – 2030 TIP.
- Work with project sponsors to facilitate TIP project implementation.
- Publish the Annual Obligated Project List.
- Compile and analyze the research results on E-TIP, vet the process through TCC, and procure a vendor to provide the service.

FY 2026 Deliverables for TIP:

Subtask	Expected Completion Date
Calls for Projects manuals, forms, schedules and others	As Needed
TIP Administrative Modifications and Amendments reports	As Needed.
Updated TIP project implementation tracking table	Bi-monthly
Adopted FY 2027 – 2030 TIP	June 30, 2026
Online TIP application tool	June 30, 2026

Expected FY 2027 – 20230 TIP Development Schedule

The table below lists the expected timeline for development of the FY 2027 – 2030 TIP. The schedule is based on the assumption that GDOT will provide revenue projections and other related information in the early part of Calendar Year 2026. The schedule is subject to change depending on when CORE MPO will receive the needed information for TIP development.

FY 2027 - 2030 TIP Development Process	2025	2026					
	Aug-Dec	Jan	Feb	Mar	Apr	May	Jun
CORE MPO conducts Calls for Projects for Y230, Y301, CRP and other available funds to build a program/waiting list for FY 2027 - 2030.	X						
GDOT sends CORE MPO projected revenues, proposed project list, lump sum project list and project authorization list.		X					
GDOT and CORE MPO hold a coordination meeting on revenues and proposed project lists.		X					
CORE MPO/GDOT/Local Project Sponsors/CAT Coordination Meeting on FY 2027 - 2030 TIP Project Proposals		X					
Publish a legal notice in the <i>Savannah Morning News</i> on Sunday and notify the other local news media about a project prioritization meeting for FY 2027 - 2030 TIP.			X				
BPAC meeting for TIP project prioritization approach and list			X				
TEPIAC meeting for TIP project prioritization approach and list			X				
TCC meeting for TIP project prioritization approach and list			X				
Host the meeting on project prioritization for FY 2027 - 2030 TIP in conjunction with CORE MPO Board.			X				
CORE MPO Board adopts the project prioritization approach and list for FY 2027 - 2030 TIP.			X				
Revise project list with GDOT and project sponsors based on coordination efforts and feedback from public on project prioritization.			X				
Develop Preliminary Draft of FY 2027 – 2030 TIP.				X			
FHWA, FTA and GDOT review of Preliminary Draft of TIP for 30 days					X		
Incorporate FHWA/FTA/GDOT comments and develop the 2nd draft of FY 2027 – 2030 TIP for public review.						X	
Complete the 2nd draft of FY 2027 - 2030 TIP and send it to the public review agencies and post it on the MPC website.							X
30-day public review and comment period for 2nd draft of FY 2027- 2030 TIP							X

Publish a legal notice in the <i>Savannah Morning News</i> on Sundays about public meetings to be held for the 2nd draft of FY 2027 - 2030 TIP 10 days ahead of the meetings – notice needs to go out no later than 2:00 pm of the previous Tuesdays.							X
2nd Draft of FY 2027- 2030 TIP goes through the CORE MPO advisory committees – BPAC.							X
2nd Draft of FY 2027- 2030 TIP goes through the CORE MPO advisory committees – Public Meeting One in conjunction with TEPIAC.							X
2nd Draft of FY 2027- 2030 TIP goes through the CORE MPO advisory committees – TCC.							X
Review the committee and public comments and incorporate them into the final draft of FY 2027 - 2030 TIP – 3 working days after the comment period ends.							X
CORE MPO Board meeting to approve the final draft of FY 2027 - 2030 TIP - Public Meeting Two in conjunction with the MPO Board.							X
Finalize the FY 2027 - 2030 TIP; submit it to GDOT, FHWA and FTA; web-post final document.							X

Congestion Management and IT Operations

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

FY 2025 Work:

- Completed the CMP update.
 - Identified the CMP network and selected corridors.
 - Identified and collected data needed for the CMP update.
 - Identified congestion locations.
 - Coordinated with other plans and studies.
 - Identified congestion mitigation strategies for congestion problems.
 - Addressed all comments on draft CMP report.
 - Completed the CMP update and incorporated the recommendations into the 2050 MTP.
- Monitored progress toward meeting congestion reduction performance targets.

FY 2026 Activities:

- Complete the CMP report card for the congestion mitigation strategies listed in the latest CMP.
- Conduct corridor and hot spot analyses to evaluate congestion for selected analysis periods.
- Continue to monitor progress toward meeting congestion reduction performance targets.

FY 2026 Deliverables for CMP:

Subtask	Expected Completion Date
CMP report card for the strategies listed in the CMP.	June 2026
Maintenance of the completed CMP report.	June 2026

Freight Planning

The Transportation Planning Department staff maintain the CORE MPO Regional Freight Transportation Plan and conduct the comprehensive update every five years to inform the MTP and TIP. The latest Freight Plan update was completed in FY 2024.

FY 2025 Work:

- Shared the CORE MPO Regional Freight Transportation Plan with planning partners for reference and/or implementation.
- Integrated the Freight Plan recommendations into the 2050 MTP.
- Coordinated with GDOT on the Statewide Rail Plan update.
- Monitored freight and logistics developments in the Savannah region.
- Attended webinars and other trainings related to freight planning.

FY 2026 Activities

- Host EDFAC meetings as needed as new freight developments are being planned.
- Continue to monitor freight and logistics developments in the Savannah region.
- Attend freight and logistics meetings and conferences as needed to keep abreast of the latest freight development trends and practices.

FY 2026 Deliverables for Freight Planning:

Subtask	Expected Completion Date
Maintain the CORE MPO Regional Freight Transportation Plan.	June 2026
Freight development memos, minutes and other information.	As Needed

Livability and Transportation Alternatives

The Transportation Planning Department staff maintain and update the CORE MPO Non-Motorized Transportation Plan to reflect current priorities of MPO member governments and local advocacy groups. The plan is updated at least every five years in concert with the MTP update or as appropriate. Staff also support and work collaboratively with bike and pedestrian advocacy groups and coordinate the multimodal solutions through the MPO planning process. The CORE MPO Bicycle and Pedestrian Advisory Committee (BPAC) which was established in FY 2024 oversees the non-motorized planning activities.

FY 2025 Work:

- Completed the updates to the Non-Motorized Transportation Plan (NMTP). The NMTP serves as a guide for bike/ped/trail projects. The comprehensive update to the NMTP was based on the latest census and safety data, newly available bike/ped counts, as well as research findings on Complete Streets, road dieting and local Vision Zero plans. The plan recommendations were incorporated into the 2050 MTP.
- Continued collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies to plan and implement bike/ped/trail projects.
- Provided support to the Bicycle and Pedestrian Advisory Committee (BPAC).
- Worked with BPAC to track implementation of bicycle/pedestrian/trail projects, apply for funding for various non-motorized projects, and develop and refine scopes for non-motorized studies.
- Participated in the statewide Vulnerable Road Users (VRU) Task Team meetings.
- Provided recommendations for bicycle and pedestrian strategies and projects for other plans and documents.

- Assisted Bike Walk Savannah in collecting bicycle and pedestrian count data as part of the National Bicycle and Pedestrian Documentation Project.
- Coordinated with the local governments in the Safety Streets for All (SS4A) program and the Active Transportation Infrastructure Investment Program (ATIIP).

FY 2026 Activities:

- Continue to maintain, evaluate, and update the Non-Motorized Transportation Plan as needed and utilize the plan as a guide for bike/ped/trail projects.
- Process amendments and administrative modifications to the Non-Motorized Transportation Plan as new needs and improvements are identified.
- Continue collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies to plan and implement bike/ped/trail projects.
- Provide support to the Bicycle and Pedestrian Advisory Committee (BPAC) and work with the committee to track implementation of bicycle, pedestrian, and trail projects and apply for funding for various non-motorized projects.
- Continue to participate in the statewide Vulnerable Road Users (VRU) Task Team meetings and activities.
- Provide recommendation for bicycle and pedestrian strategies and projects for other plans and documents.
- Assist Bike Walk Savannah in collecting bike/ped count data as part of the National Bicycle and Pedestrian Documentation Project.
- Explore local performance metrics for bicycle and pedestrian facility networks.
- Update the Thoroughfare Plan.

FY 2026 Deliverables for Non-Motorized Planning:

Subtask	Expected Completion Date
Updated non-motorized count data as part of the National Bicycle and Pedestrian Documentation Project	September 2025, May 2026
Updated Non-Motorized Transportation Plan and Thoroughfare Plan	June 2026
Amendment reports for Non-Motorized Transportation Plan updates	As Needed

Management of Special Studies

The Transportation Planning Department staff support the maintenance and updates of the MTP and TIP through detailed study of specific transportation issues or specific transportation facilities which the CORE MPO has determined require focused attention and additional resources. Depending on the funding sources, staff either directly manage the special studies or coordinate with our planning partners to conduct the studies. The staff management of and/or coordination for these studies are charged to Task 4, System Planning & Operations. The scope, schedule and funding details of these studies are documented in Task 7, Special Studies. The funds listed in Task 7 are used to pay for consultant work. The staff coordination for transit studies is documented in Task 5, Transit Planning.

FY 2025 Work:

- Kicked off and managed three studies. These studies are expected to be completed by March 31, 2027.
 - US 80 Corridor Study Phase II
 - Urban Flooding Model Study Phase II
 - Bicycle and Pedestrian Facility Study

- Coordinated with Chatham County on several strategic studies. These studies are expected to be completed in FY 2025 or early FY 2026.
 - US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
- Coordinated with GDOT and the City of Savannah on the following study.
 - I-16 Exit Ramp Removal IMR update

FY 2026 Activities:

- Continue to manage the following studies and oversee their development.
 - US 80 Corridor Study Phase II
 - Urban Flooding Model Study Phase II
 - Bicycle and Pedestrian Facility Study
- Review recommendations from the following studies and process MTP amendments as needed.
 - US 17 Corridor Study
 - SR 204 Access Study
 - President Street Railroad Crossing Elimination Study
- Continue to coordinate for the following study.
 - I-16 Exit Ramp Removal IMR update

FY 2026 Deliverables for Management of Special Studies:

Subtask	Expected Completion Date
Study deliverables, documentation of invoice processing	June 2026
Amendment reports for 2050 MTP	June 2026

Responsible Agencies for Task 4 System Planning and Operations:

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

Total Funding:

Funding Source	Amount
FHWA Formula PL	\$200,000.00
MPO Dues Formula PL Match	\$50,000.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$250,000.00

Sub-Task Funding:

Task	Budget
Metropolitan Transportation Plan	\$20,000.00
Transportation Improvement Program	\$100,000.00
Congestion Management and IT Operations	\$15,000.00
Freight Planning	\$15,000.00
Livability and Transportation Alternatives	\$15,000.00
Management of Special Studies	\$85,000.00
TOTAL FUNDS	\$250,000.00

Staffing:

Executive Director & CEO	Director of Transportation Administration	Senior Transportation Planner
Special Projects & Transportation Planner	Assistant Planner	Administrative Assistant
Other MPC staff as needed		

TASK 5 TRANSIT PLANNING

Objectives:

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

FY 2025 Activities: CORE MPO staff worked on the following tasks in FY 2025.

- Provided general transit planning and coordination services.
- Administered CORE MPO Board and advisory committee meetings related to transit planning.
- Provided support for and hosted all MPO board and advisory committee meetings, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports. Committees staffed include the CORE MPO Board (MPO), the Technical Coordinating Committee (TCC), the Economic Development and Freight Advisory Committee (EDFAC), the Bicycle and Pedestrian Advisory Committee (BPAC), as well as the Transportation Equity and Public Involvement Advisory Committee (TEPIAC).
- Completed the reapportionment process – expanded the CORE MPO Metropolitan Planning Area (MPA) boundary, updated the Memorandum of Understanding (MOU), finalized the membership dues structure, reorganized the MPO Board/advisory committee structure, and updated the Bylaws.
- Worked with FHWA, FTA and GDOT to complete the federal certification review to ensure that federal transportation investments continue to flow to the CORE MPO region.
- Conducted quarterly coordination calls with FHWA, FTA, GDOT and CAT to address recommendations from the certification review, to provide update on MPO’s work progress, and to resolve obstacles in the transportation planning process.
- Conducted other routine administrative tasks – maintaining and updating the MPO’s contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, etc.
- Worked with TEPIAC to provide advice and recommendations regarding transportation equity, Title VI, Environmental Justice and public involvement in the transportation planning process.
- Worked with BPAC to provide advice and recommendations on improving accessibility for users of non-motorized modes and on making connections between transit services and bike/pedestrian travel.
- Attended the CAT Board meetings, committee meetings and public information meetings to keep track of the CORE MPO region’s transit planning developments.
- Attended the GDOT Sub-recipient workshops and various training programs to keep abreast of the state requirements on transit and paratransit planning.
- Attended the annual AMPO Conference and GAMPO Conference to keep track of the federal and state developments regarding transit planning.
- Participated in other trainings, workshops, conferences and webinars related to transit and paratransit planning.
- Assisted the State in the preparation of Section 5303 Transit Planning Contract for FY 2025.
- Prepared proper study documentation for FY 2024 and FY 2025 Section 5303 grant reimbursements including development of Quarterly and Annual Progress Reports.
- Processed grant application for FY 2026 Section 5303 funds via BlackCAT, including coordination with

CAT on requesting discretionary Section 5303 funds for route-scheduling software.

- Processed administrative modifications and amendments as needed to the FY 2025 UPWP regarding Transit and Paratransit Planning.
- Developed and adopted the FY 2026 Unified Planning Work Program that incorporates expected transit planning tasks.
- Tracked transit funding and planning developments of CAT and GDOT.
- Coordinated with CAT and GDOT Intermodal on implementation of the federal transportation legislation through:
 - maintenance of and update to the Transit Asset Management/State of Good Repair (TAM/SGR) Plans and the Public Transportation Agency Safety Plan (PTASP);
 - setting regional transit performance management targets;
 - maintenance of and update to the Written Procedures on Performance Based Planning and Programming for the Savannah Metropolitan Area for TAM and SGR; and
 - processing of MTP and TIP amendments to incorporate TAM/SGR targets and transit safety targets.
- Provided assistance, coordination, information sharing and technical support as needed to CAT on general planning and specific projects related to the transit system and new transit services in the CORE MPO region. Projects include but are not limited to:
 - Zero Emission Implementation Plan;
 - ARP Route Restoration Study;
 - AOPP funded study to address consistent poverty;
 - Public Transportation Agency Safety Plan (PTASP) and safety targets;
 - Transit Asset Management/State of Good Repair Plans and TAM/SGR targets;
 - FTA funds and flexed FHWA funds grant applications and funding tracking; and
 - Analysis of and update to the current transit system operations to determine service refinements and enhance operational efficiency of the system.
- Provided letters of support for CAT's grant applications and assisted CAT in accessing the awarded grant funds by processing plan and program amendments.
- Completed and adopted the 2050 Metropolitan Transportation Plan (MTP).
 - Monitored the survey and map survey to continue collecting public input on various modes including highway, transit, bike and pedestrian.
 - Conducted the last round of public outreach to collect input on the Draft 2050 MTP through:
 - holding public meetings (in person, virtual and hybrid);
 - giving presentations at various councils', agencies' and neighborhoods' meetings;
 - attending pop-up events and talking with people on their transportation needs and project selection preference;
 - developing and distributing brochures, fact sheets and presentations;
 - updating the social media on the 2050 MTP; and
 - updating the dedicated 2050 MTP update website.
 - Finalized the revenue projections for the next 25 years and cost estimates, finalized the prioritization methodology, and developed the fiscally constrained plan.
 - Coordinated with CAT on transit plans and program updates that fed into the 2050 MTP and worked with CAT on incorporating transit priority projects recommended in transit plans and studies into the 2050 MTP.
 - Drafted the 2050 MTP document, conducted the public review and comment period, and addressed the comments.
 - Adopted the 2050 MTP.
 - Finalized the 2050 MTP report as well as all appendices and posted all documents to the CORE MPO website.

- Completed the Congestion Management Process (CMP) update and adopted the report as a part of the 2050 MTP.
- Processed amendments and addenda for 2050 MTP as a part of TIP amendments and administrative modifications.
- Processed amendments and administrative modifications to the FY 2024 – 2027 TIP for transit projects as needed.
- Conducted Title VI/EJ/Anti-poverty/Equity planning:
 - Completed the Annual Title VI Questionnaire;
 - Updated the CORE MPO’s Title VI Plan, Environmental Justice Report, Language Assistance Plan, and Participation Plan to incorporate new data as well as results from the 2050 MTP Update; and had these plans adopted and posted on the CORE MPO website; and
 - Worked with TEPIAC and other regional organizations to address specific Title VI/EJ/Anti-poverty/Equity issues in transportation planning.
- Completed the updates to the Non-Motorized Transportation Plan:
 - Reviewed partner agencies’ plans such as the City of Savannah’s Vision Zero Plan for consistency and coordination;
 - Conducted sidewalk inventory with a focus on sidewalk connections to transit stops;
 - Conducted walkability safety audits in various neighborhoods;
 - Reviewed existing walking audits conducted by local agencies and incorporated them into the planning process;
 - Evaluated the bikeway system and modified the network based on updated needs;
 - Reviewed data to identify origin and destination as well as high-accident areas for bicycle and pedestrian travel;
 - Reviewed and analyzed the results from the Non-Motorized Transportation Plan update survey;
 - Reviewed American Community Survey (ACS) data on the area to assess non-motorized transportation needs;
 - Reviewed design guidelines for bike lanes, crosswalks, and sidewalks;
 - Updated the trail system;
 - Conducted steering committee and stakeholder meetings as well as public involvement activities for the plan update;
 - Checked the implementation status of the bike/ped projects in the current Non-Motorized Transportation Plan;
 - Coordinated with Bryan County and Effingham County for bike/ped projects in the expanded CORE MPO MPA boundary;
 - Incorporated new non-motorized needs and projects;
 - Updated the prioritization methodology and developed the bike/ped/trail project rankings;
 - Drafted the final document and conducted public review and comment period; and
 - Adopted the plan and posted the document to the CORE MPO website.
- Prepared for Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program grant application to write the Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP). An Efficiency and Quality Improvement Plan (EQIP) is a voluntary, risk-based assessment of vulnerable transportation assets in immediate and long-term transportation planning that demonstrates a systemic approach to surface transportation system resilience (23 U.S.C. 176(e)).
- Participated in the Atlanta – Savannah Intercity Passenger Rail Project.

In FY 2025 CAT did the following using Section 5307 funds and other FTA discretionary funds.

- Maintained and updated the Transit Asset Management/ State of Good Repair (TAM/SGR) Plans and shared the TAM/SGR targets with CORE MPO.

- Maintained and updated the Public Transportation Agency Safety Plan (PTASP) and shared the safety targets with CORE MPO.
- Conducted the ARP Route Restoration Study.
- Conducted the AOPP funded study to address consistent poverty.
- Completed the SMART grant funded study for microtransit implementation.
- Processed grant applications to access both FTA funds and flexed FHWA funds.
- Conducted project planning in further development of specific CAT transit service projects by determining precise location, alignment, and preliminary design of improvements.
- Continued to analyze and optimize the current transit system in light of driver availability and other transit operations, and to work on service refinements and enhance operational efficiency of the system.
- Conducted Title VI/EJ/Anti-poverty/Equity planning with involvement of traditionally underserved communities for continuous and effective public viewpoint approaches.
- Continued to coordinate with CORE MPO for transit and paratransit planning.

FY 2026 Activities: CORE MPO staff will work on the following tasks in FY 2026.

- Provide staff support for CORE MPO Board and advisory committee meetings related to transit planning tasks, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports.
- Continue to conduct administrative and program coordination activities in support of the 3-C transportation planning process.
- Continue to work with FHWA, FTA, GDOT and CAT to address federal certification review recommendations to ensure CORE MPO is federally certified for another four (4) years so that the CORE MPO planning area is eligible for FTA funding.
- Continue to conduct quarterly coordination calls with FHWA, FTA, GDOT and CAT to provide update on MPO's work progress, and to resolve obstacles in the transportation planning process.
- Attend necessary trainings on transit planning, paratransit planning, public involvement, Title VI, environmental justice and equity planning that are hosted by FTA, FHWA, GDOT, NTI, NHI and other agencies in support of the 3-C metropolitan transportation planning process.
- Maintain and update the FY 2026 Unified Planning Work Program.
- Process grant application for FY 2027 Section 5303 funds.
- Develop the FY 2027 Unified Planning Work Program – identify priority transit planning work tasks in coordination with CAT as well as the CORE MPO Board and advisory committees, prepare descriptive narrative for each work task as well as cost estimates, develop project schedules based upon timelines for key planning deliverables, coordinate input from other agencies, and prepare the FY 2027 Unified Planning Work Program.
- Assist the state in the preparation of the Section 5303 Planning Services Contracts.
- Prepare proper study documentation for Section 5303 grant reimbursements including development of Quarterly and Annual Progress Reports.
- Conduct public outreach and education to involve the public in transit/paratransit planning to facilitate the two-way exchange of information between CORE MPO and the general public.
- Conduct Title VI/EJ/Anti-poverty/Equity planning.
 - Maintain the adopted Participation Plan and the Title VI Plans (including the Environmental Justice (EJ) Plan and the Language Assistance Plan (LAP)) and make updates as needed.
 - Continue to involve traditionally underserved communities within the CORE MPO MPA in the MPO's transportation planning process as identified in the MPO Participation Plan and Title VI Plans through the use of public involvement and analytical techniques (e.g. using Geographic Information Systems (GIS) mapping to locate Title VI populations within the MPA).
 - Continue to identify potential transportation barriers and gaps to essential services and assess the benefits and burdens of existing and planned transportation system investments on the

- identified target populations.
- Undertake significant steps, through the involvement of TEPIAC, to publicize the efforts mentioned above and involve the public and ensure that the EJ and Title VI communities are represented as members of TEPIAC.
 - Provide staff support in the continuing functioning of TEPIAC by arranging for TEPIAC meetings and preparing and distributing meeting agendas and minutes. Make arrangements to ensure that all TEPIAC members can fully participate in the process (make meeting reminder calls, send large font minutes to visually impaired members, etc.).
 - Provide staff support in the continuing functioning of BPAC by arranging for BPAC meetings and preparing and distributing meeting agendas and minutes.
 - Continue to evaluate the MTP, TIP, and other programs and plans for Title VI compliance, and continue to pursue partnerships with service and non-profit groups that could assist the MPO to conduct equity planning and engage minority, low income and LEP persons both through TEPIAC and other forms of outreach.
 - Make arrangements for language translation services so that the major planning products are better related to the persons with Limited English Proficiency (LEP).
 - Continue to monitor the Environmental Justice and equity planning implementation and update GIS data analysis or benefits/burden analysis as needed relative to access to essential services, transportation improvement projects and capital public transit projects implemented within the MPO area.
 - Work with TEPIAC and BPAC to manage the Urban Flooding Model Study Phase II and the Bicycle and Pedestrian Facility Study to make sure public involvement and transportation equity are an essential part of the study process.
 - Provide annual Title VI Data Collection and Reporting.
 - Continue to coordinate with CAT and GDOT Intermodal on implementation of the latest transportation legislation regarding transit planning and paratransit planning.
 - Work with CAT and GDOT Intermodal to set/update regional transit performance management targets when applicable.
 - Maintain and incorporate TAM/SGR/PTASP targets into MTP and TIP.
 - Coordinate and assist CAT with technical support such as mapping, analysis, and other projects related to the transit system and new transit services in the CORE MPO region. Activities include but are not limited to:
 - Identify and access grant funds.
 - Provide letters of support.
 - Ferry service coordination.
 - Amend multimodal and transit planning documents to implement and conform to the transportation legislation.
 - Provide general planning services and assist CAT in development of transit plans and studies.
 - Assist CAT in implementation and optimization of the transit services.
 - Conduct other short-range transit projects depending upon CAT's strategic priorities.
 - Continue to coordinate and work with CAT on defining transit and mobility priorities for the region.
 - Continue to assist CAT in efforts to track, coordinate and apply for federal funding.
 - Assist CAT to identify new sources of transit funding.
 - Assist CAT with grant opportunities through letters of support as well as plan and program amendments.
 - Assist CAT with any follow up and implementation activities of the TDP and system optimization.
 - Assist CAT and Mobility Management Board with short range transit projects as needed.

- Continue to coordinate with CAT on Performance Based Planning and Programming regarding transit.
- Assist CAT in efforts to coordinate with the City of Savannah to implement TSP and other ITS tools.
- Continue to assist CAT in efforts to coordinate with the Savannah Convention and Trade Center for ferry service.
- Continue to assist CAT in efforts to expand the transit service area and the implementation of park and ride lots.
- Conduct analysis in partnership with CAT using a transit data and planning tool that will allow for the development and evaluation of regional transit services using a performance-based project selection methodology.
- Continue to integrate new demographic data and population trends into all planning processes.
- Continue to coordinate with CAT staff through attendance at CAT Board meetings and regular check in and coordination meetings.
- Plan for transit – oriented development.
- Maintain and update the FY 2024 – 2027 TIP to incorporate transit program changes.
- Work with CAT, GDOT and other planning partners to develop the FY 2027 – 2030 TIP.
- Maintain the adopted 2050 MTP and update the plan as needed.
- Maintain the adopted Non-Motorized Transportation Plan and update the plan as needed.
- Update the Thoroughfare Plan.
- Work with BPAC in planning and implementing bike/ped/trail projects.
- Work with BPAC to manage the Bicycle and Pedestrian Facility Study.
- Continue to participate in the Atlanta – Savannah Intercity Passenger Rail Project and provide input and support.
- If the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program grant funds are awarded, conduct the consultant procurement process to develop the Efficiency and Quality Improvement Plan (EQIP) for the CORE MPO region.

In FY 2026 CAT plans to do the following using Section 5307 funds and other FTA discretionary funds.

- Complete the ARP Route Restoration Study.
- Complete the AOPP funded study to address consistent poverty.
- Plan and implement recommendations from the adopted Transit Master Plan, Transit Development Plan and Comprehensive Operations Analysis, Zero Emission Implementation Plan, the AOPP funded study and ARP funded study, and SMART grant funded study for microtransit implementation.
- Maintain and update the Public Transportation Agency Safety Plan (PTASP) and Transit Asset Management/State of Good Repair (TAM/SGR) Plans.
- Report on the TAM/SGR and transit safety targets and coordinate with CORE MPO to incorporate the targets into the MPO's plans and programs.
- Process grant applications to access both FTA funds and flexed FHWA funds.
- Conduct Title VI/EJ/Anti-poverty/Equity planning with involvement of traditionally underserved communities for continuous and effective public viewpoint approaches.
- Continue to analyze and develop the current transit system for optimization of operations, to determine service refinements and enhance operational efficiency of the system.
- Continue to coordinate with CORE MPO for transit/paratransit planning.
- Participate in the CORE MPO Board, TCC, TEPIAC and BPAC meetings and furnish information pertaining to the implementation of CAT Transit & CAT Mobility services.
- Continue to improve bus stop amenities based on on-boarding and off-boarding ridership as well as recommendations from the Bus Stop Inventory Study.

Program Support and Administration**ALI Code 44.21.00**

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

Long-Range Transportation Planning**ALI Code 44.23.01**

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

Short-Range Transportation Planning**ALI Code 44.24.00**

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

Transportation Improvement Program**ALI Code 44.25.00**

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

FY 2026 Deliverables:

Task	Expected Completion Date
TEPIAC and BPAC meeting agendas, staff reports, recordings and minutes.	June 2026
Meeting agendas, minutes, recordings and mailings related to transit planning tasks.	June 2026
Process MTP and TIP amendments to incorporate TAM/SGR and transit safety targets.	As needed
Adopted FY 2027 – 2030 TIP published on the CORE MPO website and in print upon request.	June 2026
Attend monthly CAT board meetings.	June 2026
Grant application for FY 2027 Section 5303 funds.	September 2025
Apply for Section 5303 discretionary grant funds for purchase of transit planning tool such as Remix.	September 2025
Assist the state in the preparation of the Section 5303 Planning Services Contracts.	August 2025
Annual and quarterly progress reports and reimbursement requests for Section 5303 grants.	July and October 2025, January and April 2026
FY 2027 UPWP published on the CORE MPO website and in print upon request.	February – March 2026

Responsible Agencies:

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

Total FY 2026 Funding:

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303	\$202,077.00
GDOT Formula 5303 Match	\$25,259.62
MPO Dues Formula 5303 Match	\$25,259.63
FTA Discretionary Section 5303*	\$29,600.00
GDOT Discretionary 5303 Match*	\$3,700.00
CAT Discretionary 5303 Match*	\$3,700.00
TOTAL FUNDS	\$289,596.25

* Includes CORE MPO request for additional funds to purchase a transit planning tool such as Remix. Projected cost is \$37,000: 80% Federal Share - \$29,600; 10% State Share – \$3,700; and 10% Local Match - \$3,700.

FY 2026 Sub-Task Funding:

Task	Budget
Program Support and Administration (ALI Code 44.21.00)	\$83,846.25
Long-Range Transportation Planning (ALI Code 44.23.01)	\$62,500.00
Short-Range Transportation Planning (ALI Code 44.24.00)	\$56,250.00
Transportation Improvement Program (ALI Code 44.25.00)	\$50,000.00
Transit Planning Tool such as Remix*	\$37,000.00
TOTAL FUNDS	\$289,596.25

* Includes CORE MPO request for additional funds to purchase a transit planning tool such as Remix. Projected cost is \$37,000.

FY 2027 Funding:**

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303	\$202,077.00
GDOT Formula 5303 Match	\$25,259.62
MPO Dues Formula 5303 Match	\$25,259.63
FTA Discretionary Section 5303*	\$29,600.00
GDOT Discretionary 5303 Match*	\$3,700.00
CAT Discretionary 5303 Match*	\$3,700.00
TOTAL FUNDS	\$289,596.25

* Includes CORE MPO request for additional funds to purchase a transit planning tool such as Remix. Projected cost is \$37,000: 80% Federal Share - \$29,600; 10% State Share – \$3,700; and 10% Local Match - \$3,700.

** It is assumed that FY 2027 will remain at the same funding level as FY 2026.

Staffing:

Executive Director & CEO	Director of Transportation Administration	Senior Transportation Planner
Special Projects & Transportation Planner	Assistant Planner	Administrative Assistant
Other MPC staff as needed		

TASK 6 INCREASING SAFE & ACCESSIBLE TRANSPORTATION OPTIONS (Y410)

Objectives:

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

FY2025 Activities:

- Completed the updates to the Non-Motorized Transportation Plan with new information, such as new census data, bike and pedestrian volumes, crash data, and public outreach data.

FY2026 Activities: The activity falls under Increasing Safe & Accessible Transportation Options (Y410).

- Continue to assess the needs and opinions of non-motorized transportation among residents in the Savannah region. Specifically, conduct outreach with those who need and depend on non-motorized transportation systems (people with disabilities, people without cars, bike riders, etc.).
- Work with the Bicycle and Pedestrian Advisory Committee (BPAC) to oversee the implementation of the Non-Motorized Transportation Plan and track status of projects within the Non-Motorized Transportation Plan project list.
- Incorporate new findings from the Non-Motorized Transportation Plan into other CORE MPO Plans, such as the Metropolitan Transportation Plan and the Congestion Management Process.
- Work with local jurisdictions to ensure that the Non-Motorized Transportation Plan aligns with their Vision Zero initiatives and is consistent with their plans.
- Use data, research, and public outreach to develop projects that are specific to each jurisdiction within the CORE MPO metropolitan planning area.
- Coordinate and collaborate with local jurisdictions to implement the recommendations from the Non-Motorized Transportation Plan.
- Research the most feasible methods to implement non-motorized infrastructure.
- Serve as a member of the AMPO Active Transportation Interest Group.
- Collect data from the Bicycle and Pedestrian Facility Study to inform updates to the Non-Motorized Transportation Plan as needed.
- Update the Thoroughfare Plan.

FY 2026 Deliverables:

Task	Expected Completion Date
Updated Non-Motorized Transportation Plan and Thoroughfare Plan.	June 2026
Qualitative and quantitative data on pedestrians and bicyclists that will further inform the CORE MPO and local jurisdictions on non-motorized transportation needs.	June 2026
Documentation to track implementation of bike/ped/trail projects in the CORE MPO region.	June 2026

Organization	Activity
MPC	Research, funding, and coordination with/assistance to local jurisdictions for Non-Motorized Transportation plan implementation.
Local municipalities and agencies	Work with CORE MPO to implement bike/ped/trail projects.
FTA, FHWA, GDOT	Provide guidance and funding for bike/ped/trail planning and implementation.

Funding:

Funding Source	Amount
FHWA Formula Y410	\$12,364.22
MPO Dues Formula Y410 Match	\$0.00
TOTAL FUNDS	\$12,364.22

Staffing:

Senior Transportation Planner		

*Set-aside for Increasing Safe and Accessible Transportation Options

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

TASK 7 SPECIAL STUDIES

Objective: Support the maintenance and updates of the MTP and TIP through detailed study of specific transportation issues or specific transportation facilities which the CORE MPO has determined require focused attention and additional resources. Normally the studies included in this Task require consultant services and the listed budgets are used to pay for the services. Staff management and coordination of the funded highway studies are charged to Task 4, System Planning and Operations. Staff management and coordination of funded transit studies are listed under Task 5, Transit Planning. For completed and ongoing studies, this section focuses on those with funding passing through FHWA. For unfunded studies, those with expected funding passing through both FHWA and FTA area listed.

COMPLETED STUDIES

FY 2025 Activities: The following plans and studies have been completed in FY 2025. The recommendations from these studies will feed into CORE MPO's future MTP and TIP.

- US 17/SR 25 Corridor Study – Managed by Chatham County and funded by CRRSAA funds.
- President Street at Truman Parkway Railroad Crossing Grade-Separation Study - Managed by Chatham County and funded by CRRSAA funds.

ONGOING STUDIES

FY 2026 Activities: Several studies kicked off or continued in FY 2025 and will continue in FY 2026. The Transportation Planning Department staff will either manage these studies or coordinate with the project sponsors during the study development process. The recommendations from these studies will feed into CORE MPO's future MTP and TIP.

- SR 204 Between King George Blvd and US-17 – Managed by Chatham County and funded by CRRSAA funds. Completion is expected in the first quarter of FY 2026.
- I-16 Exit Ramp Removal IMR Update – Managed by GDOT/the City of Savannah and funded by federal earmark funds.
- US 80 Corridor Study Phase II – Managed by CORE MPO and Effingham County and funded with the Apportioned Planning funds.
- Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure Phase II - Managed by CORE MPO and funded with the Apportioned Planning funds.
- Bicycle and Pedestrian Facility Study - Managed by CORE MPO and funded with the Apportioned Planning funds.

UNFUNDED STUDIES

FY 2026 Activities: Several unfunded studies are listed in this section. The Transportation Planning Department staff will work with the project sponsors to apply for funds from different sources. If grant funds are awarded, staff will amend the FY 2026 UPWP to move the unfunded studies into the funded section. Staff will then either conduct the RFP process or assist the sponsors for the RFP process, depending on project management arrangements.

- Regional Truck Parking Study
- Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP)

- Islands Expressway Between Truman Parkway and US 80
- Ferguson Avenue from Diamond Causeway to Skidaway Road
- LaRoche Avenue from Jasmine Avenue to Bluff Drive
- Bay Street Microsimulation Modeling

- Transit Oriented Development Study
- Transit Stops Amenities Study
- Mobility Hub Study and Program
- Bus Rapid Transit Feasibility Study

ONGOING STUDIES

SR 204 Between King George Blvd and US-17

Previous Work: In FY 2023 CORE MPO awarded Y230 funds to Chatham County through the Call for Projects process for the SR 204 Access Study. The funding was replaced by CRRSAA funds at the end of FY 2023 and got authorized. Chatham County conducted the consultant procurement process and selected VHB as the consultant. The study kicked off in FY 2024 and continued in FY 2025.

FY 2026 Activities: Continue the SR 204 Access Study between King George Blvd and US 17 with expected completion in the 1st quarter.

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

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

Responsible Agencies:

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

Funding:

Funding Source	Amount
CRRSAA (Y972) Funds	\$300,000.00
Local Match	\$0.00
TOTAL FUNDS	\$300,000.00

Update Interchange Modification Report (IMR) for terminus of I-16 at Martin Luther King (MLK), Jr. Boulevard and Montgomery Street

Previous Work: The CORE MPO completed the original IMR (PI #0011744) in December 2015. GDOT completed the Flyover Analysis and Concept Development Study (2008). The City of Savannah applied for and was awarded earmark funds to update the IMR in FY 2023. GDOT has signed an agreement with the City to be the lead agency to manage the IMR update. GDOT conducted consultant procurement in FY 2024. The study kicked off in FY 2025.

FY 2026 Activities: Conduct the I-16 Exit Ramp Removal IMR update.

Project Description: The I-16 terminus at Montgomery Street and associated flyover crossing over Martin Luther King, Jr. Boulevard (MLK) have been identified as a physical and psychological barrier to economic development, pedestrian connectivity, safety, and neighborhood revitalization along local streets in this area. The benefits of the I-16 ramp removal would be significant and include:

- Reclaiming eight acres of developable land, 650 linear feet fronting MLK, and 350 linear feet fronting Montgomery Street;
- Improve safety for all – drivers, pedestrians, cyclists, transit riders, and others;
- Reclaiming MLK as a major economic mixed-use corridor by reinventing it as a gateway to the City instead of as the edge of downtown;
- Establishing additional connectivity between downtown to Greater West Savannah communities, the Savannah Enmarket Arena, and the redevelopment of the civic center site;
- Creating the opportunity to make Montgomery Street a two-way street;
- Improving traffic flow and walkability with a new street grid; and
- providing civic, business, and affordable housing opportunities in the newly created publicly owned land.

The update is required to analyze the project under current and forecasted conditions.

Product	Lead Agency/Local Sponsor	Consultants
Interchange Modification Report.	GDOT/City of Savannah	Parsons

Responsible Agencies:

Organization	Activity
MPC	Project coordination.
City of Savannah	Local sponsor, project coordination
GDOT	RFP process, project management, project coordination.
FHWA and Other local agencies	Project coordination

Funding:

Funding Source	Amount
Earmark Funds	\$720,000.00
Local Match	\$180,000.00
TOTAL FUNDS	\$900,000.00

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

Previous Work: In FY 2022 CORE MPO applied for and got awarded Apportioned Planning funds for the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure study within the MPO boundary that covers all of Chatham County, the portions of Bryan County and Effingham County within the 2010 census designated Savannah Urbanize Area, as well as the connecting areas in Bryan County. CORE MPO/MPC completed the procurement process and MPC contracted with the consultant team, the University of Georgia, to conduct the Urban Flooding Model Study. The multi-year effort of study development began in August 2022 and concluded in October 2023. The study resulted in the following deliverables:

- Storm Water Management Model (SWMM) to examine flood depths at stormwater drainage points for various combinations of rainfall, tides, and SLR.
- Hydrographs (ASCII/CSV file format) at select locations within the stormwater infrastructure.
- Vulnerability Assessment Application: An online ESRI Dashboard that integrates flood modeling, roadway vulnerability, and other GIS layers.
- Compilation of funding opportunities for the CORE MPO planning area that can support enhancements to the local transportation network, particularly using natural and nature-based infrastructure features.
- Final report with the study results and description of tools and data produced.

These deliverables were used to help determine road vulnerability within the CORE MPO 2050 Metropolitan Transportation Plan, identify funding sources for resilience building projects, and to demonstrate road vulnerability to community members through the interactive dashboard.

In FY 2024, CORE MPO expanded its Metropolitan Planning Area (MPA) boundary to South Effingham County and more areas in Bryan County.

FY 2025 Activities: CORE MPO staff applied for Apportioned Planning funds for Phase II of the study for the expanded areas in Byran County and Effingham County in August 2024. The funds were awarded by the Georgia PL Funds Review Committee in September 2024. CORE MPO subsequently conducted the RFP process to procure consultant services. It is expected that the study kick off will take place in the last quarter of FY 2025.

FY 2026 Activities: Conduct Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure Phase II.

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

The study will expand out to the new areas in the CORE MPO Metropolitan Planning Area boundary for Bryan County and Effingham County. The SWMM, hydrographs, and online interactive dashboard tool will be used to help with targeting and prioritizing changes to the transportation infrastructure. This can include adaptation of infrastructure such as adding culverts, pedestrian trails, moving or raising roads, rail, etc., thus informing the MTP and promoting economic vitality and freight movement, reliability, and resiliency.

The financial model can be further utilized in development review processes for agencies in the CORE MPO planning area/region to identify cost requirements for mitigating surface runoff from proposed infrastructure and

new development, thus benefiting the multi-modal transportation network by avoiding negative impacts of flooding such as increased congestion, road closures, loss of emergency access, delays to freight and goods movement, etc. Creating infrastructure that provides diverse transportation options ensures accessibility, provides system redundancy, promotes economic vitality and freight movement, supports evacuation needs, and addresses social equity.

This phase will also include a training module to ensure planners within the CORE MPO jurisdiction can utilize these tools and resources to the fullest extent possible and better understand the connection between development and impact on roadways.

Product	Lead Agency/Local Sponsor	Consultants
SWMM, hydrographs, and vulnerability application for road network in expanded MPO boundary, training module for planners in CORE MPO jurisdictions on how to use products, and financial model to identify cost requirements for green infrastructure to mitigate stormwater runoff challenges in TIP projects.	CORE MPO - MPC	TBD

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding application, RFP development, consultant procurement, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
FHWA Apportioned Planning Funds	\$120,000.00
Apportioned Planning Funds Match	\$30,000.00
TOTAL FUNDS	\$150,000.00

SR 26/US 80 Scoping Study (US 80 Corridor Study Phase II)

Previous Work: In FY 2022, the CORE MPO awarded CRRSAA funds to the City of Pooler for the SR 26/US 80 Corridor Study through the Call for Projects process. Pooler completed the procurement process and contracted with the consultant team, Kimley-Horn, to conduct the study. The multi-year effort of study development was kicked off in July 2022. The FY 2023 work included establishing a steering committee, developing a Project Management Plan, collecting data, completing an Existing Conditions Report and Traffic Forecasting, and conducting Alternatives Analysis. The study was completed in October 2023. This US 80 Corridor Study (Phase I) focused on the segments within Chatham County.

In FY 2024, CORE MPO expanded its Metropolitan Planning Area (MPA) boundary to South Effingham County.

FY 2025 Activities: CORE MPO staff applied for Apportioned Planning funds for the study on behalf of Effingham County in August 2024. The funds were awarded by the Georgia PL Funds Review Committee in September 2024. CORE MPO subsequently conducted the RFP process to procure consultant services. It is expected that the study kick off will take place in the last quarter of FY 2025.

FY 2026 Activities: Conduct US 80 Corridor Study Phase II.

Project Description: This proposed study, requested by Effingham County, aims to extend the SR 26/US 80 Corridor Study (PI 0018344 Chatham County) to cover approximately 6.5 miles from the Ogeechee River at the Bryan-Effingham County line to the Effingham-Chatham County Line. The study limits fall within the CORE MPO Metropolitan Planning Area.

The study's primary objectives are to determine traffic volumes and identify the operational and capacity improvements needed along the SR 26/US 80 corridor in Effingham County. It will involve collecting traffic data and projections based on current land use to assess the need for congestion improvements in the short term. Additionally, the project will collect and analyze crash data to recommend necessary safety improvements. The study will consider all modes of transportation, including freight and pedestrian/bicycle movements.

Effingham County's rapid growth, coupled with its reliance on the SR 26/US 80 corridor for access to critical industrial and commercial hubs, underscores the importance of this study. The study will establish goals for the corridor and aid in planning both short-term local projects and long-term projects through the CORE MPO. It will complement and extend the CORE MPO/City of Pooler SR 26/US 80 Corridor Study (PI 0018344 Chatham County), offering a time- and cost-saving measure by building upon existing work.

The final product of this study will be a detailed corridor analysis that identifies and prioritizes short-term (0-5 years) and long-term (5+ years) projects aimed at improving the corridor's operation and safety. This comprehensive study will help justify future programming of projects in the CORE MPO's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP), ensuring that Effingham County can efficiently manage its growth and maintain a safe, efficient transportation corridor.

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

Responsible Agencies:

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

Funding:

Funding Source	Amount
FHWA Apportioned Planning Funds	\$216,000.00
Apportioned Planning Funds Match	\$54,000.00
TOTAL FUNDS	\$270,000.00

Bicycle and Pedestrian Facility Study

Previous Work: The Coastal Region Metropolitan Planning Organization (CORE MPO) has previously collected data regarding the location of bicycle and pedestrian facilities through updating the Non-Motorized Transportation Plan. Individual municipalities have also provided updates on projects utilizing MPO-directed funds.

FY 2025 Activities: CORE MPO staff applied for Apportioned Planning funds for the study in August 2024. The funds were awarded by the Georgia PL Funds Review Committee in September 2024. CORE MPO subsequently conducted the RFP process to procure consultant services. It is expected that the study kick off will take place in the last quarter of FY 2025.

FY 2026 Activities: Conduct the Bicycle and Pedestrian Facility Study.

Project Description: Pedestrian and bicycle facilities that improve active transportation while promoting safety, comfort, and accessibility are a crucial step in creating sustainable and equitable transportation systems.

The Savannah region has many characteristics that make it an excellent place to promote walking and biking as a means of transportation. Temperatures remain comfortable for outdoor activities throughout the year, there is a vibrant park system, and the layout of the City of Savannah, particularly the downtown Historic District, makes it easy to walk, bike, and access transit. Further, residents across the region have expressed a strong desire for more bicycle lanes, trails, and continuous sidewalks according to input received from numerous surveys and public outreach efforts. Despite the demand for active transportation facilities, accessibility and safety concerns – especially beyond the downtown Savannah area – serve to discourage active transportation usage for many people. For local governments across the CORE MPO region, the current NMTP guides the development of Capital Improvement Programs, makes recommendations for bicycle and pedestrian infrastructure development, provides active transportation data, and assists organizations in applying for grants.

While CORE MPO has previously collected bicycle and pedestrian count and facility data at several locations, this data is limited in geographic coverage and has not been kept up to date. Now that the CORE MPO planning area boundary has expanded, there are more data gaps that need to be filled. The Chatham Area Transit conducted a Bus Stop Inventory Study, which recorded the existence or condition of bike and pedestrian resources next to bus stops in Chatham County, but data regarding bicycle and pedestrian facilities for the entire CORE MPO planning area is not available. In many locations, bicycle lanes and sidewalks have not received the ongoing maintenance necessary to provide safe facilities, and many sidewalks and bicycle lanes are frequently unusable. Additionally, little information is known about the current characteristics, conditions, and locations of bicycle and pedestrian facilities, which makes it difficult to direct resources toward the improvement of these facilities.

The travel patterns of pedestrians and bicyclists are directly influenced by their perception of the surrounding environment. An uncomfortable or threatening condition, such as a dangerous intersection, will cause people walking and biking to alter their route, choose a different mode of travel, or even decide to not make the trip at all. Based on available crash data and recent corridor studies on SR 307, SR 21, SR 26/US 80, and SR 25/US 17, several non-motorists are killed or seriously injured on streets in our region every year. The conditions of bicycle and pedestrian facilities are frequently dangerous and unpleasant, especially for vulnerable populations and underserved communities. With positive public opinion toward active transportation, ongoing Vision Zero efforts, and the creation of the CORE MPO's Bicycle and Pedestrian Advisory Committee (BPAC), this is a wonderful opportunity to improve bicycle and pedestrian facilities and create safer streets for all road users. Investing in this study will enhance these efforts toward creating safe and accessible streets.

To address these issues, CORE MPO's Bicycle and Pedestrian Facility Study ("the Study") will identify the location and condition of bicycle and pedestrian facilities including intersections across the CORE MPO's Metropolitan Planning Area boundary. The results of the Study will include:

- An inventory and map of bicycle and pedestrian facilities throughout the CORE MPO area
- The identification of current network connectivity, opportunities for improvement, and the potential economic development impact
- The identification of safety improvements by overlaying Numetric crash data over maps
- The creation of a system or database to provide continuous updates to the Study and to reduce future CORE MPO and member agency staff time needed to capture data collection efforts

The work to produce these results will include:

- Data collection
- Creating an app or database for current and future facility tracking
- Creating a bicycle and pedestrian facility prioritization system
- Using the CORE MPO’s map survey for public input
- Collaborating with CORE MPO member municipalities and supporting agencies for information
- Creating a condition matrix of bicycle and pedestrian infrastructure
- Public outreach throughout the community
- Examining bicycle and pedestrian facilities using a variety of methods

The completed Study will then be used to direct the efforts of the NMTP and plans within partnering agencies. The information therein will be used to prioritize areas for project development and connectivity with an overall emphasis on road safety. Ultimately, this guiding document will lead to infrastructure that provides diverse transportation options that ensure accessibility and system redundancy; promote economic vitality; and enhance social equity.

Product	Lead Agency/Local Sponsor	Consultants
The study will provide detailed information on bike and pedestrian infrastructure and connectivity. It will also produce a process so this information can be continually updated.	CORE MPO - MPC	TBD

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding application, RFP development, consultant procurement, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Funding Source	Amount
FHWA Apportioned Planning Funds	\$240,000.00
Apportioned Planning Funds Match	\$60,000.00
TOTAL FUNDS	\$300,000.00

UNFUNDED STUDIES

Regional Truck Parking Study

Previous Work: CORE MPO completed the Regional Freight Transportation Plan in FY 2024. One of the recommendations is to conduct a Regional Truck Parking Study.

FY 2026 Activities: Apply for Apportioned Planning funds for the study. If funds are awarded, CORE MPO will conduct the RFP process to procure consultant services.

Project Description: Currently the three-county CORE MPO region has 22 truck parking facilities - 4 public and 18 commercial – that provide 1,163 truck parking spaces. Truck parking capacity appears to satisfy current demand, but capacity is becoming constrained. An analysis of truck trip trajectory data suggested that during peak periods, about 75 percent of the region’s truck parking spaces are occupied. In addition, some stakeholders observed that the region generally lacks truck parking given the level of trucking activity and provided examples of unauthorized truck parking occurring in industrial parks and on roadway shoulders. Given the region’s projected growth in freight activity and planned capacity expansions at the Port of Savannah, the region’s existing truck parking needs will worsen over time. Thus, the Regional Freight Transportation Plan recommended the following to increase access to safe truck parking.

- **Regional Truck Parking Demand Estimation Study.** Conduct a study to estimate the truck parking demand generated by new commercial and industrial developments. The FHWA Truck Parking Demand Estimation Tool may serve as the starting point.
- **Incorporate Truck Parking into Traffic Impact Assessments.** Local governments within the CORE MPO region generally require traffic impact assessments for new developments. However, these processes do not always consider the specific transportation and truck parking needs generated by freight activity. Traffic impact assessment processes should be revised to include anticipated truck volumes at a site, the impacts of staging near the site, and the potential for truck parking demand generated farther from the site. The truck parking demand estimates generated from the revised traffic impact assessments can then be used to evaluate parking requirements for new freight-generating developments.
- **Revise Planning Ordinances and Policies to include Truck Parking.** Several local governments in the region have regulations that generally prohibit truck parking in right-of-way and in certain areas (e.g., residential zones). Additionally, local ordinances routinely set employee and customer parking requirements for developments but do not include requirements for on-site truck parking and staging areas. Local governments throughout the region should revise planning ordinances to include on-site truck parking minimums.
- **Incorporate Zero Emissions Fueling and Other Green Infrastructure into Truck Parking Facilities.** Though the technology to support heavy duty electric vehicles is not as advanced as other transportation sectors, the electrification of drayage vehicles which serve ports and intermodal terminals appears to have early traction. As a result, the CORE MPO region is an ideal candidate for alternative fuel charging given the presence of the Port of Savannah. The Bipartisan Infrastructure Law (BIL) provides funding to private industry, administered by the State, to deploy EV charging and hydrogen/propane/natural gas fueling infrastructure along designated AFCs. The CORE MPO, GDOT, and the Georgia Ports Authority (GPA) should consider partnering to submit a Charging and Fueling Infrastructure grant application to fund the development of a truck parking facility that offers alternative fuel charging.

The proposed Regional Truck Parking Study will follow up with these study areas in more detail.

Product	Lead Agency/Local Sponsor	Consultants Needed
Regional Truck Parking Study	CORE MPO - MPC	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding application, RFP development, consultant procurement, project management.
GDOT and FHWA	Project coordination.
Local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Apportioned Planning Funds	\$160,000.00
Apportioned Planning Funds Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP)

Previous Work: The Coastal Region Metropolitan Planning Organization (CORE MPO) completed a resilience chapter for the 2050 long-range Metropolitan Transportation Plan (2050 MTP). This included a vulnerability assessment and results of the Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure Study.

FY 2025 Activities: CORE MPO staff prepared for PROTECT Grant application to complete the Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP). The Federal share of an eligible planning activity for PROTECT Discretionary Grant Program Planning Grants is 100 percent. Staff also coordinated with GDOT about another funding option through the state-managed PROTECT funds to develop the EQIP.

FY 2026 Activities: Staff will apply for Apportioned Planning funds for the EQIP development if PROTECT funds are not available. If funds are awarded, CORE MPO will conduct the RFP process to procure consultant services.

Project Description: The Coastal Region MPO Efficiency and Quality Improvement Plan (EQIP) is requested by CORE MPO and will include immediate and long-range planning activities and investments to increase resilience within the MPO boundary. The Federal Highway Administration (FHWA) defines an EQIP as “a voluntary, risk-based assessment of vulnerable transportation assets in immediate and long-term transportation planning that demonstrates a systemic approach to surface transportation system resilience (23 U.S.C. 176(e)). An Efficiency and Quality Improvement Plan can reduce Non-Federal match by up to 10% for both Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transporting (PROTECT) Formula and Discretionary Grant projects (23 U.S.C. 176(e)(1)(B)).” The PROTECT Program was established under the Infrastructure Investment and Jobs Act, Section 11405; 23 U.S.C. 176.

Product	Lead Agency/Local Sponsor	Consultants Needed
Efficiency and Quality Improvement Plan	CORE MPO - MPC	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding application, RFP development, consultant procurement, project management.
GDOT and FHWA	Project coordination.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
PROTECT Discretionary Funds or FHWA Apportioned Planning Funds	\$500,000.00/\$400,000.00
PROTECT Funds or Apportioned Planning Funds Match	\$0.00/\$100,000.00
TOTAL FUNDS	\$500,000.00

Islands Expressway Between Truman Parkway and US 80

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

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

Responsible Agencies:

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

Funding:

Proposed Funding Source	Amount
FHWA Apportioned Planning Funds	\$160,000.00
Apportioned Planning Funds Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

LaRoche Avenue from Jasmine Avenue to Bluff Drive

Project Description: This study is a safety and resiliency review of LaRoche Avenue from Jasmine Avenue to Bluff Drive. The scope would include traffic counts and traffic study, review of crash data, potential for a bike lane/pedestrian facility, review of impact of tidal and storm conditions on roadway; report with recommendations for operational and safety improvements.

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

Responsible Agencies:

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

Funding:

Proposed Funding Source	Amount
FHWA Apportioned Planning Funds	\$160,000.00
Apportioned Planning Funds Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

Ferguson Avenue from Diamond Causeway to Skidaway Road

Project Description: This study is a safety and complete streets review of Ferguson Avenue from Diamond Causeway to Skidaway Road. Scope would include traffic counts and traffic study, review of crash data, potential for bicyclist and pedestrian facilities, report with recommendations for operational and safety improvements.

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

Responsible Agencies:

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

Funding:

Proposed Funding Source	Amount
FHWA Apportioned Planning Funds	\$160,000.00
Apportioned Planning Funds Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

Bay Street Microsimulation Modeling

Project Description: This study, requested by the City of Savannah, will analyze traffic volumes and growth in logistics and visitation for scenario visualization.

Product	Lead Agency/Local Sponsor	Consultants
<p>Microsimulation of operational and capacity improvements to address existing and forecasted demand in the unique challenges for Bay Street freight, tourism, and local traffic. Freight movements and the City’s vibrant visitation industry demand that we continually look for ways to mitigate congestion, improve safety, and protect the special nature of Savannah’s Historic National Landmark District.</p> <p>Deterioration of Bay Street’s peak period level of service, and tremendous area growth projected in logistics traffic alone the pressure on Bay Street will continue to grow. Combining freight demand with our 17 million visitors annually as well as downtown workers, many of whom cross Bay Street to access hotels, restaurants, and the ferry service to the Convention Center, makes it critical to be strategic and forward-thinking in planning for the future.</p> <p>To support the engagement of our business and residential community in defining the challenge, a critical first step is a microsimulation planning effort that considers multiple scenarios to set the foundation for problem-solving.</p>	City of Savannah	Yes

Responsible Agencies:

Organization	Activity
MPC	Study oversight, funding application, RFP development, consultant procurement, project management.
City of Savannah	Local sponsor and project management
GDOT and FHWA	Coordination as needed.
Other local agencies	Consultation and coordination.

Funding:

Proposed Funding Source	Amount
FHWA Apportioned Planning Funds	\$150,000.00
Apportioned Planning Funds Match	\$30,000.00
TOTAL FUNDS	\$180,000.00

Transit Oriented Development Study

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

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

Approximate Cost: \$125,000

Duration: 9 months- 12 months

Transit Stops Amenities Study

Building off other studies such as the Master Transit Plan, TDP/COA, and bus stop inventory, Chatham Area Transit is proposing a Transit Stop Amenities study to develop a comprehensive implementation plan for transit stop improvements. The intent is to facilitate a program for the proper siting, design, installation, and maintenance of existing and proposed bus stops throughout Chatham County and within CAT service area.

Project requests include:

- Conducting multiple outreach efforts for public engagement during the study.
- Developing implementation plan for improvements to existing transit stops based on design guidelines. Possible improvements include seating options (incl. accommodation for people with disabilities), clear signage (incl. schedules, route information, and maps), trash receptacles, lighting, etc.
- Creating standard conceptual engineering designs for different transit stop types, including for microtransit transfer points, based on location and volume.
- Identifying gaps in “last-mile” connectivity between transit stops and employment and other activity centers.
- Proposing an implementation plan and schedule based on study outcomes.

Approximate Cost: \$75,000.00

Duration: 9 months- 12 months

Mobility Hub Study and Program

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

Approximate Cost - \$75,000

Duration – 9 months -12 months

Bus Rapid Transit Feasibility Study

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

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

Approximate Cost: \$200,000

Duration: 12 months- 18 months

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

COMPLETE LIST OF SUBTASKS IN FY 2021 AND PRIOR UPWPS (BEFORE CONSOLIDATION)

TASK # 1 Administration

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

TASK # 2 Public Involvement

- Sub-element 2.1 Community Outreach and Education

TASK # 3 Data Collection

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

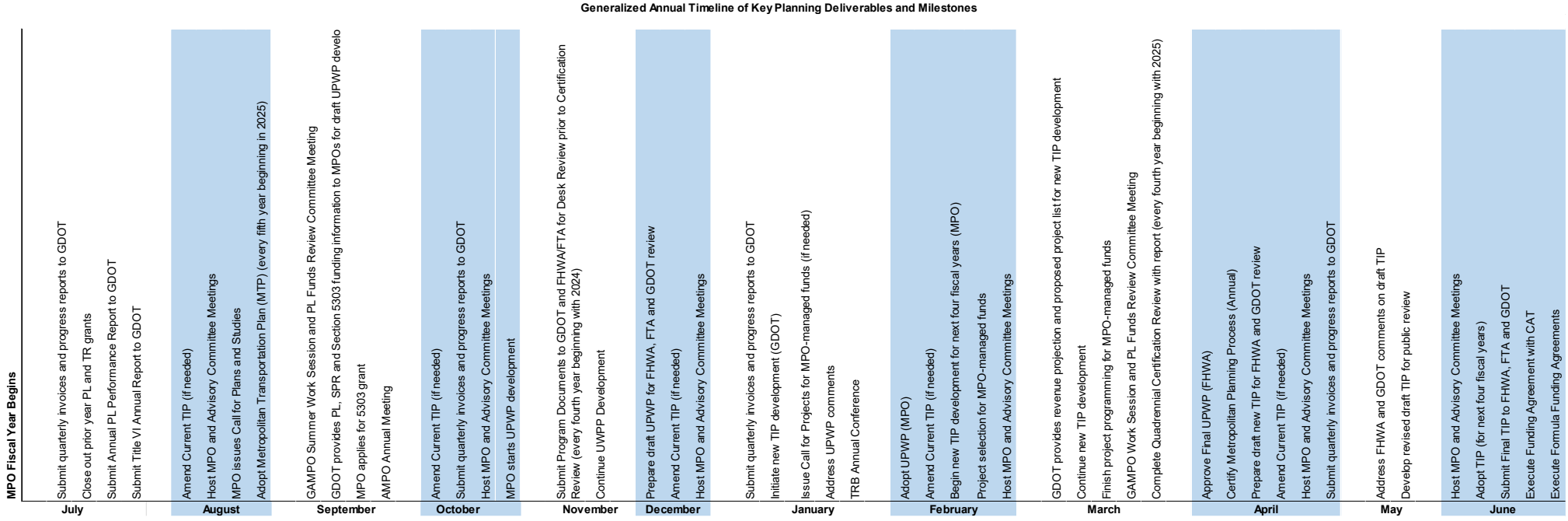
TASK # 4 Systems Planning

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

FY 2022 - 2026 TASKS (AFTER CONSOLIDATION)

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

APPENDIX B: TIMELINES FOR PLANNING PROJECTS DELIVERABLES



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

APPENDIX C: COMMENTS AND RESPONSES DURING THE DEVELOPMENT OF THE FY 2026 UPWP

Document Title:	FY 2026 CORE MPO UPWP		Project Number:	Savannah	
Document Date:	December 2024 – February 2025		Comment Date:		
FHWA/FTA Comments					
Comment #	PDF Page	Section	Comment	Response	New Page
1		Task 4, System Planning and Operations	Within Task 4, please add an FY27-30 TIP development schedule that outlines the milestones and coordination points for staff, committees, and partner agencies. The UPWP and MTP development schedules are good examples to work off of.	A draft schedule for the FY 2027 – 2030 TIP development has been added to Task 4, under the Sub-Task for TIP. This schedule is based on the assumption that CORE MPO will receive from GDOT revenue projections and other information related to TIP development in a timely manner.	38-39
GDOT Comments					
Comment #	PDF Page	Section	Comment	Response	New Page
2		Task 4, System Planning and Operations	We do not have further comments beyond encouraging the MPO to add milestones on the main tasks that are known for the adoption to the FY 2027-2030 TIP. GDOT works to keep the program balanced and will provide information on time to accomplish our goals.	A draft schedule for the FY 2027 – 2030 TIP development has been added to Task 4, under the Sub-Task for TIP. This schedule is based on the assumption that CORE MPO will receive from GDOT revenue projections and other information related to TIP development in a timely manner.	38-39
3			As each MPO continues to work on your UPWP for FY 26, please take a look at the Planning Emphasis Areas (PEAs). There have been requested changes or updates for the UPWPs. If your MPO wants to continue to incorporate PEAs within your UPWP, please remove any narrative among each of the PEAs regarding the 2021 joint FHWA/FTA approval. MPOs can retain your flexibility to include some, or all of, the existing PEAs; however, it is requested that any inclusion or reference of the official documentation from the FHWA/FTA joint approval of PEAs in 2021 be removed. For example, please see below:	The PEA section has been updated per suggestion from GDOT. BIL has been removed throughout the FY 2026 UPWP document.	

			<p><i>Current:</i> The FHWA and FTA have outlined Planning Emphasis Areas (PEAs), which include transition to performance-based planning and programming as per the IIJA, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.</p> <p><i>Proposed:</i> This section outlines Planning Emphasis Areas (PEAs), which include transition to performance-based planning and programming as per the IIJA, cooperation and coordination across MPO boundaries and across State boundaries where appropriate to ensure a regional approach to transportation planning, and access to essential services in which the transportation planning process identifies transportation connectivity gaps and solutions to address those gaps.</p> <p>Each section that mentions FHWA/FTA should be updated to reflect similar changes.</p> <p>If the MPO along with full local support elects not to keep the PEAs in their UPWP, they may choose to do so.</p> <p>In addition, if your UPWP references BIL and IIJA interchangeably-please remove “BIL” and just refer to the current law as IIJA.</p>		
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Other Comments

Comment #	Page	Section	Comment	Response	New Page
4	71	Task 7 - Unfunded Studies	We noted in the published version of the requests that ours had been edited to reflect MPC responsibility for “study oversight, funding application, RFP	The Apportioned Planning funds require the MPO to be the designated recipient, so MPC (the hosting agency for CORE MPO) is responsible for the RFP process.	

		Bay Street Microsimulation Modeling	<p>development, consultant procurement, project management.”</p> <p>The City of Savannah desires to serve as the lead for the RFP development, procurement and project management. We appreciate your consideration and reflection of this edit in the final UPWP document and are glad to discuss as may be helpful.</p>	<p>This is because these funds are pooled from the Highway Planning (PL) funds allocated to MPOs. They are not directly allocated to local municipalities. The City of Savannah will have a Project Manager to work with CORE MPO in conducting the RFP process and study development process.</p>	
5		Task 7 – Unfunded Studies	<p>Effingham County wanted to ensure that the corridor study (capacity) for improvement for Old River Road from 204 to Hwy 30, including the new connector road, was included in the transportation planning study for FY2026.</p>	<p>The deadline for FY 2026 UPWP Call for Plans and Studies has passed. CORE MPO sent FHWA/FTA/GDOT the Preliminary Draft of the UPWP for the 30-day review and comment on 12/18/2025. This new study will not be able to meet the two-rounds of discussion requirement before UPWP adoption.</p> <p>However, we talked about this study during last year’s UPWP development at the TCC meeting. At that time, we did have a study listed for Old River Road. Then it was determined that we do not need a study because we have a project in the 2050 MTP for Old River Road Widening (PE phase in Cost Band Two). The concept development can take place during the project implementation process. Please check the project page document of the 2050 MTP at the link below - https://www.thempc.org/docs/lit/Cor eMpo/Plans/TotalMobility/Draft2045/2024/Appendix%20F%20-%20Project%20Pages.pdf). See Page 37 for the Old River Road project.</p>	
6		Task 5, Transit Planning	<p>Since we are having issues with the procurement of the Remix software, I recommend adding “such as” before Remix, to show that it is illustrative, rather than committing to purchasing a specific software.</p>	<p>This recommendation has been incorporated in Task 5 in the FY 2026 Deliverables table as well as the financial summary tables for transit planning tasks.</p>	

APPENDIX D: LIST OF TERMS AND ACRONYMS

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

3C	Refers to the Continuing, Comprehensive, and Cooperative aspects of the transportation planning process.
AADT	The Average Annual Daily Traffic, which is a measure of the number of vehicles passing a roadway during a 24-hour period adjusted to represent an average day in the year the count was taken.
ACAT	Advisory Committee on Accessible Transportation, which advised CORE MPO on Title VI and Environmental Justice as well as ADA accessibility in the transportation planning process; and advised Chatham Area Transit on accessibility issues with the mainline and paratransit transit systems. The committee was restructured and consolidated with the Citizens Advisory Committee (CAC) into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) in FY 2024.
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	Bicycle and Pedestrian Advisory Committee, which was established by CORE MPO in FY 2024 to focus on overseeing the Non-Motorized Transportation Plan update and project implementation.
CAC	Citizens Advisory Committee, which was the formalized public participation venue to assist the CORE MPO's transportation planning process. The committee was restructured and consolidated with the Advisory Committee on Accessible Transportation (ACAT) into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) in FY 2024.
Capacity	A transportation facility's ability to accommodate a moving stream of people or vehicles in a given time period.
CAT	Chatham Area Transit Authority, the agency which provides fixed route public transportation and paratransit services in Chatham County.
CAT Mobility	The local paratransit services operated by the Chatham Area Transit Authority (CAT).
CE	Categorical Exclusion, which is a type of action that does not individually or cumulatively have a significant impact on the human environment. A Categorical Exclusion does not require an Environmental Assessment or an Environmental Impact Statement.
Charrette	A meeting in which citizens are invited to participate in a full discussion of issues, interrelationships and impacts. Time limits challenge people to openly examine problems and produce tangible results.

Collectors	One of the functional classifications of streets, collectors are those which distribute trips from arterials and channel trips to arterials. Additionally, these roadways provide access and circulation within residential neighborhoods.
CMP	Congestion Management Process, which provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies. A CMP is required of all Transportation Management Areas (TMAs).
Complete Streets	Describes streets that are designed to accommodate not only drivers of automobiles and trucks, but also bicyclists, pedestrians, and transit users. By accommodating many modes, the streets also serve users of a wider range of ages and physical abilities (e.g. youth, elderly, wheelchair users). The term is frequently used to describe the policy for accommodation, adoption of which is often necessary to achieve the change in practice of roadway design.
CORE MPO	Coastal Region Metropolitan Planning Organization, which conducts the 3-C transportation planning process for the area covering all of Chatham County, South Effingham County, and a part of South Bryan County including Richmond Hill.
CSD	Context Sensitive Design, a method of design for transportation projects that includes consideration of multiple modes, land uses, and community values.
CSS	Context Sensitive Solutions, a method similar to Context Sensitive Design, but intended to also describe the participatory process of defining context and identifying appropriate design solutions.
Demand Response	A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called paratransit.
Design Speed	The maximum safe speed that can be maintained over a specific section of roadway when conditions are so favorable that the design features of the roadway govern.
EA	Environmental Assessment, which is an interim decision document prepared for an action where the significance of social, economic or environmental impact is not clearly established. If the action is determined to have significant impact, an Environmental Impact Statement (EIS) is then prepared. If no significant impact is determined, a finding of no significant impact (FONSI) is prepared.
EIS	Environmental Impact Statement, a document, required under the National Environmental Policy Act, prepared for an action that is likely to have significant impact. This document summarizes the major environmental impacts, outlines issues, examines reasonable alternatives and arrives at a record of decision, identifying the selected alternative for the project.
EJ	Environmental Justice, which is a term referring to the Federal government's commitment to avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations; to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process; and to prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.
FAST Act	Fixing America's Surface Transportation Act, signed into law on December 4, 2015, replaced MAP-21 as the congressional surface transportation authorization. It was replaced by the Infrastructure Investment and Jobs Act (IIJA).

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.
FC	Functional Classification, a system used to group public roadways into classes according to their purpose in moving vehicles and providing access. The main classes are typically Arterial, Collector, and Local.
GIS	Geographic Information System, which is a system designed to capture, store, manipulate, analyze, manage, and present spatial or geographic data.
GPS	Global Positioning System uses satellite technology for accuracy in computer mapping.
GDOT	Georgia Department of Transportation, which administers the state-wide transportation planning and implementation processes in the State of Georgia.
GPA	Georgia Ports Authority, an agency that governs and directs the activities of the Port of Savannah.
HOV	High Occupancy Vehicle, which is a vehicle carrying a specified minimum number of persons, usually two or more. Freeways may have lanes designated for HOV use by carpoolers, vanpools and buses.
IIJA	Infrastructure Investment and Jobs Act, signed into law on November 15, 2021, replaced FAST-Act as the congressional surface transportation authorization.
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, BIL/IIJA) 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 the total number of trips.
Mode Split	The process by which the number of trips that will be made by two or more modes of transportation is surveyed or estimated.
MPC	Chatham County - Savannah Metropolitan Planning Commission, an agency which staffs CORE MPO, as well as other boards, and administers the CORE MPO transportation planning process.
MPO	Metropolitan Planning Organization, designated by the governor, to serve a metropolitan area of 50,000 population.
MTP	Metropolitan Transportation Plan. This may also be called a Long-Range Transportation Plan (LRTP). The plan identifies the transportation problems expected in a horizon period of at least 25 years and the financially constrained solutions to address those problems.
Multimodal	Planning or infrastructure that reflects consideration of more than one mode to serve transportation needs in an area.
NEPA	National Environmental Policy Act, which is a law enacted in 1969 that established a national environmental policy requiring that any project using Federal funding or approval, including transportation projects, examine the effects the proposal and alternative choices have on the environment before a federal decision is made.
NHS	National Highway System, which is composed of approximately 160,000 miles of rural and urban roads. It includes the Interstate System, other routes identified as having strategic defense characteristics, routes providing access to major ports, airports, public transportation, intermodal transportation facilities, and routes of particular importance to local governments. The federal government allocates a certain amount of transportation funding to these routes, which is not to be used on "off-system" roadways.
Non-Motorized	In transportation planning, this term typically describes bicycling and walking used as a means of travel.
Paratransit	A type of transit service in which passenger cars, vans or buses with fewer than 25 seats operate in response to calls from passengers or their agents to the transit operator, who then dispatches a vehicle to pick up the passengers and transport them to their destinations. Typically, the vehicles do not operate over a fixed route or on a fixed schedule and typically the vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations. Also called demand response service.

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

STBG	Surface Transportation Block Grant Program, which replaced the long-standing Surface Transportation Program (STP) and is described in US Code Title 23, Section 133. It is typically amended somewhat in each congressional surface transportation authorization act, along with other sections of Title 23 and of other Titles.
TAP/TA	Transportation Alternatives Program, which is the name of a program initiated in MAP-21 and continued in the FAST Act and later transportation legislation as Transportation Alternatives (TA), and which describes projects similar to the former Transportation Enhancement projects in previous authorizations (bicycle, pedestrian, and certain other types of projects).
TAZ	Transportation Analysis Zone, which is a census-based geographical unit used to spatially organize socio-economic and land use data within traditional transportation planning models.
TCC	Technical Coordinating Committee, which provides technical guidance and direction to CORE MPO.
TDM	Transportation Demand Management, which includes various strategies to reduce demands for roadway supply, such as encouraging transit and other ride-sharing, encouraging shifts to non-motorized modes, shifts in time of travel through staggered work hours, or trip elimination through telecommuting.
TE	Transportation Enhancements, a program begun under TEA-21 that provides funding for a broad range of activities that enhance natural and cultural resources related to transportation, including bicycle and pedestrian projects. TEA-21 required that ten percent of STP funds be set aside for TE projects. MAP-21 replaced Transportation Enhancements with the Transportation Alternatives Program, which was no longer a ten percent set-aside. The FAST Act continued the Transportation Alternatives Program.
TEA-21	The Transportation Equity Act for the 21st Century, signed into law in June 1998, was the congressional reauthorization of ISTEA. TEA-21 in turn has been replaced by subsequent reauthorizations.
TIP	Transportation Improvement Program – the short-range transportation planning document. Projects or studies in the Long-Range Transportation Plan appear in the TIP when they have been designated by the MPO to receive funding for preliminary engineering (PE), right-of-way acquisition (ROW), utilities, or construction within the next four fiscal years (four-year range required by legislation).
TMA	Transportation Management Area, which is an urbanized area with a population of over 200,000 individuals.
Traffic Calming	Measures to slow traffic speeds, which include speed bumps, narrowing streets by putting striping on each side for bikes and pedestrians, traffic islands, roundabouts and curving streets. Their purpose is to make streets safer.
TDF	Travel Demand Forecasting, a process using statistical planning models/analyses to evaluate the demand for proposed transportation facilities, the impact of development on transportation facilities and consequences of transportation policies and actions.
TSM	Transportation System Management, which includes various tactics to improve operations of the existing transportation system, such as signal synchronization and intersection improvements. TSM is an alternative way to increase capacity without constructing additional through lanes or new roads.
UPWP	Unified Planning Work Program, which outlines the MPO staff's budget and work in carrying out the transportation planning activities in a fiscal year.

USDOT	United States Department of Transportation, a federal agency created to assist state and local governments in the planning of all modes of transportation.
Vanpool	A formal travel arrangement in which a specific group of people regularly ride together in a van, usually for work commute. The riders share costs through seat “subscriptions.” The driver is a commuter like the riders and takes the van home. Often the driver is allowed limited personal use of the van and/or free or reduced seat subscription price. In some cases, employers help cover the costs of the seat subscriptions, as an employee benefit.
VMT	Vehicle Miles Traveled, which is a measure of roadway travel that totals the miles traveled by each vehicle in the region. It provides planners and decision-makers with an indication of current and future driving conditions for roadway segments.
Z230/Y230	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.