



FY2023 Unified Planning Work Program (UPWP)

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

Adopted: February 23, 2022

Fiscal Year 2023
July 1, 2022 - June 30, 2023

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

DISCLAIMER

The opinions, findings, and conclusions in this publication are those of the author(s) and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Department of Transportation (DOT), State of Georgia, the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA). This report does not constitute a standard, specification or regulation.

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METROPOLITAN PLANNING ORGANIZATION

RESOLUTION ADOPTION OF CORE MPO FY 2023 UNIFIED PLANNING WORK PROGRAM

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

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

WHEREAS, the Coastal Region Metropolitan Planning Organization, in accordance with Federal requirements for a Unified Planning Work Program, and in cooperation with area planning, implementation, and operating transportation agencies, has developed a total Transportation Planning Program for the Savannah urbanized area for the upcoming fiscal year which is specific by planning element and costs, 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 2023 Unified Planning Work Program, with any changes and corrections based upon the motion of February 23, 2022, as its official program of transportation planning activities for the period from July 1, 2022 to June 30, 2023.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on February 23, 2022.

A handwritten signature in blue ink, appearing to read "Van R. Johnson II", written over a horizontal line.

Van R. Johnson II, Vice Chairman

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

What is the UPWP?

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

1. It describes the transportation planning activities to undertake 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 (MPO) 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 CORE MPO, managed by the Transportation Planning Department of the MPC, is comprised of a policy board known as the CORE MPO Board, a technical committee known as the Technical Coordinating Committee (TCC), the Advisory Committee on Accessible Transportation (ACAT), the Citizen's Advisory Committee (CAC), the Economic Development and Advisory Committee (EDFAC) and professional staff. The professional staff consists of the Executive Director of the MPC, the Director of the Transportation Planning Department of the MPC, the Director

of the Advance Planning Department, Transportation planners, an administrative assistant and other Planning Staff as assigned by the Executive Director. *Figure 1* illustrates the organizational structure of the MPC.

The Transportation Planning Division 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 3C planning process with maximum inclusivity and effectiveness, as shown in *Figure 2*. The staff, committees, and CORE MPO board, oversee the development process, select studies, and invite the public to submit feedback before plans are finalized. Each CORE MPO advisory committee is comprised of representatives at the local and sometimes state level who possesses expertise in a particular aspect of transportation relevant to the CORE MPO. With the exception of the TCC, each advisory committee has a voting representative on the CORE MPO Board.

CORE MPO PLANNING AREA

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

Did you know? ...

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

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

FUNCTIONAL ORGANIZATION CHART

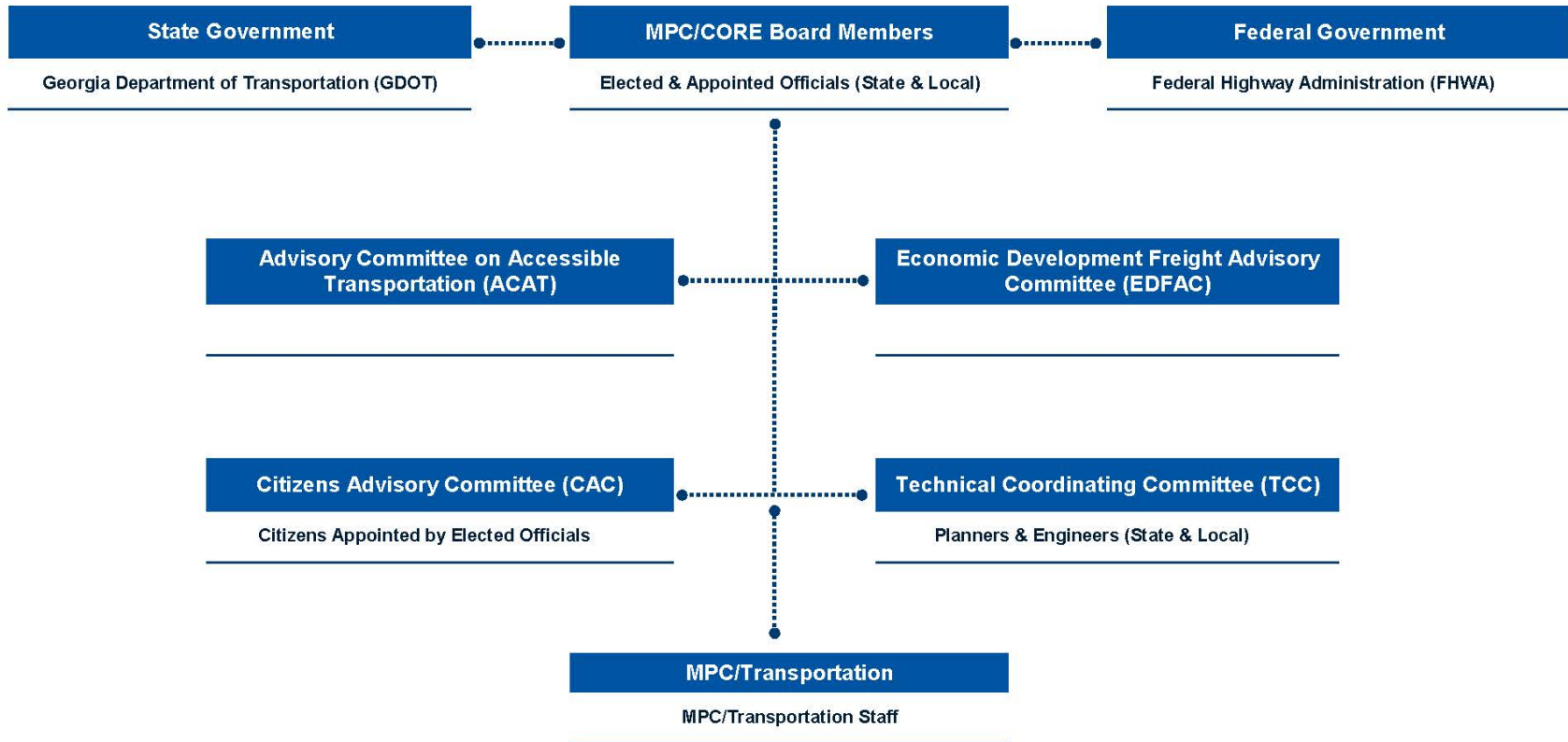


Figure 1: CORE MPO Organizational Structure.

CORE MPO Board

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

Advisory Committee on Accessible Transportation (ACAT)

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

Citizens Advisory Committee (CAC)

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

Economic Development and Freight Advisory Committee (EDFAC)

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

Technical Coordinating Committee (TCC)

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

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 Department with support from the Advance Planning Department. Melanie Wilson is the MPC Executive Director. Key MPC staff are identified below.

Transportation Planning Department

Mark Wilkes, Director

Metropolitan Transportation Plan, Congestion Management Process, Unified Planning Work Program, corridor and interchange studies, traffic forecasting. Lead staff to MPO Board, and TCC. 2050 Metropolitan Transportation Plan Update. Congestion Management Process Update.

Wykoda Wang, Transportation Administrator

Transportation Improvement Program (TIP), grant administration, freight planning. Lead staff to TCC. MPO Freight Plan Update. Alternate to Director.

Alicia Hunter, Transportation Planner

Traffic impact review, DRI review, transit planning, Performance Based Planning and Programming (PBPP), public outreach. Lead staff to CAC. Alternate to Assistant Planner

Asia Hernton, Assistant Planner

Transportation Disadvantaged issues, Environmental Justice, Title VI, Limited English Proficiency (LEP) planning and complaint resolution. Lead staff to ACAT. Alternate to Transportation Planner.

Administration

Sally Helm, Administrative Assistant

Advance Planning Department

Jackie Jackson, Director

Kait Morano, Planner

Figure 2: CORE MPO Policy Boards and Professional Staff.

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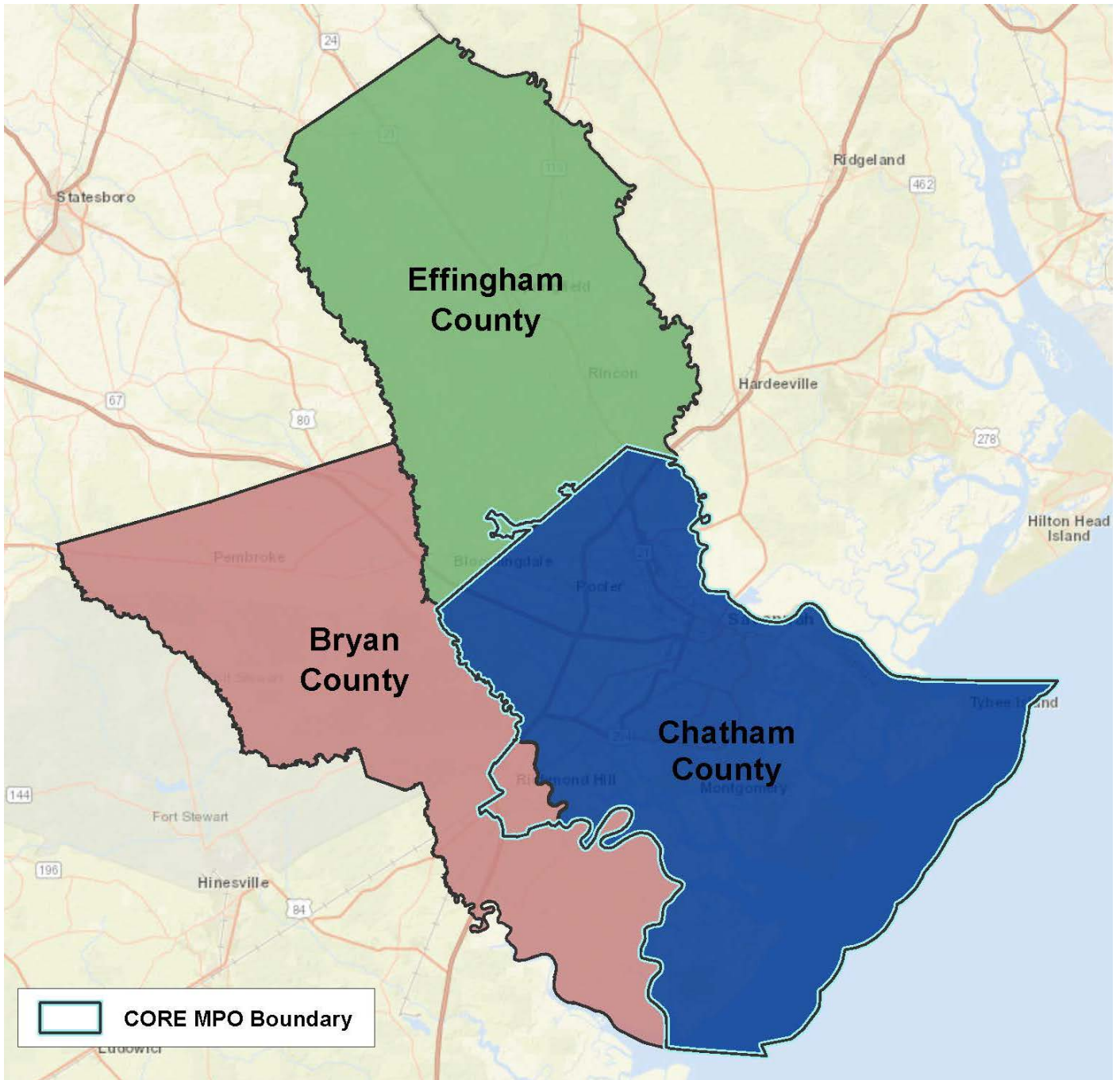


Figure 3: CORE MPO Metropolitan Planning Area at Time of FY 2023 UPWP Adoption.

UPWP DEVELOPMENT AND PARTICIPATION PROCESS

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

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

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

PARTICIPATION PROCESS

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

MPO TRANSPORTATION PLANNING PROCESS

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

The surface transportation law, Fixing America's Surface Transportation (FAST) Act, requires that the metropolitan transportation planning process consider projects and strategies to improve the resilience and reliability of the transportation system, storm-water mitigation, and enhance travel and tourism. The law requires all MPOs to carry out a continuing, comprehensive, and cooperative (3C) transportation planning process. This UPWP has been developed in accordance with the FAST Act regulations and guidelines. *Figure 4* illustrates the established general responsibilities of the CORE MPO within the Metropolitan Planning Area.

The following details the timeline of activity for development of the Unified Planning Work Program and the opportunities for input. FY 2023 UPWP development schedule is depicted but is typical.

UPWP Development Process Activity	2021					2022					
	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
GDOT provides PL and Section 5303 funding information to CORE MPO for draft FY 2023 UPWP development.											
CORE MPO Updates Transit Planning Work Tasks for 2023 UPWP, MPO Committees, Board Review											
CORE MPO conducts Call for Plans and Studies for 2023 UPWP.											
Develop draft FY 2023 UPWP. MPO Committees, Board review, comment.											
CORE MPO Committees, Board review, review DRAFT FY 2023 UPWP, select Plans and Studies.											
Incorporate the MPO Board and advisory committee comments											
30-day FHWA, FTA and GDOT review of the draft FY 2023 UPWP.											
Address FHWA, FTA and GDOT comments and develops revised draft.											
CORE MPO Board and advisory committees review and adopt revised draft.											
CORE MPO staff incorporates and summarizes any final comments and finalizes the FY 2023 UPWP document.											
CORE MPO staff posts the final FY 2023 UPWP on the MPO website and transmits to FHWA, FTA and GDOT.											
FHWA/FTA approve the final FY 2023 UPWP.											

A shaded box indicates anticipated periods of work activity.

The 3C 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 3C 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 2023 UPWP work tasks revolve around the following major planning focus areas/planning priorities.

Mobility 2045: Maintenance

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

The FY 2023 UPWP will guide CORE MPO's transportation planning activities in a performance-based approach toward implementing the goals and objectives established in Mobility 2045. A priority in FY 2023 for the Mobility 2045 plan is maintenance and updates. Federal requirements state that Metropolitan Transportation Plans must maintain ongoing consistency between the MTP and the Transportation Improvement Plan. Numerous TIP amendments occur throughout the year necessitating concomitant modifications to the MTP in the form of amendments and addenda to ensure that the documents are consistent. Mobility 2045 will also be amended where necessary to incorporate updated targets for the performance-based planning and programming.

Mobility 2050 Metropolitan Transportation Plan Update

In late FY 2021, CORE MPO staff initiated development of the next full update of the MTP, tentatively titled Mobility 2050 MTP, with a review of socio-economic data availability and needs. In FY 2022, draft Goals and Objectives were developed to guide the development of Mobility 2050 and the prioritization of transportation infrastructure. The public participation process also began in FY 2022, with surveys and early public outreach meetings being held to discuss the community's vision for transportation, and validate the proposed Goals and Objectives. Activities to be carried out in FY 2023 include the development of base year and horizon year socio-economic data, development of model networks one through four, continued public outreach and education, development of financial information for fiscal constraint analysis, finalization of goals and objectives, updates to the project prioritization process, continued work with project advisory groups, continued intergovernmental coordination and legislative review of new or pending requirements for an MTP based on the Infrastructure Investment and Jobs Act (IIJA) of 2021.

Following the release of Census Urban Area designations, currently anticipated late in FY 2022 (in the spring of CY 2022), CORE MPO Metropolitan Planning Area (MPA) boundary will be reviewed and adjusted, if necessary, and MPO bylaws and membership updated prior to developing TAZ data and initiating travel demand model development.

As an air quality attainment area, the CORE MPO is required to update the MTP at least every five years. The Mobility 2050 Metropolitan Transportation Plan will be a multi-year planning effort with adoption anticipated no later than August 7, 2024.

Congestion Management Process Update

In FY 2022, Transportation Department staff began the multiyear task of updating the Congestion Management Process (CMP) by forming the project advisory/working group, reviewing existing data sources and developing the scope of work for the CMP update. The CMP update will be developed in tandem with the 2050 MTP update, thus utilizing the same goals and objectives for concurrency. Congestion analysis began in the Spring of 2022 using NPMRDS data as well as readily available analyses from recent corridor studies. Activities expected to take place in FY 2023 include the procurement of proprietary data, if needed, to assess congestion on additional corridors of interest as identified by the TCC and/or CMP working group. Identification of appropriate congestion reduction strategies will be coordinated closely with the Mobility 2050 MTP update. The CMP will use an objectives-driven, performance-based approach to planning for congestion management strategies in the Savannah region.

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

Freight Plan Update

The current CORE MPO Freight Plan was completed in December 2015. In FY 2022, CORE MPO initiated an update to the 2015 freight plan, working in concert with the Economic Development and Freight (EDFAC) Committee and the TCC to develop the project scope. In September 2021, discretionary PL funding was secured through the Georgia PL Funds Review Committee. It is expected that the freight plan update will be a multi-year effort, with notice to proceed expected in Spring of 2022 and completion by October 2023 (FY 2024). Taking advantage of new data, the updated freight plan will include both policy and infrastructure recommendations which will feed into and support the development of the Mobility 2050 MTP.

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

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

SR 21 Access Management Study

Having begun in FY 2021, this study was completed in FY 2022. Any activities in FY 2023 will be focused on coordination of implementation of study recommendations with GDOT and Garden City through the MPO process.

SR 307 Corridor Study

Having begun in FY 2021, this study was completed in FY 2022. Any activities in FY 2023 will be focused on coordination of implementation of study recommendations with GDOT, Chatham County and GPA through the MPO process.

FY 2021-2024 TIP Maintenance and Updates for Performance Based Planning and Programming

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

CORE MPO adopted the FY 2021 – 2024 TIP in December 2020. Maintenance of the FY 2021 - 2024 TIP with a performance-based approach will be priority work for staff in FY 2023. This is necessitated by the need to keep the TIP consistent with ongoing project implementation activities by GDOT and other project sponsors, and to satisfy the federal requirements for performance-based planning and programming.

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

Performance Based Planning and Programming Implementation

Performance Based Planning and Programming (PBPP) refers to the application of transportation system data to inform decisions aimed at helping achieve desired outcomes in the transportation planning area. PBPP intent is to ensure that transportation investment decisions are made based on their ability to meet established goals. Implementation is done through performance management. The Moving Ahead for Progress in the 21st Century Act (MAP-21), required for the first time, state departments of transportation (DOT) and metropolitan planning organizations to conduct performance-based planning and performance management in statewide and metropolitan planning.

The planning programs in the FY 2023 UPWP will emphasize continuation of the PBPP outlined in the current federal transportation legislation – Fixing America’s Surface Transportation Act (FAST Act) along with any new or superseding requirements of the Infrastructure Investment and Jobs Act (IIJA) of 2021. PBPP has been fully integrated into the CORE MPO’s planning process and will require periodic updates, maintenance, and reporting. GDOT is the lead agency for updating highway performance targets and providing reports on them – PM1 Safety Targets are updated annually; PM2 Pavement and Bridge Condition targets are updated every 4 years; and PM3 System Performance and Freight targets are updated every 4 years. GDOT Intermodal and CAT are taking the lead in updating transit targets and providing reports on them annually. CORE MPO will coordinate with GDOT and CAT, review the updated targets for consistency, and make necessary amendments or administrative modifications to Mobility 2045 and/or FY 2021 – 2024 TIP as needed. The MPO will complete all necessary system performance reports and make them available to our planning partners.

Federal Certification Review FY 2020 – 2021 Recommendations

Every four years the FTA and FHWA conduct a review of the metropolitan transportation planning process within each TMA to certify that MPOs conduct the comprehensive, cooperative, and continuing transportation planning process in adherence with federal statutes and regulations. The CORE MPO completed its federal certification review in FY 2021 and received its federal certification on March 31, 2021.

The final certification report can be found at <https://www.thempc.org/docs/lit/CoreMpo/Latest/2021/TMACertification.pdf>.

In FY2023, the CORE MPO staff will continue hold quarterly coordination meetings with FHWA and GDOT, and will continue to respond, as appropriate, to any outstanding recommendations received during the certification process.

2020 Census Population and Urban Area Delineation

Census data collection affects many aspects of transportation planning. Census data is a building block for transportation analysis and helps make sure that models and analytical tools are based on data that represents the population it observes. Federal funding for localities is determined by the latest numbers of the Census and plays a role in determining the allocation of fund for transportation improvements.

The Census Bureau conducted the decennial census data collection in 2020 and is expected to release new Urban Area definitions and population data in the spring of CY 2022. The Census Urban Area delineation and associated population counts are very important for CORE MPO's transportation planning process as it will impact the MPO's planning boundary and MPO board composition, and ultimately the amount of formula planning funds that the CORE MPO receives to carry out metropolitan transportation planning. In FY 2022, CORE MPO monitored census data availability for MPO applications. Expected follow-up activities in FY 2023 include TAZ based socio-economic data development for travel demand modelling and may include revisions to the Metropolitan Planning Area, and associated bylaw and MOU updates.

Monitoring of Transportation Legislation Reauthorization

The FAST Act was signed into law on December 4, 2015 and authorized highway and transit funding over fiscal years 2016 through 2020. Subsequent continuing resolutions extended the FAST Act provisions into 2021.

On November 15, 2021, after the initial draft FY 2023 UPWP had been completed, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) into law – PL 117-58. The IIJA includes a five-year surface transportation bill. The highway provisions are based on the five-year highway bill approved by the Senate Environment and Public Works Committee earlier in 2021. The rail and safety provisions are based on the five-year bill approved by the Senate Commerce Committee earlier in 2021. Transportation Department staff will monitor the IIJA rulemaking process beginning in FY 2022 and continuing into FY 2023 to ensure that the MPO's Planning Process is compliant with the latest federal transportation legislation.

On January 4, 2022, while the draft FY 2023 UPWP was under review by FHWA and GDOT staff, 2021 Planning Emphasis Areas were received from USDOT. Comments subsequently received from FHWA staff on January 18th, 2022 directed MPO staff to add the just released 2021 PEAs to the FY 2023 UPWP and identify activities to support implementation. While the initial FY 2023 UPWP was not developed under the 2021 UPWPs, a good faith effort is being made to identify those activities which support their implementation.

FY 2023 PLANNING FACTORS AND UPWP TASKS

The FY 2023 UPWP work tasks correlate directly to the current federal planning factors. The Metropolitan Planning program provides funding for the integration of transportation planning processes in the MPOs into a unified metropolitan transportation planning process, culminating in the preparation of a multimodal transportation plan for the MPO. Title 23 of the United States Code, Section 134(h) describes Federal Planning Factors issued by Congress to emphasize the planning factors from a national perspective. The following is a summary of these current planning factors and illustrates how CORE MPO incorporates them into the transportation planning process:

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

These planning factors have been incorporated into the Mobility 2045 goals.

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

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

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

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

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

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

Besides incorporating these planning factors into the Mobility 2045 goals and objectives, CORE MPO has been working on addressing the planning factors in its various work programs, including but not limited to, coordinating with various agencies in development of the MPO's plans and programs; working with environmental groups to identify environmental concerns including storm water impacts and obtaining guidance on best practices and techniques for certain types of mitigation; identifying transportation system reliability measures in freight transportation plan and CMP update; working with the various City of Savannah departments and Bike/Pedestrian proponents to develop strategies to promote tourism and multi-modal connections; and working with various implementation agencies to program projects to maintain a state of good repair. The MPO's work to address the FAST Act planning factors will continue in FY 2023.

2021 PLANNING EMPHASIS AREAS

On January 4, 2022, the Association of Metropolitan Planning Organizations notified its members that the USDOT had sent a letter to FHWA Division Administrator and FTA Regional Administrators informing them of the issuance of updated 2021 Planning Emphasis Areas (PEAs). The letter indicated that the PEAs are areas that FHWA and FTA field offices should emphasize when meeting with Metropolitan Planning Organizations to identify tasks associated with the UPWP as programs are updated.

Following are the updated 2021 PEAs which supersede all PEAs listed in prior years' UPWPs, which were deleted when, on the advice of FHWA staff, they had become dated. Although CORE MPO received notification of the "new" 2021 PEAs after the draft FY 2023 UPWP was published, the new PEAs can be incorporated into the existing document without substantial changes since the planned, ongoing program of work supports the federal initiatives due to its inherent comprehensive nature and pertinency of the CORE MPO UPWP planning tasks and overall approach.

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

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

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

EQUITY AND JUSTICE⁴⁰ IN TRANSPORTATION PLANNING

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

Executive Order 13985 (Advancing Racial Equity and Support for Underserved Communities) defines the term “equity” as the consistent and systematic fair, just, and impartial treatment of all individuals, including individuals who belong to underserved communities that have been denied such treatment, such as Black, Latino, and Indigenous and Native American persons, Asian Americans and Pacific Islanders and other persons of color; members of religious minorities; lesbian, gay, bisexual, transgender, and queer (LGBTQ+) persons; persons with disabilities; persons who live in rural areas; and persons otherwise adversely affected by persistent poverty or inequality. The term “underserved communities” refers to populations sharing a particular characteristic, as well as geographic communities, that have been systematically denied a full opportunity to participate in aspects of economic, social, and civic life, as exemplified by the list in the preceding definition of “equity.” In addition, Executive Order 14008 and M-21-28 provides a whole-of-government approach to advancing environmental justice by stating that 40 percent of Federal investments flow to disadvantaged communities. FHWA Division and FTA regional offices should work with State DOTs, MPOs, and providers of public transportation to review current and new metropolitan transportation plans to advance Federal investments to disadvantaged communities.

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

COMPLETE STREETS

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

in future transportation infrastructure, particularly those outside automobiles.

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

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

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

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

PUBLIC INVOLVEMENT

Early, effective, and continuous public involvement brings diverse viewpoints into the decisionmaking process. FHWA Division and FTA regional offices should encourage MPOs, State DOTs, and providers of public transportation **to increase meaningful public involvement in transportation planning by integrating Virtual Public Involvement (VPI) tools into the overall public involvement approach while ensuring continued public participation by individuals without access to computers and mobile devices.** The use of VPI broadens the reach of information to the public and makes participation more convenient and affordable to greater numbers of people. Virtual tools provide increased transparency and access to transportation planning activities and decisionmaking processes. Many virtual tools also provide information in visual and interactive formats that enhance public and stakeholder understanding of proposed plans, programs, and projects. Increasing participation earlier in the process can reduce project delays and lower staff time and costs. More information on VPI is available [here](#).

STRATEGIC HIGHWAY NETWORK (STRAHNET)/U.S. DEPARTMENT OF DEFENSE (DOD) COORDINATION

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

FEDERAL LAND MANAGEMENT AGENCY (FLMA) COORDINATION

FHWA Division and FTA regional offices should

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

PLANNING AND ENVIRONMENT LINKAGES (PEL)

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

DATA IN TRANSPORTATION PLANNING

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

CORE MPO has been working on integrating the federal emphasis areas into various work programs and will continue this effort in FY 2023. The following table serves as a visualization tool which shows how the proposed transportation planning tasks relate to the new 2021 Planning Emphasis Areas (PEAs) and underscores the strong alignment between CORE MPO's planning activities and federal transportation planning priorities.

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

MAJOR PLANNING DOCUMENTS

The following table highlights the major planning documents produced through the activities of the work program. The planning documents incorporate the planning factors of the CORE MPO’s transportation planning process.

Product	Update Cycle	Current Adoption/Completion Date	Next Adoption/Completion Date
Unified Planning Work Program (UPWP)	Annually	April 2021	February 2022
Long-Range Transportation Plan (LRTP)	5 Years	August 2019	July/August 2024
Transportation Improvement Program (TIP)	3-4 Years	December 2020	December 2024
Congestion Management Process (CMP)	As Needed*	March 2017	July/August 2024
Non-Motorized Transportation Plan	As Needed*	February 2020	February 2025
MPO Freight Plan	As Needed*	2016	2023
Limited English Proficiency (LEP) Plan	3 Years	February 2021	February 2024
Public Participation Plan (PPP)	5 Years	February 2021	February 2026
Title VI Policy and Procedures	3 Years	February 2021	February 2024

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

FY 2023 UPWP TASK ORGANIZATION

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

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

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

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

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

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

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

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

Task 6 – Special Studies: Special studies are conducted on an as-needed basis in response to the needs of the CORE MPO and its sponsoring members usually with funding awards of MPO Planning Funds by the Georgia PL Funds Review Committee. Until a study is funded, it is listed as an Illustrative study under this task. At the direction of FHWA staff, no additional new special studies are planned to be pursued in FY 2023, but previously requested unfunded studies are listed as they are still considered needed.

CORE MPO WORK PROGRAM ACTIVITIES

PROJECTED KEY WORKLOAD ACTIVITIES

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

Task/Activities	2021	2022	2023	2024	2025	2026
Annually						
Develop two-year Unified Work Planning 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
Call for Projects Programming	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
Update PM2 Pavement and Bridge Condition Targets	X				X	
Every Three Years						
Limited English Proficiency (LEP) Plan	X			X		
Title VI Policy and Procedures	X			X		
Every Four Years						
Update the Transportation Improvement Program (TIP)				X		
Transportation Management Area Planning Certification Review	X				X	
System Performance Report		X				X
Update PM3 System Performance Targets		X				X
Update PM4 TAM Plan (Transit Asset Management)		X				X
Every Five Years						
Update Metropolitan Transportation Plan (MTP)		O		X		
Update Congestion Management Process (CMP)		O		X		
Update MPO Freight Plan		O	X			
Update Public Participation Plan (PPP)	X					X
Update Non-Motorized Transportation Plan					X	
Every 10 Years						
Adjust Urbanized Boundary			X			
Update Bylaws, Membership			X			
Ad Hoc						
Urban/Regional Flooding Model		O	X			
US 80 Corridor Study		O	X			

* Special Study requested by CORE MPO member jurisdiction.

X Indicates anticipated completion of study or task.

O indicates anticipated beginning or kickoff of a multi-year task.

FY 2022 MAJOR ACTIVITIES AND ACCOMPLISHMENTS

The following is a list of the major activities and accomplishments for the prior years' work program, FY 2020-2022 included:

- Developed the FY 2023 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.
- Initiated the Mobility 2050 MTP update, began work on public outreach, goals and objectives and socio-economic data.
- Initiated the Congestion Management Process update. Developed scope and data needs assessment.
- Completed the SR 21 Access Management Study.
- Completed the SR 307 Corridor Study.
- Completed the MPO Freight Plan procurement process and initiated study with selected consultant.
- Completed the Urban Flooding Model procurement process and initiated study with selected consultant.

FY 2023 MAJOR ACTIVITIES AND PROJECTS

The following are a list of major projects and activities to be initiated or completed for FY 2022-2023.

- Continue the update of the CMP in tandem with the 2050 MTP update and its objectives. Ensure consistency with the MTP, provide a toolbox of congestion management strategies, and establish a framework for assessment, reporting, and monitoring of congestion. If the CORE MPO TCC Committee determines that there is a need to acquire additional data to address data gaps, or to conduct other congestion analysis of interest, additional funds may be pursued through the GA PL Funds Review Committee for data acquisition at a later date. *
- Continue the update of the MPO Freight Plan with the selected consultant team.
- Continue the update of the MTP to base/horizon year 2020/2050 as an "in house" effort. Wrap up the scoping and visioning phase, establish goals and objectives under which to develop the MTP, CMP, Freight Plan and other MPO plans. Develop socio-economic data, model networks, project lists, cost estimates and financial constraint analysis. Additional phases of the 2050 MTP update will be carried out in FY2024 prior to anticipated adoption of the MTP update in early FY 2025 (July or August, 2024).
- Collaborate with transit providers and GDOT partners on Performance Management and Performance Targets. Activities can include but not limited to:
 - Develop specific written provisions for transit safety performance measures.
 - Provide guidance or preference for transit agency safety performance targets.
 - Initiate discussions to update CORE MPO's Metropolitan Planning Agreements.
 - Link investment priorities to the achievement of performance targets.
- Special Studies:
 - MPO Freight Plan Update. This study will identify deficiencies because of access management issues and provide recommendations for safety and operation improvements and access management solutions. This study was initiated in April 2022 and will be completed in FY 2024.
 - Urban Flooding Model. This study will address short-and-long term mobility needs by assessing current and projected traffic condition, operations, and safety. This study was initiated in April 2022 and will be completed in FY 2024.

*A thorough review of each study including need, scope, staffing resources and funding will be carried out including a minimum of two rounds of discussions with the TCC will be carried out before any funding requests are submitted to the GA PL Funds Review Committee.

FUNDING SOURCES

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

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

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

Federal Transit Administration (FTA) Section 5303

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

GDOT 5303 Match

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

MPO Dues

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

CRRSAA

Covid Relief and Recovery Supplemental Appropriation Act (CRRSAA) funding was awarded to the City of Pooler to conduct the US 80 Corridor Study

FY 2023 UPWP BUDGET SUMMARY

Task	Description	FHWA Formula PL	MPO Dues Match	GDOT Match	Total
1	Administration	116,143.03	29,035.76	0	145,178.79
2	Public Involvement	31,200.00	7,800.00	0	39,000.00
3	Data Collection, Analysis and Forecasting	44,000.00	11,000.00	0	55,000.00
4	Systems Planning and Operations	168,800.00	42,200.00	0	211,000.00
FHWA Formula PL Planning Funds		\$360,143.03	\$90,035.76	\$ 0.00	\$450,178.79

Task	Description	FHWA Discretionary PL	MPO Dues Match	GDOT Match	Total
6	Special Studies*				
	MPO Freight Plan	240,000.00	60,000.00	0	300,000.00
	Urban Flood Model	120,000.00	30,000.00	0	150,000.00
Discretionary FHWA Planning Funds		\$360,000.00	\$90,000.00	\$ 0.00	\$450,000.00

Description	CRRSAA	Local Match	GDOT Match	Total
6 Special Studies (Continued)				
US 80 Corridor Study**	285,000.00	0	0	285,000.00
CRRSAA Funds	\$285,000.00	\$0.00	\$ 0.00	\$285,000.00

Task	Description	FTA Formula Section 5303	MPO Dues Match	GDOT Match	Total
5	Transit Planning				
	44.21.00 Administration	28,515.00	3,565.00	3,565.00	35,645.00
	44.23.01 Long Range Planning	42,780.00	5,348.00	5,347.00	53,475.00
	44.24.00 Short Range Planning	28,515.00	3,565.00	3,565.00	35,645.00
	44.25.00 Transportation Improvement Program	42,780.00	5,348.00	5,347.00	53,475.00
FTA Section 5303 Transit Planning Funds		\$142,590.00	\$17,826.00	\$17,824.00	\$178,240.00

	Federal	Local	State	Total
Total All Sources	\$1,147,733.03	\$197,861.76	\$17,824.00	\$1,363,418.79

*Funds for consultant services for MPO Freight Plan and Urban Flooding Model were listed/awarded in FY 2022 UPWP and are shown in the FY 2023 Budget Summary for information purposes only.

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

Funding Sources by Task FY 2024++

Task	Description	FHWA PL	MPO Dues PL Match	FTA 5303	GDOT 5303 Match	MPO Dues 5303 Match	Total
1	Administration	116,143.03	29,035.76	0	0	0	145,178.79
2	Public Involvement	31,200.00	7,800.00	0	0	0	39,000.00
3	Data Collection, Analysis and Forecasting	44,000.00	11,000.00	0	0	0	55,000.00
4	Systems Planning and Operations	168,800.00	42,200.00	0	0	0	211,000.00
5	Transit Planning	0	0	142,590.00	17,824.00	17,826.00	178,240.00
FY 2024 Planning Funds**		\$360,143.03	\$90,035.76	\$142,590.00	\$17,824.00	\$17,826.00	\$628,418.79
6	Special Studies	0	0	0	0	0	0
Total		\$360,143.03	\$90,035.76	\$164,193.00	\$17,824.13	\$23,324.13	\$655,420.05

++Formula PL and 5303 funding levels assumed to be same as FY 2023 to facilitate timely grant application in Fall 2022. Funding levels subject to change due to 2020 Census, IJJA/BIL implementation, etc.

TASK 1 ADMINISTRATION

Objectives:

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

Previous Work:

- Prepped and participated in the FY 2021 federal certification review.
- Issued a Call for Plans and Studies in support of the FY 2023 UPWP development.
- Applied for discretionary PL funds for the MPO Freight Plan Update, the Urban Flooding Model, the US 80 Corridor Study and the Islands Expressway Corridor Study.
- Assisted the state in the preparation of the Metropolitan Planning Services Contract for FY 2023.
- FY 2023 Unified Planning Work Program was developed and adopted.
- Administrative modifications, amendments, and budget adjustments to FY 2022 UPWP were processed.
- Held a call for nominations and elections for Chairperson and Vice-Chairperson positions.
- Developed and issued a Request for Proposals (RFP) to prequalify consultant teams for the MPO Freight Plan Update and the Urban Flooding Model. Negotiated contracts with preferred consultant teams and gave notice to proceed.
- Managed/completed the SR 21 Access Management Study
- Managed/completed the SR 307 Corridor Study
- Updated CORE MPO Board bylaws.

FY2023 Activities:

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

- Continue to manage the MPO Freight Plan Update study
- Continue to manage the Urban Flooding Model study
- Conduct procurement activities for newly approved special studies
- Amend as appropriate planning documents to conform to new transportation legislation.
- Manage the maintenance, assessment, and updates of planning documents including, but not limited to, CMP, MTP, and Freight Plan.
- 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.
- Address and incorporate recommendations received during the federal certification review.
- Develop a procedures and policy manual for the CORE MPO.
- Monitor emerging guidance and rulemakings for IJJA/BIL and incorporate implementation activities into the MPO work program as appropriate.

Program Support and Administration

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

Previous Work:

- Prepped and participated in the FY 2021 federal certification review.
- Assisted the state in the preparation of the Metropolitan Planning Services Contract for FY 2023.
- Held a call for nominations and elections for Chairperson and Vice-Chairperson positions.
- Developed and issued a Request for Proposals (RFP) to prequalify consultant firms for the SR 21 Access Management Study and the SR 307 Corridor Study
- Kicked off the SR 21 Access Management Study. Managed Consultant during early phases of study including project management plan, data collection etc.
- Kicked off the SR 307 Corridor Study. Managed Consultant during early phases of study including project management plan, data collection etc.
- Updated CORE MPO Board bylaws.

FY2023 Activities:

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

- Continue to manage the SR 21 Access Management Study
- Continue to manage the SR 307 Corridor Study
- Conduct procurement activities for newly approved special studies
- Amend, as appropriate, planning documents to conform to new transportation legislation.
- Develop ad hoc committees to address emerging issues as determined by the CORE MPO Board, its standing advisory committees and/or staff.
- Prepare and provide routine administrative and transportation related materials, to include but not limited to, study emails, letters, meeting summaries, correspondence, presentations, policy recommendations, white papers, information flyers and the like.
- Continue to address recommendations received during the federal certification review and conduct quarterly coordination calls.
- Develop a procedures and policy manual for the CORE MPO.
- Update MPO Planning Area boundary and bylaws in response to 2020 Census Urban Area delineations.
- Update the CORE MPO Planning program and planning products to reflect new planning requirements and rulemaking resulting from IJJA.

Training and Professional Development

To enhance the technical capacity of the planning process, Transportation Department staff actively participates in various organizations and attends conferences, seminars, meetings, workshops, webinars, and other training opportunities. The funding for this task is to cover all federally eligible expenses such as registration costs, travel expenses (both in-state and out-of-state travels), and staff time to participate in the training activities. Recent events have shifted trainings, meeting, conferences, and the like to a virtual platform allowing more opportunities for staff to participate in various training and professional development. The various trainings include, but not limited to, the following:

Previous Work:

- In FY 2022, CORE MPO staff participated in the TRB Annual and mid-year Meetings and standing committee AEP10 Transportation Planning, Policy and Processes, and attended Annual and Mid-year Meetings.
- In FY 2022, CORE MPO staff participated in the AMPO Annual Meeting, the AMPO Policy Committee, and Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation working Groups.
- In FY 2022, CORE MPO staff participated in webinars provided by TRB, FHWA, GDOT and others, including Talking Freight and other webinars and trainings relevant to transportation planning provided by qualified sponsors such as FHWA, FTA, GDOT, NHI, and NTI on topics that include but not limited to: Congestion Management, Transit Planning, Freight Planning, Performance-Based Planning, Performance Measurement, Public Participation, and Multi-modal Planning.

FY2023 Activities:

- Continue staff training efforts by Participating and/or attending workshops, seminars, conferences, and committee meetings related to transportation and transportation planning.
- Association of Metropolitan Planning Organizations (AMPO) annual conference, Policy Committee, working groups, and technical committees such as Data Practices, Future of Transportation, PBPP, GIS and Modeling, Public Involvement, and Active Transportation.
- Georgia Association of Metropolitan Planning Organizations (GAMPO) annual meetings and workgroups.
- Transportation Research Board (TRB) annual and mid-year meeting meetings and webinars such as Safety Performance, Transit-Oriented Development, Transportation Impacts of Natural Disasters, and Utilizing Technology in Public Participation. Participate in TRB standing committee AEP10 Transportation Planning, Policy and Processes.

- Other webinars and trainings relevant to transportation planning provided by qualified sponsors such as FHWA, FTA, GDOT, NHI, and NTI on topics that include but not limited to: Congestion Management, Transit Planning, Freight Planning, Performance-Based Planning, Performance Measurement, Public Participation, and Multi-modal Planning.
- Available briefings on IJJA.
- American Planning Association (APA) annual conference.
- Georgia Chapter APA planning conferences and events.

Equipment and Supplies

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

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

Previous Work:

- CORE MPO staff has purchased and maintained software updates to Synchro and Simtraffic and HCS, and maintained licenses for ArcGIS, AutoCAD, CUBE, Survey Monkey, Zoom, Go-To-Meeting, Adobe Creative Suite and Web Based TIP.
- CORE MPO staff has purchased technical manuals such as ITE Trip Generation, MUTCD, AASHTO Green Book and others
- CORE MPO staff maintained existing computers and peripherals in FY 2022 to carry out the 3-C transportation planning process.

FY2023 Activities:

- CORE MPO staff will maintain software updates to Synchro and Simtraffic and HCS, and maintained licenses for ArcGIS, AutoCAD, CUBE, Survey Monkey, Zoom, Go-To-Meeting, Adobe Creative Suite and Web Based TIP and others.
- CORE MPO staff will purchase updated technical manuals such as ITE Trip Generation, MUTCD, AASHTO Green Book and others.
- CORE MPO staff will maintain existing computers and purchase new computers when needed and peripherals 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 Department and other MPC Staff maintain records as required under Federal and State regulations for contracts administered by the MPO. Staff activities include, but not limited to:

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

Previous Work:

- In FY 2022, assisted in the preparation and execution of the FY 2023 FHWA PL contract for transportation planning services.
- Assisted in the preparation and execution of discretionary funding contracts for the MPO Freight Plan Update and the Urban Flooding Model special studies and coordinated interlocal agreements with project sponsors.
- Assisted the City of Pooler in coordinating and carrying out the US 80 Corridor Study. Conduct routine oversight.
- Tracked staff time and expenses
- Developed progress reports and reimbursement requests timely
- Monitored the status of grant reimbursements.

FY2023 Activities

- Assist in the preparation and execution of the FY 2024 FHWA PL contract for transportation planning services.
- Assist in the preparation and execution of discretionary funding contracts for approved special studies and coordinate interlocal agreements with project sponsors.
- Track staff time and expenses
- Develop progress reports and reimbursement requests timely
- Monitor the status of grant reimbursements.
- Continue to assist the City of Pooler in coordinating and carrying out the US 80 Corridor Study. Conduct routine oversight.

Unified Planning Work Program

The Transportation Department and other MPC Staff develop and maintain 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.

Previous Work:

- Issued a Call for Plans and Studies in support of the FY 2023 UPWP development.
- Coordinated UPWP amendment with Chatham County to apply for discretionary PL funds for the SR 307 Corridor Study.
- Coordinated with Chatham County to apply for discretionary PL funds for the SR 307 Corridor Study.
- FY 2023 Unified Planning Work Program was developed and adopted.
- Administrative modifications, amendments, and budget adjustments to FY 2022 UPWP were processed.
- Reformatted UPWP document

FY2023 Activities:

- Maintain FY 2023 UPWP including administrative modifications and amendments. Address and incorporate recommendations received during the federal certification review.
- Issue call for plans and studies to solicit proposals from member jurisdictions for planning studies if needed.
- Develop the FY 2024 UPWP
- Coordinate UPWP amendments with local governments and agencies as well as TCC regarding Special Planning Studies.



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 Department staff develops and updates a Public Participation Plan that describes strategies and techniques that the CORE MPO uses to inform and engage the public. The CORE MPO updates the plan at least every five years. The most recent plan update was adopted in February 2021. Staff periodically review the effectiveness of the plan and make revisions, as necessary.

Previous Work:

- In FY 2021, CORE MPO staff updated the Participation Plan to reflect the need for remote meeting strategies in response to the COVID 19 pandemic.

FY2023 Activities

- CORE MPO staff will continue to monitor and evaluate the effectiveness of the Participation Plan, and may initiate updates on an as needed basis.

FY2023 Deliverables:

Task	Expected Completion Date
Provide staff support for preparation for and attendance of meetings for CORE MPO boards and advisory committees.	As Established by Approved Schedules
Revised MPA boundary and committee bylaws, MOU.	Dec 2022
Prepare proper study documentation for grant reimbursement including development of Annual and Quarterly Progress Reports.	Jul & Oct 2022 Jan & April 2023
Assist the state in the preparation of the Metropolitan Planning Services Contract.	Jul-Aug 2022 Apr-Jun 2023
Maintain the FY 2023 UPWP and prepare budget adjustments and amendments.	Jun 2023
Develop the FY 2024 Unified Planning Work Program.	Sept 2022 – Feb 2023

Responsible Agencies:

Organization	Activity
MPC	Administrative work to maintain the 3-C process. Administration of contracts and reimbursement requests. Lead UPWP development.
FHWA, FTA, GDOT	Webinars, conference calls, workshops, MPO meeting attendance and participation, contract reimbursement processing.
GAMPO	Semi-annual meetings, PL Funds Review meetings.

GDOT, Chatham County, City of Savannah, Other MPOs, CAT, GPA, Other Governments and Agencies	Providing local sponsorship for special studies.
FHWA, FTA	Review, approve UPWP.
GDOT	Provide revenue projections for UPWP. Assist MPO in processing UPWP amendments and budget adjustments.
TRB, AMPO, GAMPO, APA, GPA, ITE	Conduct annual conferences, mid-year meetings working group meetings technical meetings, committee meetings, webinars.
NHI, NTI, ITRE, NaCO, NADO, NARC, RDC, other training agencies	Conduct trainings, workshops, webinars.

Funding:

Funding Source	Amount*
FHWA Formula PL	\$116,143.03
MPO Dues Formula PL Match	\$29,035.76
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$145,178.79

Staffing:

Executive Director	Director of Transportation	Transportation Planner
Administration	Advance Planning Department	Transportation Administrator

TASK 2 PUBLIC INVOLVEMENT

Objectives:

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

Community Outreach and Education

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

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

Previous Activities:

- Hosted orientation sessions for new MPO Board and advisory committee members.
- Completed updates to the Participation Plan (PP) to incorporate remote meeting strategies necessitated by the Covid 19 pandemic.
- Coordinated public participation activities for all plans and programs and advertised public comment opportunities and meeting notices.
- Measured participation effectiveness of CORE MPO board and advisory committee meetings.
- Worked with the appointing agencies to fill the vacant seats on CAC.
- Updated Limited English Proficiency Plan as approved by the CORE MPO board and advisory committees.
- Initiated the public outreach plan and activities for the Mobility 2050 MTP update.

FY2023 Activities:

- Meet with community groups and individuals to provide information on transportation projects and explain the organization's role in transportation planning activities.
- Continue to conduct specialized public outreach for the Mobility 2050 MTP update and finalize goals and objectives.
- Provide specialized public outreach and participation to support the CMP update and the Freight Plan update.
- Maintain the CORE MPO website with updated resources and information.
- Implement MPO social media presence and based on staff recommendations approved by the MPO Board
- Assess the CORE MPO participation process in coordination with the CORE MPO board and advisory committees.
- Implement IJA requirements for public involvement to engage all sectors and users of the transportation network.

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

Environmental Justice/Title VI

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

- Assure that target populations receive a proportionate share of benefits of federal transportation investments.
- Prevent disproportionate impacts to the minority and/or low-income populations in transportation services and projects.
- Assess whether there are disproportionately high and adverse impacts on the target populations resulting from federal programs.
- Educate and notify the public of its rights under Title VI.

Previous Activities:

- Updated Title VI policies and procedures as approved by the CORE MPO board and advisory committees.
- Coordinated with ACAT to develop a virtual meeting approach which accommodates sign language interpretive services.
- Completed the annual Title VI Data Collection and Reporting for FY 2021.

FY2023 Activities:

- Facilitate and support the Advisory Committee on Accessible Transportation (ACAT) to provide advice and recommendations regarding transportation planning for the transportation disadvantaged.
- Conduct Title VI/EJ/Anti-Poverty Planning.
- Coordinate with local EJ organizations in various programs, projects, and studies.
- Represent the CORE MPO in community meetings to explain the organization’s role in transportation planning activities.
- Update and amend planning and organizational documents, including the Title VI policies and procedures, to address new transportation planning legislation and update outreach methods.
- Provide staff support for the ACAT.

FY2023 Deliverables:

Task	Expected Completion Date
Provide annual Title VI data collection and reporting.	Jul 2022
Provide annual MPO 101 training	Feb 2023

Responsible Agencies:

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

Funding:

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

Staffing:

Director of Transportation	Transportation Planner	Assistant Planner
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TASK 3 DATA COLLECTION AND ANALYSIS

Objectives:

- Monitor land use changes, analyze transportation impacts, and identify needed improvements.
- Maintain base year and forecast 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.

Previous Activities:

- Provided support for the 2020 census data collection.
- Reviewed of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Reviewed and approved numerous traffic analysis studies in FY 2022.
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Maintained and updated GIS data on existing and planned bicycle and pedestrian facilities (with support from SAGIS staff to publish GIS layer update).
- Provided traffic model data and expertise in development reviews and special transportation studies.
- Began CMP data assessment. Identified corridors where additional congestion data is recommended by TCC.
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Reviewed and provided feedback on walking and bicycling activities, plans, and studies in the Savannah region.
- Began developing 2020 base year socio-economic data to support travel demand model development for the 2050 MTP update

FY2023 Activities:

- Complete 2020 base year socio-economic data development. Develop forecast 2050 socio-economic data for the travel demand model in support of the 2050 MTP update.
- Maintain the CORE MPO digital files and website with updated data and analyses as well as ensure ease of use and navigation.
- Develop the Census Urban Area (UA) data and the American Community Survey (ACS) data to facilitate next MTP update, MPA revisions, and updates to other required planning documents.
- Carry out the Metropolitan Transportation Planning Process, including compiling the Building Permit reports for the City of Savannah and Chatham County to keep track of the land use developments in the Savannah area, assist in developing TAZ data for the MTP Update, and to assist the census data collection process.
- Monitor census data availability for use in the MPO's transportation planning process.

- Provide feedback on the transportation impacts of development proposals and ensure that the land use decisions of the MPC are fully integrated into the MPO's transportation plans.
- Document transportation needs, identify appropriate mitigation, and facilitate developer participation in the costs of improvements of proposed developments.
- Work with the City of Savannah and Chatham County to prepare traffic impact analysis reports for developments which were anticipated to generate a significant number of trips.
- Conduct land use monitoring and planning to provide a linkage between land use and transportation planning. Examples of activities include but not limited to:
 - Update a spatial data analysis for changes in current land use.
 - Collect building permit and Certificate of Occupancy data and allocate to SE data by TAZ.
 - Update zoning and land use GIS data collected from regional partners.
- Coordinate with GDOT to refine the MPO travel demand model in support of performance-based planning requirements under FAST Act and IJJA.
- Monitor the Environmental Justice 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.
- Maintain GIS data on existing and planned bicycle and pedestrian facilities.
- Prepare periodic updates to the 2045 MTP financial plan and project cost estimates to assure the continued validity of the financial forecast and financial constraint analysis. Begin development of the 2050 MTP financial plan
- Request and assist with review of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process.

Socio-Economic Data and Environmental Justice

The Transportation Department staff gathers and analyzes data for use with the PP, EJ, Title VI and transportation planning to prioritize transportation investments and identify/mitigate negative impacts from projects. Evaluating current and quality data allow staff to make better recommendations and informed decisions. The staff expect to use the upcoming release of 2020 census data to aid in updating TAZ based socio-economic data development for travel demand modelling and may include revisions to the Metropolitan Planning Area, and associated bylaw and MOU updates.

FY2022 Activities:

- CORE MPO staff completed the annual Title VI Data Collection and Reporting for FY 2021.
- CORE MPO staff updated the Title VI Plans and Participation Plan to accommodate virtual public involvement.
- CORE MPO staff coordinated with the local EJ organizations in various programs, projects and studies.
- CORE MPO staff learned from peers on Title VI compliance

FY2023 Activities:

- Attend necessary trainings on transit planning, paratransit planning, Title VI and environmental justice that are hosted by FTA, FHWA, GDOT, NTI, NHI and other agencies in support of the 3-C metropolitan transportation planning process.
- Continue to involve traditionally underserved communities within the CORE MPO MPA in the MPO's transportation planning process as identified in the MPO Participation Plan and Title VI Plan (including the Environmental Justice Plan and the Language Assistance Plan) through the use of public involvement and analytical techniques (e.g. using Geographic Information Systems (GIS) mapping to locate Title VI populations within the MPA).

- Continue to identify potential transportation barriers and gaps to essential services and assess the benefits and burdens of existing and planned transportation system investments on the identified target populations.
- Undertake significant steps, through the increased involvement of ACAT, to publicize the efforts mentioned above and involve the public, and ensure that the EJ communities are represented as members of ACAT.
- Provide staff support in the continuing functioning of ACAT by arranging for ACAT meetings and preparing and distributing meeting agendas and minutes. Make arrangements to make sure that all ACAT members can fully participate in the process (arrange sign language interpretation services, make meeting reminder calls to visually impaired ACAT members, etc.).
- Maintain the Title VI Plans including the Environmental Justice (EJ) Plan and the Language Assistance Plan (LAP). LAP is a requirement when a target population reaches 5% of the total population, which occurred in the 2010 Census for the Savannah area for the Hispanic population. Monitor the 2020 census data availability and make necessary updates to the Title VI Plans with applicable data. Maintain the CORE MPO digital files and website with updated data and analyses as well as ensure ease of use and navigation.
- Continue to evaluate the MTP, TIP, and other programs and plans for Title VI compliance, and continue to pursue partnerships with service and non-profit groups that could assist the MPO to engage minority, low income and LEP persons both through ACAT and other forms of outreach. Make arrangements for language translation services so that the major planning products are better related to the persons with Limited English Proficiency (LEP).
- Continue to monitor the Environmental Justice implementation and update GIS data analysis or benefits/burden analysis as needed relative to access to essential services, transportation improvement projects and capital public transit projects implemented within the MPO area.
- Provide annual Title VI Data Collection and Reporting.

Land Use Monitoring

The Transportation 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.

FY2022 Activities:

- Reviewed of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process initiated by MPC and CRC.
- Reviewed and approved numerous traffic analysis studies in FY 2022.

FY2023 Activities:

- Monitor census data availability for use in the MPO's transportation planning process.
- Develop the Census Urban Area (UA) data and the American Community Survey (ACS) data to facilitate next MTP update and updates to other required planning documents.
- 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, assist in developing TAZ data for the MTP Update, and to assist the census data collection process.
- Provide feedback on the transportation impacts of development proposals and ensure that the land use decisions of the MPC are fully integrated into the MPO's transportation plans.
- Document transportation needs, identify appropriate mitigation, and facilitate developer participation in the costs of improvements of proposed developments.
- Work with the City of Savannah and Chatham County to prepare traffic impact analysis reports for developments which were anticipated to generate a significant number of trips.

- Conduct land use monitoring and planning to provide a linkage between land use and transportation planning. Examples of activities include but not limited to:
 - Update a spatial data analysis for changes in current land use.
 - Collect building permit and Certificate of Occupancy data and allocate to SE data by TAZ.
 - Update zoning and land use GIS data collected from regional partners.
- Request and assist with review of site plans, Developments of Regional Impact (DRIs) and traffic studies in conjunction with the development review process.

Transportation Surveys, Data, Models, and Analysis

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

Previous Work:

- Provided corrections and adjustments to GDOT on socio-economic data for model development.
- Finalized the 2015 socio-economic data (base year data) and the 2045 socio-economic data (horizon year data) for 2045 travel demand model input; as part of the 2045 MTP.
- Provided support for the 2020 census data collection.
- Reviewed the 2015/2045 travel demand model for improvements to the model network.
- Provided traffic model data and expertise in development reviews and special transportation studies.
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Maintained and updated GIS data on existing and planned bicycle and pedestrian facilities (with support from SAGIS staff to publish GIS layer update).
- Coordinated with Bike Walk Savannah and the City of Savannah in collecting bicycle/pedestrian counts.
- Reviewed and provided feedback on walking and bicycling activities, plans, and studies in the Savannah region.
- Secured discretionary PL funding to develop Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure. Issued RFP, selected preferred study consultant team and completed procurement process.
- Secured discretionary PL funding to develop Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure. Issued RFP, selected preferred study consultant team and completed procurement process.

FY2023 Activities:

- Prepare forecasts using the travel demand model as needed in support of special studies and development impact review.
- Monitor census data availability for use in the MPO's transportation planning process.
- Provide feedback on the transportation impacts of development proposals and ensure that the land use decisions of the MPC are fully integrated into the MPO's transportation plans.
- Coordinate with GDOT to refine the MPO travel demand model in support of performance-based planning requirements under FAST Act.
- Monitor the Environmental Justice 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 selected consultant team and project advisory committee to develop Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure.

FY2023 Deliverables:

Task	Expected Completion Date
Develop Building Permit reports for Chatham County and the City of Savannah.	Monthly
Reports on 2020 Census data that can be utilized for the CORE MPO’s transportation planning process.	Extends Beyond FY2023
Maintain GIS shapefiles and layers in the transportation system database.	Extends Beyond FY2023
Collect pedestrian and bicycle counts.	Sept 2022 May 2023
Update socio-economic forecasts and trip tables.	Extends Beyond FY2023
Urban Flooding Dynamic Modeling Tools for Optimized City Planning of Transportation and Infrastructure	Extends Beyond FY2023

Responsible Agencies:

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

Funding:

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

Staffing:

Executive Director	Director of Transportation	Transportation Planner
Transportation Administrator	Advance Planning Department	SAGIS
Consultants/Vendors		

TASK 4 SYSTEMS PLANNING AND OPERATIONS

Objectives:

- Maintain the CORE MPO MTP on an ongoing basis and update every five years.
- Maintain the CORE MPO TIP on an ongoing basis and update at least every four years and as required by GDOT.
- Maintain the Congestion Management Process (CMP). Assess the effectiveness of congestion mitigation strategies undertaken and update the CMP every five years which supports the maintenance of and updates to the MTP and the TIP.
- Maintain the CORE MPO Freight Plan. Track freight issues in coordination with the EDFAC Committee and update the MPO Freight Plan every five years which supports the maintenance of and updates to the MTP and the TIP.
- Maintain the CORE MPO Non-Motorized Transportation Plan and update every five years. work collaboratively with bike and pedestrian advocacy groups and coordinate multimodal solutions through the MPO planning process.
- Continue to implement Performance Based Planning and Programming (PBPP) through periodic updates.
- Coordinate the maintenance, assessment, and updates of planning documents including, but not limited to, CMP, MTP, and Freight Plan.

FY2022 Activities:

- Monitored progress toward meeting congestion reduction performance targets and FAST Act reliability targets.
- Identified strategies and projects for the CORE MPO Board's consideration for programming of funds in the TIP.
- Conducted Performance-Based Planning and Programming transportation activities that include but are not limited to:
 - Continuation of Transportation Performance Management target setting process.
 - CORE MPO advisory committees supported State Safety Targets.
 - CORE MPO Board approved by Resolution to support the State Safety Targets.
- Coordinated with the Economic Development and Freight Advisory Committee (EDFAC) to provide freight input on TIP development and CMP update.
- Began mapping freight truck routes.
- Began scoping discussions with EDFAC and TCC for an update of the CORE MPO Freight Plan
- Completed two special studies in FY 2022 1) SR 21 Access Management Study and 2) SR 307 Corridor Study
- For the I-95 Airways Interchange (completed in FY 2019), continued to work with project sponsor, GDOT and consultant to resolve GDOT comments and discrepancies between MPO lead study and a separate study subsequently conducted by City of Pooler. Areas of concern included:
 - Intersection types
 - Traffic forecasts
- Incorporated safety performance measures to Mobility 2045.

FY2023 Activities:

- Data collection.
- Identify existing services and programs that support access to jobs in the Savannah region, and identify proposed projects and programs to reduce congestion and increase job access opportunities.

- Continue coordination with GDOT and advisory committees to identify and program projects supporting congestion reduction, freight movement and the development of the State Freight Plan Update.
- Track new freight issues and developments.
- Assess freight planning data needs in coordination with CMP update.
- Amend as appropriate planning documents to conform to new transportation legislation.
- Implement travel demand reduction strategies for congestion management (FAST Act implementation).

Responsible Agencies:

Organization	Activity
MPC	Maintain and update CMP. Lead in bicycle and pedestrian planning. Support state freight planning efforts/lead local efforts. Lead in MTP maintenance and development. Lead in CMP maintenance and updates. Maintain and update TIP
FHWA	Provide guidance and data
GDOT	Provide guidance and data, report performance management process. Implement bike/ped. Projects. Assist in developing traffic projections, project cost estimates, revenue projections and financial analysis. Financial analysis, programming. Concept meetings, PIOHs.
Local municipalities, CAT, and agencies	Assist in additional data collection. Implement bike/ped. Projects. Assist in developing project information and priorities. Assist in developing project information and priorities.
Various agencies.	Consultation.

Funding:

Funding Source	Amount
FHWA Formula PL	\$168,800.00
MPO Dues Formula PL Match	\$42,200.00
FTA Formula Section 5303	\$0.00
GDOT Formula 5303 Match	\$0.00
MPO Dues Formula 5303 Match	\$0.00
TOTAL FUNDS	\$211,000.00

Staffing:

Director of Transportation	Transportation Administrator	Transportation Planner
Consultants/Vendors	Advance Planning Department	

Subtask	Expected Completion Date
Coordinate and collaborate with GDOT and public transportation providers on the implementation of performance targets and reporting.	Extends Beyond FY2023
Set System Performance Targets.	Ongoing
Set Transit Safety Performance Targets.	Ongoing
Set Pavement and Bridge Performance Targets.	Ongoing
Update CORE MPO Freight Plan	Extends Beyond FY2023
Identify and evaluate freight plan implementation.	Extends Beyond FY2023

Metropolitan Transportation Plan

Objectives:

- Maintain the performance based, multimodal Metropolitan Transportation Plan (MTP) and update the MTP at least every five years.
- Promote multimodal planning practices that support the goals and objectives of the MTP.

FY2022 Activities:

- Prepared MTP amendments in support of current project proposals.
- Prepared MTP appendices for Performance Based Planning.
- Formed project advisory committee for 2050 MTP update.
- Developed scope of work for 2050 MTP update.
- Kicked off the Mobility 2050 MTP update.
- Developed participation strategies for the Mobility 2050 MTP update.
- Drafted initial proposed goals and objectives to guide the MTP update.
- Initiated participation activities for the MTP update with first round public meetings.
- Initiated development of 2020 base year socio-economic data.

FY2023 Activities:

Maintain the Mobility 2045 MTP current with PBPP requirements to implement and conform the FAST Act and/or Infrastructure and Investment Jobs Act (IIJA).

- Finalize 2050 MTP Goals and Objectives.
- Finalize base year socio-economic data for the travel demand model.
- Develop 2050 forecast year socio-economic data for the travel demand model.
- Develop project lists for the six standard networks and any additional alternative scenarios identified by the TCC
- Compile financial data on projects completed since the last MTP update.
- Compile the most up to date project cost estimates for pre-construction projects.
- Develop planning level cost estimates for newly proposed projects
- Develop financial forecasts of reasonably anticipated funding for the 2050 MTP update.
- Begin to develop financially feasible lists of projects for analysis using the travel demand model. Results will be reviewed by the TCC and used to develop the proposed program of projects for the 2050 MTP.

FY2023 Deliverables:

Subtask	Expected Completion Date
2050 MTP Goals and Objectives	June 2022
Meeting notes from PAC meetings, visioning sessions, stakeholder listening sessions, etc.	Ongoing-June 2023
Specific scope of work and schedule	June 2022*
Project lists for standard travel demand model networks	Ongoing-June 2023

*Schedule dependent on Census data release.

2050 MTP Development Milestone Steps	FY 2022						FY 2023						FY 2024						FY 2025																																			
	Jul-21	Aug-21	Sep-21	Oct-21	Nov-21	Dec-21	Jan-22	Feb-22	Mar-22	Apr-22	May-22	Jun-22	Jul-22	Aug-22	Sep-22	Oct-22	Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	May-23	Jun-23	Jul-23	Aug-23	Sep-23	Oct-23	Nov-23	Dec-23	Jan-24	Feb-24	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25						
Public Involvement Incl. Bi-monthly and Special Called Meetings, Virtual Outreach, Surveys, etc.																																																						
Develop goals and objectives																																																						
Review 2020 Census UAs																																																						
Develop smoothed Urban Boundary																																																						
Develop revised MPA to determine MTP coverage area																																																						
Reapportion MPO membership and update bylaws																																																						
Review and revise TAZs in developing areas of MPA/MSA																																																						
Develop socio-economic data for base year 2021																																																						
Base Year SE data review and revisions																																																						
Develop socio-economic data for horizon year 2050																																																						
Develop base network and calibrate travel demand model (GDOT/Consultants)																																																						
Develop networks 2-4 (existing work programs), 5 (all identified capacity needs met) and 6, (financially constrained)																																																						
Additional model runs to refine MTP programs of projects (if desired)																																																						
Update other completed studies and plans if needed (Thoroughfare Plan, Non-Motorized, Transit, and other study results)																																																						
Develop revenue projections																																																						
Develop/update project cost estimates																																																						
Review status of projects in 2045 MTP																																																						
Develop financially constrained project lists																																																						
Develop draft MTP Report																																																						
FHWA and GDOT review draft MTP - 30 days																																																						
Revise draft MTP to incorporate FHWA/GDOT comments																																																						
Final Round Targeted Public Outreach Meetings																																																						
CORE MPO committees and Board review of draft																																																						
Public review and comment on revised draft MTP - 30 days																																																						
CORE MPO advisory committee endorsement and MPO Board adoption of the proposed 2050 MTP																																																						
Incorporate final comments and finalize MTP document																																																						
Final MTP document submitted to GDOT/FHWA/FTA and posted on the MPO website																																																						

Transportation Improvement Program

Objectives:

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

FY2022 Activities:

- Developed a draft FY 2021-2024 LTIP for review by the FHWA, FTA, GDOT, CORE MPO Board and advisory committees with public notice for review and comments.
- Adopted Final LTIP for FY 2021-2024
- Maintained the FY 2021-2024 LTIP static document through amendments and administrative modifications.
- Maintained the FY 2021-2024 LTIP web enabled TIP through amendments and administrative modifications.
- Collaborated with the Technical Coordinating Committee (TCC) to conducted Calls for Projects to allocate Z230, Z301, and Highway Infrastructure Program (HIP) funds.

FY2023 Activities:

- Maintain the FY 2021-2024 TIP through amendments and administrative modifications as needed to implement the priority projects of the CORE MPO.
- Collaborate with the Technical Coordinating Committee (TCC) to conducted Calls for Projects to allocate Z230, Z301, Highway Infrastructure Program (HIP) funds and other applicable funds when needed.
- Maintain the FY 2021-2024 TIP current with PBPP requirements to implement and conform the FAST Act or IIJA.
- TIP amendment in tandem with 2050 MTP update as needed.

FY2023 Deliverables:

Subtask	Expected Completion Date
Conduct Calls for Projects as Needed	TBA
Prepare TIP Administrative Modifications	June 2022
Prepare TIP Amendments	June 2022
Prepare Full TIP update when needed	TBA

Congestion Management and IT Operations

Objectives:

- Develop and maintain the Congestion Management Process (CMP).
- Assess the effectiveness of congestion mitigation strategies undertaken.
- Identify strategies to alleviate current observed and future projected congestion.
- Update the CMP every five years to maintain currency with the MTP objectives.

FY2022 Activities:

- Initiated the update of the 2017 CMP
- Formed the CMP working group.
- Working in concert with the CMP working group and TCC, developed scope of work for CMP update.
- Identified the desired CMP network and mapped selected corridors
- Identified key data gaps in the NPMRDS where additional data may need to be acquired
- Reviewed status of recommendations and strategies from 2017 CMP
- Monitored progress toward meeting congestion reduction performance targets and FAST Act reliability targets.

FY2023 Activities:

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

FY2023 Deliverables:

Subtask	Expected Completion Date
Complete the CMP update	December 2023
Develop regional goals for reducing peak hour vehicle miles traveled.	June 2023
Update the CMP strategies and projects for the CORE MPO Board’s consideration of programming and funding.	December 2023

Freight Plan

Objectives:

- Maintain the CORE MPO Freight Transportation Plan
- Conduct periodic updates of the Freight Plan to inform the MTP and TIP

FY 2022 Activities

- Initiated scoping discussions with EDFAC and TCC committees for an update of the MPO Freight Plan
- Secured funding for the MPO freight plan update and completed procurement activities.

FY 2023 Activities

- Work with selected consultant team and project advisory committee to update CORE MPO Freight Plan

FY2023 Deliverables:

Subtask	Expected Completion Date
Issue RFP and secure consultant for Freight Plan update.*	March 2022
Completed CORE MPO Freight Plan	October 2023

Liveability and Transportation Alternatives

Objectives:

- Maintain the CORE MPO Non-Motorized Transportation Plan to reflect current priorities of MPO Member governments and local advocacy groups. Conduct periodic updates approximately every five years, or as appropriate.
- Support and work collaboratively with bike and pedestrian advocacy groups and coordinate multimodal solutions through the MPO planning process.

FY 2022 Activities

- Maintained the Non-motorized Transportation Plan. The Non-Motorized Transportation Plan serves as a guide for bike/ped/trail projects.
- Supported and coordinated with Savannah-Chatham Mobility Advisory Committee (MAC) in the development and implementation of bicycle, pedestrian, and trail projects.
- Continue collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies.
- Provided recommendations for bicycle and pedestrian strategies and projects for other plans and documents.
- Assisted Bike Walk Savannah in collecting count data as part of the National Bicycle and Pedestrian Documentation Project
- Conducted call for projects for Z230/Transportation Alternatives funding.

FY 2023 Activities

- Maintain, evaluate, and update the Non-motorized Transportation Plan as needed. The Non-Motorized Transportation Plan serves as a guide for bike/ped/trail projects.
- Support and coordinate with Savannah-Chatham Mobility Advisory Committee (MAC) in the development and implementation of bicycle, pedestrian, and trail projects
- Continue collaboration with Bike Walk Savannah, Tide to Town, East Coast Greenway, CAT, and other local municipalities and agencies.
- Provide recommendation for bicycle and pedestrian strategies and projects for other plans and documents.
- Assist Bike Walk Savannah in collecting count data as part of the National Bicycle and Pedestrian Documentation Project.
- Conduct call for projects for Z230/Transportation Alternatives funding.
- Begin to explore performance metrics for bicycle and pedestrian facility networks.

FY2023 Deliverables:

Subtask	Expected Completion Date
Updated non-motorized count data as part of the National Bicycle and Pedestrian Documentation Project	March, September 2022

TASK 5 TRANSIT PLANNING

Objectives:

- Conduct transit and paratransit planning activities in support of Chatham Area Transit and the CORE MPO MTP and TIP.
- Provide staff support to the CORE MPO Advisory Committee on Accessible Transportation (ACAT)
- 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.

FY2022 Activities:

- Tracked transit funding and planning developments of the CAT and GDOT.
- Assisted the State in the preparation of Section 5303 Transit Planning Contract for FY 2022.
- Processed budget adjustments to FY 2022 UPWP's transit planning program.
- Incorporated priority projects recommendation into the MPO's plans and programs.
- Maintained the Transit Asset Management/State of Good Repair (TAM/SGR) plans.
- Developed and adopted Written Procedures on Performance Based Planning and Programming for the Savannah Metropolitan Area for TAM and SGR.
- Continued assistance and coordination of technical support and general planning to CAT on various projects related to the transit system and new transit services in the Savannah area. Projects include but not limited to:
 - Transit Development Plan update.
 - Public Transportation Agency Safety Plan (PTASP).
 - Transit Asset Management Targets.
 - FTA funds and flexed FHWA funds grant applications.
 - Analysis and development of current transit system because of COVID-19 to determine service refinements and enhance operational efficiency of the system.
- Administered CORE MPO Board and advisory committee meetings related to transit planning.
- Processed amendments and addenda for the Mobility 2045.
- 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 included the CORE MPO Board (MPO), the Technical Coordinating Committee (TCC), TCC sub-committees, the Economic Development and Freight Advisory Committee (EDFAC), the Citizens Advisory Committee (CAC), and the Advisory Committee on Accessible Transportation (ACAT).
- Attended the CAT Board meetings and the GDOT Sub-recipient workshops to keep track of the transit funding and planning developments.
- Conducted other routine administrative tasks – maintaining and updating the MPO's contact database and stationery, conducting computer troubleshooting, preparing routine correspondence, maintaining budgetary information, etc.
- Continued preparation work for and participated in the FY 2021 federal certification review.
- Participated in some trainings, workshops, conferences and webinars related to transit planning.
- Provided general transit planning and coordination services.
- Attended the GDOT training on Blackcat and processed grant application for FY 2023 Section 5303 funds via this new system.
- Assisted the state in the preparation of the Section 5303 Transit Planning Contract for FY 2022.

- Prepared proper study documentation for FY 2022 grant reimbursement including development of Annual and Quarterly Progress Reports.
- Developed the FY 2023 Unified Planning Work Program that incorporated expected transit planning tasks.
- Processed administrative modifications and amendments as needed to the FY 2022 UPWP regarding Section 5303 funds.
- Processed budget adjustments as needed to FY 2022 UPWP's transit planning program.
- CORE MPO staff continued to support the ACAT Committee, and ACAT continued to provide advice and recommendations regarding transportation planning for the transportation disadvantaged.
- CORE MPO staff worked with the ACAT Committee to develop a virtual meeting approach which accommodates sign language interpretive service.
- CORE MPO staff has assisted (CAT) on various planning studies such as Transit Development Plan update and System Re-design, and incorporated priority projects recommended in these studies into the MPO's plans and programs.
- CORE MPO staff has provided letters of support for CAT's grant applications and assisted CAT in accessing the awarded grant funds by processing plan and program amendments.
- CORE MPO staff has coordinated with CAT and GDOT Intermodal on FAST Act implementation through
 - Development and maintenance of and update to the Transit Asset Management/State of Good Repair (TAM/SGR) plans;
 - setting regional transit performance management targets;
 - development and adoption of 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.
- Coordinated with and assisted CAT with technical support such as mapping, analysis, and other various projects related to the transit system and new transit services in the Savannah area.

In FY 2022 CAT did the following using 5307 funds.

- CAT maintained and updated the Transit Asset Management/ State of Good Repair (TAM/SGR) Plan and shared TAM targets with CORE MPO;
- CAT developed and adopted the Public Transportation Agency Safety Plan (PTASP);
- CAT processed grant applications to access both FTA funds and flexed FHWA funds;
- CAT continued to analyze and develop its current transit system, in light of COVID-19 response and optimization of operations, to determine service refinements and enhance operational efficiency of the system. This process resulted in the temporary suspension of some underperforming routes as well as the addition of buses on other routes to allow for the necessity of social distancing; and
- CAT continued to coordinate with CORE MPO for transit planning.

FY2023 Activities:

- Continue to coordinate with CAT and GDOT Intermodal on FAST Act implementation.
- Set regional and transit performance management targets.
- Maintain the incorporation of TAM/SGR targets in MTP and TIP.
- Update TAM/SGR when applicable.
- Provide support and assistance for CAT; activities include but not limited to:
 - Identify and access grant funds.
 - Provide letters of support.
 - Implementation of TSP and other ITS tools.
 - Ferry service coordination.
 - Implementation and expansion of park-and-ride lots.

- Amend multimodal and transit planning documents to implement and conform the FAST Act or subsequent transportation legislation.
- In anticipation of the new 2020 Census data, staff will continue integration of new demographic data and population trends into all planning processes and will start to assess potential changes to the urbanized boundary and the metropolitan planning areas.
- Attend trainings on transit planning, paratransit planning, Title VI, and environmental justice in support of the 3-C metropolitan transportation planning process.
- CAT – Complete the development of the Transit Development Plan and implement strategies identified in the plan.
- CAT – Coordinate with CORE MPO in conducting general transit/ paratransit planning.
- CAT – Report on the TAM/SGR and public safety targets.
- CAT – Participate in the ACAT meetings and furnish information pertaining to the operations of the CAT Mobility services.
- CAT – Continue to improve bus stop amenities based on on-boarding and off-boarding ridership.
- Continue to coordinate with CAT staff through attendance at CAT board meetings and regular check in and coordination meetings.
- Provide general planning services and assist Chatham Area Transit (CAT) on various planning studies.
- Coordinate with and assist CAT with technical support such as mapping, analysis, and other various projects related to the transit system and new transit services in the Savannah area.
- Continue to implement FAST Act or subsequent transportation legislation regarding transit/paratransit planning.
- Provide staff support for CORE MPO Board and advisory committee meetings related to transit planning tasks, including preparation of agendas, minutes, mailings, notifications, presentations and staff reports.
- Continue to conduct administrative and program coordination activities in support of the 3-C transportation planning process.
- Work with FHWA, FTA and GDOT on any remaining follow up activities from the federal certification review to ensure CORE MPO remains federally certified so that the Savannah area is eligible for FTA funding.
- Attend necessary trainings on transit planning, paratransit planning, Title VI and environmental justice 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 2023 Unified Planning Work Program.
- Process grant application for FY 2024 Section 5303 funds.
- Develop the FY 2024 Unified Planning Work Program – identify priority transit planning work tasks in coordination with the CORE MPO Board and advisory committees, prepare descriptive narrative for each work task as well as cost estimates, develop project schedules based upon timelines for key planning deliverables, coordinate input from other agencies, and prepare the FY 2024 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 Annual and Quarterly 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 planning.
 - Continue to involve traditionally underserved communities within the CORE MPO MPA in the MPO’s transportation planning process as identified in the MPO Participation Plan and Title VI Plan (including the Environmental Justice Plan and the Language Assistance Plan) through the

use of public involvement and analytical techniques (e.g. using Geographic Information Systems (GIS) mapping to locate Title VI populations within the MPA).

- o 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.
 - o Undertake significant steps, through the increased involvement of ACAT, to publicize the efforts mentioned above and involve the public, and ensure that the EJ communities are represented as members of ACAT.
 - o Provide staff support in the continuing functioning of ACAT by arranging for ACAT meetings and preparing and distributing meeting agendas and minutes. Make arrangements to make sure that all ACAT members can fully participate in the process (arrange sign language interpretation services, make meeting reminder calls to visually impaired ACAT members, etc.).
 - o Maintain the Title VI Plans including the Environmental Justice (EJ) Plan and the Language Assistance Plan (LAP). LAP is a requirement when a target population reaches 5% of the total population, which occurred in the 2010 Census for the Savannah area for the Hispanic population. Monitor the 2020 census data availability and make necessary updates to the Title VI Plans with applicable data.
 - o Continue to evaluate the MTP, TIP, and other programs and plans for Title VI compliance, and continue to pursue partnerships with service and non-profit groups that could assist the MPO to engage minority, low income and LEP persons both through ACAT and other forms of outreach. Make arrangements for language translation services so that the major planning products are better related to the persons with Limited English Proficiency (LEP).
 - o Continue to monitor the Environmental Justice 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.
 - o Provide annual Title VI Data Collection and Reporting.
- Plan for transit – oriented development.
- o Conduct other short-range transit projects depending upon CAT’s strategic priorities, including but not limited to:
 - o Continue to coordinate and work with CAT on defining transit and mobility priorities for the region;
 - o Continue to assist CAT in efforts to track, coordinate and apply for federal funding;
 - o Assist CAT to identify new sources of transit funding;
 - o Assist CAT with grant opportunities through letters of support as well as plan and program amendments;
 - o Assist CAT with any follow up and implementation activities of the TDP and system re-design;
 - o Assist CAT and Mobility Management Board with short range transit projects as needed;
 - o Continue to coordinate with CAT on Performance Based Planning and Programming regarding transit*;
 - o Assist CAT in efforts to coordinate with the City of Savannah to implement TSP and other ITS tools;
 - o Continue to assist CAT in efforts to coordinate with the Savannah Convention and Trade Center for ferry service;
 - o Continue to assist CAT in efforts to expand the transit service area and the implementation of park and ride lots; and

- o 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.

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, 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. Staff activities include but not limited to:

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 FAST Act and other federal regulations, the MTP and supplements. Staff activities include but not limited to:

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. Staff activities include but not limited to:

Transportation Improvement Program

ALI Code 44.25.00

The CORE MPO TIP provides a detailed list of priority funded highway, transit, and other multi-modal projects for the MPO planning area over the next four years. The Transportation Department staff develop and maintain a Transportation Improvement Program (TIP) in cooperation with local and state planning partners. In addition, staff ensure that the TIP is consistent with the MTP and incorporates PBPP. Staff activities include but not limited to:

FY2022 – FY2023 Deliverables:

Task	Expected Completion Date
ACAT meeting agendas, staff reports, recordings and minutes.	June 2023
Meeting agendas, minutes, recordings and mailings related to transit planning tasks.	June 2023
Process MTP and TIP amendments to incorporate TAM/SGR targets.	Extends Beyond FY2023
Attend monthly CAT board meetings.	June 2023
Grant application for FY 2024 Section 5303 funds.	Dec 2022
Assist the state in the preparation of the Section 5303 Planning Services Contracts.	Aug 2022
Complete the Transit Development Plan. (CAT)	TBD
Apply for Section 5303 discretionary grant funds for purchase of transit planning tool, Remix. (CAT)	December 2022
Planning services contracts for Section 5303 funds.	June 2023
Annual and quarterly progress reports and reimbursement requests for Section 5303 grants.	June 2023
FY 2024 UPWP published on CORE MPO website and in print upon request (focus on transit elements).	February 2023

Responsible Agencies:

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

FY 2023 Funding:

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303*	\$142,593.00
GDOT Formula 5303 Match*	\$17,824.13
MPO Dues Formula 5303 Match*	\$17,824.13
TOTAL FUNDS	\$178,241.26

FY 2024 Funding:

Funding Source	Amount
FHWA Formula PL	\$0.00
MPO Dues Formula PL Match	\$0.00
FTA Formula Section 5303*	\$164,193.00
GDOT Formula 5303 Match*	\$17,824.13
MPO Dues Formula 5303 Match*	\$23,224.13
TOTAL FUNDS	\$205,241.26

* Includes CORE MPO request for additional funds to purchase a transit planning tool. Projected cost \$27,000: (80% Federal Share - \$21,600) (10% State Share – \$2,700) (10% Local Match - \$2,700).

Staffing:

Director of Transportation	Transportation Administrator	Transportation Planner
Assistant Planner	Consultants/Vendors	

TASK 6 SPECIAL STUDIES

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

FUNDED STUDIES

Freight Transportation Study

Previous Work: The CORE MPO's current Freight Transportation Plan was completed in CY 2015.

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

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

The current CORE MPO Freight Transportation Plan was completed in December 2015. Since then, the Port of Savannah has experienced unprecedented growth; the Savannah River Deepening project has taken place and is nearing completion; intermodal facilities have been built; significant amounts of warehouses have been constructed or are under construction; various freight corridors are either under construction, are going into construction in the near future, or are being planned for implementation; and COVID-19 has put tremendous pressure on freight movements. It is time to update the Freight Transportation Plan to reflect the changes and project what is needed in the future.

The Freight Transportation Plan Update will take place in state Fiscal Years 2022 and 2023. Taking advantage of new data, the updated freight plan will include both policy and infrastructure recommendations which will feed into and support the development of the CORE MPO's 2050 Metropolitan Transportation Plan (MTP). CORE MPO will solicit the help of a consultant firm to complete the plan update.

The scope of the Freight Transportation Plan Update will include but is not limited to the following.

- Project Management and Coordination
- Freight Needs Assessment and Analysis
 - Update the Existing Freight Network and Asset Inventory
 - Update the Existing and Future Freight and Goods Movement Assessment
 - Update the Freight Performance Measures

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

This is a multi-year task for which CORE MPO will hire a consultant team. Procurement activities are expected to begin in the Fall of CY2021, with notice to proceed in Spring of CY2022, and completion by Fall of CY2023.

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

Responsible Agencies:

Organization	Activity
MPC	Study oversight/project management, funding applications, RFP development, consultant procurement
Consultants	Project scope of services
GDOT and FHWA	Project coordination
Other local agencies	Consultation

Funding:

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

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

Previous Work: New project.

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

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

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

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

system redundancy, promotes economic vitality and freight movement, supports evacuation needs, and addresses social equity.

This is a multi-year task for which CORE MPO will engage a qualified academic institution, or the equivalent thereof, as contractor. Procurement activities are expected to begin in the Fall of CY 2021, with notice to proceed in Spring of CY 2022 and completion in the Spring of CY 2023.

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

Responsible Agencies:

Organization	Activity
MPC	Study oversight/project management, funding applications, RFP development, consultant procurement
Consultants	Project scope of services
GDOT and FHWA	Project coordination
Other local agencies	Consultation

Funding:

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

US 80 Corridor Study

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

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

Responsible Agencies:

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

Funding:

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

UNFUNDED STUDIES

SR 204 Between King George Blvd and US-17

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

Product	Lead Agency/Local Sponsor	Consultants
Detailed traffic study of recommended improvements to program a project in the CORE MPO's 2045 MTP and TIP.	Chatham County	Yes

Responsible Agencies:

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

Funding:

Proposed Funding Source	Amount
FHWA Discretionary PL	\$160,000.00
Discretionary PL Match	\$40,000.00
TOTAL FUNDS	\$200,000.00

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
Detailed traffic study of recommended improvements to program a project in the CORE MPO's 2045 MTP and TIP.	Chatham County	Yes

Responsible Agencies:

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

Funding:

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

Purchase of Transportation Data and Analytical Tools

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

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

Responsible Agencies:

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

Funding:

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

Old River Road Operational and Capacity Improvements

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

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

Responsible Agencies:

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

Funding:

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

Transit Oriented Development Study

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

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

Approximate Cost: \$125,000

Duration: 9 months- 12 months

Bus Stop Amenities Study

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

Additional project requests include:

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

Approximate Cost: \$125,000.00

Duration: 12 months- 15 months

Mobility Hub Study and Program

The goal of the Mobility Hub Study and Program is to identify current and projected mobility needs and create a clear framework for prioritizing and implementing multi-modal mobility improvements in Chatham County. Ideally, these mobility hubs will act as focal points in the transportation network that seamlessly integrate different modes of transportation, multi-modal supportive infrastructure, and context-sensitive design to create active, easy to use facilities that maximize first mile/last mile connectivity. This project will build upon previous planning efforts including the **Park and Ride Lot Study, Non-Motorized Study and Mobility Plan 2040.**

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

TASK # 1 Administration

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

TASK # 2 Public Involvement

- Sub-element 2.1 Community Outreach and Education

TASK # 3 Data Collection

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

TASK # 4 Systems Planning

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

2022 TASKS

1. Administration
2. Public Involvement
3. Data Collection, Analysis and Forecasting
4. Systems Planning and Operations
5. Transit Planning
6. Special Studies

APPENDIX C: COMMENTS RECEIVED DURING THE DEVELOPMENT OF THE FY
2023 UPWP

From: [Green, Nedric D](#)
To: [Mark Wilkes](#)
Cc: [Melanie Wilson](#); [Aviance C. Webb](#); [Caiifa, Thomas](#); [Ann-Marie Day](#)
Subject: RE: FHWA Comments - Savannah MPO FY 2023 UPWP
Date: Wednesday, January 19, 2022 3:06:08 PM

Good afternoon Mark,

Thanks for providing the draft FY 2023 UPWP for review and comment. GDOT Planning concurs with the comments provided by FHWA, and we have additional comments below. Please let us know if you have any questions. Thanks!

General Comments

- Please review the draft document for spelling, grammar, correct alignments, etc. There are also several blank pages and a lot of wasted space in the draft document.
- Consider adding language regarding equity in the UPWP Process and any other plans. Example: The MTP development process and content will prioritize equity, economy, climate change / resiliency, and Covid-19 Relief efforts.
- *Monitoring of Transportation Planning Reauthorization*
 - This section briefly mentions the IJJA. Please discuss IJJA further and identify planning activities in UPWP to Support IJJA
- *FY 2023 Planning Factors and UPWP Tasks*
 - Says work tasks correlate directly to FAST Act planning factors. This should be updated for the IJJA.
 - Please also include the recently updated Planning Emphasis Areas from FHWA/FTA
- *FY 2023 Major Activities and Projects*
 - This section contains some redundant information; contains the same information as the *Major Planning Priorities and focus areas*

Tasks

- Task 1 Administration - Replace FAST ACT reauthorization process with IJJA under FY 2023 Activities
 - Some of the tasks have similar activities for FY 2023. Make sure activities are specific to each Task
 - FY 2022-2023 Deliverables chart should just be FY 2023
 - Expected Completion Dates for Deliverables – For deliverables completed at various times through the year, it may be best to use “Ongoing” or “As needed” instead of listing wide ranges of dates, or listing the timeframe as “TBD”
 - Equipment & Supplies FY 2023 Activities - Please clarify, the document mentions that staff will purchase new computers in FY 2023, but also says that staff purchased computers in FY 2022?
 - Task 3 Data Collection and Analysis – Some of the previous activities are from 2045 MTP development, which was adopted prior to FY 2022. Please remove these activities
 - Task 4 System Planning & Operations – Remove the information related to the two planning studies that were completed in 2019 from the FY 2022 Activities.
-

From: Day, Ann-Marie (FHWA) <ann-marie.day@dot.gov>
Sent: Tuesday, January 18, 2022 4:58 PM
To: wilkesm thempc.org <wilkesm@thempc.org>
Cc: Melanie Wilson <wilsonm@thempc.org>; Webb, Aviance (FTA) <aviance.webb@dot.gov>; Green, Nedric D <NGreen@dot.ga.gov>; Caiafa, Thomas <tcaifa@dot.ga.gov>
Subject: FHWA Comments - Savannah MPO FY 2023 UPWP

Good day Mark;

Thank you for the opportunity to review and comment on the Savannah MPO's draft FY 2023 work program. Outlined below, are FHWA's comments. Please see to it that our comments are addressed before the product is finalized. As always, do not hesitate to contact me or schedule a run-down call of the outlined comments.

GENERAL

- MPO staff should QA/QC this document as there are inconsistencies (FY 2022 Activities and Previous Activities).
- There are also redundancies within Tasks. The same identical activities are being carried out within other tasks.
- The MPO staff has a lot of activities for FY 2023. I strongly recommend further discussion and evaluation of these activities under each tasks. There is a lot. Are they realistic? Will they get accomplished within FY 23? Please prioritize IJA/BIL and PEAs implementation with the already on the horizon planning products with strong focus on activities that support these.
- Under the advisement of FHWA, this MPO will not pursue PL Committee funding in CY 2022; as such, remove mention of PL Committee Special Studies funding activities.
- CORE MPO Work Program Activities – update table to reflect more current
 - Bridge and Pavement Targets are not bi-annual
 - Annually – add Safety Targets activities
 - System Performance Report – every 4 years. Next one due this calendar year
 - Every five years – add Freight Plan here as well instead of under Ad Hoc section
 - Identify the correct targets – PM1 (Safety), PM2 (Pavement and Bridges), PM 3 (Congestion Management)
- Add and/or update Completed Products table to reflect upcoming deliverables

ADMINISTRATION

- IJA/BIL is an after-mention or hidden. Please include this bill and identify activities to ensure implementation
- Add the just released Planning Emphasis Areas (PEAs) and identify activities to support implementation
- MPO staff should collapse Administration and Coordination as they are one in the same.
- MPO staff should use Administrative Task to list their oversight activities in carrying out the metropolitan process, not just coordination with locals, state, and federal.
- These should include developing/amending the planning products and identify deliverables with start and end schedule.
 - Planning products – MTP, CMP, Freight, Participation Plan, TIP, etc.

Need more deliverable listing as well as general schedule for products adoption where applicable.

- When did this MPO last updated it's bike/ped plan?
- Identify MPO staff (not just by title) here and consultant where applicable.

PUBLIC PARTICIPATION

- Should identify activities to support the MPT, CMP, Freight Plan update
- Product should be updated to account for activities, tools used, etc. during development of these planning products
- Include activities to support equity
- Should be updated in tandem with the MTP and CMP

DATA COLLECTION AND ANALYSIS

- Identify those products that these data collection will support their development.
 - Participation Plan, Title VI, LEP, MTP, CMP, etc
- Add equity, safety, etc, multi-modal planning activities
- Building Permit activity should instead lead with carrying out the transportation planning process to include.....

SYSTEMS PLANNING

- MPO staff should identify a schedule for this plan update. The current one is not sufficient
- Add convening MTP update subcommittee
- TIP amendment in tandem with 2050 MTP update?
- Livability and Transportation – Great that this sub-section exists. Also use it to include multimodal activities such as bike/ped planning/complete streets, etc.

TRANSIT

- Include applicable products such as the Title VI/LEP

Thanks,

Ann-Marie Day

Planning Team Leader

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Georgia is a state of natural beauty. And it's a state that spends millions each year cleaning up litter that not only mars that beauty, but also affects road safety, the environment and the economy. Do your part – don't litter. How can you play an active role in protecting the splendor of the Peach State? Find out at <http://keepgaclean.com/>.

APPENDIX D: Erratta (Reserved)
