



CORE MPO Technical Coordinating Committee

Minutes
December 12, 2024, at 2:00pm

December 12, 2024, CORE MPO Technical Coordinating Committee

Voting Members	Representing	Present
Deanna Brooks	Chatham County Engineering	X
Michele Strickland	City of Savannah	X
Charles Ackridge	City of Bloomingdale	
Rhonda Ferrell	City of Garden City	
Leon Davenport	City of Pooler	
Omar Senati-Martinez	City of Port Wentworth	X
Matt Walker	Town of Thunderbolt	
Peter Gulbranson	City of Tybee Island	
Paul Teague	Bryan County	X
Nathan Clark	City of Richmond Hill	X
Jonathan Hulme	Effingham County	X
Representative	Municipality within Effingham County (rotating seat)	
Mary Moskowitz	Chatham Area Transit	
Representative	Georgia Ports Authority	
Heath Maines	Savannah Airport Commission	X
Melanie Wilson	MPC Executive Director & CEO	X
Kaniz Sathi	GDOT – Planning	X
Katie Proctor	GDOT – District Five	X
Caila Brown	Bike Walk Savannah	X
Voting Alternate	Representing	
Ambria Berksteiner	Chatham Area Transit	X
Others	Representing	
Asia Hernton	CORE MPO	X
Anna McQuarrie	CORE MPO/MPC	X
Kieron Coffield	CORE MPO	X
Wykoda Wang	CORE MPO	X
Sarah Greenbush	MPC IT	X
Harrison Dean	Kimley-Horn	X
Damon Rice	Chatham County	X
Richard Fangmann	Pond and Co	X

I. Approval of Agenda

Ms. Michele Strickland, City of Savannah, motioned to approve the agenda, seconded by Ms. Caila Brown, Bike Walk Savannah. The motion passed with none opposed.

II. Action Items

1. [Approval of the October 17th, 2024, TCC meeting minutes](#)

Ms. Michele Strickland motioned to approve the October 17th, 2024, meeting minutes, seconded by Ms. Ambria Berksteiner, Chatham Area Transit. The motion passed with none opposed.

2. [Election of TCC Chairperson](#)

Chairperson Deana Brooks, Chatham County, stated as we are in December, we get to do election of our TCC chairperson for the next two years. We will open up the floor for anyone interested.

Ms. Michele Strickland nominated Ms. Deana Brooks from Chatham County as Chairperson for the TCC for Calendar Years 2025 - 2026. Ms. Caila Brown seconded the nomination.

There were no other nominations.

The TCC voted Ms. Deana Brooks as the Chairperson for the next two years with none opposed.

3. [Election of TCC Vice Chairperson](#)

Chairperson Deana Brooks asked if we have any nominations for the Vice Chairperson.

Ms. Ambria Berksteiner nominated Ms. Caila Brown. Chairperson Deana Brooks seconded the nomination.

There were no other nominations.

The TCC voted Ms. Caila Brown as the Vice Chairperson for the next two years with none opposed.

4. [2050 MTP Amendments](#)

Ms. Wykoda Wang gave the presentation on the 2050 MTP Amendments. FHWA requested two project amendments.

- One project in the FHWA request is included in the 2050 MTP but there is a change in total cost - Volterra Electrification of American Ports (VEAP). The project cost in the 2050 MTP is \$9,750,000 which includes the federal grant award and the required 20% local match. The new information provided by FHWA shows that Volterra is providing over match, so the total cost is \$26,019,395. The 2050 MTP needs to be amended to reflect the updated cost.
- The other project is not included in the 2050 MTP and recently received the Safe Street for All (SS4A) grant funds - City of Savannah 37th Street Safety Improvements & Supplemental Planning. This new project needs to be amended into the 2050 MTP.

FHWA decided that we need to list all of the discretionary grant funded projects separately in the MTP because they don't interfere with the formula funded projects, and their inclusion will not impact other projects. We can do a one-step amendment because the change doesn't have a Domino effect, where we would have to kick out other projects. That's what we are doing for now, adding the additional local match funds for the Volterra project and adding the City of Savannah's Safe Streets for All (SS4A) projects for 37th Street.

The discretionary grant program is very confusing because there are more than 127 discretionary programs under IJJA/BIL. Some funds come through the CORE MPO, some funds don't come through the CORE MPO, and some funds go directly to the local jurisdictions. The guidance that we have right now is as follows. If the funds go through FHWA or FTA, they have to be included in the MPO's or programs. If it's a planning study, it needs to be included in the UPWP. If it's a project, it needs to be included in the MTP and the TIP. Moving forward, whenever a discretionary grant is awarded through FHWA or FTA to an agency within the CORE MPO Metropolitan Planning Area, FHWA or FTA will send CORE MPO an updated prepopulated version of the discretionary program table. CORE MPO then includes the new grant funds either in the MTP/TIP through MTP/TIP amendment or in the UPWP.

Some discretionary program funds that don't come through FHWA or FTA don't have to be included in the CORE MPO's plans and programs, like Chatham County's Railroad Crossing Study, as the funding goes through the Federal Rail Administration. She wants to make sure the TCC understands that because it has been very confusing. A lot of jurisdictions got SS4A grants. Previously FHWA didn't say that we need to include SS4A grants in the MPO plans and programs, but now we need to include those. Some of the funds are being held up, like the Reconnecting Communities grant funded study that City of Savannah is doing. The City needs to sign the agreement with FHWA. Because of this new guidance, the requirement is that they have to include the grant funded study in the CORE MPO's plans before accessing the funds. Please make sure that your discretionary grant funds from FHWA or FTA come through CORE MPO so that we don't delay the funding access.

Mr. Nathan Clark, City of Richmond Hill, motioned to endorse the 2050 MTP Amendments, seconded by Ms. Michele Strickland. The motion passed with none opposed.

5. FY 2024 - 2027 TIP Amendments December 2024

Ms. Asia Hernton gave the presentation on the FY 2024-2027 TIP amendments for December. We received several TIP amendments requests from Chatham Area Transit, FHWA, Chatham County and GDOT.

In terms of public participation, the public comment period is currently ongoing and is from December 4th to December 18th. So far, we have not received any public comments. The only comment that we received was from GDOT to add the NEVI project for the PE phase.

The summary of the proposed TIP amendments is listed below.

- Chatham Area Transit (CAT) requested a TIP amendment to include a new grant program and project into the TIP. CAT received almost \$700,000 grant funds from the FY 2024 Electric and Low Emitting Ferry Program. The total project cost is \$863,000 and CAT will provide \$172,750 match funds.
- The Federal Highway Administration (FHWA) requested to reformat several discretionary grant projects into a new table to add some distinction between those discretionary grant projects and other formula funded projects.
 - I-16 Exit Ramp Removal – The City of Savannah was awarded \$9.9 million of Reconnecting Communities and Neighborhoods grant funds to improve safety on 37 Street. The project will consist of upgrades to 15 intersections that need systematic safety improvements, such as updated signals and timing, dedicated left turns with protected phases, sidewalks, crosswalks, and extended bike lanes. The City of Savannah will provide the \$2.49 million match funds for this project.
 - Volterra Electrification of American Ports Project – revise cost estimates.
 - Port of Savannah Renewable Fuel Project
 - 37th St Safety Improvement in Supplemental Planning Project.
- FHWA also requested the new STIP/TIP Amendment process be amended into the TIP. That is because that process has been updated, so we're adding the language about what that process is now. So now a TIP amendment can be processed if the cost increase of a project is up to \$4 million or 40% in the federal share with a cap at \$40 million at the amount that can be authorized. Previously, it was \$2,000,000 or 20%. The old language is included in this staff report for comparison.
- Chatham County requested several TIP amendments to spend the TMA Carryover funds. Those carryover funds are at risk of lapsing, so we're dedicating them to projects so we do not lose those funds.
 - Chevis Road Improvement Project - This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA and CRP funds that are at risk of lapsing. \$50,000 in CRP funds will be dedicated to this project phase in FY 2025. The federal portion of the CRP funds is \$40,000 and the local match is \$10,000. Additionally, \$1,788,915 in TA funds will be dedicated to the project for FY 2025. The federal portion of the TA funds is \$1,431,132 and the local match is \$357,783.
 - Garrad Avenue Improvement project - This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated CRP funds that are at risk of lapsing. The project will receive \$1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that is \$972,616 and the local match is \$243,154.
 - Green Island Road Multipurpose Path - This project requires additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA funds that are at risk of lapsing. The total carryover funds that will be dedicated to this project is \$1,070,160 in TA funds. The federal portion is \$856,128. The local match is \$214,031. Additionally, a ROW phase will be added to this project in FY 2026 with \$120,000 of local funds.
 - I-16 at SR-17 - This project needs additional funds for PE phase in FY 2025. It will receive carryover funds in the PE phase from unobligated STGB funds. For the PE phase, the project

will receive \$1,460,505 in STGB funds in FY 2025. The federal portion of that is \$1,168,404 and the local match is \$292,101. In the current TIP, Chatham County provides \$2,757,449 of additional local funds for the ROW phase in FY 2025. Based on revised cost estimates, the additional funds needed are \$3,000,000. The carryover STBG funds can be used to replace the local funding. The project will receive \$3,000,000 in STBG funds in FY 2025. The federal portion of that is \$2,400,000 and the local match is \$600,000.

- The Georgia Department of Transportation (GDOT) requested to amend the TIP to revise the construction cost and funding code of I-95 @ Savannah River @ South Carolina Line. The total funds that are being requested to be amended into the TIP is \$97 million. The federal portion of that is \$38.8 million of Y001 funds. The state match is \$9.7 million. The local match is \$48.5 million.
- GDOT also requested to amend the PE phase of I-16 from Gwinnett Street to Chatham Parkway – NEVI Charging Station in FY 2025. [We received this request during the comment period.](#) GDOT requested to add \$30,000 of Y134 funds to the PE phase in fiscal year 2025. The federal portion of that is \$24,000 and the state portion is \$6,000.

The appendix shows what these updates would look like in the TIP.

- For the STIP/TIP amendment process that's been amended, the new language is highlighted in the report.
- The individual pages for the discretionary grant projects (Ramp and Overpass removal for I-16, Volterra Electric project, Port of Savannah project, etc.) will be removed. The projects will be included and reformatted into the Discretionary Grant Funded Project table which also includes the 37th Street project.
- A new table has been added to the TIP for the CAT ferry grant project.
- The original and updated project pages for the Chatham County projects (Green Island Trail, Chevis Road Improvement Project, Garrad Avenue Improvement project and 16 at SR-17) and GDOT I-95 and NEVI projects are included to show the updates (cost estimates, language, program year, etc.).

The rest of the appendix shows the TIP consistency check with 2050 MTP, the resolution that will be signed on the 18th, and documentation for TIP amendment public involvement and coordination. If there are no other questions, CORE MPO is asking for an endorsement of this report.

Chairperson Deana Brooks asked one question. For the I-95 at the Savannah River project, because GDOT is the requesting agency, what do they mean when they say "local funds"? She is curious what "local" means for GDOT versus "state"? Ms. Wykoda Wang stated she believes that "local" is for Effingham County, so GDOT has to shed some light on that. Chairperson Deana Brooks stated she will investigate other ways. Mr. Jonathan Hulme stated he is also pretty curious. Ms. Wykoda Wang stated if that is true, it's a lot of money that Effingham County has to come up with. Mr. Jonathan Hulme stated he will reach out to GDOT and see what they mean by that. Ms. Wykoda Wang stated she wants to have clarification with GDOT on this as well.

Ms. Wang then stated the reason that we allocate those carryover funds to the Chatham County projects is because at the last TCC meeting we sent to the TCC members the information of how much carryover funds will be available. Then we coordinated with GDOT and they said all of the funds have to be included in Fiscal Year 2025. She knows Chatham County has the I-16 at SR-17 project and Chatham County requested Right of Way in FY 2026, but we cannot use the carryover funds in FY 2026. She wanted to get clarification with GDOT on that; that's why we moved the project phase to FY 2025.

Ms. Kaniz Sathi stated GDOT received the instruction from the OFM that all the carryover funds need to be utilized in FY25 because otherwise they will be lapsing. The CORE MPO needs approval from OFM before being able to use the funds.

Ms. Wykoda Wang stated after we amend the TIP, CORE MPO will request additional funding obligations so that GDOT can authorize the funds. But her question was for Chatham County, are they able to develop the project to the stage where they can authorize those funds in Fiscal Year 2025?

Chairperson Deana Brooks stated she will have to check on that project to see if we'll be able to get it ready for FY 2025 funding authorization. We're currently in PFPR for that project, so Right of Way authorization is our next big goal. She has to confirm that Chatham County can hit that before June 2025.

Ms. Wykoda Wang asked if that project needs additional PE funds. If we program the PE funds, the PE funds are easier to authorize than the Right of Way funds. For the Right of Way funds, we do need additional documentation and that will take time. Please double check. If Chatham County moves the Right of Way to FY 2026, we cannot use those carryover funds.

Another thing Ms. Wykoda Wang wanted to ask GDOT is when they sent over the carryover funds for 2025 on how much is available and how much is lapsing, is that only the federal portion? Ms. Kaniz Sathi stated yes, it is only the federal portion.

Mr. Jonathan Hulme stated he needs to touch base with Effingham County's board to make sure this is on our radar as this is the first time he is seeing this. He is new to this role as well, so he'd like to get a little more clarification on the I-95 @ Savannah River project before that is moved forward.

Ms. Melanie Wilson, Executive Director & CEO of the MPC, asked if Mr. Jonathan Hulme is with Effingham County. Mr. Jonathan Hulme stated yes, he is the County Engineer for Effingham County. Ms. Melanie Wilson stated that she will say Effingham County has been very aggressive. She asked that Mr. Jonathan Hulme talk to his manager because she had questions as well about the amount of local contribution. She doesn't know if Effingham County really understands how much that is, but that is something that he should sit down with them and maybe do a breakout of what those potential cost could be just so that Effingham County can plan and put it possibly in their capital budget or in their budget. Mr. Jonathan Hulme agreed.

Hearing no more questions, Chairperson Deana Brooks asked for a motion.

Ms. Michele Strickland motioned to endorse the FY 2024-2027 TIP Amendments for December, seconded by Ms. Melanie Wilson, MPC. The motion passed with none opposed.

Ms. Wykoda Wang asked Mr. Jonathan Hulme and Chairperson Deana Brooks to double check those two projects because we need the final decision before the CORE MPO Board meeting. We need to have all of the information ready before the CORE MPO Board meeting so the Board can adopt whatever is accurate. Mr. Jonathan Hulme stated he will follow up.

6. UPWP Preliminary Draft

Ms. Wykoda Wang gave the presentation on the UPWP preliminary draft.

This FY 2026 UPWP is for the next fiscal year starting July 1st, 2025 and running until June 30th, 2026. The major planning tasks that CORE MPO Staff are going to do include the following.

- We want to maintain the 2050 MTP because that's our most important document. We're still finalizing all of the chapters and appendices for the current plan, but we're going to have that done by June 30, 2025. In the new year, we want to maintain that plan and make amendments as needed.
- We are going to adopt a new TIP. Our current TIP covers fiscal years 2024-2027. By the end of Fiscal Year 2026, we're going to have a new TIP that covers fiscal years 2027-2030. The TIP development will take a lot of time. The CORE MPO Staff are doing research on the interactive TIP or ETIP. We have interviewed several vendors. We will still try to secure a vendor by the end of Fiscal Year 2026. That's why we have boosted the budget for Task 1 for Equipment and Supplies, because we do want to make a decision on vendor procurement. When we feel certain that we have something to present to the TCC, we will compile the pros and cons of all of the different vendors.
- Another task is managing the three studies. We will start the RFP process soon. Hopefully the studies will kick off at the end of this fiscal year before June 30, 2025. In FY 2026, we will be managing and coordinating the three special studies - US 80 Corridor Study Phase II, Bicycle and Pedestrian Facility Study, and Urban Flooding Fodel Study Phase II. Also we probably will coordinate with the City of Savannah on the Reconnecting Communities and Neighborhoods Grant funded study, and coordinate with CAT to finish that ARP and AOPP funded studies.
- The CORE MPO went through the Federal Certification Review and we are going to have the final report by the end of March 2025. A lot of the time in FY 2026 will be dedicated to addressing all those recommendations from the certification review, and that's including all of the programs.
- Another thing that we want to do is the Performance Based Planning and Programming because we are going to monitor the IJJA/BIL. We are going to apply for the PROTECT Grant at the end of this fiscal year, and Ms. Anna McQuarrie is working on it. So if we get those funds, we will start the RFP process and develop the Resilience Improvement Plan.
- Under Land Use, the MPC is going to update the Comprehensive Plan for at least Unincorporated Chatham County and the City of Savannah. Since we already collected a lot of information in the 2050 MTP, the CORE MPO staff will work with the MPC staff updating the Comprehensive Plan as well, so that task is documented in this UPWP.

Regarding the budget, GDOT just sent us the revised PL funds projection for FY 2026 last week. The total federal PL funds are about \$482,000. Ms. Asia Hernton will use the FY 2025 Y410 funds to finish and amend the Non-Motorized Transportation Plan this year. So next year, we will use the FY 2026 Y410 funds to update the Thoroughfare Plan and oversee the Bicycle and Pedestrian Facility Study to see what amendments we would need to make for the Non-Motorized Transportation Plan. The FY 2026 Y410 funds are about \$12,000.

For the transit planning money (Section 5303) that we are going to get, the federal portion is about \$202,000. We're going to use those funds to do administration, long range planning, and short range planning. Part of the short range planning will be overseeing the Bicycle and Pedestrian Facility Study.

During the certification review FHWA wants us to include some sub task budget, so what we did is developing sub task budgets for Tasks Four and Five. .

- Task Four is System Planning, whose sub tasks include long range plan, TIP, Congestion Management Process, freight planning, Non-Motorized Transportation Plan, and the management of the special studies. Because we are only going to maintain and update the 2050 MTP, we don't need that much money for this sub task in FY 2026. We know a lot of the efforts will be spent on new TIP development because we will probably do Call for Projects, review, and programming, and the development of the document. We are also still doing research for the ETIP. That's why you see a big budget for the TIP sub task. For the Congestion Management, we do want to update the Congestion Management Report Card, evaluate the recommended Congestion Mitigation Strategies and what our status is on that. For the freight planning, we don't have to do a new freight plan yet, but we want to keep monitoring that. Also we want to see whether we still need to do the truck parking study. The livability and transportation alternatives are for the Thoroughfare Plan update. Each of these sub tasks has a budget. In addition, we have added about \$85,000 for the sub task of management of special studies because three studies will be included over here.
- Task Five is for transit and paratransit planning, which also includes several sub tasks. The transit planning sub task funding is available for review in the draft UPWP.

Before we apply for any Discretionary PL funds or any other funds for special studies, we want to make sure that we have at least two rounds of discussion by the TCC to satisfy the requirements, so by the time we submit the application we don't have to rush. We want to use this opportunity to serve as the first round of discussion for the unfunded studies.

We expect to have the three studies that are currently going on to be completed by the end of Fiscal Year 2025 - US 17 Corridor Study, SR 204 Access Study, and the President Street Railroad Study. We know in FY 2026 we're going to do at least 4 studies - the I-16 at MLK IMR (GDOT is leading on that and it will probably carry over to 2025 and probably be done in 2026), and the other three studies that are going to kick off at the end of FY 2025 and carry over to FY 2026 (US 80 Corridor Study Phase II, Urban Flood Model Study Phase II, and Bicycle and Pedestrian Facility Study).

For the unfunded studies that we might apply for Discretionary PL funds, we included the ones carried over from the FY 2025 UPWP that we haven't applied for funding yet. We evaluated that the Regional Truck Parking Study is still very important. When we had the certification review, FHWA said that if the CORE MPO applies for discretionary PL funds for this study, FHWA is going to give us the funds. So we might apply for the funding for this study. Another one is Resilience Improvement Plan. We will apply for the Discretionary PROTECT grant money for this project. If we don't get that funding, we want to explore other options as well. We might submit one for Discretionary PL funds.

When we did the Call for Plans and Studies, Chatham County sent 3 proposed studies. One of them is already included in the FY 2025 UPWP and will be moved over to FY 2026 - Islands Expressway between Truman Parkway and US 80. Another one is Ferguson Ave from Diamond Causeway to Skidaway Road. The last one is Jimmy Deloach Ave from Jasmine Ave to Bluff Drive. The details about these studies are listed in the Unfunded section.

We also have several transit studies included in the Unfunded section - the Transit Oriented Development Study, the Transit Bus Stop Amenity Study, the Mobility Hub study and Program, and the Bus Rapid Transit Visibility Study. To confirm with CAT, do you still want these to be listed? Just in case we need to apply for some funds for them. Ms. Ambria Berksteiner stated yes, but she will double check with Ms. Mary Moskowitz.

Ms. Wykoda Wang stated if we want to apply for not only the discretionary PL funds, but also the discretionary funds from IJJA, if we already have the study included in the UPWP, it helps us to make our case.

The TCC members still have the opportunity to add what they want to the UPWP before it is adopted in February, because the February meeting will serve as our second round of discussion, so that we can officially include these studies. Ms. Wang knows the City of Savannah wants to do a micro simulation study or something, but we haven't received any information. If the City of Savannah wants the CORE MPO to include it in the UPWP, they need to send us the information. She talked with the City of Richmond Hill and they also want to do SR 144 Corridor Study, but she hasn't received any information. If the City of Richmond Hill wants to include that study in the UPWP, they need to send Ms. Wykoda Wang the information.

For this meeting, because we're going to submit this FY 26 UPWP Preliminary Draft to FHWA, FTA, and GDOT for their review, we ask the TCC to endorse us to deliver the product to the three agencies, with the condition that if any TCC members have something please send that to her before next Wednesday.

Mr. Jonathan Hulme, Effingham County, motioned to endorse sending the UPWP Preliminary Draft to FHWA/FTA/GDOT for review, seconded by Ms. Michele Strickland. The motion passed with none opposed.

7. PBPP Targets Adoption

Ms. Wykoda Wang gave the presentation on the PBPP Targets Adoption. We have to follow the Performance Based Planning and Programming process, and as part of that process we are adopting the performance targets. The Highway Safety Targets are updated every year by GDOT. The Transit Safety Targets are updated by Chatham Area Transit every year. We also have targets for PM2/Bridge and Pavement and PM 3/Congestion Management and Air Quality, and those are updated every two years, and every four years. We normally have about 180 days after the different agencies adopt their targets to adopt ours.

In the past, we have decided to support the State Highway Safety Targets. GDOT sent us the following Highway Safety targets in August, which they adopted on August 31, 2024.

- Number of Fatalities - Maintain traffic fatalities under the projected 1,600 (2021- 2025 rolling average) by 2025
- Number of Serious Injuries - Maintain serious injuries under the projected 7,109 (2021-2025 rolling average) by 2025
- Fatality Rate - Maintain traffic fatalities per 100M VMT under the projected 1.25 (2021-2025 rolling average) by 2025
- Serious Injury Rate - Maintain serious injuries per 100M VMT under the projected 5.711 (2021-2025 rolling average) by 2025
- Total Number of Non-Motorized Fatalities and Serious Injuries - To maintain the number of non-motorist serious injuries and fatalities under the projected 797 (2021-2025 rolling average) by 2025

We did get a question from the BPAC for the CORE MPO staff to compile a table to show the previous year's targets and the new targets so that we can see the trends, and we're going to do that.

We want to make sure that the TCC members understand these are the statewide average. The CORE MPO does have the opportunity, when we finish the Bicycle and Pedestrian Facility study and update our Non-Motorized Transportation Plan, to explore setting localized targets for the Number of Bicycle and Pedestrian Fatalities. This is because the statewide targets might be lower for the CORE MPO area, as we might have more pedestrians. We might revise these targets later, but for this year, we will adopt the statewide targets.

We did coordinate with Chatham Area Transit for Transit Safety targets. CAT updated their Public Transportation Safety Plan, but they didn't update their Transit Safety targets, so we don't have to adopt the new Transit Safety targets because they stay the same.

For this meeting we are asking the TCC to endorse the CORE MPO to support the statewide Highway Safety Targets.

Ms. Ambria Berksteiner motioned to endorse the PBPP Targets Adoption, seconded by Ms. Caila Brown. The motion passed with none opposed.

8. RFP - US 80 Phase II

Ms. Wykoda Wang gave the presentation on the RFP for US 80 Corridor Study Phase II.

CORE MPO received the discretionary PL funding awards for three studies, and one of those is the US 80 Corridor Study Phase II. This study was requested by Effingham County, and CORE MPO applied for the funds on behalf of Effingham County. We will have 2 project managers for this study, probably herself and Mr. Jonathan Hulme.

At the last TCC meeting we did ask for volunteers to serve on the RFP Review Committee to review the RFP and later to review proposals from consultants. That committee includes herself, Mr. Jonathan Hulme, Vice Chairperson Caila Brown, and Mr. Leon Davenport on behalf of Pooler. Mr. Leon Davenport managed the US 80 Corridor Phase I Study and has agreed to review Phase II proposals. Mr. Jonathan Hulme said that they would have another person to serve on the committee on behalf of Effingham County. We will have a 5-person committee for this. The committee did have a meeting to talk about the scope and we made some changes. She will focus on the scope portion of the RFP.

The US 80 Corridor Phase I Study was a corridor study. We have the existing conditions and development of the infrastructure recommendations for short term, midterm, and long term, and we have a final report. The US 80 Phase I study covered about 12 miles, it had a lot of intersections and interchanges, and the cost was \$285,000.

For the US 80 Phase II study we have 6.5 miles and the proposed cost is \$270,000, which is \$15,000 less. We decided the original scope needed to be adjusted, because if we spent \$285,000 for 12 miles and we do the same thing for 6.5 miles, we need to boost it up a little bit more. We listed all of the previous work that has been done, as the consultant will review the previous studies because there are several studies already being done, including the US 80 Phase I corridor study. The consultants will do an inventory of the previous studies.

As for the study goals, we want to add the Land Use portion, because the Hyundai Plant will have a lot of impacts, probably more impacts to Effingham County and Bryan County. We want to explore different development scenarios. For the traffic forecasting, we want at least two forecasts to be run based on possible potential development scenarios (where we have a new development, industrial development, warehouse, etc.). So, we want to run at least two models for the traffic forecasting.

Effingham County indicated that they have already made some Land Use changes, so we want one of the tasks to confirm those Land Use changes that have been made.

Even if this portion of US 80 is more rural and doesn't have as many intersections, we still want them to do some equity analysis, especially for the rural areas. If people want to have sidewalks or bike lanes, that will impact the lower income people more, so we want the consultant to do an equity analysis, including the connection to the Georgia Hi-Lo Trail.

We have recommendations for not only infrastructure's short-term, mid-term and long-term alternatives, but also Land Use recommendations in light of the anticipated growth from the Hyundai Plant and the Georgia Ports Authority. For the infrastructure recommendations, we might include those into the 2050 MTP Vision Plan via MTP amendment. For the Land Use recommendations, we need to make sure the consultant report those to Effingham County, so that Effingham County can make the Land Use changes as well as ordinances.

The last portion added was the cost estimating for US 80 Corridor Phase I Study recommendations. That study includes a bunch of recommendations, but doesn't have cost estimates for them. We decided for Phase II, whatever recommendation the consultants have, they need to give us the cost estimates. If we have enough budget, we want the consultants to go back to Phase I and give us the cost estimates for the infrastructure improvement recommendations. This is an optional task, depending on if the consultant is willing to use the current budget and give us that result from Phase I.

The total cost for this study is \$270,000.

We developed a schedule for the RFP. Of all the three studies, this one is most ready to go. After the CORE MPO Board's input next Wednesday, we should be able to release the RFP next Friday. Normally we give the consultants one month to reply. Because of the holiday, we gave them 5 weeks, so the deadline is January 24, 2025.

Mr. Jonathan Hulme motioned to endorse the RFP – US 80 Phase II, seconded by Ms. Michele Strickland. The motion passed with none opposed.

[9. RFP - Urban Flood Model Phase II](#)

Ms. Anna McQuarrie gave the presentation on the RFP for Urban Flood Model Phase II.

We have put together a Review Team that was geographically and technically diverse consisting of planners, transportation planners, stormwater engineers, ranging from Effingham County, Tybee Island, Chatham County, and City of Savannah. We had quite a few eyes on this RFP and a lot of great technical advice.

Phase I was completed at the end of 2023 for our old CORE MPO boundary. It did not include the new portions of Effingham County and Bryan County, which were added to our boundary in 2024. The consultants created a stormwater management model, hydrographs, an online vulnerability assessment application, and compiled funding opportunities.

We'd like to expand this work into our new boundary in Phase II. We have different tasks.

For project management and coordination, we would like a Project Management Plan with schedule and an outreach coordination plan within that, making sure that input is going to be put into these final products. It is essential that we have user-friendly applications.

We would like to do an inventory of available stormwater data and models. Talking to our RFP Review Team, the SWMM or Storm Water Management Model is free from the EPA. Our consultants chose to use this because it would be free to all jurisdictions within the CORE MPO. However, our stormwater engineer said actually we use different models for our different jurisdictions, and it might be more useful instead of expanding the SWMM out, to take an inventory of what stormwater data we have throughout the CORE MPO region. It could range from what Effingham County has vs what the City of Savannah has vs what Tybee Island has, etc. Having this inventory will be helpful with our jurisdictions thinking about how they can expand their data or make it more consistent if we have these transportation projects that expand jurisdictional boundaries.

We would also like the consultants to establish different flood resilience metrics. This can be based on the 2050 MTP stakeholder interviews, data inventory, or phase one materials. These indicators can assess the long-term effectiveness and environmental impact of proposed flood mitigation strategies, and these metrics can guide the next tasks. That deliverable will be a technical report.

For Task Three, our Review Team decided that it would be great to focus on the online vulnerability assessment application that we already have. However, we'd like to make it more user friendly, so we want to review the GIS data used in Phase I. How can we expand this out to our new portions of the CORE MPO boundary? We want to identify roads in areas with past flooding experience, so our Review Team noted that they want to know where are the most vulnerable areas, where can they spend money in their improvement projects budget? We'd like to incorporate projected build out scenarios, and again it's important to make it user friendly. We want this data to be collected and stored in an Open Access format so we can help facilitate transparency and collaboration throughout the CORE MPO.

For Task Four, we would like to do an infrastructure strategies and costs guidebook, essentially with a focus on nature-based solutions to help demonstrate possible capital improvement projects. That includes a description, cost estimate, benefits and challenges. This guidebook will ideally include a comparative analysis of different nature-based solutions, urban design strategies that enhance flood resilience, and case studies of successful flood resilience projects.

Task Five will be a training program. So how do we use all these things that we've created? We've been focusing on collecting this data, making our first facilitating collaboration, and increasing transparency. So how do we work together? How do we use the data? That deliverable would be a technical summary with the course outline and overview. The curriculum would be videos and accessible online materials so that planners, transportation engineers, stormwater managers, and the public can view these materials and think about how can they use these in their work.

Finally, to summarize the study findings and provide recommendations.

Our estimated schedule is to release the RFP at the beginning of January. We're on a very similar timeline to the RFP for the US 80 Phase II, accounting for the holidays at the end of the month. One decision was to keep the eligibility to academic institutions. However, being able to have nonacademic entities eligible as sub consultants.

Mr. Omar Senati-Martinez, Port Wentworth, motioned to endorse the RFP – Urban Flood Model Phase II, seconded by Ms. Kaniz Sathi, GDOT. The motion passed with none opposed.

[10. RFP - Bicycle and Pedestrian Facility Study](#)

Ms. Asia Hernton gave the presentation on the RFP for Bicycle and Pedestrian Facility Study. The general scope is that the study will:

- Take inventory of existing bike and pedestrian infrastructure,
- Assess the conditions of those bike and pedestrian facilities,
- Analyze the gaps in the bicycle and pedestrian infrastructure, and
- Involve the creation of a database or map to provide continual updates after the study is completed.

She will focus on the task section, to go into more details on what this facility study will provide once completed.

Within this RFP, there are multiple tasks.

The first task is project management and coordination. That means managing the overall project and coordinating with the CORE MPO and other committees such as the Bicycle and Pedestrian Advisory Committee and Transportation Equity and Public Involvement Advisory Committee.

Task Two is to conduct public involvement and outreach.

Task Three is to provide a literature review and data inventory of bicycle and pedestrian facilities. Because there is some existing data of bicycle and pedestrian inventory, instead of starting from scratch, there might be information out there that can be included within the study.

Task Four is to update the bicycle and pedestrian facilities inventory information. Whatever doesn't exist in that previous literature review or whatever information we couldn't find, the consultants can update it with new information. They'll use a variety of data sources, methods or technologies to examine our bicycle and pedestrian facilities. Maybe even field work to examine the bicycle and pedestrian facilities to understand where our bike lanes, sidewalks, and crosswalks exist.

Task Five is an assessment of the bicycle and pedestrian facilities in their condition. We want to understand their state of repair, the type of facility, the width, and other aspects such as ADA compliance or lighting. Based on comments received, we added more subtasks, such as assessing boardwalks because places like Tybee Island have boardwalks. Assessing shared use paths, multi-use paths, and off-road paths.

Task Six is facility connectivity assessment, assessing the current connectivity of our bicycle and pedestrian system. We want to see where things are connecting and we also want to see where those gaps exist. When we know where those exist, then we can fill in those gaps.

Task Seven is safety analysis, utilizing Numetric and other crash data sources to identify those high crash networks for pedestrians and cyclists.

Task Eight is a prioritization method and matrix so we can actually rank bike and pedestrian projects. We want to understand which projects we should be implementing first or which projects are vital to implement within the region.

Task Nine is recommendations, identification of improvements strategies. Based on everything we learned from the study, we want a report on what we should do next. What are those next steps that we should be taking to improve our bicycle and pedestrian facilities and infrastructure.

Task Ten is future tracking database method or application. That is another really important piece because after we collect all of that inventory, the data is at risk of sitting and becoming out of date and inaccurate. We want to have some type of database that we can make continual updates to, after this project is completed.

Task Eleven is final report and documentation, compiling all of these findings and all of the work that has been done during the duration of the study.

She added an Optional Task which is to explore Right of Way impacts. Researching what to include in this RFP, CORE MPO staff had a lot of meetings with organizations and municipalities that have done their own facility studies. That included San Antonio, who did their own bike and pedestrian study. Their lesson is that if they could go back in time, they would have explored Right of Way impacts at the very beginning. That's why we added this task in.

Moving on to the schedule, this RFP has a later start time than the other CORE MPO RFPs. That's to make sure this RFP is right and of good quality, and understandable before we release it for consultant review. The RFP will be announced on January 20th, 2025. The project will officially start on April 18th, 2025, and end on March 31st, 2027.

After discussing the schedule with the BPAC and TEPIAC, they were both more in favor of a later start, in terms of making sure the RFP is right. We are still seeking input on alternative schedules. We can release the RFP on January 20th. However, we do lose about two weeks in the study, so we could release it earlier with a January 2nd release date and then the project can start on April 1st instead of April 18th. The risk for that is that we have a lot of holidays going on. Depending on comments we get from TCC and the CORE MPO Board, we might have a lot more work to do on this RFP. That's why CORE MPO staff and our advisory committees were leaning toward the release on January 20th. She does want to get the TCC members' opinions on releasing the RFP earlier in January or later in January.

Mr. Jonathan Hulme asked a question on the scope. Would there be any coordination with any of the other municipalities' GIS systems? Ms. Asia Hernton stated we can add that to the RFP, to coordinate with other municipalities' GIS systems.

Mr. Jonathan Hulme stated Effingham County is wrapping up their Master Bicycle and Pedestrian Plan this month and it would be great to look at the bigger picture.

Ms. Melanie Wilson stated that SAGIS is already integrated with other jurisdictions within Chatham County, but not necessarily within Bryan or Effingham Counties. So Effingham County sharing their information and vice versa would be welcome. We will send a SAGIS invite, so Effingham County can participate in the SAGIS meeting to see what it is like with our partners.

Mr. Jonathan Hulme motioned to endorse the RFP – Bicycle and Pedestrian Facility Study with the release date of January 20th, 2025, seconded by Mr. Omar Senati-Martinez. The motion passed with none opposed.

III. Other Business

IV. Status Reports

11. 2050 MTP Executive Summary

Ms. Anna McQuarrie gave the presentation on the 2050 MTP Executive Summary. For our 2050 MTP, we've been working on a Visual Executive Summary. The 2025 MTP is a very long document with hundreds of pages, so we want to make an accessible version for people. CORE MPO staff put together a draft Executive Summary and it's about 60 pages. It describes what is the CORE MPO, what are some characteristics, and what are our goals and performance measures for the 2050 MTP.

This summary also outlines our network, our public involvement for the 2050 MTP process, as well as our projects and the project impacts. We have already received some comments. It's much more visual, and it's supposed to have larger text and larger maps so that our different committees and our public can engage with the CORE MPO. If anyone would like to look this over on their own time, feel free to e-mail her any comments to make it better.

12. Non-Motorized Transportation Plan Status Report

Ms. Asia Hernton gave the presentation on the Non-Motorized Transportation Plan. This will be a discussion of where we left off with the NMTP and how to finish this project out. The NMTP is our bike and pedestrian plan and it concerns bike and pedestrian infrastructure within the CORE MPO planning area. The goals of this plan update are:

- Identify new projects,
- Assess the needs of the community, and
- Set new goals for bike and pedestrian infrastructure.

This project originally kicked off in 2022 and during that time we collected a lot of data.

- Crash data from Numetric
- Bike and pedestrian volume data from Strava Metro
- Census data
 - good demographic data
- Household data
 - such as how many vehicles are available within people's households.
- U.S. Department of Transportation Equity data
- Environmental Justice data
 - During this process, the Environmental Justice maps were updated, so now we can utilize those for further analysis.

Additionally, we identified a lot of projects. In the current NMTP, there are hundreds of projects. During this update we identified almost 100 more projects to add to the plan.

We also identified information sources that help us guide the conversation. The AARP has great livability information and documents. The US Department of Transportation and the Federal Highway Administration have great information on equity and proven safety countermeasures to reduce safety hazards when biking and walking.

We have all of this compiled for the NMTP but still have work to do to complete it. In terms of completion, we need to:

- Finalize the scoring methodology of projects

- then score those projects
- Build our Recommendations and Next Steps section
 - What do we actually do with this plan? What do we actually do with these projects?
- Add language on the BPAC and the Bicycle and Pedestrian Facility study
 - when this project began, these didn't exist yet, now they do and will be added to the NMTP
- Finalize the report

The BPAC will be heavily involved in the NMTP update process as well. The target adoption date for the updated NMTP at the latest is June 2025. The next steps, after the adoption, are to complete the Thoroughfare Plan which will be a new focus of the BPAC. In the future when the Bicycle and Pedestrian Facility study has been completed, we could put the findings of that study into NMTP and into some other CORE MPO planning products.

During the BPAC meeting, we decided to restart those Steering Committee meetings and will have those meetings in addition to our BPAC meetings, to oversee this NMTP project and finish it out.

Chairperson Deana Brooks asked what's the Thoroughfare Plan.

Ms. Asia Hernton stated the Thoroughfare Plan is slightly different than the NMTP. It's more so about the design of our bike lanes and sidewalks such as what width is appropriate, what's appropriate for different street speeds at 25, 35, etc.

Chairperson Deana Brooks asked if the Steering Committee existed before we expanded the CORE MPO boundary. Do we have representation from the new folks in the Steering Committee?

Ms. Asia Hernton stated she believes the Steering Committee was put together before the boundary update was officially complete. Another next step is to open the floor to have participation from people in the expanded planning area, although we do have pretty good expansive participation.

Ms. Wykoda Wang asked "do we have a database on who maintains all the roadways, for Effingham County, Chatham County, City of Savannah, etc.?"

Chairperson Deana Brooks stated we each have a list of roadways, which she thinks is the most governing official document. Does the City of Savannah have something?

Ms. Michele Strickland stated the City of Savannah's Right of Way layers are in SAGIS, which show what the roadway is, whether it's a city street, state route, or private. She assumes that Effingham County is listed in SAGIS too.

Mr. Jonathan Hulme stated that Effingham County has a list of what is a county road versus private.

Ms. Wykoda Wang stated we want to collect that information to help CORE MPO staff to evaluate the bicycle and pedestrian facility needs. We want to see ownership and maintenance record of the roadways. We will coordinate with everyone for that information. Does Bryan County, Richmond Hill, Port Wentworth have that information?

Mr. Paul Teague stated yes, Bryan County does.

Mr. Omar Senati-Martinez stated the City of Port Wentworth has a list of all the roads they own, private or state highway. He can forward that information to Ms. Wykoda Wang.

Ms. Wykoda Wang stated we will coordinate with the TCC members on this information. Effingham County is finishing their bicycle and pedestrian plan. Can we collect that information as well?

Mr. Jonathan Hulme stated as soon as they get the final draft, he will forward it to Ms. Wykoda Wang.

Ms. Wykoda Wang stated CORE MPO staff will need the GIS data, as we are coordinating with CAT to get the bus stop inventory data. Staff want to start compiling all this information.

[13. Federal Certification Review](#)

Ms. Wykoda Wang gave the presentation on the Federal Certification Review. Many of the CORE MPO Committee members participated in the review process, and some of the TCC members came to this very

meeting room and met with the Federal Highway Administration and Federal Transit Administration and talked about the CORE MPO's planning process. She would say that we passed with flying colors. We are probably not going to have any corrective actions, but we will have some recommendations.

FHWA and FTA are going to send the draft report at the end of January, which CORE MPO Staff will review and give some comments. Then they will finalize the report and give us the final report at the end of March. They will give a presentation on the findings at the April CORE MPO Board meeting. After that, we will start to address all of the recommendations. For example, they want CORE MPO staff to develop specific performance measures for freight, or for congestion management. We will work to address those recommendations.

[14. Highway Functional Classification Updates](#)

Ms. Wykoda Wang gave the presentation on the Highway Functional Classification Updates. At the last meeting we talked about submitting the requests for functional classification upgrades, so this is the follow up. GDOT approved all of our requests and forwarded them to FHWA who approved our requests as well.

- Benton Blvd is now a minor arterial.
- Highlands Blvd is now major collector.
- Roland Ave, Shell Rd, and Sunset Blvd are now all minor collectors.
- Pine Meadow Dr is now a major collector.
- Harris Trail Rd is now a minor arterial.
- Port Royal Rd is now a major collector.

From now on, all of these roadways are eligible for federal funding. The next time when we do a Call for Projects, we can submit projects for operational improvements and other improvements for these roadways.

Ms. Wang believes the MPO coordination is actually a very good process. For example, if the City of Savannah wants to make improvements on Benton Blvd, they might want to join forces with Port Wentworth and Pooler. That's why this coordination is very important. Several years ago when the City of Savannah sent GDOT the request to up-classify Benton Blvd, it didn't go anywhere, but including it as part of the CORE MPO process did make a difference.

V. Information Reports (verbal)

[15. GDOT Project Status Update](#)

Report attached to the agenda. Ms. Katie Proctor gave the update.

Ms. Wykoda Wang stated a lot of people are asking why it takes so long for the Islands Expressway Project. It was let in 2017 and this is seven years later. What happened to that project?

Chairperson Deana Brooks stated she has to do some inquiry on that. Chatham County also has a request from the residents on that one, so when she gets additional information, she will forward it. She will try to have a conversation with the project manager.

Ms. Wykoda Wang asked about the Talmadge Bridge project. Can they still have the bridge run event next year? Will the Talmadge bridge be under construction by November 2025?

Ms. Katie Proctor stated the schedule is pending per upper management, and we are still on hold to get an actual schedule. We don't know when it will start construction.

[16. Chatham County Project Status Update](#)

Report attached to the agenda. Ms. Deana Brooks gave the update.

[17. City of Savannah Project Status Update](#)

Report attached to the agenda. Ms. Michele Strickland gave the update.

[18. Savannah Hilton Head International Airport Project Status Update](#)

Report attached to the agenda. Mr. Heath Maines gave the update.

[19. Chatham Area Transit Project Status Update](#)

Report attached to the agenda. Ms. Ambria Berksteiner gave the update.

[20. LATS-SCDOT Project Status Update](#)

Report attached to the agenda.

Ms. Wykoda Wang stated for the BPAC and TEPIAC, we listed all of the voting member agencies under Informational Reports so that the agencies can give their updates. Would Chairperson Deana Brooks like us to list the other TCC voting members such as Effingham County, Bryan County, Richmond Hill, etc.?

Chairperson Deana Brooks asked if they receive the email to submit the informational reports for the agenda cut off.

Ms. Wykoda Wang stated yes, they receive that email. If they submit the written reports ahead of time, we can add them to the agenda. So far, they haven't sent any reports.

Chairperson Deana Brooks stated yes, we can list all TCC Voting members under Information Reports in the future.

VI. Other Public Comments (limit to 3 minutes)

VII. Notices

[21. FY 2025 UPWP Administrative Modifications](#)

Ms. Wykoda Wang stated for the UPWP administrative modifications, we received the discretionary funds so we have to amend the UPWP to move these three studies from the Unfunded section to the Funded section.

[22. PROTECT Grant Notice of Funding Opportunity](#)

Ms. Wykoda Wang stated CORE MPO Staff are going to apply for the PROTECT grant, and the deadline is February.

Ms. Anna McQuarrie stated the CORE MPO is going to apply for a planning grant for a Resiliency Improvement Plan. We've been talking about resilience in a lot of different studies. If anyone would like to be a part of the grant or has any ideas, please contact Ms. Anna McQuarrie as she is trying to make a more holistic resilience plan for our CORE MPO region.

Just so everyone is aware, there are also Resilience Implementation grants, Evacuation grants, etc. There are all kinds of different things that we can apply for. If we do have a RIP in place, then if anyone applies for federal funding in the future, the RIP will reduce the local match required. This means they could apply for other implementation, or evacuation grants as well. She is plugged into our resilience community and has been in contact with key players from different municipalities, but if anyone would like to be a part of this process, please let her know.

[23. Georgia Transportation Infrastructure Bank - State Road and Tollway Authority](#)

Ms. Wykoda Wang stated we participated in a GDOT Webinar, and these are some of the funds that are available to our municipalities. These are not grant programs. They are loan programs but they are eligible to everybody. The CORE MPO and the State of Georgia both manage the Transportation Alternative Funds. The State told us that municipalities within the CORE MPO boundary but outside of the Savannah Urbanized Area are eligible, so this includes Tybee Island, Guyton, etc. for populations under 5,000. The information on the State Managed Transportation Alternative funds is attached to the agenda.

[24. Next TCC meeting February 20th, 2025, at 2:00pm](#)

VIII. Adjournment

There being no further business, the December 12th, 2024, TCC meeting was adjourned.

The Chatham County- Savannah Metropolitan Planning Commission provides meeting summary minutes which are adopted by the respective board. Verbatim transcripts of minutes are the responsibility of the interested party.