



CORE MPO Technical Coordinating Committee

Minutes
February 15, 2024, at 2:00 pm

February 15, 2024, CORE MPO Technical Coordinating Committee

Voting Members	Representing	Present
Charles Ackridge	City of Bloomingdale	
Nathan Clark	City of Richmond Hill	X
Deanna Brooks	Chatham County Engineering	X
Caila Brown	Bike Walk Savannah	X
Matt Saxon	City of Pooler	
Kaniz Sathi	GDOT – Planning	X (online)
James Aiello	Savannah Airport Commission	
Katie Proctor	GDOT – District Five	X (online)
Rhonda Ferrell	City of Garden City	
Omar Senati-Martinez	City of Port Wentworth	
Don Masisack	Coastal Regional Commission	
Peter Gulbranson	City of Tybee Island	
Mary Moskowitz	Chatham Area Transit	X
Melanie Wilson	MPC Executive Director	X(online)
Jamie McCurry	Georgia Ports Authority	X
Wykoda Wang	CORE MPO	X
Stephen Henry	City of Savannah	
Tim Callanan	Effingham County	X
Robert Millie	Town of Thunderbolt	
Vacant	Town of Vernonburg	
Voting Alternate	Representing	
Michele Strickland	City of Savannah	X
Heath Maines	Savannah Airport Commission	X
Others	Representing	
Joe Shearouse	City of Savannah	X
Asia Hernton	CORE MPO	X
Pamela Everett	MPC	X (online)
Anna McQuarrie	CORE MPO/MPC	X
Sally Helm	CORE MPO/MPC	X
Kieron Coffield	CORE MPO/MPC	X

Ashley Goodrich	Town of Thunderbolt/Member of Public	X
Rhodes Hunt	Kimley-Horn	X
Edward Hicks	GDOT	X
Kiarra Fields	City of Savannah	X
Joseph Longo	FHWA	X

I. Approval of Agenda

Ms. Calia Brown motioned to approve the agenda; seconded by Mr. Tim Callanan. The motion passed with none opposed.

II. Action Items

[1. Approval of the December 7, 2023, CORE MPO TCC Meeting Minutes](#)

Ms. Michelle Strickland motioned to approve the December 7th, 2023 Meeting Minutes; seconded by Ms. Calia Brown. The motion passed with none opposed.

[2. 2045 MTP Amendment](#)

Ms. Wykoda Wang, CORE MPO Director, stated that GDOT requested an amendment be made to the 2045 MTP to add the Right-of-Way phase for SR 404 SPUR/US 17 at the Savannah River Crossing. According to the CORE MPO's Participation Plan, any proposed changes to the MTP can be sorted into three categories:

- Administrative Modification
 - 1) Making a minor revision (as defined in GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan; OR
 - 2) Adding, deleting, or modifying a project in the MTP's vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.
- One Step Amendment
 - 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
 - 2) The request would not affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.
- Two Step Amendment
 - 1) The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
 - 2) The request would affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

This amendment would fit into the One Step Amendment category, as it is more than a minor revision (adding a new project phase) but will not affect the funding or timing of other projects in the Metropolitan Transportation Plan. GDOT wants to add Right-of-Way into Cost Band 2 of 2045 MTP in 2028 for the US 17 at Savannah River Crossing project. The cost is estimated at \$500,000. This project started was as a feasibility study with local funds from the Georgia Ports Authority, and that is why it was not included in the 2045 Metropolitan Transportation Plan.

We have a maintenance project in the 2045 MTP and FY 2024 – 2027 TIP to tighten the cable on the Talmadge Bridge to increase vertical clearance, but GDOT considered that a short-term fix. The long-term fix would probably be replacement of the Talmadge Bridge itself. GDOT did the feasibility study and now they are at a stage where FHWA requires that this Right-of-Way phase be included in the Metropolitan Transportation Plan before FHWA can review the feasibility study results, recommendations, or alternatives. We are trying to help GDOT to complete the scoping phase and move on to the preliminary engineering phase and to have FHWA review the project. Ms. Wang did communicate with GDOT about adding the Right-of-Way phase at \$500,000 into 2045 MTP. Since we are also updating the 2050 MTP and if we need to carry this project forward, Ms. Wang wanted to make sure the construction phase is not included in the 2050 MTP as it will kill the funding for a lot of other projects as the cost estimate would be huge. She coordinated with GDOT and expressed her concerns. GDOT indicated they would provide additional funds beyond the MTP revenue projections if they proceed with the construction phase so that it would not kill the funding for other projects. For the Metropolitan Transportation Plan amendment, financial balance is the most important thing. In order for FHWA to review the study recommendations, staff recommends that TCC endorse the proposed 2045 MTP amendment to add the Right-of-Way phase into Cost Band Two.

Mr. Tim Callanan motioned to endorse the proposed 2045 MTP amendment to add the Right-of-Way phase for SR 404 SPUR/US 17 at the Savannah River Crossing; seconded by Mr. Jamie McCurry. The motion passed with none opposed.

3. FY 2024 - FY 2027 TIP Amendments February 2024

Ms. Wykoda Wang stated we had a lot of coordination with GDOT for the Truman Linear Park Trail Phase II-B Project. We originally had about \$6.4 million programmed for this project in the FY 2021 – 2024 TIP. Unfortunately, GDOT was in a rush to authorize the lapsing funds and could only do so based on the most recent cost estimate at that time which was around \$3.9 million. We knew that wouldn't be enough and it is now a problem. The City of Savannah did the bidding. The lowest bid received was around \$7.8 million, plus the 10% contingency cost, so the total amount would be around \$8.2 million. We have authorized \$3.9 million, so we would be \$4.3 million short.

The City of Savannah asked CORE MPO if we could come up with additional funds. Ms. Wang checked the balance and found out that we have about \$16,000 in federal funds from the Carbon Reduction Program and \$231,000 from the Y230 funds. This is all the funding the MPO has available. We will provide about \$250,000 and the City of Savannah will come up with the rest of the funding. The City of Savannah will provide the local match for the Carbon Reduction Program and Y230 Program funds and will have to come up with about \$4 million of additional local funds.

After coordinating with GDOT, we decided to add the new construction phase to FY 2024 – 2027 TIP before programming any federal funds. We are adding the new construction phase into fiscal year 2024. When we finalize the TIP amendments, the newly programmed funds will be entered into the GDOT system hopefully by March and get authorized soon, so that the City can have the funds to start construction. To Ms. Wang's understanding, on February 8th the City Council has approved the contract with the lowest bidder. The City of Savannah will provide the majority of funding and the MPO will contribute the funding we have available.

Staff recommends TCC endorsement of the proposed TIP amendments.

Ms. Michelle Strickland motioned to endorse the proposed TIP amendments; seconded by Ms. Calia Brown. The motion passed with none opposed.

4. FY 2025 UPWP Adoption

Ms. Wykoda Wang presented the preliminary draft of FY 2025 UPWP back in December, then sent the preliminary draft to FHWA, FTA, and GDOT for review. They have provided feedback and comments. In the meantime, we have received updated information which Ms. Wang will outline. Also, we need to have the second round of discussion for the unfunded studies because we might pursue funds in September and Ms. Wang will outline what has changed.

The UPWP is the Staff work program, and it outlines our budget and details what staff does and how much funding we allocate to each task. We have 3 funding sources, all requiring a local match:

- PL grant from Federal Highway Administration
 - 20% local match from membership dues
- Y410 grant from Federal Highway Administration for bike and pedestrian planning
 - 0% local match currently due to federal waiver
- Section 5303 grant from Federal Transit Administration
 - 20% local match - GDOT pays 10%, and the other 10% comes from membership dues.

The funds can only be used for planning. If we don't spend all of the PL funds, GDOT will put the unincumbered funds into a pulled account (Discretionary PL Funds). We can apply for additional funds needed for studies from this account.

Last week we received the updated funding amounts from GDOT. The PL funding has increased by about \$8,000, so now the Federal portion is about \$444,000 and the total PL funding is about \$555,000. For the Y410 grant, the funding was reduced by about \$300, and the total is \$11,386.20. The Section 5303 funds do not change - the total is still at around \$236,000. Based on the updated numbers, the total budget for the MPO operation in FY 2025 is about \$802,000.

There are some changes to the Major Tasks.

- For the next fiscal year, we will still focus on the 2050 MTP related updates and Title VI Plan and Participation Plan updates.
- We added a new subtask for TIP. In addition to maintenance and update of the current TIP, we want to research on the E-TIP. Currently we have something called Interactive TIP on our website. It is a

database where you can search projects by sponsors or fiscal year. We received notification from the provider, DTS Solutions, that they are no longer supporting this application. We want to research and get a new software to help us disseminate information about projects. Occasionally we do Calls for Projects to support TIP updates. Currently we post the manual and received applications on the website, and send the scoring sheet in excel spreadsheet to the TCC members to score the applications. When the TCC scores come back, staff compile the results. With the new software or tool, we want to be able to submit everything online, which will be automatically put in the database. So when TCC members score the applications, they can do so directly from the database online.

- We will go through the Federal Certification Review, because if we don't get certified, our region won't receive any of the Federal funding.
- For the Performance Based Planning and Programming, we have added a new program - Green House Gas Emission (GHG). Due to a delay, the GHG targets will be adopted by GDOT at the end of March. CORE MPO will have 180 days to adopt the GHG targets as part of our 2050 MTP.
- We will continue to implement IJJA/BIL.
- We will continue to work on special studies – coordinating with project sponsors for ongoing studies and applying for funding for some of the unfunded studies.
 - Ongoing Studies - the City of Savannah and GDOT are advertising for the I-16 Exit Ramp Removal IMR update. Once we receive more information, we will include it in the UPWP. For the 3 Chatham County studies (SR 204 Access Study, US 17/SR 25 Corridor Study and President Street Railroad Crossing Elimination Study), because we now know the consultants and the schedules, all that information has been added in. If CAT has updated information on the schedules for their 2 studies (AOPP Funded Study and ARP Funded Study), please send it to us so that we can include it in the UPWP.
- Unfunded Studies - Last time when we discussed the unfunded studies, the language for the Bike/Pedestrian Plan Implementation Tool was still being drafted by Ms. Caila Brown and the US 80 Corridor Study being drafted by Mr. Tim Callanan. Now we do include the information on those two studies, including the scopes and cost estimates, into the revised draft UPWP, but we still need to discuss more about those. We will go through the second round of discussions for the following studies.

CORE MPO

- Regional Truck Parking Study
- Resilience Improvement Plan (RIP)
- Urban Flooding Model Study Phase II
- **NEW** - Bike/Pedestrian Plan Implementation Tool

Chatham County

- Islands Expressway Between Truman Parkway and US 80

Effingham County

- **NEW** - US 80 Corridor Study Phase II – Limit and Cost Change

CAT

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

Some other updates since December 2023 include the following.

- Bryan County has sent a letter to Ms. Melanie Wilson, our Executive Director, and Mr. Ellis, CORE MPO Chairman, indicating they do not want to be part of the MPO. The MPO Board adopted a new CORE MPO Metropolitan Planning Area (MPA) boundary in June 2023 that included all of Bryan County except for Fort Stewart. However, Bryan County's letter is saying no, they don't want to be a part of the MPO. We do not have a choice and Bryan County cannot back out, because more than 10,000 people of unincorporated Bryan County live within the Savannah Urban Area and they have to be included as it is Federal law. Ms. Asia Hernton created 3 scenarios for Bryan County regarding the CORE MPO MPA boundary and the County chose Scenario 1, which we will go over in the Status Reports. In the UPWP, the CORE MPO MPA boundary has been updated based on Scenario 1.
- The updated financial information for Tasks 1 and 6 has already been discussed.
- The FHWA and GDOT comments have been incorporated.
 - FHWA wants us to show the correlation between the Federal requirements and the MPO planning tasks regarding Planning Emphasis Areas. We have a table showing the correlation. They wanted us to add the non-voting members to the roster, so we did add that. The voting members have also changed, so there are other updates to the voting member roster as well. They wanted us to

update the staff members under each task. For example, under Y410 Non-Motorized Transportation Plan, we still have Executive Director, Director of Transportation, etc listed. Mostly the time will be charged by Ms. Asia Hernton, so we have deleted all other staff members and Ms. Asia Hernton will be the only one to charge under Y410.

- o GDOT wanted us to add language including the Green House Gas Emissions (GHG) performance targets and we did.

Looking at the revised draft of the UPWP, everything highlighted in red has been updated. For example, the updated roster includes the new Mayor of Pooler and the new Mayor of Tybee Island, the changes of ACAT (Pam Oglesby has resigned from ACAT), the changes of TCC (Les Fussell will no longer be voting for Richmond Hill; it is now Steve Scholar), etc. We have added in the non-voting members and our new administrative assistant. If you see anything that needs to be updated, please let us know.

Moving on to Unfunded Studies - we have to go through two rounds of discussion before we submit any funding applications.

- Regional Truck Parking Study is a recommendation from CORE MPO Regional Freight Transportation Plan that was completed last October. The cost is estimated at \$200,000. This is based on the Atlanta Regional Commission's (ARC's) freight parking study which was about \$300,000 and their area is much larger than ours. We talked about what we want to do at the last meeting.
- Ms. Anna McQuarrie will be in charge of the Resilience Improvement Plan. In this plan we were still thinking about Northern Bryan County, but they are backing out, so we at least need to include Southern Bryan County. When presenting the 3 scenarios for Bryan County, Scenarios 1 and 2 cut out roadways, which left holes in the middle of Southern Bryan County. We will revise the language, but the cost is still about \$150,000.
- Urban Flooding Model - we have completed Phase I which covers Chatham County. Phase II plans to cover the 3-county area, but now it is the southern halves of Effingham and Bryan Counties. We will revise the language and the cost is estimated at \$150,000.

Chairperson Deana Brooks asked how the Resilience study differs from the Vulnerability study?

Ms. Anna McQuarrie answered a vulnerability assessment decides which transportation assets are vulnerable, essentially, we are looking at roads, rail lines, bridges, etc. The Resiliency Improvement Plan takes that one step further, so it's the second half. Now that we've decided what is vulnerable, how are we going to protect it? What do we need to do to be more resilient, to be able to bounce back from climate stressors and hazards. The PROTECT grant program is funding available again in the summer, with the option to apply for a grant to implement a Resiliency Improvement Plan. Resiliency is basically the second half; vulnerability determines the problems and resiliency provides the solutions.

- Bicycle and Pedestrian Facility Study - by the end of June we should have a Non-motorized Transportation Plan. We want to find out how to implement the Non-motorized Transportation Plan. Ms. Calia Brown will talk more, and we want to do an inventory of the bike paths.

Ms. Calia Brown, Bike Walk Savannah, stated this came out of the Non-motorized Transportation Plan meetings. Every time we update the NMTP, we spend 6-8 months to figure out which facilities have been built and where, the condition of existing facilities and if they need updates. There isn't a central repository for this information, as well as a way to update it in the future. There are additional qualifiers that have changed over the years, whether it is Justice 40, or social determinants of health, etc. This particular study is 2-3 fold, with one part looking at existing facilities' conditions (e.g. where we need to prioritize because of access to public transportation). Then we have a model where we have the on-going updates submitted directly to the MPO. That would go hand in hand with the Bike and Pedestrian Advisory Committee, that has been identified as a priority in the Bylaws update. This would help us keep the information current, so the MPO can point out relevant opportunities, and agencies and municipalities can look for the opportunity to connect and work together, rather than each having their own individual set of data.

Chairperson Deana Brooks asked if one of primary goals is asset collection?

Ms. Calia Brown answered yes, that is one goal. Addition to the asset collection, with the City of Savannah and the robotic survey that was just completed, we really don't have an overall level of quality of our bicycle and pedestrian facilities. We may know where the sidewalks are located but they vary wildly in their condition, so that would also be part of this asset mapping.

Ms. Wykoda Wang said we also want a tool to track the implementation of projects, that is another goal we want to accomplish. We might have more information for City of Savannah, but we might not have the information for Bryan and Effingham Counties. We will collect information from those expanded areas as well.

Mr. Tim Callanan, Effingham County, stated they are gathering information on that now for the SS4A studies.

Ms. Wykoda Wang stated the current cost estimate is around \$150,000, but if we decide if we do want to pursue the study, we will reevaluate and fine tune the scope of the study before submitting the applications.

- US 80 Corridor Study - we have finished Phase I, from I-516 to the Chatham/Effingham County line, completed by the Kimley-Horn company. At that time US 80 in Effingham County was not part of the CORE MPO, so we could not spend our funding in Effingham County. Now that Southern Effingham County will become part of the MPO, we will be able to apply for funding on behalf of our member agencies. Last time we talked about Phase II going from the Chatham/Effingham County line all the way to US 280, but now it doesn't seem possible since Bryan County backed out of the MPO. The limits will be changed to "from Chatham/Effingham County line to Bryan/Effingham County line", which means the cost will be changed as well. Currently it is estimated at \$265,000; if we reduce the lands by half, it will become about \$150,000.

Mr. Tim Callanan stated he doesn't think it is that much of a difference between the bridge and US 280, so he doesn't believe it will take that much off. The area is also underdeveloped, so there might not be that much of a difference, but it is possible.

Ms. Wykoda Wang stated if Mr. Callanan decides to revise this number, please let her know before the CORE MPO Board meeting. If Bryan County decides to be a part of study, we are happy to work with them but they would have to come up with the funding for the Bryan County portion on their own.

- Chatham County still wants to pursue the Islands Expressway Study.
- CAT has provided the project descriptions and cost estimates for their studies. The funds we are going to apply for are Highway Planning funds, but some of the funds can be used for transit planning as well. We will keep these transit studies in the unfunded section of the UPWP just in case we need to apply for the funds.
 - Transit Oriented Development Study
 - Transit Stops Amenities Study
 - Mobility Hub Study and Program
 - Bus Rapid Transit Feasibility Study

Ms. Mary Moskowitz stated that on the Transit Stops Amenities Study, they have already started the inventory, any studies that go with what Ms. Calia Brown spoke about with connectivity. CAT knows the bus stop is the first spot in the transit trip, so they want to make sure it is connecting to something. They are looking at the amenities themselves, but also how they connect to other areas. She believes this is described in the scope.

Ms. Wykoda Wang stated before we submit funding applications in September, we will bring these back to you in June or August and TCC can help us decide which studies to choose, because currently we have more than 5 studies. We might be more successful if we apply funding for 2 or 3 studies.

Ms. Wang indicated that we are hoping to have the UPWP approved by the CORE MPO Board in February, and afterwards we will send it to FHWA and GDOT for final approval. Since there are no more questions, we request that the TCC endorse the proposed revised draft UPWP with the condition that members send the corrections to titles, cost estimates, limits, etc.

Mr. Tim Callanan motioned to endorse the proposed revised FY 2025 UPWP; seconded by Ms. Kaniz Sathi. The motion passed with none opposed.

III. Other Business

[5. A Thank You to Chairman Les Fussell](#)

Chairperson Deana Brooks presented the Resolution to former TCC Chairman Fussell to thank him for his service and leadership.

6. 2050 MTP Update

Ms. Wykoda Wang stated she will give a quick update. Then Mr. Habte Kassa, with GDOT, will give the presentation on the Travel Demand Model. Ms. Asia Hernton will present the Non-motorized Transportation Plan later. For Congestion Management Process, we have a preliminary draft ready for your review. For Resiliency Planning, Ms. Anna McQuarrie will present. For Financial Plan Development, since we have the new boundary, GDOT will work on the revenue projections, then we will start the project prioritization process, which we will ask for TCC members' input. We have the framework for the 2050 MTP Report, and we are working on chapters as information becomes available.

Resilience Planning

Ms. Anna McQuarrie, CORE MPO Staff, gave an update on the Resilience Planning for the 2050 MTP.

The Resilience Chapter - MPOs are required to include resilience in the transportation process. Resilience was covered in the Environment and Quality of Life Section of the 2045 MTP (pg. 35) Recognition of climate change: sea level rise, nuisance flooding, resilience. 2050 MTP will expand resilience to its own section and include a vulnerability assessment.

Chapter Topics:

- Resilience Overview
- Impacts from Climate Change
- Natural Hazards and Manmade Threats
- Vulnerability Assessment
- Energy and Emissions Reduction
- Wildlife Corridors and Biodiversity
- Relevant Local and State Plans/Studies
- Green/Nature-Based Design and Infrastructure

FHWA Greenhouse Gas (GHG) Performance Measure Final Rule:

- This final rule amends FHWA's regulations governing national performance management measures and establishes a method for the measurement and reporting of greenhouse gas (GHG) emissions associated with transportation (GHG measure).
- The rule requires State departments of transportation (State DOTs) and metropolitan planning organizations (MPOs) to establish declining carbon dioxide (CO₂) targets for the GHG measure and report on progress toward the achievement of those targets.
- The rule does not mandate how low targets must be. Rather, State DOTs and MPOs have flexibility to set targets that are appropriate for their communities and that work for their respective climate change and other policy priorities, as long as the targets aim to reduce emissions over time. The FHWA will assess whether State DOTs have made significant progress toward achieving their targets.
- State DOT submission was originally due on 2/1/24 and deadline is now 3/29/24. MPOs must submit their targets 180 days after the State DOT submittal date.

GDOT Key Parameters that Impact GHG Measure:

- Vehicle Miles Traveled (VMT) - Future VMT – increase due to population and economic growth
- Mode Share - Transit share, future % of work trips carpooling / transit vs. % of work trips driving alone
- Fleet Composition - Future electric vehicle (EV) % of fleet - EV incentives, EV charging infrastructure
- Fuel Efficiency - Future low carbon fuels, auto fuel efficiency, CAFÉ standards

MPO Requirements:

- Establish declining 4-year target for the metropolitan planning area (MPA).
- MPO Targets are due 180 days after State DOT targets.
- When the MPA boundaries of two or more MPOs overlap any portion of an UZA with populations of 50,000 or more, the MPOs must establish unique joint targets. (This does not currently apply to us.)

GHG and Biennial Performance Reporting Schedule:

- 2nd Performance Period (2022-2025) Phasing in GHG measures (2024-2025)
- 3rd Performance Period (2026-2029)

Transportation remains the largest source of emissions in the US, with cars and light-duty trucks as the largest contributors. Between 1990 and 2021, transportation greenhouse gas emissions rose by about 19%. This rise is mainly attributed to an increase in vehicle miles traveled by passenger cars and all truck types.

Co-benefits of Mitigation and Resilience - decarbonizing transportation could save money and improve air quality, social equity, and the health of people and ecosystems.

Vulnerability Assessment – Why a vulnerability assessment? (Fifth National Climate Assessment: Transportation)

- We need to know what is vulnerable to prepare for changes in climate and extreme weather.
- Helps to identify where we should invest limited resources.
- Quantifiable way to prioritize transportation projects based on resilience.
- The vulnerability assessment may be a potential precursor to a Resilience Improvement Plan (RIP).
- Vulnerability consists of exposure, sensitivity, and adaptive capacity:
 - Exposure: the nature and degree to which an asset is exposed to significant climatic variations.
 - Sensitivity: the degree to which an asset is affected, either adversely or beneficially, by climate-related stimuli.
 - Adaptive Capacity: the ability of a system (or asset) to adjust to climate change to moderate potential damages, to take advantage.

FHWA Vulnerability Assessment & Adaptation Framework:

- Set objectives and define scope;
- Compile data;
- Assess vulnerability;
- Analyze adaptation options; and
- Incorporate results into decision-making.

Each phase will be addressed by the following:

- Assessment Team & MTP Objectives
 - Team: met twice now, to define our objectives and talk about exposure indicators and climate hazards.
 - Representatives from: Bryan County, Chatham County, Effingham County, City of Savannah, Tybee Island, CORE MPO & SAGIS, FHWA & GDOT, and the University of Georgia
 - Objectives: 1. Understand the vulnerability of the MPO's transportation system at a macro-level to changes in temperature, precipitation, sea level rise, storm surge, and wind. 2. Investigate how the transportation system is contributing to vulnerability of transit assets and improvements that can be made.
 - Climate Stressors: Temperature, precipitation, sea level rise, storm surge, and wind
 - Transit Assets: Roads (collectors and above), bridges, ports, airports, and rail lines
- Vulnerability Assessment Scoring Tool (VAST)
 - Developed to help State DOTs, MPOs, and other organizations implement an indicator - based vulnerability screen. An indicator - based screen is one method for assessing vulnerability. Steps are broken down on the slide attached to the agenda.
- MTP Project Prioritization

Exposure Indicators Data Sets – example provided on slide attached to the agenda.

- Flood Modeling Tools Study completed in October 2023 by UGA
- GDNR sea level rise scenarios and depth above road (project dashboard)
- LiDAR (available through SAGIS): Elevation
- FEMA Flood Zones
- National Hurricane Center Storm Surge Risk Maps
- Climate Mapping for Resilience & Adaptation (CMRA)
- The Climate Explorer
- Coastal Management Program Online Mapping Tools

Timeline of meetings with FHWA and GDOT:

- November 2023 – To determine Vulnerability Assessment and VAST is appropriate for MPO.
- December 2023 – Kickoff meeting on 12/15/23: Draft assessment objective(s); First round of discussion on climate stressors and indicators; Begin searching for available data.

- January 2024 - 2nd Meeting on 1/31/24: Discuss Exposure Indicators and Data; Introduce Sensitivity & Adaptive Capacity Indicators; Search for available data.
- February 2024 - 3rd Team Meeting: Discuss Sensitivity & Adaptive Capacity Indicators; Data Collection.
- March 2024 - 4th Team Meeting to review tool outputs: First test run of tool with all indicator data; Determine issues & re-run tool; Complete assessment report.
- April 2024 - Finalize resilience chapter.

Chairperson Deana Brooks asked how do they measure the Greenhouse gas emissions? Ms. Anna McQuarrie answered Mr. Habte Kassa from GDOT might be able to give a better explanation. Mr. Habte Kassa answered once GDOT has established the targets, we will have an opportunity to come and present what those targets are since the clock for MPO target setting starts after establishing the State targets. Greenhouse gas emissions are determined by a lot of technical stuff. Also, the FHWA has provided a tool which gives the VMT, total fuels consumed in the state and factor for different types of gas (regular, diesel, etc.). That combination gives you the total Greenhouse Gas Emissions.

Travel Demand Model

Mr. Habte Kassa, GDOT, gave the presentation on the Travel Demand Model.

Background:

- Federal legislation requires Metropolitan Transportation Plan (MTP) updates every five years.
- The MTP covers a minimum 20-year planning horizon.
- The next CORE MPO MTP should be adopted by August 23, 2024.
- MAP-21 / FAST Act (Invest in America) requires incorporating performance-based planning and transportation system access into project selection.

What is a Travel Demand Model and its Purpose?

- Analysis tool to forecast travel demand and transportation performance
- To replicate the existing trip making characteristics
- To forecast future travel demand
- To identify transportation network deficiencies and prioritize projects

Travel Demand Model – **Four Step Approach**

1. Trip Generation – How many trips?
2. Trip Distribution – Where are they going?
3. Mode Choice – What mode are they using?
4. Trip Assessment – What route will they take?

CORE MPO Boundary and Modeling Area – TDM will sometimes go outside of the MPO boundary. The TDM modeling area for CORE MPO includes three counties – Bryan, Chatham and Effingham.

Travel Demand Model **Major Activities:**

- Review and Update Traffic Analysis Zones
- Prepare socio-economic data (MPO)
- Update trip rates based on 2017 NHTS data
- Update and validate model base year to 2020
- Develop 2050 Do-Nothing Scenario (Projects provided by MPO)
- System performance evaluation

2020 Model Inputs:

- 2020 Roadway Network (collectors and above by Functional Classification)
- 2020 Traffic Analysis Zones (TAZs) – 795 TAZs in the Modeling Area.

How are the TAZs and roads represented in the model?

- **TAZs:** Traffic analysis zones are primary unit of area analysis in travel demand model, representing the land use and socioeconomic characteristics in an area. TAZ sizes range from a few census blocks to large combination of census tracts.
- **TAZ Centroid:** node at center of a TAZ and the start and end point of all trips to and from that TAZ
- **Centroid Connectors:** Connect TAZs with the transportation network
- **Nodes:** points where road links meet. Some nodes represent intersections and may have defined turning restrictions.

- **Network Link:** connected links that represent the region’s streets, transit lines, bike lanes or multiuse trails. Each link contains data on length, travel speeds, lanes and allowable modes of transportation.

The Socio-economic Data provided by MPO Staff shows more than 52 percent of growth between 2020 and 2050 in terms of total population, households, employment, and students (both K-12 and University).

- **Base Year (2020) Model Outputs** – The Base Year Model Validation Results include the following indicators. Model Area Roadway Mileage and Vehicle Miles Traveled (VMT) by Facility Type
- Traffic Counts vs. Modeled Volume
- Modeled Volume vs. Traffic Counts Deviation
- Root-Mean-Square Error (RMSE)
- ScreenLine Validation
- Comparison of 2020 modeled trips and 2017 National Household Travel Survey (NHTS) trip data

The validated Base Year Model has been used to derive information on the following.

- 2020 Base Year Total Daily Traffic Volumes
- 2020 Base Year Daily Level of Service (LOS)

Future Year (2050) Model Outputs – The 2050 MTP Model will include several scenarios based on the various roadway networks (shown below).

1. Do-Nothing
2. Existing + Committed Projects
3. Completion of STIP/TIP system projects.
4. Metropolitan Transportation Plan System Projects
5. Financially Constrained Plan Projects

So far GDOT has completed the 2050 “Do-Nothing” scenario, which includes the output on the following.

- 2050 “Do Nothing” Total Daily Traffic Volumes
- 2050 “Do Nothing” Daily Level of Service (LOS)

The results show that between 2020 and 2050,

- Daily Vehicle Miles Travelled (VMT) by Facility Type all increased with an overall growth of 49%;
- Daily Vehicle Hours Travelled (VHT) by Facility Type all increased with an overall growth of 241%; and
- Daily Vehicle Miles Travelled (VMT) Level of Service (LOS) E and F increased by big percentages.

NEXT STEPS

- MPO staff provides project lists for the remaining 2050 MTP scenarios.
- Evaluate remaining future year MTP scenarios.
- Analyze system performance.
- Provide outputs to MPO planners to prioritize projects.

Project Prioritization

Ms. Wykoda Wang presented the draft Project Prioritization methodology for 2050 MTP. GDOT will provide us with the revenue projections, but we do want to start our project prioritization process now. We would like to get TCC input on our proposed approach.

The Moving Forward Together 2050 Plan (2050 Metropolitan Transportation Plan or 2050 MTP for short) will utilize a defined process for determining what projects are included in the plan, as well as developing performance measures to determine how well the plan is addressing the region’s transportation needs. CORE MPO plans to develop the prioritization process within the framework of the identified goals and planning factors encompassing performance-based planning. The process also follows the Federal Highway Administration’s guidance using the “SMART” principle which focuses on using existing data and avoids placing an unrealistic burden on staff.

The project prioritization process consists of the following steps:

- The first step is reviewing existing plans and study recommendations.
 - Projects included in Cost Band One of 2045 MTP that have not been implemented will be considered priority projects and carried over to 2050 MTP.

- Some of the current Cost Band 1 projects are already being implemented like I-16 Widening and US 17 Bridge Replacement. Those will be left out of the 2050 MTP.
 - Some of the remaining projects in the pipeline will be maintained as high priority, for example, Project DeRenne. We will automatically forward those kinds of projects into the 2050 MTP, Cost Band 1.
 - Projects included in Cost Bands Two and Three of 2045 MTP and projects from study recommendations will be put into a matrix. If a project comes from multiple sources (2045 MTP, Freight Plan, CMP, Travel Demand Model, corridor studies, etc.), it will move to the next step for further screening.
- The second step is the screening process.
 - The first screen is based on **need**.
 - Will use Matrix, possibly evaluate the top 30 on the list.
 - Tiered screening process with the following considerations - 1st System Performance, 2nd Safety and Security, 3rd Accessibility, Mobility and Connectivity, and 4th State of Good Repair (more information provided on slide attached to agenda). Each goal has associated factors and data sources.
 - The second screen is based on **sustainability**.
 - Incorporates those goals more focused on a sustainable mobility system.
 - Tiers are Environment and Quality of Life; and Intergovernmental Coordination.
 - The table on the slide details the goals, prioritization factors and data sources encompassed in the Sustainability Screen.
 - Each factor accomplishing the identified goal is awarded five points; if not, no points are awarded. Projects are then prioritized by the score, with the highest score ranking first.
 - The third screen is based on **equity** considerations.
 - Discusses equity within the MPO region and how different transportation facilities affect different areas and populations, particularly populations of concern.
 - Tiers are Quality of Life; Safety and Security; and Connectivity.
 - The goal is to mitigate disproportionate impacts of harm across different persons and population groups in the region and increase overall quality of life for all within the region.

These screens are structured around the CORE MPO goals for the long-range planning efforts. Specific metrics have been identified based on available data and tools.

There are a number of other factors that must be incorporated into the prioritization process. These additional filters are applied to projects, resulting in the final prioritization. These additional filters include:

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

The prioritization scoring is a tool to aid decision makers in selecting projects. The prioritization process alone is not intended to determine the final list of projects in the plan. Final project selection will depend on other factors such as revenue projections and local implementation priorities.

Ms. Wykoda Wang stated these are criteria we have drafted. Please refer to the slides attached to the agenda. We would like to get your opinions and input. We might schedule a separate meeting or designate a subcommittee to work on finalizing the criteria to start the prioritization process. We will match the revenue with these projects and have them allocated to Cost Bands 1, 2, or 3.

Chairperson Deana Brooks said they would like to have a separate meeting just for the prioritization process.

[7. CMP Update](#)

Ms. Wykoda Wang presented that we have a preliminary draft CMP report, and it is available in the attachments on the agenda. This draft has gone through internal Staff review by Ms. Wykoda Wang, Ms. Anna McQuarrie, and Ms. Asia Hernton. Ms. Gensis Harrod is working on addressing the comments. We would like TCC input as well on this report. Please focus on these two areas:

- Section 9 – the findings, labeled Analysis of Congestion and Mobility Issues
- Section 10 - the proposed solutions, labeled Identify and Assess CMP Strategies

We still need to do some cleaning up of the studies, like ones that are already implemented, but those sections are the most important right now. Please take a look and provide your feedback so we can complete the Congestion Management Process.

8. Non-Motorized Transportation Plan Update

Ms. Asia Hernton, CORE MPO Staff, presented the Non-Motorized Transportation Plan Status Update. Staff is continuing work on the Non-Motorized Transportation Plan. This plan is a document that addresses the development of bike and pedestrian infrastructure in the CORE MPO planning area. The goal of the Non-Motorized Transportation Plan update is to identify new projects, assess the needs of the community, and set new goals for bike and pedestrian infrastructure.

Current Activities:

Mapping the Projects - First, we identified some of the projects we would like to add to the plan.

- The map (on the slide attached to the agenda) shows the projects that are being added to the Non-Motorized Transportation Plan. Some of the features are dots instead of lines because they do not yet have an alignment.
- Will provide an updated map as we have identified more projects to add.

Reviewing and Attempting to Update the Scoring Criteria and Methodology - Staff has been reviewing the original scoring methodology to make changes for a few reasons:

1. To add more equity measures to the scoring methodology;
2. To make protected bike and pedestrian paths a higher priority;
3. To account for shared use paths, in which both bike and pedestrian activity can occur on the pathway;
4. Account for increased development in the Savannah area; and
5. Simplify the scoring process.

Staff met with members of the Steering Committee twice in the beginning of January to discuss possible additions and updates that can be made to the scoring methodology. Staff also received great feedback on different equity measures and data sources that can be used to prioritize each project.

From these meetings, a new possible scoring criteria was drafted, with much of the original scoring criteria being kept and with the addition of some new factors. For reference, the 2014 methodology is listed on the slide attached to the agenda.

The notable difference between the 2014 and the proposed new methodology is that bike and pedestrian are split into two separate categories. There are separate criteria for scoring bike projects and for scoring pedestrian projects. With the proposed draft we think a merged category would work, but this is just a draft so we can split them up if wanted.

After an additional meeting on February 8, it became clear that the old criteria have some measures that are in need of updating, so it has been officially decided to do a major update of the scoring system, criteria, and methodology. The goal is to complete the scoring of projects by the end of May.

Barriers to updating the scoring criteria:

- **Time:** To adopt this plan in June, all major products of the plan must be completed by the end of May. Changing the scoring criteria at this stage may be a roadblock to the timely completion of this plan.
- **Complexity:** Changing the scoring criteria would lead to re-scoring all 400 existing projects to ensure consistency.

Because of this, staff is reviewing other methods to update the scoring process and methodology to aid the process, such as using GIS to aid in the process.

Additionally, the scoring methodology is not the only place in the document where these conversations are prioritized. This is how we can add the importance of equity, protected paths, and development opportunities to the plan outside of the scoring criteria:

- Detail them throughout the plan using maps and data to illustrate their importance; and
- Create a recommendations section which puts an emphasis on the newly identified important factors for non-motorized transportation.

Chairperson Deana Brooks asked how does the scoring of the projects work?

Ms. Asia Hernton answered she was under the assumption that the entire Steering Committee would be involved with scoring the projects. In terms of using the GIS to aid in the process, it probably would not need heavy involvement, but the Steering Committee will decide what score should be applied to what and what our priorities are.

Ms. Mary Moskowitz, with CAT, stated she has experience with these types of projects, and she recommends using GIS to process the spatial data. It does speed up the process and also allows you to do the tedious work almost simultaneously. She wants to make sure that our data sources are correct and updated, as that is one of the most important things. Please document, document, document, so the next year you know where the metadata came from.

[9. Functional Classification Request](#)

Ms. Wykoda Wang stated at the December meeting we adopted the GDOT proposed Adjusted Urban Area. The next step is to do the Roadway Functional Classification updates. GDOT used to have a hard cap, but now they have a soft cap, and GDOT sent us information on the procedure (on the slides attached to this agenda). Since you are all MPO members, the MPO will be submitting the change request on behalf of you, but we do need your coordination.

Currently the CORE MPO allocates Federal dollars, but we cannot allocate Federal dollars to local streets unless it's a Bike or Pedestrian project. Local streets are maintained by local agencies. We can only spend Federal dollars for Functional Classified roadways, which are collectors, minor and major arterials, expressways, and interstates. If your streets are currently classified as local but need to be upgraded to Collector or above to receive Federal dollars, now is the time to do it.

Currently the City of Savannah wants to upgrade Benton Blvd to at least a collector because it carries a lot of traffic and connects to major roadways such as I-95 and Pooler Parkway. Thunderbolt has reached out to us to upgrade a roadway. For Richmond Hill and Bryan County, we would like them to upgrade Harris Trail and Port Royal as they are currently classified as local roadways. In the 2045 MTP they are improvement projects. In the Metropolitan Transportation Plan, the revenue projections are based on past trends and local match. In terms of the TIP, it requires a funding code for a project; if you don't have the funding code, then it is considered local.

Now is the time to review your roadways classification system and document it and send your request of change to us. We will compile the information and work with GDOT to have the roadways reclassified. This is different from your local functional classification system, as those are based on land use. This is for Federal fundings. Bryan County sent an adoption in the resolution that the Bryan County Commission adopted Harris Trail Road in their local system as major arterial, but in our system it is local. The local documentation is a good supporting document to send with our request to GDOT. If you have adoptions by City Councils, or resolutions to upgrade roadways, please submit that to us as the supporting document. Please review your street system and see which ones carry too much traffic that you don't have enough money to make improvements and try to make it on the Federal system.

Chairperson Deana Brooks asked which road was it in Thunderbolt? Ms. Wykoda Wang said Thunderbolt asked about a road close to the Savannah State University.

GDOT used to have a hard cap - if you upgrade a certain number of roadways, you have to downgrade others. Let's keep that in mind and have options, in case they still have the hard cap.

IV. Status Reports

[10. MPO Boundary, MOU and Bylaws Updates](#)

Ms. Wykoda Wang stated she will show the MPO Boundary first. Staff received a letter from Bryan County in January 2024 indicating that "Bryan County objects to the expansion of the CORE MPO boundaries and does not agree to being included within the MPO".

Even if Bryan County does not want to be a part of CORE MPO, neither they nor we have a choice as part of unincorporated Bryan County is located within the Savannah Urban Area per 2020 census. The total population in that area is pretty significant.

Thus, the MPO staff coordinated with Bryan County on revising the MPA boundary within the county and proposed three scenarios that all focus on South Bryan County and do not include North Bryan County. On February 7, 2024, Bryan County sent in a response indicating that "The County Administrator has identified Scenario 1 as the

Board of Commissioners preference”. Staff will present the new boundary to the advisory committees and the MPO Board at the February 2024 meetings.

Since Bryan County has chosen Scenario 1, we will forward Scenario 1 to the CORE MPO Board for adoption. The federal law requires that “at a minimum, the MPA boundaries shall encompass the entire existing urbanized area (as defined by the Bureau of the Census) plus the contiguous area expected to become urbanized within a 20-year forecast period for the metropolitan transportation plan”. The pink areas shown on the scenario maps of unincorporated Bryan County has no choice but to be included in the MPA.

We will present Scenario 1 to the CORE MPO Board for adoption. That means our MOU has to be updated. We will revise the language for the Bryan County MPA in the MOU from “...the portion of Bryan County outside Fort Stewart” to “... Richmond Hill, the portions of the 2020 census defined Savannah Urban Area that fall within the unincorporated Bryan County, and the area connecting Richmond Hill and the Savannah Urban Area in Bryan County.”

MOU Document - In Effingham County, the language in the MOU is not accurate. The current language is “...the portion of Effingham County south of SR 119...” Effingham County pointed out that the language is not accurate - “If following SR 119, it would include an additional portion”. We corrected the language to “...the portion of Effingham County south of SR 119 - Indigo Road - Bethany Road...”. The Effingham County Manager confirmed the revised language is OK.

MOU Document - Since Pembroke is in Northern Bryan County and will not be part of the MPO Boundary, all references to Pembroke have been deleted from the MOU – both text and the signature page.

Exhibit A – The CORE MPO MPA boundary map has been revised to reflect the new boundary within Bryan County.

Exhibit B –

- Effingham County provided a comment regarding the membership dues for the county. The current language is “Effingham County – TBD”. The County indicated that “Effingham County’s portion is 100%.” We corrected the language to “Effingham County will pay 100% of the county’s share of the membership dues, covering all of the Effingham municipalities located within the MPA boundary”.
- Now that Pembroke will not be a part of CORE MPO, the language for Bryan County regarding membership dues has been updated. The current language is “Bryan County – TBD”. We corrected the language to “Bryan County and the City of Richmond Hill will split the county’s share of the membership dues based on their respective population within the MPA boundary”.
- Currently the Chatham County Commission Chair serves as the CORE MPO Chair, and the Mayor of Savannah serves as the Vice Chair. Based on the current methodology, Chatham County contributes to the MPO membership dues based upon their unincorporated population plus 25% of the municipalities’ population. Municipalities’ proportional contributions are based upon 75% of their population. Since the proposed Bylaws update includes having elections for both Chairman and Vice Chairman on the CORE MPO Board, Chatham County indicated that they will not contribute to the municipal share if the County Chairman does not hold the CORE MPO Chairman’s seat. Staff sent a letter in December 2023 to poll all of the existing and new members on two scenarios –
 - 1) Chatham County contributes to municipal share with the County Chairman remaining the CORE MPO Chairman; and
 - 2) having elections for the CORE MPO Board without Chatham County contributing to the municipalities’ share.

Based on the responses, having elections seems to be the preferred option for the majority of the Chatham County municipalities. For those members who have not responded, please send your input ASAP.

- The language for Chatham County regarding membership dues has been revised. The current language is “Chatham County would contribute based upon their unincorporated population plus 25% of the municipalities’ population. Municipalities’ proportional contribution would be based upon 75% of their population”. We updated the language to “Chatham County and its municipalities will split the county’s share of the membership dues based on their respective population within the MPA boundary”.
- One input we received is to differentiate the Chatham Area Transit (CAT) from the other two modal representatives (the Georgia Ports Authority (GPA) and the Savannah Airport Commission) due to CAT’s fiscal capacity in dues contribution. As a result, staff proposes to use a 60th percentile for CAT and keep the 70th percentile for GPA and the Airport. The language for modal share of the membership dues has

been revised. The current language is “Chatham Area Transit Authority, Georgia Ports Authority and Savannah Airport Commission - would contribute a fixed amount based upon the 70th percentile of the counties and municipalities contributions”. We updated the language to “The Chatham Area Transit Authority would contribute a fixed amount based upon the 60th percentile of the counties and municipalities contributions; and the Georgia Ports Authority and the Savannah Airport Commission would contribute a fixed amount based upon the 70th percentile of the counties and municipalities contributions”.

- The table for the 2020 Census CORE MPO Planning Area Population has been updated.

These are the things we have updated in the MOU, the Bylaws, and the Boundary. All of these are attached to this agenda. You can see the highlights.

Mr. Tim Callanan, Effingham County, asked if Ms. Wykoda Wang has updates on the population counts since the change in Bryan County?

Ms. Wykoda Wang said yes on the MOU on the last page (page 32).

Mr. Tim Callanan stated so even with that change to Bryan County, the population is still 13,405 in unincorporated Bryan County?

Ms. Wykoda Wang stated yes, the Northern portion of Bryan County is not as populated as the Southern portion. Effingham, Guyton, and Springfield’s populations have changed a little as well, a little less based on the block level data. Please check on the MOU, the updated language is highlighted in green. The Bylaws will still need each individual committee to get together to work on their portion of the Bylaws. We will keep on working on the Bylaws. Hopefully we will have the new MPO Boundary adopted in February and the MOU adopted in April.

V. Information Reports (verbal)

[11. GDOT Project Status Update Report](#)

Report attached to the agenda.

[12. Chatham County Project Status Update Report](#)

Chairperson Deana Brooks, Chatham County, stated she would like to acknowledge the transportation team. We have Allen Blake, who has been with Chatham County for 3 years now, and Damien Rice, our newest engineer, excited to have him on the team.

We had the A3M meeting for the Chevis Road project this week. We finally have a date PFPR for the Garrad Ave Improvements - it will be on March 5th and 6th. If you have any questions about any projects listed, please let me know.

Ms. Wykoda Wang asked if Ms. Deanna Brooks could send her the meeting information. Ms. Deanna Brooks said yes.

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

Ms. Michele Strickland, City of Savannah, stated she will cover the high points.

- Project DeRenne - the City met with GDOT leadership to look at on-going operational and safety improvements. Still working with FHWA and GDOT about the NEPA requirements.
- DeLesseps Ave construction - utility relocation is on-going. If you use DeLesseps, please be advised there is a detour between Costa Rica and Cuba Streets.
- Truman Linear Park Trail Phase II-B - our Tide to Town capital projects group awarded a contract last week.
- Middle Ground Road – RFP has closed and the project team is scoring the submittals.
- I-16 Ramp Removal Project - the City signed an MOU with GDOT to outline cost sharing and project management.

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

Mr. Heath Maines, SAV/HHI Airport, stated we currently have 3 projects under construction - the Security Checkpoint Expansion, the Demo Air Cargo, and Fuel Storage Expansion.

- Demo Air Cargo is substantially complete as of February 8th, just wrapping up some punch list items.

- Fuel Storage Expansion - adding three 40,000-gallon tanks to increase the fuel load. We had preconstruction meeting this morning and awarded the Notice to Proceed; ground will be breaking on this today.
- Security Checkpoint Expansion has been on-going since October of 2022. The steel framing is up and we are working on the interior. Projected completion date around September or December of 2024.

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

Ms. Mary Moskowitz, CAT, presented the report.

- ITS system on the ferry is on hold. We are doing maintenance and need to make sure we have sufficient service on all our ferry vessels.
- Maintenance Facility - final engineering is complete and will be submitting to the City for permitting soon. We did the bid and are awaiting issuance of the award.
- The purchase of Savannah Belles Hybrid Electric Ferry Replacement - the funding is coming from multiple sources - the THUD has been complete, Georgia Transit Trust Fund awarded 3 million, and we are finalizing the FHWA flex funding which should take 90 days to complete.
- Electric Bus Replacement went to the board in January and was approved.
- Installation of Charing Stations - Georgia Power came out and found out our concrete was too thick to drill, so they are looking at installing the conduit above ground.
- The ARP analysis is moving forward.

The American Public Transit Association (APTA) CEO will be here in Savannah, which is a great opportunity for transit officials around the City. The FTA Administrator will be here as well. In March we are starting our service change, which means the extension of service into Port Wentworth.

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

Report attached to the agenda.

[17. TIP Funding Tracking Report](#)

Report attached to the agenda.

VI. Other Public Comments (limit to 3 minutes)

VII. Notices

[18. Grant Opportunities](#)

Chairperson Deana Brooks said there is a LMIG supplemental funding opportunity, and more information will be available in April. They are not expecting to have a match.

Ms. Wykoda Wang stated City of Savannah is the only one who has a Safety Action Plan, and all others are developing theirs. We list some of the grant opportunities, one is SS4A. The US government now has extra funds to implement projects if you already have a Safety Action Plan. We are working with Bike Walk Savannah, City of Savannah, and Tide to Town to submit an application for the SS4A grant.

Chairperson Deana Brooks stated Demonstration funds are also available if you have any Demonstrations coming up.

[19. Next CORE MPO TCC Committee Meeting April 18, 2024 at 2:00pm](#)

VIII. Adjournment

There being no further business, the February 15, 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