



Surface Transportation Block Grant (STBG) Urban Attributable (Y230) Funds

Program Manual – September 2025

(FY 2026 - 2030 STBG Y230 funding)

Quick Check: Should You Apply?

While the remainder of the document explains the details of the CORE MPO Surface Transportation Block Grant (STBG) program, the following reference list is provided here to highlight the **minimum** expectations in CORE MPO's project selection process. If you answer **NO** to any one of these questions, you **should not** apply.

- ☐ Is your agency or organization an eligible entity? (See Eligible Project Sponsors on Pages 5-6)
- ☐ Is your project in an eligible location and for eligible activity? (See Eligibility on Pages 6-10)
- ☐ Is your project (including all phases) identified in or consistent with the CORE MPO's financially constrained 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan) or Non-Motorized Transportation Plan? (See Eligibility on Page 10-11)
- ☐ Are you requesting at least \$200,000? (See Funding and Local Match on Page 3 - 5)
- ☐ Do you have at least 20% match for the total project cost? Please provide written confirmation of your local match. Local funds already spent on prior project phases cannot be used as part of the local match for new STBG awards. (See Funding and Local Match on Page 3 - 5)

Program Overview

STBG Program and Y230 Funds

The Surface Transportation Block Grant (STBG) Program is a federal-aid transportation program, administered by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), which provides funds to States and localities for transportation improvement projects. The previous federal transportation legislation - Fixing America's Surface Transportation Act or FAST Act - converted the long-standing Surface Transportation Program (STP) into the STBG Program acknowledging that the block grant program allows more flexible funding to best address State and local transportation needs. The program is carried forward in the current Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58).

A formula is used by FHWA to apportion STBG funds to each State. The funds are then sub-allocated to each Metropolitan Planning Organization (MPO) from its respective state Department of Transportation using a population-based formula. Once these funds have been sub-allocated to MPOs, they are committed through the MPO to local governments and agencies for eligible transportation improvement projects through a competitive project selection process approved by the MPO Board. The code for STBG funds allocated to urbanized areas with a population over 200,000 is Y230 under IIJA.

CORE MPO's Surface Transportation Block Grant Program

CORE MPO administers the STBG Urban Attributable (Y230) funds for the Savannah region. The MPO receives around \$4 million (federal) of Y230 funds each year. Specific amount for each year varies. Some unobligated Y230 funds from previous years (carryover funds) are also available for programming, but they are distributed to different years with specific amounts to be determined by the GDOT Office of Management (OFM).

CORE MPO conducts Call for Projects at least every four years with expected four-year allocations of Y230 funds, to align the STBG competitive project selection process with Transportation Improvement Program (TIP) development. The Call for Projects can also be conducted as needed if the priority projects with awarded STBG Y230 funds have been completed and additional funds become available.

CORE MPO will conduct a Call for Projects between September and December 2025 for fiscal years 2026 – 2030 Y230 funds to support amendments to the FY 2024 – 2027 TIP and project prioritization and development for the FY 2027 – 2030 TIP. It is expected that final revenues for each year will be provided by GDOT in January 2026, so the following assumptions are made.

- There are around \$19 million available for FY 2026.
 - \$2,531,680 based on FY 2024 – 2027 TIP Y230 funding balance

- \$816,853 from redistribution of Transportation Infrastructure Finance and Innovation Act (TIFIA) Program funds pursuant to the Fiscally Responsible Highway Funding Act of 2024 (FRHFA), Title I of Division B, Public Law (Pub. L.) 118-272. These funds expire on September 30, 2028 and can be used on existing projects or new projects immediately.
- Around \$16,000,000 carryover funds (\$17,796,544 carryover balance as of 9/30/24 minus \$1,431,132 allocation for May 2025 Administrative Modification)
- There are \$0 available for FY 2027 based on FY 2024 – 2027 TIP Y230 funding balance. However, considering the carryover funds can be allocated to this fiscal year, it is assumed that at least \$4,000,000 will be available for this Call for Projects.
- It is assumed that there are around \$4,000,000 available for each year in FY 2028 through FY 2030.
- The FY 2026 funds will be allocated to awarded projects through FY 2024 – 2027 TIP amendments.
- The FY 2027 – 2030 funds will build the prioritized waiting list for projects to be included in the FY 2027 – 2030 TIP.

Additional Sources of Information

- FHWA STBG information page: <https://www.fhwa.dot.gov/specialfunding/stp/>
- IJIA Fact Sheet for STBG Program: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/stbg.cfm>

Funding And Local Match

Funding

In general, the STBG program is an 80/20 match program, meaning federal funds cover no more than 80% of total cost of the project or the project phase that is the subject of the request. In this Call for Projects, CORE MPO expects to award **the available federal funds** to various projects or project phases in FY 2026 - 2030 and build the prioritized waiting list for projects to be included in the FY 2027 – 2030 TIP. The award amount will constitute no more than 80% of the costs of the awarded projects and/or project phases.

CORE MPO 2025 Y230 Call for Projects			
Fiscal Year	Total Expected Y230 Federal Revenues**	Minimum Federal Funding Request per Project*	Maximum Federal Funding Request per Project*
2026**	\$19,000,000	\$200,000	\$19,000,000
2027**	\$4,000,000	\$200,000	\$4,000,000
2028**	\$4,000,000	\$200,000	\$4,000,000
2029**	\$4,000,000	\$200,000	\$4,000,000
2030**	\$4,000,000	\$200,000	\$4,000,000

* Local project sponsor will cover at least 20% of the total project cost for each phase.

**CORE MPO staff will confirm the revenue estimates with GDOT.

Period of Availability

STBG funds are contract authority. STBG obligations are reimbursed from the Highway Account of the Highway Trust Fund. STBG funds are available for obligation for a period of 3 years after the last day of the fiscal year for which the funds are authorized. Thus, funds are available for obligation for up to 4 years. (23 U.S.C. 118)

For the CORE MPO managed Y230 funds, the **following rules** will apply.

- Before Funding Authorization - If the applicant has not made adequate progress to ensure **authorization** of the awarded funds in the appropriate fiscal year, the funds will be rescinded and put back to the Y230 coffer for use by other priority projects in the waiting list.
- After Funding Authorization - If the applicant has not **obligated** the funds two years after funding authorization, the funds will be rescinded and put back to the Y230 coffer for use by other priority projects in the waiting list or those selected in the next round of Call for Projects.

Reprogramming/ Waiting List

It is anticipated that during a Call for Projects there may be more applications than can be programmed within the years of the call cycle. To facilitate 100% obligation of available funding each year, CORE MPO can effectively “over program” by establishing a Waiting List of projects during each call cycle.

The Waiting List should include, in rank order, the next highest ranked projects that were unable to be fully funded in the Call for Projects due to fiscal constraint. Sponsors of Waiting List projects must be committed to keeping projects active and moving forward toward obligation of federal funding in the two years between Calls for Projects. If sponsors of potential Waiting List projects are not committed to moving forward (for example, because funding was requested in an out year), those projects should not be included in the Waiting List. Projects or phases of projects that did not apply for funding during a Call for Projects cannot be added to the Waiting List until the next applicable Call for Projects.

Inclusion of a project to the Waiting List is not a guarantee of future federal funding for any phase of a project. The Waiting List will expire with each subsequent Call for Projects. Projects included in the Waiting List from the prior Call for Projects must re-apply for funding consideration during the next call. If the first phase of a project in the Waiting List is moved to the active program, there is no guarantee that the subsequent phases will be funded via the Waiting List. There shall be no “automatic” reprogramming from the Waiting List at the time of each Call for Projects.

Active projects that are reprogrammed in the Waiting List, either voluntarily, or due to missing an obligation deadline, must also reapply for funding consideration during the next call. This reapplication will reset all deadlines associated with project phases.

Local Match

As stated above, at least 20% of a Y230-funded project will be locally funded. Note that the local share is calculated as 20% of the **total** project costs, not 20% of the federal funding amount. For example, if an applicant requests federal amount of \$1,000,000 for a project phase, the application needs to demonstrate that at least \$250,000 of local funds are available for that phase because the total cost estimate would be \$1,250,000. Local funds already spent on prior project phases cannot be used as part of the local match for new STBG awards.

For the local match, an applicant may not count any other US DOT funds, nor funds awarded from any other federal agency.

Eligible Project Sponsors

Though the FWHA guidance does not specify eligible project sponsors for Y230 funds, STBG program is geared towards state and local governments and agencies with responsibility for oversight of transportation improvements. Thus, the eligible primary sponsors for the CORE MPO managed STBG urban attributable funds should be local/regional governments and agencies responsible for transportation improvements.

In addition, the local project sponsor must be LAP (Local Administered Project) Certified by GDOT to administer the federal funds. If the local sponsor is in the process of becoming LAP certified while submitting an application, the MPO will consider the sponsor an eligible entity as long as the LAP certification becomes official before the requested funding phase starts.

In order to encourage project coordination, the non-LAP-certified project sponsor can choose to partner with a LAP-certified governmental entity in the region to submit joint applications. In the CORE MPO region, currently there are three LAP-certified local governments – Chatham County, City of Savannah, and City of Pooler. In a joint application, the LAP-certified governmental entity must be the prime applicant and will provide project management if the project receives the grant funds. The non-LAP-certified entity will be the sub-applicant and must enter an agreement with the prime applicant outlining the responsibilities of each entity, including who will provide the local match funds.

The LAP certification requirement only applies to transportation improvement projects, not planning studies.

Eligibility

1. Eligible Projects and Activities:

- a. Location of Projects (23 U.S.C. 133(c)): STBG projects may not be undertaken on a road functionally classified as a local road or a rural minor collector unless the road was on a Federal-aid highway system on January 1, 1991, except-
 - (1) For a bridge or tunnel project (other than the construction of a new bridge or tunnel at a new location);
 - (2) For a project described in 23 U.S.C. 133(b)(4)-(11) and described below under "Eligible Activities" (b)(4) through (11);
 - (3) For transportation alternatives projects described in 23 U.S.C. 101(a)(29) before enactment of the FAST Act (these are described in 23 U.S.C. 133(h) and in separate TA Set-Aside guidance.); and
 - (4) As approved by the Secretary.
- b. Eligible Activities (23 U.S.C. 133(b)): Subject to the location of projects requirements in paragraph (a), the following eligible activities are listed in 23 U.S.C. 133(b):
 - (1) Construction, as defined in 23 U.S.C. 101(a)(4), of the following:
 - i. Highways, bridges, and tunnels, including designated routes of the Appalachian development highway system and local access roads under 40 U.S.C. 14501;
 - ii. Ferry boats and terminal facilities eligible under 23 U.S.C. 129(c);
 - iii. transit capital projects eligible under chapter 53 of title 49, United States Code;
 - iv. Infrastructure-based intelligent transportation systems capital improvements, including the installation of vehicle-to-infrastructure communication equipment;
 - v. Truck parking facilities eligible under Section 1401 of MAP-21 (23 U.S.C. 137 note); and
 - vi. Border infrastructure projects eligible under Section 1303 of SAFETEA- LU (23 U.S.C. 101 note).
 - (2) Operational improvements and capital and operating costs for traffic monitoring, management, and control facilities and programs. Operational improvement is defined in 23 U.S.C. 101(a)(18).

- (3) Environmental measures eligible under 23 U.S.C. 119(g), 328, and 329, and transportation control measures listed in Section 108(f)(1)(A) (other than clause (xvi) of that section) of the Clean Air Act (42 U.S.C. 7408(f)(1)(A)).
- (4) Highway and transit safety infrastructure improvements and programs, including railway-highway grade crossings.
- (5) Fringe and corridor parking facilities and programs in accordance with 23 U.S.C. 137 and carpool projects in accordance with 23 U.S.C. 146. Carpool project is defined in 23 U.S.C. 101(a)(3).
- (6) Recreational trails projects eligible under 23 U.S.C. 206, pedestrian and bicycle projects in accordance with 23 U.S.C. 217 (including modifications to comply with accessibility requirements under the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.)), and the Safe Routes to School Program under Section 1404 of SAFETEA-LU (23 U.S.C. 402 note).
- (7) Planning, design, or construction of boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
- (8) Development and implementation of a State asset management plan for the National Highway System (NHS) and a performance-based management program for other public roads*. (*Eligibility indicated here are applicable to state-managed STBG funds.)
- (9) Protection (including painting, scour countermeasures, seismic retrofits, impact protection measures, security countermeasures, and protection against extreme events) for bridges (including approaches to bridges and other elevated structures) and tunnels on public roads, and inspection and evaluation of bridges and tunnels and other highway assets.
- (10) Surface transportation planning programs, highway and transit research and development and technology transfer programs, and workforce development, training, and education under chapter 5 of title 23, United States Code.
- (11) Surface transportation infrastructure modifications to facilitate direct intermodal interchange, transfer, and access into and out of a port terminal.
- (12) Projects and strategies designed to support congestion pricing, including electronic toll collection and travel demand management strategies and programs.
- (13) Upon request of a State and subject to the approval of the Secretary, if Transportation Infrastructure Finance and Innovation Act (TIFIA) credit assistance is approved for an STBG-eligible project, then the State may use STBG funds to pay the subsidy and administrative costs associated with providing Federal credit assistance for the projects*. (*Eligibility indicated here are applicable to state-managed STBG funds.)
- (14) The creation and operation by a State of an office to assist in the design, implementation, and oversight of public-private partnerships eligible to receive funding under title 23 and chapter 53 of title 49, United States Code, and the payment of a stipend to unsuccessful private bidders to offset their proposal development costs, if necessary to encourage robust competition in public-private

partnership procurements*. (*Eligibility indicated here are applicable to state-managed STBG funds.)

(15) Any type of project eligible under 23 U.S.C. 133 as in effect on the day before the FAST Act was enacted. Among these are:

- i. Replacement of bridges with fill material;
- ii. Training of bridge and tunnel inspectors;
- iii. Application of calcium magnesium acetate, sodium acetate/formate, or other environmentally acceptable, minimally corrosive anti-icing and deicing compositions for bridges (and approaches to bridges and other elevated structures) and tunnels;
- iv. Projects to accommodate other transportation modes continue to be eligible pursuant to 23 U.S.C. 142(c) if such accommodation does not adversely affect traffic safety;
- v. Transit capital projects eligible for assistance under chapter 53 of title 49, United States Code, including vehicles and facilities (publicly or privately owned) that are used to provide intercity passenger bus service;
- vi. Approach roadways to ferry terminals to accommodate other transportation modes and to provide access into and out of the ports;
- vii. Transportation alternatives previously described in 23 U.S.C. 101(a)(29) and described in 23 U.S.C. 213;
- viii. Projects relating to intersections having disproportionately high accident rates, high levels of congestion (as evidenced by interrupted traffic flow at the intersection and a level of service rating of "F" during peak travel hours, calculated in accordance with the Highway Capacity Manual), and are located on a Federal-aid highway;
- ix. Construction and operational improvements for any minor collector if the minor collector and the project to be carried out are in the same corridor and in proximity to an NHS route; the construction or improvements will enhance the level of service on the NHS route and improve regional traffic flow; and the construction or improvements are more cost-effective, as determined by a benefit-cost analysis, than an improvement to the NHS route;
- x. Workforce development, training, and education activities discussed in 23 U.S.C. 504(e);
- xi. Advanced truck stop electrification systems. Truck stop electrification system is defined in 23 U.S.C. 101(a)(32);
- xii. Installation of safety barriers and nets on bridges, hazard eliminations, projects to mitigate hazards caused by wildlife;
- xiii. Electric vehicle and natural gas vehicle infrastructure in accordance with 23 U.S.C. 137;

xiv. Data collection, maintenance, and integration and the costs associated with obtaining, updating, and licensing software and equipment required for risk-based asset management and performance based management, and for similar activities related to the development and implementation of a performance based management program for other public roads;

xv. Construction of any bridge in accordance with 23 U.S.C. 144(f) that replaces any low water crossing (regardless of the length of the low water crossing); any bridge that was destroyed prior to January 1, 1965; any ferry that was in existence on January 1, 1984; or any road bridge that is rendered obsolete as a result of a Corps of Engineers flood control or channelization project and is not rebuilt with funds from the Corps of Engineers. Not subject to the Location of Project requirement in 23 U.S.C. 133(c); and

xvi. Actions in accordance with the definition and conditions in 23 U.S.C. 144(g) to preserve or reduce the impact of a project on the historic integrity of a historic bridge if the load capacity and safety features of the historic bridge are adequate to serve the intended use for the life of the historic bridge. Not subject to the Location of Project requirement in 23 U.S.C. 133(c).

- c. The IIJA's STBG Program continues all prior STBG eligibilities (see in particular 23 U.S.C. 133(b)(22), as amended, which carries forward all pre-FAST Act eligibilities). It also adds the following new eligibilities: [Except as noted, § 11109(a)(1)]
- Privately-owned, or majority-privately owned, ferry boats and terminal facilities that, as determined by the Secretary, provide a substantial public transportation benefit or otherwise meet the foremost needs of the surface transportation system [23 U.S.C. 133(b)(1)(B)];
 - Wildlife crossing structures, and projects and strategies designed to reduce the number of wildlife-vehicle collisions [23 U.S.C. 133(b)(1)(G); 23 U.S.C. 133(b)(14)];
 - The addition or retrofitting of structures or other measures to eliminate or reduce crashes involving vehicles and wildlife [23 U.S.C. 133(b)(3)];
 - Projects eligible under 23 U.S.C 130 and installation of safety barriers and nets on bridges [23 U.S.C. 133(b)(5)];
 - Maintenance and restoration of existing recreational trails [23 U.S.C. 133(b)(7)];
 - Installation of electric vehicle (EV) charging infrastructure and vehicle-to-grid infrastructure [23 U.S.C. 133(b)(15)];
 - Installation and deployment of current and emerging intelligent transportation technologies [23 U.S.C. 133(b)(16)];
 - Planning and construction of projects that facilitate intermodal connections between emerging transportation technologies, such as magnetic levitation and hyperloop [23 U.S.C. 133(b)(17)];
 - Protective features, including natural infrastructure, to enhance resilience of an eligible transportation facility [23 U.S.C. 133(b)(18)];
 - Measures to protect an eligible transportation facility from cybersecurity threats [23 U.S.C. 133(b)(19)];

- Conducting value for money analyses or similar comparative analyses of public-private partnerships [§ 11508(d)(2); 23 U.S.C. 133(b)(21)]
- [Up to 5% of STBG apportionment] rural barge landing, docks, and waterfront infrastructure in a rural community or Alaska Native village that is off the road system; [§ 11109(a)(7); 23 U.S.C. 133(b)(23) and (j)];
- Projects to enhance travel and tourism [23 U.S.C. 133(b)(24)];
- Replacement of low-water crossing with a bridge not on a Federal-aid highway [§ 11109(a)(2)(D); 23 U.S.C. 133(c)(4)];
- Capital projects for the construction of a bus rapid transit corridor or dedicated bus lane [§ 11130; 23 U.S.C. 142(a)(3)]; and
- [Up to 15% of STBG apportionment] may be used on otherwise STBG-eligible projects or maintenance activities on roads functionally classified as rural minor collectors or local roads, ice roads, or seasonal roads, may be transferred to the Appalachian Highway System Program or the Denali Access System Program [§ 11109(a)(7); 23 U.S.C. 133(k)].

2. **Applicability of Planning Requirements (23 U.S.C. 133(d)(5)) ***: Projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan(s). When obligating sub-allocated funding (discussed below), the State must coordinate with relevant metropolitan planning organizations (MPO) or rural planning organizations (23 U.S.C. 133(d)(3)). Programming and expenditure of funds for projects shall be consistent with 23 U.S.C. 134 and 135. (*The Y230-funded projects must be consistent with the CORE MPO's financially constrained 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan) or the Non-Motorized Transportation Plan and be programmed in the MPO's TIP before funds are obligated).

STBG projects for eligible planning purposes must be reflected in the statewide SPR work program or Metropolitan Unified Planning Work Program*. Further, these projects must be in the STIP/TIP unless the State DOT or MPO agree that they may be excluded. (23 CFR 420.119(e)) (*Y230-funded planning studies must be reflected in CORE MPO's UPWP and included in the TIP before funding obligation.)

3. **Applicability of 23 U.S.C. 217(i) for Bicycle Projects**: 23 U.S.C. 217(i) requires that bicycle facilities "be principally for transportation, rather than recreation purposes." However, 23 U.S.C. 133(b)(6) and 133(h) list "recreational trails projects" as eligible activities under STBG. Therefore, the requirement in 23 U.S.C. 217(i) does not apply to recreational trails projects (including for bicycle use) using STBG funds. Section 217(i) continues to apply to bicycle facilities other than trail-related projects, and Section 217(i) continues to apply to bicycle facilities using other Federal-aid highway program funds (e.g., NHPP, Highway Safety Improvement Program, and Congestion Mitigation and Air Quality Improvement Program). The transportation requirement under Section 217(i) is applicable only to bicycle projects; it does not apply to any other trail use or transportation mode.

Eligible Costs

All projects must follow applicable federal guidelines for implementation. Applicants should be aware of the following:

- Timing of expenditures – costs incurred prior to “obligation” are **not** eligible for reimbursement. Obligation occurs when a project is approved, and an agreement is executed between the FHWA division office and the State. Any design and feasibility studies conducted prior to receipt of Y230 funds award notice are not eligible as reimbursable costs.
- Types of costs – the following project-specific costs are eligible.
 - Preliminary engineering (PE) work, including project development, environmental work, cost estimates, construction plans, and architectural work;
 - Right-of-way (ROW) acquisition (the acquisition of real property is subject to the Uniform Act);
 - Utility relocations; and
 - Construction costs.

Pre-Application Workshop

Thorough understanding of the project implementation process is critical for the successful completion of projects. An understanding of the process leads to realistic expectations and better overall scheduling and project planning.

CORE MPO staff will host a Call for Projects Pre-Application Workshop in September 2025 and a Q & A Session later if needed. Project sponsors that have eligible projects for Y230 funds are strongly encouraged to review this manual and attend the workshop as well as the Q & A session prior to submitting applications.

Application Process and Project Selection

Application Process Timeline

2025 Call for Projects Schedule

Date	Activity
May-June 2025	CORE MPO staff develop the draft schedule and Call for Projects packages.
June 16-19, 2025	CORE MPO advisory committees review the draft Call for Projects schedule and packages and provide comments.
June 25, 2025	CORE MPO Board reviews the draft Call for Projects schedule and packages and provides comments.
July 23–July 28, 2025	CORE MPO staff conduct workshops to review the programs and manuals.
Late July – Early August 2025	CORE MPO staff update the schedule and manuals.
August 19-21, 2025	CORE MPO advisory committees endorse the revised Call for Projects packages (schedule, project selection criteria, etc.).
August 27, 2025	CORE MPO Board approves the Call for Projects packages (schedule, project selection criteria, etc.).
August 28-September 5, 2025	CORE MPO staff finalize the Call for Projects packages based on feedback from the Board and advisory committees and post the materials to the website.
September 8, 2025	Announce Call for Projects. Application cycle opens.
September 23, 2025	CORE MPO Staff holds Pre-Application Workshop.
September 30, 2025	CORE MPO staff holds additional Q&A session for Call for Projects (if needed).
October 10, 2025 (by 5:00PM)	Applications Due.
October 13-17, 2025	CORE MPO staff pre-screen applications for eligibility and send out the evaluation package to Review Committee members.
October 20–November 21, 2025	Review Committee members screen and score eligible applications; CORE MPO staff coordinate with Review Committee members and compile final scores and rankings.
Early December 2025	CORE MPO staff prepare reports for the December meetings.
December 11, 2025	TCC meets to review the final scores and rankings, comes up with project priority lists and award recommendations, and makes recommendations for project incorporation into new TIP.
December 17, 2025	CORE MPO Board approves the TCC recommendations for priority list and project award.
January 2026	GDOT sends CORE MPO the final projected STBG, TA and CRP revenues.

February 2026	Allocation of STBG, TA and CRP funds to projects and project phases based on project rankings, award recommendations, and funding balances.
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Applicants should submit the completed application via email (wangw@thempc.org) by 5:00 p.m. on **October 10, 2025**. For any questions, please contact

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Project Selection Process

After applications are submitted to CORE MPO, they will go through the following process:

1. Pre-screening - Applications are screened for the following criteria. An application not meeting all of these pre-screening criteria will be disqualified.
 - a. **Eligibility** - eligible sponsor and eligible project type per STBG eligibility requirement. The applicant needs to provide LAP certification record, or documentation showing progress towards LAP certification, or documentation showing agreement for project management with LAP-certified governmental entity.
 - b. **Plan consistency** – projects, including all phases must be identified in or be consistent with the CORE MPO’s financially constrained 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan) or Non-Motorized Transportation Plan.
 - c. **Completeness** – the application must address all of the questions in the application package.
 - d. **Funding amount** - the full funding must be identified for the project phase for which funding is requested. If the STBG funds for which the applicant is applying are not sufficient to complete the project phase, the applicant must identify sufficient available supplemental funding with which the project can be completed. The total requested federal amount must be at least \$200,000.
 - e. **Local Match** - the applicant needs to provide written confirmation of local match of at least 20% of the total project cost through a signed letter from the agency’s personnel authorized to commit funding. Local funds already spent on prior project phases cannot be used as part of the local match for new STBG awards.
2. Project Scoring - MPO staff sends the applications that successfully clear the pre-screening process to all of the members of the CORE MPO Technical Coordinating Committee (TCC). The TCC members then review the applications and score them against

the project selection criteria. TCC members then send the scores back to CORE MPO staff who will compile the final scores and rankings.

3. TCC Review – The TCC meets to review the compiled scores and rankings, comes up with project priority list and recommendations for funding award, and presents the recommendations to the CORE MPO Board.
4. Board Approval - The project rankings and award recommendations are approved by the CORE MPO Board.
5. Announcement - Approved project award winners are announced. Priority projects not receiving awards will be put in the waiting list based on their priority rankings.
6. TIP Inclusion and Amendments - Approved projects with awarded FY 2027 – 2030 funds are programmed in the FY 2027 - 2030 TIP. Approved projects with awarded FY 2026 funds are amended into the FY 2024 – 2027 TIP.

Project Selection Criteria

The project ranking and selection criteria are mostly based on the adopted three-tiered highway project prioritization process of the 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan). Since STBG funds are the most flexible and can be used on highway, transit, bike and pedestrian projects as well as transportation studies, other performance measures are added to incorporate improvement projects of other modes. The project scoring system assigns points to a project based on the criteria in the table below.

Project Ranking and Selection Criteria				
	Factors /goals /emphasis areas	Performance Factors	Questions	Scores
NEEDS SCREEN	Safety and Security (PBPP Highway PM1); Transit Safety	High Crash Density	Is the project located on a facility with a high vehicle crash rate per GDOT's crash database (GEARS)?	Vehicle Crash Rate >50: 10 points 25-50: 5 points 0-24: 1 point
		Freight Crashes	Is the project located on a facility with a high freight crash density (crashes per square mile)? Please use CORE MPO 2050 MTP Freight Crashes Map for reference.	Freight Crash Density >50: 10 points 25-50: 5 points 0-24: 1 point
		Transit Safety	Does the project help to improve transit safety (fixed route, paratransit, water ferry, etc.)?	Transit Safety Yes: 5 points No: 0 point
	State of Good Repair (PBPP Highway PM2), Transit Asset Management	Pavement Condition	Is the project located on a roadway with lower or poorer pavement condition values? Please use CORE MPO 2050 MTP Pavement Conditions Map for reference.	Pavement Condition Poor: 10 points Fair: 5 points Good: 1 point
		Bridge Sufficiency	Does the project include a bridge with a sufficiency rating below 50, or has it been identified as having poor deck, structural or pavement conditions making it eligible for replacement according to GDOT standards?	Bridge Rating <50: 5 points >50: 0 point
		Transit Asset	Does the project help to improve transit asset management (rolling stock, equipment, facilities, etc.)?	Transit Asset Yes: 5 points No: 0 point
	System Performance (PBPP Highway PM3)	Facility Level of Service	Is the project located on a facility with an unacceptable Level of Service (LOS)? Please use CORE MPO 2050 MTP 2050 E+C Daily LOS Map for reference.	LOS E-F: 10 points D: 5 points A-C: 1 point
		High Truck Volume (freight significance)	Is the project located on a facility with a high Annual Average Daily Truck Traffic (AADTT)? Please use CORE MPO 2050 AADTT Map for reference.	AADTT > 2500: 10 points 1000-2500: 5 points <1000: 1 point
	Accessibility, Mobility and Connectivity	Connects Population Centers to Activity Centers	Does the project connect population centers with employment and activity centers?	Connectivity High: 10 points Medium: 5 points Low: 1 point
		Freight connections to strategic infrastructure	Is the project located on a roadway that provides Access to Freight Generating Land Uses? Please use CORE MPO 2050 Freight Generating Land Uses Map for reference.	Connect to Freight LU Most: 10 points Medium: 5 points Little: 1 point
HAZARD MITIGATION SCREEN	Hazard Mitigation	Evacuation Route	Is the project located on a designated evacuation route? See GA evacuation routes here: https://www.dot.ga.gov/GDOT/Pages/Hurricane.aspx	Evacuation Route Yes: 5 points No: 0 point
		Access to Critical Areas/Facilities	Does the project provide access to Critical Areas/Facilities: Emergency Operation Centers, Courthouses, Local Law Enforcement, Fire Stations/EMS Stations?	Access to Critical Facilities Yes: 5 points No: 0 point
		Green Infrastructure	Does the project include nature-based solutions or green infrastructure?	Green Infrastructure Yes: 5 points No: 0 point
		Wildlife & Pollinators	Does the project consider impacts to wildlife, pollinators, and their habitat?	Wildlife & Pollinators Yes: 5 points No: 0 point

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COMMUNITY DEVELOPMENT/IMPROVEMENT SCREEN		Sea Level Rise	Is the project affected by sea level rise? Please use the 2050 intermediate SLR scenario for low emissions for Ft. Pulaski (1ft) from NOAA Sea Level Rise Viewer: https://coast.noaa.gov/digitalcoast/tools/slr.html	Expected SLR Not affected: 10 points Somewhat inundated: 5 points Completely inundated: 1 point
			Is the project located in an area with severe soil erosion (poor soil drainage)? Please use the USDA Web Soil Survey at: https://websoilsurvey.sc.egov.usda.gov/app/	Soil Drainage Well: 10 points Somewhat poor: 5 points Very poor: 1 point
			Does the project include roads and bridges that have experienced flooding during extreme high tide events in the past? Use the NOAA Sea Level Rise Viewer: https://coast.noaa.gov/digitalcoast/tools/slr.html	Tidal Flooding Yes: 5 points No: 0 point
		Storm Surge	Is the project located in an area that is subject to storm surge or a Category 3 Hurricane? View storm surge risk here: https://www.nhc.noaa.gov/nationalsurge/	Storm Surge 0-3ft: 10 points 3.01-9ft: 5 points 9.01-20ft: 1 point
	Community Development and Improvement	Transit Connection and Accessibility	Does the project include bike/ped improvements that have good connections to transit services?	Transit Connection to Bike/Ped Yes: 5 points No: 0 point
			Is the project close to a transit stop or fixed route transit service?	Distance to Transit < 0.25: 10 points 0.25-0.5: 5 points >0.5: 1 point
		Bike/Ped Connection and Accessibility	Does the project include bike/ped improvements?	Bike/Ped Consideration Yes: 10 points No: 1 point
			Does the project intersect with zero-car household tracts? Indicator: Pct of zero-car households in census tract	Zero-car HH tracts >50%: 10 points 30%-49%: 5 points <30%: 1 point
		Connection and Accessibility to Critical Features	Is the project located near a hospital (miles)?	Distance to Hospital < 0.25: 10 points 0.25-1: 5 points >1: 1 point
			Is the project located near a grocery store (miles)?	Distance to Grocery < 0.25: 10 points 0.25-1: 5 points >1: 1 point
			Is the project located near a library (miles)?	Distance to Library < 0.25: 10 points 0.25-1: 5 points >1: 1 point
			Is the project located near a school (miles)?	Distance to School < 0.25: 10 points 0.25-1: 5 points >1: 1 point
		Community Consideration	Does the project intersect with high poverty areas? Indicator: Census tracts that have a 200% Poverty Line score	Poverty Score ≥66: 10 points 33-65: 5 points ≤32: 1 point
		Safety Features	Does the project include a median?	Median Yes: 10 points No: 0 point

			Does the project include a roundabout?	Roundabout Yes: 10 points No: 0 point
			Does the project include an RCUT Intersection?	RCUT Yes: 10 points No: 0 point
		High Pedestrian Crash Rate	Is the project located in an area with high pedestrian crash rate?	Ped High Crash Area Yes: 10 points No: 0 point
Additional Considerations	Intergovernmental Coordination & Others	Financial feasibility	Is this project phase included in Cost Band One of 2050 MTP (financially feasible in the next 10 years)?	Consistency with MTP Yes: 5 points No: 0 points
		Project Status	What is the current project development stage?	Project Status CST: 5 points ROW: 3 points PE: 1 point
		Local Priority	In this grant application, what phase is the local sponsor contributing funds for?	Local Contribution CST: 5 points UTL: 4 points ROW: 3 points PE: 1 point
		Consistency with other local, regional and state plans	Is this project consistent with the plans of CORE MPO members (Capital Improvement Program, Hazard Mitigation Plan, Master Plan, SPLOST list, etc.)?	Consistency with Local and Regional Plan Yes: 5 points No: 0 point

Progress Reporting

Funding recipients will be required to make regular progress reports (bi-monthly) to the CORE MPO TCC to ensure timely and efficient use of funds. The CORE MPO TCC will monitor progress and make timely recommendations to the CORE MPO Board to ensure full and timely use of the Y230 funds. If the applicant fails to make adequate progress towards funding authorization in the appropriate fiscal year, the funds will be rescinded and allocated to other priority projects in the waiting list. If the applicant has not obligated the awarded funds two years after funding authorization, the funds will be rescinded and put back to the STBG coffer for use by other priority projects in the waiting list or those selected in the next round of Call for Projects. If the applicants fail to report on the project development status at the bi-monthly TCC meetings, they will risk not being considered for the next round of Call for Projects.

CORE MPO Contact Information

CORE MPO will maintain a web page linked at <https://www.thempc.org/Core> (through Quick Links) during the application period where Questions & Answers will be listed. Applicants are encouraged to seek clarifications from the MPO staff before submitting their application.

If you have any questions, please contact:

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