



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

APPLICATION

SEPTEMBER 2025

Send the electronic copy
of the completed application by:

5:00 p.m. on October 10, 2025

to:

Wykoda Wang, Director of Transportation Administration
Chatham County-Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401

Contact info:

912-651-1466

wangw@thempc.org

Coastal Region Metropolitan Planning Organization

Surface Transportation Block Grant (STBG) Program

CHECKLIST FOR APPLICANTS

- | | | |
|--|---|--|
| ☒ | Have you answered all applicable questions in the application? | |
| ☒ | Has the appropriate person signed the application? | |
| ☒ | Have you filled out the detailed budget table on the last page of this application? | |
| ☒ | Please indicate the sources of funding you are requesting for this project. | |
| ☒ Y230 | ☒ Y301 | ☒ Y601 |
| ☒ | Have you attached a letter from your governing board or official able to commit to the local match? | |
| ☒ | Have you attached a project location map? | |
| ☒ | Have you attached information demonstrating the basis of your project's cost estimate? | |
| ☒ | Have you attached other information that is applicable to the answers in your application? | |

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

September 2025 Call for Projects

The Coastal Region Metropolitan Planning Organization (CORE MPO) is conducting a competitive project selection process to award expected FY 2026 - 2030 Surface Transportation Block Grant (STBG) Program Urban Attributable (Y230) funds, provided through the act entitled Infrastructure Investment and Jobs Act (IIJA, Pub. L. 117-58).

- **Expected Available Funds (subject to change):**
 - FY 2026 = \$19,000,000 (federal portion)
 - FY 2027 = \$4,000,000 (federal portion)
 - FY 2028 = \$4,000,000 (federal portion)
 - FY 2029 = \$4,000,000 (federal portion)
 - FY 2030 = \$4,000,000 (federal portion)
- **Maximum Award for a project = available funds for that year (federal portion)**
- **Minimum Award for a Project = \$200,000 (federal portion)**
- **At least 20% of the eligible costs of the proposed project must be locally funded.**
(Previously incurred costs cannot be counted as part of the 20% match for the newly awarded federal funds.)

An applicant may request a minimum of ***at least \$200,000 of federal funds***. The federal funding request in this application can represent no more than 80% of the total cost of the applicant's proposal. For example, if an applicant requests \$1,000,000, and provides no more than the required 20% local match, he/she would be submitting a proposal totaling \$1,250,000.

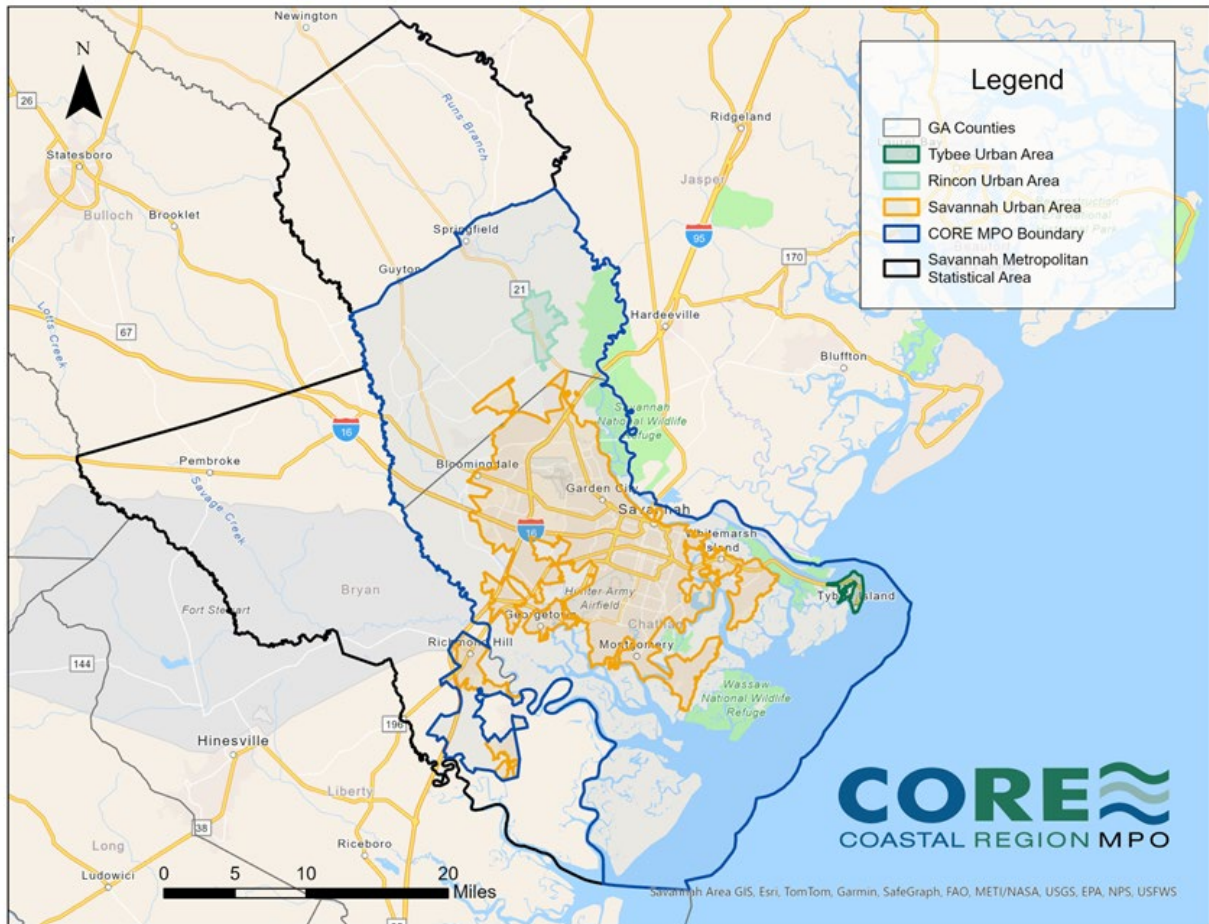
- **Federal Requirements**

Applicants should keep in mind that using the STBG funds involves adherence to federal requirements, as applicable, such as the National Environmental Policy Act (NEPA), prevailing wage rates (Davis-Bacon), Buy America, competitive bidding, and other contracting requirements, regardless of whether the projects are located within the right-of-way of a Federal-aid highway.

- **Projects funded through this selection process must be located within the CORE MPO's Metropolitan Planning Area (MPA) boundary.**

The CORE MPO - administered STBG Urban Attributable funds can only be spent within the MPO's Metropolitan Planning Area which includes all of Chatham County and portions of Effingham County and Bryan County (see map on the next page).

CORE MPO Metropolitan Planning Area as approved by the Governor of Georgia in 2024



- **Projects, if awarded funds in FY 2026 and FY 2027, will be programmed in the CORE MPO's FY 2024 – 2027 Transportation Improvement Program. Awarded projects in FY 2027 will be carried over to the FY 2027 – 2030 TIP as well. FY 2028 – 2030 funds will build the prioritized waiting list for projects to be included in the FY 2027 – 2030 TIP (revisit the prioritization during TIP development).**

Once the project is programmed in the TIP and the awarded federal funding is authorized in the program year, the funds must be obligated within two years, otherwise the funds will be rescinded for use by other selected priority projects.

Please see CORE MPO Surface Transportation Block Grant Program Manual for additional information.

Applicant and Project Information

Eligible Entities

Please indicate which type of eligible entity is the primary project sponsor: (Select one.)

- ☒ Local government
- ☐ Regional transportation authority
- ☐ Transit agency
- ☐ Other local or regional governmental entity with responsibility for oversight of transportation improvements that the State of Georgia determines to be eligible.

Eligible Projects

Please indicate **all** applicable categories your proposal falls under. **Please see CORE MPO Surface Transportation Block Grant Program Manual for information on project eligibility.**

- ☒ Highway Improvements
- ☐ Bridge Improvements
- ☐ Transit Improvements
- ☒ Operational/Safety Improvements
- ☒ Bicycle / Pedestrian /Non-Motorized Improvements
- ☐ Planning Studies
- ☐ Other

Applicant Information		
Agency Name (i.e. agency that will manage implementation) Effingham County (County Engineering Services)		Date 10/7/2025
Street Address 804 South Laurel Street	City, State Springfield, GA	Zip Code 31329
Contact Person's Name Jonathan Hulme, P.E.	Title County Engineer	
Contact Person's Phone Number (912) 754-8080	Contact Person's Email Address jhulme@effinghamcounty.org	
Project Manager's Name (if awarded) Jonathan Hulme, P.E.	Title County Engineer	

Project Overview	
Project Name Effingham Parkway Multi-Use Trail	
Project Location Description (please also attach a location map) The proposed project follows the Effingham Parkway corridor from SR 30 in Chatham County to Blue Jay Road in Effingham County, a major north-south arterial currently under phased construction. This new regional corridor is designed to relieve SR 21 congestion, support freight movement between Effingham Industrial Park and the Port of Savannah, and provide safer, more efficient local and regional access. The Effingham Parkway Multi-Use Trail Project will extend along the County's segment of the Parkway and associated connectors, providing multimodal facilities that parallel the new roadway. The improvements will deliver dedicated pedestrian and bicycle accommodations along the corridor while completing the County's long-range connectivity network.	
County (or counties) in which project is located Effingham County	City (or cities), if any, in which project is located
Proposal Description Summary The Effingham Parkway Multi-Use Trail Project will add a 12-foot-wide paved multi-use trail along approximately 5 miles of the Effingham Parkway corridor within Effingham County. The project will provide safe, ADA-compliant facilities for pedestrians and cyclists and include associated drainage, grading, and shoulder stabilization improvements. The trail will parallel the new two-lane parkway and connect to local roads, industrial sites, and future recreational areas, enabling multimodal access along a key freight and commuter route. This addition will enhance safety for non-motorized users by separating them from truck and commuter traffic and create a continuous corridor linking Blue Jay Road, Hodgeville Road, and SR 30. The project will include intersection and access management improvements, turn-lane enhancements, and stormwater controls to ensure long-term stability and performance of both the roadway and the trail.	

Total Estimated Project	Federal Y230 Funds	Local Match Available
Cost* \$5,386,500	Requested \$4,309,200	\$1,077,300
<i>*Please also be sure to fill out the Budget Detail Table at the end of this application.</i>		

Who is providing the local match?

Name of Agency or Organization	Source (e.g. particular CIP fund)
Effingham County	SPLOST/TSPOLST

Please attach a letter signed by either your governing board or an official who can commit to the stated local match.

Has your agency managed and completed other federal-aid transportation projects before? (Choose one)

- ☒ 0 completed federal-aid projects
- ☐ 1 completed federal-aid project
- ☐ 2 completed federal-aid projects
- ☐ 3 or more completed federal-aid projects

Please list as many as three federal-aid projects completed by your agency, **preferably for projects that are similar to your proposal:**

What agency will maintain the project after completion?

Effingham County Board of Commissioners

If a maintenance agreement is necessary, has it been executed? (Chose one)

Y / ☒ / NA

If yes, please attach the agreement.

If the completed project will generate the need for operational funds, please describe the estimated annual cost and the status and source of funding for operations.

EFFINGHAM COUNTY WILL PROVIDE FOR MAINTENANCE OF THE CONSTRUCTION IMPROVEMENTS. THE COUNTY ALREADY PROVIDES MAINTAINCE OF THE EXISTING ROADWAY WITHIN THE RIGHT OF WAY AND WILL CONTINUE IN THE FUTURE.

Will your project require purchase(s) or easement(s) for right-of-way (Choose one)

☒ Y / N / Maybe

Additional information:

RIGHT-OF-WAY WILL BE REQUIRED; THE COUNTY WILL MINIMIZE IMPACTS TO ADJACENT PARCELS.
EFFINGHAM COUNTY WILL MAINTAIN THE COMPLETED FACILITY AND CURRENTLY MAINTAINS THE EXISTING ROADWAY RIGHT-OF-WAY.

If other agencies or organizations are partnering with you on this application or on implementation of your proposal, please list and describe the nature and the status of any agreements (e.g. ROW donations or easements):

Organization #1	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

Organization #2	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

Organization #3	
N/A	
Contact Name	Contact Phone
Contact Email:	
Status of Agreement	

If funding were available today, how much time do you estimate would be needed for any phases of your project that would be funded by this request:

Phase(s) to be Y230-funded	No. of Months
Design	12
Right of Way	9
Permitting	6
Construction	12

Please list any necessary preliminary work that already *has been completed*, and provide dates (e.g. GDOT concept approval, FHWA environmental approval or categorical exclusion, etc.):

Steps Completed	Date
Effingham Master Transportation Plan	7/2025
Effingham Master Bike Pedestrian Plan	6/2025
Effingham SS4A Plan	8/2024

Please describe status of any non-Y230 funded work that *still needs to be completed before the project or phase that would be funded by this request can begin* (e.g. if Y230 funds + Local Match will fund only the construction phase, what is the status and schedule for the incomplete preliminary engineering and ROW phases?).

Status of Steps to be carried out before Y230-funded work begins	Estimated completion date
Planning / Concept Development	Completed – July 2025
Environmental Screening (Preliminary)	Completed – July 2025
Utility Coordination	Ongoing – Complete by March 2026
Preliminary Engineering (PE)	Start: April 2026 → Complete: March 2027
Right-of-Way (ROW) Acquisition	Start: April 2027 → Complete: December 2027
Construction (CST)	Start: February 2028 → Complete: May 2029

In 500 words or less, please describe what public benefits and efficiencies would be provided to our area by your proposed project. (For example, how does your project match the project ranking criteria such as freight connection, truck traffic, bridge rating, transit ridership, non-motorized connection, etc.? (Please reference the CORE MPO Surface Transportation Block Grant Program Manual for project ranking criteria.)

The Effingham Parkway Multi-Use Trail Project will create a safe, continuous, and multimodal corridor through one of the region's most important transportation investments. Effingham Parkway is designed to provide congestion relief for SR 21, enhance freight movement between industrial centers and the Port of Savannah, and open new opportunities for residential and economic development. Adding a separated multi-use trail will ensure the corridor safely accommodates pedestrians and cyclists while promoting equitable, sustainable access for all users.

The new 12-foot paved trail will offer an ADA-compliant, off-road facility separated from vehicle traffic, allowing residents, workers, and visitors to travel safely along the corridor without relying on a vehicle. It will connect neighborhoods to employment areas, schools, and parks, and will integrate with future trail extensions leading toward Blue Jay Road and Hodgeville Road.

The project also delivers strong safety and operational benefits. By providing designated space for non-motorized users, it reduces potential conflicts with freight and commuter traffic. Drainage and grading improvements will protect both the roadway and the trail, reducing erosion and maintenance costs. Intersection upgrades and access controls will enhance flow and safety for all corridor users. From an economic standpoint, the project supports Effingham County's growing industrial sector and workforce mobility. By connecting residential areas to job centers within the Effingham Industrial Park, it provides equitable transportation options for employees and encourages health and wellness through active transportation.

Design will follow context-sensitive principles, minimizing environmental impacts, preserving existing wetlands and tree buffers, and ensuring the trail blends naturally with the Parkway's landscape. The Effingham Parkway Multi-Use Trail aligns with the Effingham County Transportation Master Plan (2025), the CORE MPO's regional goals for multimodal safety and connectivity, and the Justice40 initiative by ensuring equitable access and environmental justice considerations. Once complete, the facility will be maintained by the Effingham County Roads Division, ensuring its long-term performance.

Overall, this project delivers a forward-thinking, multimodal connection that strengthens Effingham County's economy, enhances safety, and supports regional growth while promoting active and sustainable transportation choices for residents and visitors alike.

Project Sponsor Signature

SPONSOR

Jonathan Hulme
Signature (on hard copy)

10/7/2025
Date

Jonathan Hulme
Print Name

County Engineer
Title

Please remember:

- To fill out the Detailed Budget Table, to the extent applicable, on the following page.
- To attach a letter from your governing board or other official who can commit the agency to the stated local match.
- To attach a Project Location Map.
- To attach information showing the Basis of your Cost Estimate.
- To attach LAP certification record or agreement regarding LAP.

Budget Detail for Proposal										
Project Name: Effingham Parkway MUT										
Activity	Desired Fiscal Year for TIP Programming (GDOT Fiscal Year) *	Total Estimate	Requested CORE MPO Y230 Federal Funds (Maximum allowed is 80% of your total eligible costs.)	Local Match (Minimum required is 20% of your total eligible costs.)	Local Match Breakdown (by source)					
					Amount A	Source A	Amount B	Source B	Amount C	Source C
PE	FY2026	\$ 359,100.00	\$ 287,280.00	\$ 71,820.00	\$ 71,820.00	TSPLOST/ SPLOST				
ROW	FY2027	\$718,200.00	\$574,560.00	\$143,640.00	\$143,640.00	TSPLOST/ SPLOST				
Utilities	FY2027	\$538,650.00	\$430,920.00	\$107,730.00	\$107,730.00	TSPLOST/ SPLOST				
Construction	FY2028	\$3,591,000.00	\$2,872,800.00	\$718,200.00	\$718,200.00	TSPLOST/ SPLOST				
Other activity Specify:	FY2028	\$179,550.00	\$143,640.00	\$35,910.00	\$35,910.00	TSPLOST/ SPLOST				
Other activity Specify:										
Other activity Specify:										
Total Amounts		\$5,386,500.00	\$4,309,200.00	\$1,077,300.00	\$1,077,300.00					

*The GDOT fiscal year begins on July 1 and ends on June 30. For example, FY 2027 starts on July 1, 2026 and ends on June 30, 2027.

GDOT Freight Operations Program

Tailored to address freight-specific operational challenges, the GDOT Freight Operations Program is responsive to the needs of communities grappling with issues related to truck and freight rail activity. The program targets solutions such as improving turn lanes and enhancing signal timing at key intersections along freight-heavy routes. The program offers awards of up to \$2 million.

LOCAL FUNDING SOURCES

The following policies provide the primary local sources of funding for transportation improvements in Georgia.

Local Option Sales Tax (LOST)

An additional one-percent sales tax levied by jurisdictions upon approval by public referendum. This tax is applied to the purchase, sale rental, storage, use, or consumption of tangible personal property and related services. Typically, a portion of a local jurisdiction's LOST is used to fund transportation improvements. A LOST program must include a specific list of projects to be completed using the revenues.

Special Local Option Sales Tax (SPLOST) from the Transportation Investment Act (TIA)

This tax can be implemented upon approval by a public referendum to levy one-percent regional sales tax. Funds can be used for a specific list of projects.

Transportation Special Purpose Local Option Sales Tax (TSPLOST)

This is a one-percent sales tax that can be levied upon approval by public referendum. These funds can only be used for transportation and is distributed among the county and cities based on population.

PLANNING LEVEL COST ESTIMATION

The MTP analysis process determined planning-level cost estimates for all projects identified in this plan. Baseline estimates were developed from the following unit costs and the characteristics of proposed improvements. These estimates were derived by escalating unit costs from the Atlanta Regional Commission Estimation Tool.

Based on the overall construction costs, the following percentages were applied to derive planning-level cost estimates for other phases:

- Preliminary Engineering (PE): 10% of Construction Costs
- Right-of-Way Acquisition (ROW): 20% of Construction Costs
- Utility Coordination (UTL): 15% of Construction Costs
- Construction management (CMT): 7% of Construction Costs

In addition, a 15% contingency was applied to cost estimates (15% of construction costs). While these project cost estimates were derived in 2024 dollars, costs may need to be adjusted to account for inflation in the year of expenditure for programming of future costs for the County or MPO. An estimated annual escalation of 3% is recommended.

Table 4-20. Planning Level Unit Cost Estimates

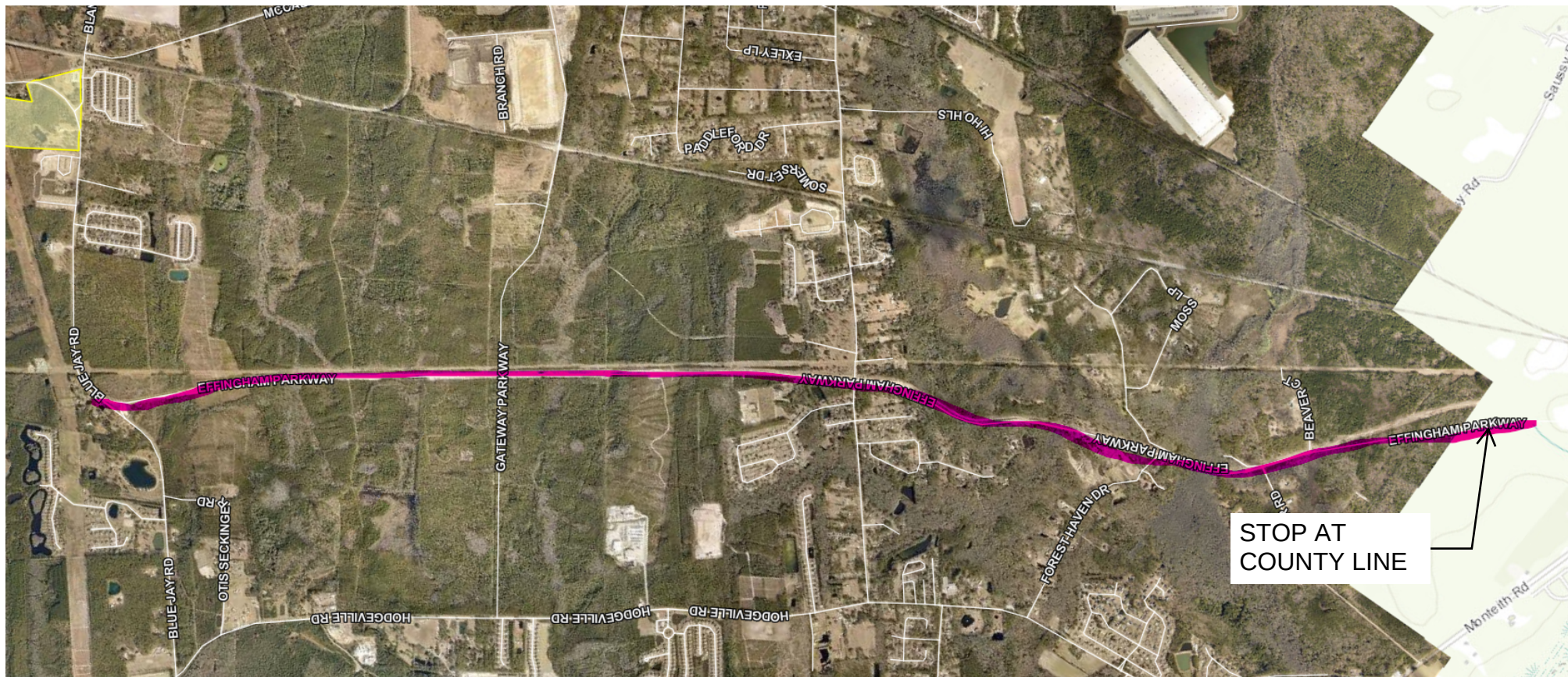
Improvement Type	Assumptions	Unit	Estimated Construction Unit Cost	Estimated Total Unit Cost
Roadway Widening	One lane in each direction. Does not include median.	LM	\$3,000,000	\$5,010,000
Roadway Widening with Median	One lane in each direction (with raised or depressed median).	LM	\$5,000,000	\$8,350,000
New Roadway Alignment	One lane in each direction. Doubled for four lane road.	LM	\$2,500,000	\$4,175,000
Left Turn Lane	Per 250' turn bay.	EA	\$200,000	\$334,000
Right Turn Lane	Per 150' turn bay.	EA	\$171,000	\$285,570
Single Lane Roundabout		EA	\$2,500,000	\$4,175,000
Multi-Lane Roundabout		EA	\$3,500,000	\$5,845,000
Add RCUT on Two-Lane Road		EA	\$1,000,000	\$1,670,000
Add RCUT on Multi-Lane Road		EA	\$500,000	\$835,000
Roundabout Bypass Lane	Per 250' turn bay.	EA	\$200,000	\$334,000
Repaving	*Assumes milling and inlay for 2-lane roadway section with restriping.	LM	\$250,000	\$417,500
Miscellaneous Striping Improvements	One lane in each direction.	LM	\$10,000	\$16,700
Sidewalk	Urban section with 5' sidewalk, curb and gutter.	LM	\$430,000	\$718,100
Multiuse path	Urban section with 10' MUP, curb and gutter.	LM	\$430,000	\$718,100
Open Drainage (Ditch)	Modify ditch to provide open drainage system with 20 ft ditch	LM	\$300,000	\$501,000
Curb and Gutter with Piped Drainage System	Curb and Gutter on both sides of road with Piped drainage	LM	\$1,000,000	\$1,670,000
Detention Pond		EA	\$75,000	\$125,250
Traffic Signal	Mast arm configuration	EA	\$350,000	\$584,500
Rectangular Rapid Flashing Beacon (RRFB)	Double-sided RRFB assemblies with push button detection.	EA	\$30,000	\$50,100
Signal Modification	Modifications to add signal heads, and/or pedestrian signals with no modifications to poles or vehicle detectors.	EA	\$20,000	\$33,400
Stop Control		EA	\$5,000	\$13,945
Bridge Replacement	150 ft x 50 ft bridge	EA	\$1,125,000	1,878,750
Right In- Right Out Driveway Island		EA	\$50,000	\$83,500
Unpaved Shoulder	Grade and add material to create a 6 ft shoulder with 4 ft additional clear zone beyond pavement.	LM	\$80,000	\$133,600
Median Break		EA	\$50,000	\$83,500
Bike Lanes	4 ft bike lanes on both sides of the road with repaving with no curb modifications	LM	\$575,000	\$960,250

Improvement Type	Assumptions	Unit	Estimated Construction Unit Cost	Estimated Total Unit Cost
Bike Lanes with curb modification	4 ft bike lanes on both sides of the road with repaving with curb modifications	LM	\$850,000	\$1,419,500
Rural Freight Upgrades <3,000 ADT	Widen 2 lanes by 2 ft each with 3' shoulder and 3:1 transition to ditch.	LM	\$315,000	\$526,050
Lane Widening	Widen 2 lanes by 2 ft each with repaving without additional shoulder improvement.	LM	\$475,000	\$793,250
Freight Upgrades to Provide Major Collector Cross-Section	Widen 2 lanes by 2 to 4 ft each and provide 6 ft unpaved shoulder with 10 ft clearzone buffer which can include ditch.	LM	\$625,000	\$1,043,750

Note: the unit costs above are Planning Level Costs, based on information on similar project, and experience of the Pond Design and planning team and input from cost estimate sources such as the GDOT Intersection Control Evaluation (ICE) tool and Atlanta Regional Commission (ARC) costing spreadsheet.

*Total unit cost includes PE, ROW, Utility coordination, and construction management (see factors on page 4-28).

EFFINGHAM PARKWAY MULTI-USE TRAIL LOCATION MAP



DAMON RAHN
Chairman At Large

STEPHANIE JOHNSON
County Clerk



TIMOTHY J. CALLANAN
County Manager

EDWARD L. NEWBERRY, JR.
County Attorney

Effingham County Board of Commissioners

FORREST FLOYD
District 1

ROGER BURDETTE
District 2

JAMIE DELOACH
Vice-Chairman District 3

BETH HELMLY
District 4

PHIL KIEFFER
District 5

October 7, 2025

Ms. Wykoda Wang
Director of Transportation Administration
CORE MPO
110 E. State Street
Savannah, GA 31401

Subject: Surface Transportation Block Grant (STBG) Urban Attributable (Y230) Funds – Local Match Commitment for the Effingham Parkway Road Mutli-Use Trail Project

Dear Ms. Wang,

The Effingham County Board of Commissioners is pleased to submit this request for STBG Y230 funding for the Effingham Parkway Road Mutli-Use Trail Project

Effingham County hereby confirms that TSPLOST and SPLOST funds are available to provide the required 20% local match in the amount of \$1,077,300 for the total project cost of \$5,386,500. The County respectfully requests federal STBG Y230 funding of \$4,309,200 (80%) to complete this project.

If you have any questions, please contact Jonathan Hulme, County Engineer, at (912) 754-8080.

Sincerely,

Damon Rahn
Chairman At Large
Effingham County Board of Commissioners



**Russell R. McMurry, P.E.,
Commissioner**
One Georgia Center
600 West Peachtree Street, NW
Atlanta, GA 30308
(404) 631-1000 Main Office

10/17/2025

To Whom it May Concern,

Effingham County has initiated the LAP Certification process. Jonathan Hulme has completed all five required training classes and is currently working on the application and supporting documents. The county's goal is to submit the package in November and be granted Full LAP Certification by January 2026.

Sincerely,

A handwritten signature in blue ink, appearing to read "Katie Proctor", is written over a light blue horizontal line.

Katie Proctor

District Planning & Programming Liaison



District 5 Jesup
PO Box 610
Jesup, GA, 31598
912-530-4457 Office
912-424-9458 Mobile