



Transportation Alternatives

Program Manual – September 2025

(FY 2026 – 2030 TA Y301 Funding)

Quick Check: Should you apply?

While the remainder of the document explains the details of the CORE MPO Transportation Alternatives (TA) Call for Projects, the following reference list is provided here to highlight the minimum expectations in the 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 page 5-6.)
- ☐ Is your project an eligible activity? (See Eligible Activities on page 6-8.)
- ☐ Are you requesting at least \$200,000 in federal TA funds? (See Program Structure on page 2-4.)
- ☐ Is your agency able to cover project expenses as the project progresses and be reimbursed for no more than 80% of eligible costs as invoices are submitted? (See Program Structure on page 2-4.)
- ☐ Do you have at least 20% match for the total project cost? You will need to 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 TA awards.

Program Overview

Legislative History

The Transportation Alternatives (TA) funding was most recently authorized by Congress in 2021, as a set-aside of the Surface Transportation Block Grant program under the Infrastructure Investment and Jobs Act (IIJA) (Pub. L. 117-58). The TA Set-Aside requirements within the IIJA took effect on October 1, 2021, and apply to all funding obligated on or after that date, whether carryover or new. In the prior authorization called Moving Ahead for Progress in the 21st Century Act (MAP-21), the funding was in a distinct program called the Transportation Alternatives Program or TAP. The program was changed to Transportation Alternatives (TA) under the subsequent Fixing America's Surface Transportation (FAST) Act and carried forward in IIJA. TA and TAP essentially refer to the same thing, as project eligibilities have not changed. Transportation Alternatives incorporates some of the activities from the former Transportation Enhancements (TE) program and from the former Safe Routes to School program, as well as including the Recreational Trails program. The focus of Transportation Alternatives is to promote the feasibility of alternatives to motor vehicle travel, such as through bicycle and/or pedestrian projects. Some eligible projects may involve multiple modes, such as the transformation of former freeways into boulevards. ***Please review carefully the section on eligible activities.*** Not all activities that were eligible in the former TE program are eligible under the current legislation.

CORE MPO Transportation Alternatives Program

CORE MPO administers the TA (Y301) funds for the Savannah region. The amount of available funding varies each year. CORE MPO conducts Call for Projects at least every four years with expected four-year allocations of Y301 funds, to align the TA competitive project selection process with Transportation Improvement Program (TIP) development.

CORE MPO will conduct a Call for Projects between August and December 2025 for fiscal years 2026 – 2030 for Y301 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.

- In FY 2026, it is assumed that \$1,248,676 in TA funds will be made available.
- Based on the TA revenues in the FY 2024-2027 TIP, it is assumed that an estimated \$1,414,111 in TA funds will be made available in FY 2027, 2028, 2029 and 2030 per year.
- The FY 2026 and FY 2027 funds will be allocated to awarded projects through FY 2024 – 2027 TIP amendments.

- The projects programmed with awarded FY 2027 TA funds will be carried forward to the FY 2027 – 2030 TIP.
- The FY 2028 – 2030 funds will build the prioritized waiting list for projects to be included in the FY 2027 – 2030 TIP.

The mission of the MPO's Transportation Alternatives programming is to provide funding for projects that help meet some of the goals and objectives of the MPO's Non-motorized Transportation Plan, and/or goals and objectives of the 2050 Metropolitan Transportation Plan (MTP) that relate to non-motorized transportation, preservation of natural or historic environment, and economic vitality. Goals and objectives that are particularly relevant to Transportation Alternatives are listed below. It is expected that individual proposals would address some but not necessarily all of these goals and objectives.

- Make walking and bicycling attractive and feasible transportation options in our planning area, as a result of respectful, informed attitudes, and the provision of a safe, convenient, physical environment.
- Provide pedestrian and bicycle facilities to achieve a connected network and convenient amenities for access to key destinations and to transit.
- Minimize conflicts with motorized vehicles, increase safety for non-motorized users, and support Vision Zero efforts.
- Encourage use of transit and non-motorized modes, focusing on areas with high pedestrian and bike crash rates, low rates of automobile ownership or high population of elderly and/or disabled populations.
- Educate drivers, bicyclists, and pedestrians about the legal and safety responsibilities associated with bicyclists and pedestrians.
- Protect, enhance and sustain the environment and quality of life, promote energy conservation and address climate change.

Funding and Local Match

According to the FHWA, there is approximately \$1.49 billion in TA funds available nationwide in FY 2026.¹ It is expected that the TA program funding will continue in the IIJA Continuing Resolution or the new transportation legislation. The estimated TA funds available to the CORE MPO for the next five fiscal years are listed in the table below.

Within the TA program, federal funding covers 80% of eligible project costs while 20% is funded by the project sponsor. More information on this is detailed in the section titled "Reimbursable Nature of the Program."

¹ Source: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_set-aside_2022.pdf

CORE MPO 2025 Y301 Call for Projects			
Fiscal Year	Total Expected Y301 Federal Revenues**	Minimum Federal Funding Request per Project*	Maximum Federal Funding Request per Project*
2026**	\$1,248,676	\$200,000	\$1,248,676
2027**	\$1,414,111	\$200,000	\$1,414,111
2028**	\$1,414,111	\$200,000	\$1,414,111
2029**	\$1,414,111	\$200,000	\$1,414,111
2030**	\$1,414,111	\$200,000	\$1,414,111

* 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.

Reimbursable Nature of the Program

Transportation Alternatives is part of the Federal-aid Highway program. Although awards may be loosely termed “grants,” the project sponsor, after receiving authorization from the Federal Highway Administration (FHWA), covers the costs up front and is reimbursed with federal funds, for up to 80% of costs. (Whether costs are eligible for reimbursement depends on timing and type of costs. See pages 9-10. Regarding the timing of costs, the project sponsor should not incur expenses prior to receiving a Notice to Proceed, if they wish for those costs to be reimbursable.)

Reprogramming/Waitlist

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.

Additional Sources of Information

- Transportation Alternatives Set-Aside Guidance: https://www.fhwa.dot.gov/environment/transportation_alternatives/guidance/ta_set-aside_2022.pdf
- Transportation Alternatives Fact Sheet: <https://www.fhwa.dot.gov/infrastructure-investment-and-jobs-act/ta.cfm>
- FHWA guidance on general Non-federal Matching Requirements: http://www.fhwa.dot.gov/legisregs/directives/policy/fedaid_guidance_nfmr.htm
- IIJA legislation: <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>

Eligible Project Sponsors

The following types of entities are eligible to apply for TA funds:

- Local governments;
- Regional transportation authorities;
- Transit agencies;
- Natural resource or public land agencies;
- School districts, local education agencies, or schools;
- Tribal governments; and
- Any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than a metropolitan planning organization or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.
- Non-profit entities responsible for the administration of local transportation safety programs.

While States, MPOs, and some non-profit organizations are not eligible entities, they may partner with an eligible entity on an application.

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.

Important Notes:

- **The LAP certification requirement only applies to transportation improvement projects, not planning studies.**
- **Additional information on LAP certification is available on Page 15 of this document.**

Eligible Activities

In accord with the eligibilities of the federal legislation, CORE MPO will consider awarding funds to projects that fall into one or more of the categories listed below. ***Please give careful consideration to the eligibilities listed in this manual.*** While TA eligibilities under the FAST Act and subsequent IIJA are the same as the prior TAP eligibilities under MAP-21, do not assume that all types of projects that were previously eligible in the older, long-standing Transportation Enhancements program or Safe Routes to School program are eligible under Transportation Alternatives.

Eligible: The following activities are eligible for CORE MPO TA funding:

1. Transportation Alternatives as defined in section 101 [former 23 U.S.C. 101(a)(29)]: The term “transportation alternatives” means any of the following activities when carried out as part of any program or project authorized or funded under this title, or as an independent program or project related to surface transportation:
 - A. Construction, planning, and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.).
 - B. Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
 - C. Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.

- D. Construction of turnouts, overlooks, and viewing areas.
- E. Community improvement activities, *which include but are not limited to*:
 - i. inventory, control, or removal of outdoor advertising;
 - ii. historic preservation and rehabilitation of historic transportation facilities;
 - iii. vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control; and
 - iv. archaeological activities relating to impacts from implementation of a transportation project eligible under title 23.
- F. Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to:
 - i. address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in sections 23 U.S.C. 133(b)(3) [as amended under the FAST Act], 328(a), and 329 of title 23; or
 - ii. (ii) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats (Former 23 U.S.C. 213(b)(2)-(4)).
- 2. The [recreational trails program](#) under 23 U.S.C. 206 of title 23. See the [Recreational Trails Program website](#).
- 3. The [safe routes to school program](#) eligible projects and activities listed at section 1404(f) of the SAFETEA-LU:
 - A. [Infrastructure](#)-related projects.
 - B. [Noninfrastructure](#)-related activities.
 - C. SRTS coordinator. SAFETEA-LU section 1404(f)(2)(A) lists “managers of safe routes to school programs” as eligible under the noninfrastructure projects.
- 4. Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.
 - A. See [Boulevards from Divided Highways](#) for examples.

TA projects must benefit the general public.

Not Eligible: TA funds cannot be used for the following activities because there is no authorization under the Federal-aid Highway Program:

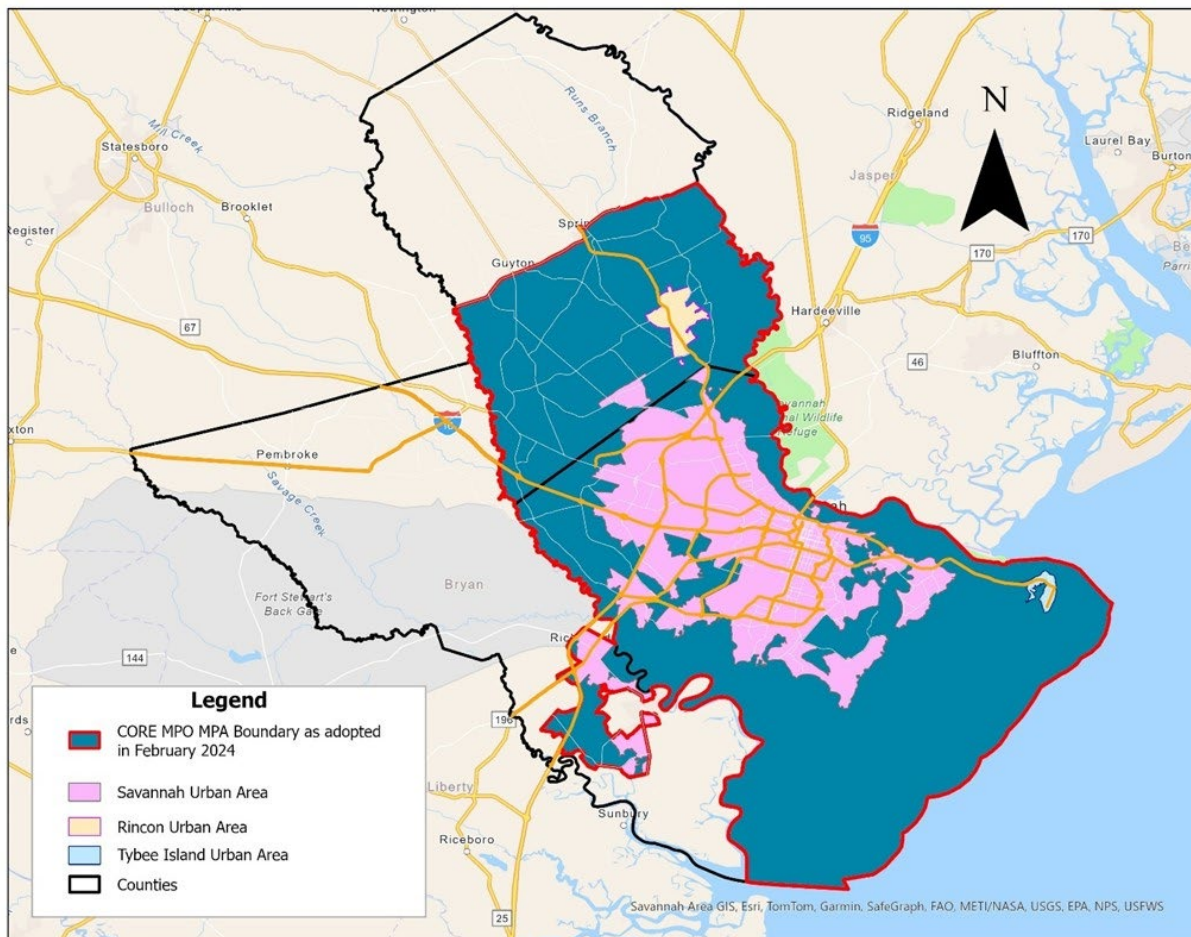
- × State or MPO administrative purposes. Exceptions: See FHWA’s Memo Allocating Indirect Costs to Projects, dated September 4, 2015.
- × RTP administrative costs of the State for RTP set-aside funds.
- × Promotional activities, except as permitted under the SRTS (2 CFR 200.421(e)(3)).

- × Routine maintenance and operations, except trail maintenance as permitted under the RTP.
- × General recreation and park facilities, playground equipment, sports fields, campgrounds, picnic areas and pavilions, etc.

Eligible Location

Projects must be located within the CORE MPO's Metropolitan Planning Area (see red outline on map). TA projects are not subject to the prohibition against use on local roads or rural minor collectors, as generally applies to Surface Transportation Block Grant (STBG) funds. (Incidentally, TA-type projects are not subject to the prohibition even if funded with STBG funds).

(The CORE MPO planning area is outlined in red).



Eligible Costs

Even for an eligible activity, only certain costs are eligible for reimbursement. 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 a Notice to Proceed are not eligible as reimbursable costs.
- Types of costs – After obligation many project-specific costs are eligible.
 - Preliminary and final engineering work, including project development, environmental work, cost estimates, construction plans, and architectural work;
 - Utility relocations;
 - Right-of-way property rights required for TA projects and the acquisition of this ROW (the acquisition of real property is subject to the Uniform Act);
 - Construction engineering and construction costs.

Any administrative costs, maintenance costs, or costs of general planning studies would *not* be eligible for reimbursement.

Costs incurred through procurements that were not in accordance with applicable federal guidelines also are not eligible for reimbursement.

Important Note: Locally owned roads are eligible for TA funding.

Application Process and Project Selection

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 Y301 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 Timeline

Proposed 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.

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.

Applicants should submit the completed application via email **by 5:00 p.m. on October 10, 2025**. For any questions, please contact

Asia Hernton, Senior Transportation Planner
Chatham County-Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401
Email: herntona@thempc.org

Project Selection Process

After applications are submitted to CORE MPO by email (herntona@thempc.org), 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 TA eligibility requirement.
 - 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 TA 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 TA awards.

2. Project Scoring - MPO staff sends the applications that successfully clear the pre-screening process to the Review Committee members comprised of members from the CORE MPO Bicycle and Pedestrian Advisory Committee (BPAC) and the Community Opportunities and Public Involvement Committee (COPIC). The Review Committee members then review the applications and score them against the project selection criteria. CORE MPO staff will then review the scores sent back from the Review Committee members and compile the final scores and rankings.
3. BPAC/COPIC Review – The BPAC and COPIC meet 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 and FY 2027 funds are amended into the FY 2024 – 2027 TIP.

Project Selection Criteria

The project ranking and selection criteria are mostly based on the Community Development and Improvement (formerly known as Equity) section of the adopted three-tiered highway project prioritization process of the 2050 Metropolitan Transportation Plan (Moving Forward Together 2050 Plan) and the CORE MPO's Non-Motorized Transportation Plan. The criteria align with the planning emphasis areas. The project scoring system assigns points to a project based on the criteria in the table below.

Scoring Criteria

Project Ranking and Selection Criteria				
	Factors /goals /emphasis areas	Performance Factors	Questions	Scores
COMMUNITY DEVELOPMENT/IMPROVEMENT SCREEN	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
			Does the project intersect with zero-car household tracts?	Zero-car HH tracts >50%: 10 points 30%-49%: 5 points <30%: 1 point
			Indicator: Pct of zero-car households in census tract	
		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 physical buffer or barrier from the street?	Buffer or Barrier 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 points
		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 points
		Coordination	Is the project sponsor coordinating projects and plans with other agencies or municipalities?	Coordination Yes: 5 points No: 0 points

Project Implementation

Coordination with GDOT

The winning project sponsor should be familiar with the Georgia Department of Transportation's process for locally administered projects. GDOT and the project sponsor will follow the GDOT Plan Development Process (PDP), to ensure compliance with federal and state laws on federal-aid projects. For more information on this process, see GDOT's manual at: <http://www.dot.ga.gov/PartnerSmart/DesignManuals/PDP/PDP.pdf>

Here is an overview of some of the steps that should take place before the reimbursable costs are incurred by the sponsor:

- Local project sponsor is informed that the MPO Board approves their project for a TA award;
- The MPO includes the project in its Transportation Improvement Program (if the project is already consistent with the MPO's Metropolitan Transportation Plan);
- Georgia Department of Transportation (GDOT) assigns a Project Identification number and a project manager to work with the sponsor's project manager;
- The sponsor coordinates with GDOT on a project framework agreement and project schedule;
- The project is approved and authorized by FHWA in the appropriate fiscal year;
- The sponsor receives Notice to Proceed through GDOT and begins incurring the reimbursable costs on the project;
- As the sponsor submits invoices to GDOT, the sponsor is reimbursed for up to 80% of the (eligible) costs with federal funds through GDOT.

Federal Requirements

Project sponsors should be aware that federally funded projects, regardless of whether they are located within the right-of-way of a federal-aid highway, must comply with federal rules and regulations. More information is available by contacting CORE MPO staff at the following contact:

Asia Hernton, Senior Transportation Planner
Chatham County-Savannah Metropolitan Planning Commission
110 E. State Street
Savannah, GA 31401
herntona@thempc.org

The following is a ***non-exhaustive sample*** of some of the federal rules and regulations, provided here to give potential applicants an idea of the variety of federal requirements:

- Americans with Disabilities Act
- Letting/Procurement Procedures
- Davis-Bacon Wage Requirements
- Disadvantaged and Minority Business Enterprises
- National Environmental Policy Act
- Section 106 of the National Historic Preservation Act
- Uniform Relocation Property Assistance and Real Property Acquisition Policies Act
- Others

Resources for Design Guidelines

Sponsors should consult the latest versions of following guides in development and design, as it relates to the project:

General Design Guidance

- CORE MPO Thoroughfare Plan
- Context Sensitive Design Manual, GDOT
- Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, Institute of Transportation Engineers (ITE) and The Congress for the New Urbanism (CNU).
- Urban Street Design Guidelines, National Association of City Transportation Officials (NATCO).

- A Policy on the Geometric Design of Highways and Streets, American Association of Highway and Transportation Officials (AASHTO).
- Manual on Uniform Traffic Control Devices (MUTCD), Federal Highway Association (FHWA).

Design for Pedestrians

- Guide for the Planning, Design, and Operation of Pedestrian Facilities, AASHTO.
- ADA Standards for Accessible Design, Department of Justice.
- Proposed Guidelines for Public Rights-of-Way (PROWAG)², United States Access Board.
- Accessible Public Rights-of-Way, Planning and Designing for Alterations, Public Rights-of-Way Access Advisory Committee.
- Improving Pedestrian Safety at Unsignalized Crossings (TCRP 112/NCHRP 562), Transit Cooperative Research program (TCRP) and National Cooperative Research Program (NCHRP).

Design for Bicyclists

- Guide for the Development of Bicycle Facilities, AASHTO.
- Urban Bikeway Design Guide, NATCO.

PROGRESS REPORTING

Funding recipients will be required to make regular progress reports to the CORE MPO BPAC, and COPIC to ensure timely and efficient use of funds. The CORE MPO advisory committees will monitor progress and make timely recommendations to the CORE MPO Board to ensure full and timely use of the TA 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.

CORE MPO Contact Information

Applicants are encouraged to seek clarifications from MPO staff before submitting their application.

If you have any questions, contact:

Asia Hernton, Senior Transportation Planner
Chatham County-Savannah Metropolitan Planning Commission
110 E. State Street
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