

# COASTAL REGION METROPOLITAN PLANNING ORGANIZATION APRIL 2026 MPO MEETINGS

**Agenda Item:** FY 2024-2027 TIP Amendments

**Presenter:** Asia Hernton, CORE MPO Staff

**Summary:** The Transportation Improvement Program (TIP) is the MPO's short-range programming document and is a staged, multi-year listing of surface transportation projects proposed for federal, state, and local funding within the metropolitan planning area. The TIP may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the CORE MPO Board if priorities, area goals, project schedules or funding levels change.

The current FY 2024 – 2027 TIP was adopted by the CORE MPO Board on November 1, 2023, and is referenced in the Statewide TIP (STIP). It is important to make sure that the information contained in the TIP is current and reflective of the most up-to-date cost estimates and development schedules. It is also important to amend the TIP to add new or delete existing projects/phases at the request of sponsoring agencies based on the project changes and MTP/TIP consistencies.

In March and April 2026, the Georgia Department of Transportation (GDOT), the Chatham Area Transit, Chatham County and the City of Savannah requested several amendments to the TIP. The emphasis was on programming projects in FY 2026 to expedite funding obligation by June 30, 2026, thus preventing funding lapses. The following pages detail the proposed changes to the TIP.

**Recommendation:** Approve/endorse amendments to the FY 2024-2027 TIP.

## PUBLIC PARTICIPATION PROCESS

The adopted TIP/STIP amendment process outlined in the CORE MPO Participation Plan requires public review and comment and responses to all comments (either individually or in summary form) for all TIP amendments. To process the proposed amendments in April 2026, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, April 5, 2026 (Appendix B). The notice was sent to the local news media and the consultation agencies as well as neighborhood associations and posted on the CORE MPO website. The comment period will start on April 8, 2026 and close on April 22, 2026. A public hearing has been advertised to be held in conjunction with the CORE MPO Board meeting on April 22, 2026.

## SUMMARY OF PROPOSED AMENDEMENTS TO FY 2024 – FY 2027 TIP

PI#	Description	Updates
0017975	Chevis Road Improvement Project	Add additional ROW funds to FY 2026 (STBG funds).
0017976	Garrard Avenue Improvement Project	Add additional ROW funds to FY 2026 (STBG funds).
0019015	Green Island Road Multipurpose Path off Diamond Causeway	Move CST phase to FY 2028 (out of the current TIP) with no cost or funding changes.
0019016	Tide to Town/Middleground Rd Phase	Add additional PE funds to FY 2026 (STBG funds).
TBA	State Route 204 Safety & Operational Improvements Project	Add new project PE phase to FY 2026 (STBG funds).
TBA	President Street Railroad Crossing Elimination	Add new project PE phase to FY 2026 (STBG funds).
TBA	Old River Road Widening from John Carter Road to I-16	Add new project PE phase to FY 2026 (STBG funds).
TBA	Little McCall Road at Highway 119 Roundabout	Add new project PE phase to FY 2026 (STBG funds).
TBA	McCall Road Multi-Use Trail	Add new project PE phase to FY 2026 (STBG funds).
0021292	I-95 @ BELFAST KELLER ROAD	Replace local PE funds in FY 2026 with STBG funds.
0017271	I-95 @ SR 21	Add PE funds in FY 2026 (STBG funds).
0019658	SR 26/US 80 @ CR 311/SANDHILL ROAD	Add ROW funds in FY 2026 (STBG funds).
0020295	SR 25/US 17 @ HARRIS TRAIL ROAD	Add PE funds in FY 2026 (STBG funds).
M006727	I-516 & SR 21 FROM N OF CSX #973649X TO N OF SMITH AVE	Replace Advance CST Reimbursement of Y001 funds with STBG funds in FY 2026.
0020128	SR 17 @ JABEZ JONES ROAD	Replace Advance CST Reimbursement of YS30 funds with STBG funds in FY 2026.
NA	Congressionally Directed Spending Request	Add Ferry Restoration (3 ferries) project in FY 2027.
NA	Congressionally Directed Spending Request	Add 35 ft Diesel Buses purchase project in FY 2027.
NA	FHWA FBP Flex Funding	Re-allocate FY 2024 - 2025 FHWA FBP funds to Ferryboat Restoration - Susie King Taylor I in FY 2026.
NA	GDOT Transit Trust Fund Program Funding	Add Bus Stop Improvements project in FY 2027.

## Chevis Road Improvement Project

PI#	0017975
MTP Priority:	Consistent with the 2050 MTP, Non-Motorized Set Aside.
Project Description:	This project will consider motorized and nonmotorized transportation improvements on Chevis Road from Wild Heron Road to State Route 25/Ogeechee Road. A portion of the road in the high- density area will be converted to an urban section with 5-foot sidewalks on both sides of the road. The more rural portions of the project will consider installing a 10-foot multi-purpose trail on one side of the road. Project will also consider water quality and storm water infrastructure improvements, as well as provide a safe route to access area schools and commercial businesses for non-motorized commuters.
Project Status:	This project went through the previous Call for Projects and is programmed in the FY 2024 – 2027 TIP.  In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Chatham County requested additional ROW funds in FY 2026 to use some of the carryover STBG funds.
Amendment:	Add additional ROW funds to FY 2026. Replace local funds with STBG funds for the ROW phase.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Air Quality (PM3).
Requesting Agency:	Chatham County

Funding/Year:				
Status	Phase	Funding	FY 2025	FY 2026
Current in FY 2024 - 2027 TIP	ROW	Local	\$2,248,120	N/A
Updated in FY 2024 – 2027 TIP	ROW	STBG (Y230)/Local	\$0	\$1,798,496/\$449,624

## Garrard Avenue Improvement Project

PI#	0017976
MTP Priority:	Consistent with the 2050 MTP, Non-Motorized Set Aside.
Project Description:	The Garrard Avenue Improvement Project proposes to construct operational and safety improvements for non-motorized and motorized roadway users from its intersection with Chatham Parkway to its intersection at Gamble Road, approximately 1.2 miles in length. This project will convert Garrard Avenue from a rural, two-lane roadway section without pedestrian improvements to a new two-lane, urban section with 5-foot sidewalks on both sides of the roadway. The project will also install curb and gutter as well as stormwater and water quality improvements. The project will benefit the densely populated, lower income area where many residents do not have vehicles to get to their destinations.
Project Status:	This project went through the previous Call for Projects and is programmed in the FY 2024 – 2027 TIP.  In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Chatham County requested additional ROW funds in FY 2026 to use some of the carryover STBG funds.
Amendment:	Add additional ROW funds to FY 2026. Replace local funds with STBG funds for the ROW phase. Update ROW cost estimate.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Air Quality (PM3).
Requesting Agency:	Chatham County

Funding/Year:				
Status	Phase	Funding	FY 2025	FY 2026
Current in FY 2024 - 2027 TIP	ROW	Local	\$1,342,000	N/A
Updated in FY 2024 – 2027 TIP	ROW	STBG (Y230)/Local	\$0	\$784,000/\$196,000

## Green Island Road Multipurpose Path off Diamond Causeway

PI#	0019015
MTP Priority:	Consistent with the 2050 MTP, Non-Motorized Set Aside.
Project Description:	The Green Island Road path project will be a multi-purpose trail that runs 2.1 miles adjacent to Green Island Road and connects with an existing multi-purpose trail on Diamond Causeway linking neighborhoods and a commercial center. The design is to utilize "Complete Streets" criteria to enable safe, attractive and comfortable access and travel for users such as pedestrians, bicyclists, golf carts and those with a disability. This enhanced connectivity will encourage non-motorized transportation alternatives and provide a better quality of life for residents.
Project Status:	This project went through the previous Call for Projects and is programmed in the FY 2024 – 2027 TIP.  In March 2026, Chatham County requested to move the CST phase from FY 2027 to FY 2028 with no cost estimate adjustments.
Amendment:	Delete the CST phase from the current FY 2024 – 2027 TIP. This phase will be shown in the future FY 2027 – 2030 TIP.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Air Quality (PM3).
Requesting Agency:	Chatham County

Funding/Year:			
Status	Phase	Funding	FY 2027
Current in FY 2024 - 2027 TIP	CST	Y230/Local	\$771,680/\$192,920
	CST	Local	\$1,535,400
Updated in FY 2024 – 2027 TIP	CST	NA	\$0
	CST	NA	\$0

**MIDDLEGROUND ROAD FM MONTGOMERY CROSS ROAD TO SCIENCE DRIVE (Tide to Town/ Middleground Rd Phase)**

PI#	0019016
MTP Priority:	Consistent with the 2050 MTP, Non-Motorized Set Aside.
Project Description:	The Tide to Town is a shared use path project. The Middleground phase will be a new construction from Abercorn/204 Extension and Science Drive at Georgia Southern to Abercorn and Montgomery Crossroads.
Project Status:	This project went through the 2022 Call for Projects process and received Y301 funds in FY 2023 for the PE phase. Those PE funds were programmed in the FY 2021 – 2024 TIP and have been authorized, and the City of Savannah has been working on project development. The project is currently not programmed in the FY 2024 – 2027 TIP.  In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. The City of Savannah requested additional PE funds in FY 2026 to use some of the carryover STBG funds.
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Air Quality (PM3).
Requesting Agency:	City of Savannah

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>FY 2026</b>
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 – 2027 TIP	PE	STBG (Y230)/Local	\$1,146,800/\$286,700

## State Route 204 Safety & Operational Improvements Project

PI#	TBA
MTP Priority:	Consistent with the 2050 MTP, Operational Improvements Set Aside.
Project Description:	The proposed improvements include: Remove the existing traffic signal and close the median at Pine Grove Drive, Close the median at Ford Avenue, Enhance the SR 204 westbound off-ramp to US 17, Construct a U-turn beneath the existing SR 204 bridge at US 17, Add acceleration and deceleration lanes along SR 204 at Ford Avenue and Pine Grove Drive.
Project Status:	<p>This project went through the 2025 Call for Projects process and is ranked #1 for STBG funds and #4 for CRP funds.</p> <p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. This project has been identified by CORE MPO as the top candidate. Through coordination among GDOT, CORE MPO and Chatham County, the MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.</p>
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Freight & CMAQ (PM3).
Requesting Agency:	Chatham County

Funding/Year:			
Status	Phase	Funding	FY 2026
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 – 2027 TIP	PE	STBG (Y230)/Local	\$3,600,000/\$900,000

## President Street Railroad Crossing Elimination

PI#	TBA
MTP Priority:	Consistent with the 2050 MTP, Cost Band Two
Project Description:	The President Street Railroad Crossing Elimination Study completed in March 2025 recommends advancing the Green-T Trumpet Interchange concept to grade separate President Street and create a new interchange with Truman Parkway. The concept is designed to widen President Street to six lanes and accommodate multi-modal and pedestrian features. The preliminary engineering will look at the environmental and engineering phases to address historic, archaeological, and ecological considerations.
Project Status:	<p>This project went through the 2025 Call for Projects process and is ranked #2 for STBG funds and #7 for CRP funds.</p> <p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. This project has been identified by CORE MPO as a candidate. Through coordination among GDOT, CORE MPO and Chatham County, the MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.</p>
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1), Pavement & Bridge (PM2), and Freight & CMAQ (PM3).
Requesting Agency:	Chatham County

Funding/Year:			
Status	Phase	Funding	FY 2026
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 – 2027 TIP	PE	STBG (Y230)/Local	\$6,000,000/\$1,500,000

**Old River Road from John Carter Road to I-16**

PI#	TBA
MTP Priority:	Consistent with the 2050 MTP, Cost Bands Two and Three
Project Description:	This project includes the widening of Old River Road from two to four lanes from State Route 204 in Chatham County to I-16 in Effingham County (approximately 3 miles). This proposed project will upgrade the existing two-lane rural collector road with additional pavement thickness, drainage, safety and operational improvements including access control and intersection traffic control features. Growth trends in this area along with recent development and plans indicate a need for improvements along this corridor. Commercial and industrial traffic are anticipated in the near future on Old River Road to support both the Port of Savannah and the growing economy in Chatham County. The existing road was not designed for heavy truck traffic and will require new pavement structure as well as additional turn lanes and intersection improvements to safely accommodate the expected increase in the size and volume of traffic. A traffic study will be done to specify where improvements are needed. Accommodation for non-motorized traffic will be considered and included as appropriate based on the study.
Project Status:	This project went through the 2025 Call for Projects process and is ranked #5 for STBG funds.  In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. This project has been identified by CORE MPO as a candidate. Through coordination among GDOT, CORE MPO, Chatham County and Effingham County, the MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 with costs submitted in the Call for Projects application.
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Freight & CMAQ (PM3).
Requesting Agency:	Chatham County and Effingham County

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>FY 2026</b>
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 – 2027 TIP	PE	STBG (Y230)/Local	\$1,640,000/\$410,000

## Little McCall Road at Highway 119 Roundabout

PI#	TBA
MTP Priority:	Consistent with the 2050 MTP, Operational Improvements Set Aside
Project Description:	This project will construct a single-lane modern roundabout to replace the existing unsignalized intersection. The project will improve safety, reduce congestion, and eliminate high-severity angle crashes. The new configuration will include curb and gutter, improved lighting, drainage upgrades, and pedestrian crossings with ADA-compliant sidewalks on all approaches. The roundabout will be designed to accommodate freight and agricultural vehicles while improving operational efficiency for commuters and school traffic. By eliminating stop-and-go conditions and reducing idling, the project will also contribute to lower vehicle emissions and improved air quality.
Project Status:	This project went through the 2025 Call for Projects process and is ranked #4 for STBG funds.  In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. This project has been identified by CORE MPO as a candidate. Through coordination among GDOT, CORE MPO and Effingham County, the MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Freight & CMAQ (PM3).
Requesting Agency:	Effingham County

Funding/Year:			
Status	Phase	Funding	FY 2026
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 – 2027 TIP	PE	STBG (Y230)/Local	\$640,000/\$160,000

## McCall Road Multi-Use Trail

PI#	TBA
MTP Priority:	Consistent with the 2050 MTP, Non-Motorized Improvements Set Aside
Project Description:	This project will construct operational, safety, and multimodal improvements for both motorized and non-motorized users along approximately 5.8 miles of McCall Road between SR 21 and Blue Jay Road. The project will transform the existing rural roadway into a two-lane urban section with curb and gutter, improved drainage, a five-foot sidewalk, and a ten-foot multi-use trail. These enhancements will provide safe, ADA-compliant pedestrian and bicycle accommodations where none currently exist. The project will also incorporate intersection upgrades, turn lanes where warranted, and stormwater management improvements to address flooding and erosion issues. The project will connect multiple residential subdivisions and employment areas to SR 21 and the Blue Jay Road corridor, improving safety and accessibility for residents who currently walk along the unpaved shoulder to reach schools, parks, and transit connections.
Project Status:	This project went through the 2025 Call for Projects process and is ranked #7 for STBG funds, #3 for CRP funds, and #3 for TA funds.  In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. This project has been identified by CORE MPO as a candidate. Through coordination among GDOT, CORE MPO and Effingham County, the MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Air Quality (PM3).
Requesting Agency:	Effingham County

Funding/Year:			
Status	Phase	Funding	FY 2026
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 – 2027 TIP	PE	STBG (Y230)/Local	\$800,000/\$200,000

**I-95 @ Belfast Keller Road**

PI#	0021292
MTP Priority:	The 2050 MTP amendments were processed in October 2025 to include the project (PE, ROW and CST) into Cost Band One.
Project Description:	Ramp (Interchange Improvements).
Project Status:	<p>In September 2025, GDOT requested to amend this project into the 2050 MTP and FY 2024 – 2027 TIP. The estimated PE phase funding is \$25,000 in local funds in FY 2026. The estimated ROW funding is \$100,000 in local funds in FY 2027. The estimated CST funding is \$5.9 million in Y603 funds in FY 2028, which is outside of the scope of this TIP. The federal portion of the CST phase is \$4.78 million, and the local portion is \$1.19 million. CORE MPO processed the MTP/TIP amendments in October 2025.</p> <p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. This project has been identified by CORE MPO as a candidate. Through coordination between GDOT and CORE MPO, the MPO decided to allocate some of the carryover STBG funds (80/20 federal/local split) to the PE phase in FY 2026 to replace the 100% local funds.</p>
Amendment:	Replace the funding code for the PE phase in FY 2026 from Local to STBG/Local (80/20 split).
PBPP:	This project will help achieve the performance targets for Bridge and Pavement quality (PM2).
Requesting Agency:	GDOT

Funding/Year:				
Status	Phase	Funding	FY 2026	FY 2027
Current in FY 2024 - 2027 TIP	PE	Local	\$25,000	N/A
	ROW	Local	N/A	\$100,000
Updated in FY 2024 -2027 TIP	PE	STBG (Y230)/Local	\$20,000/\$5,000	N/A
	ROW	Local	N/A	\$100,000

**I-95 @ SR 21**

PI#	0017271
MTP Priority:	Consistent with the 2050 MTP, Cost Band Two
Project Description:	Operational Improvements: This project proposes Diverging Diamond Interchange (DDI) Improvements on I-95 @ SR 21.
Project Status:	In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this transportation improvement project as a candidate.  The PE phase of this project is included in Cost Band Two of the CORE MPO 2050 MTP. The PE phase is shown as being programmed with Y001 funds in FY 2028 in the GDOT TRPO database. GDOT proposed to utilize CORE MPO's STBG funds with GDOT providing the 20% match to fund the PE phase in FY 2026. This change will allow the PE phase to be moved up and get the PE funds authorized earlier in FY 2026.
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1), Pavement & Bridge (PM2), and Freight & CMAQ (PM3).
Requesting Agency:	GDOT

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>FY 2026</b>
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 -2027 TIP	PE	STBG (Y230)/State	\$3,728,800/\$932,200

**SR 26/US 80 @ CR 311/SANDHILL ROAD**

PI#	0019658
MTP Priority:	Consistent with the 2050 MTP, Operational Improvements Set Aside
Project Description:	This project proposes to construct a roundabout at the intersection of State Route 26/US Highway 80 & County Road 311/Sandhill Road in Effingham County, GA.
Project Status:	<p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this operational improvement project as a candidate.</p> <p>This project is consistent with the CORE MPO 2050 MTP since it meets the requirement for the Operational Improvements Set Aside policy (inclusion in identified plans and/or CIPs, improvements to FC roadways, and dedicated sponsor to commit matching funds). In the GDOT TPRO database, the PE phase is programmed with Y001 funds in FY 2023 and the funds have been authorized. The ROW phase is shown as being programmed with Y001 funds in FY 2031. GDOT proposed to utilize CORE MPO’s STBG funds with GDOT providing the 20% match to fund the ROW phase in FY 2026. This change will allow the ROW phase to be moved up and get the ROW funds authorized in FY 2026.</p>
Amendment:	Add ROW phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1) and Freight & CMAQ (PM3).
Requesting Agency:	GDOT

Funding/Year:			
Status	Phase	Funding	FY 2026
Current in FY 2024 - 2027 TIP	ROW	N/A	N/A
Updated in FY 2024 -2027 TIP	ROW	STBG (Y230)/State	\$387,200/\$96,800

**SR 25/US 17 @ HARRIS TRAIL ROAD**

PI#	0020295
MTP Priority:	Consistent with the 2050 MTP, Operational Improvements Set Aside
Project Description:	This project proposes additional southbound left turn lanes with a signal upgrade at the intersection of US 17/State Route 25 and Harris Trail Road, as well as an additional eastbound through lane along Harris Trail Road.
Project Status:	<p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this intersection improvement project as a candidate.</p> <p>This project is consistent with the CORE MPO 2050 MTP since it meets the requirement for the Operational Improvements Set Aside policy (inclusion in identified plans and/or CIPs, improvements to FC roadways, and dedicated sponsor to commit matching funds). In the GDOT TPRO database, the PE phase is programmed with HB 170 funds in FY 2024 and the funds have been authorized. GDOT proposed to utilize CORE MPO’s STBG funds with GDOT providing the 20% match to fund additional PE in FY 2026. This change will allow GDOT to authorize more PE funds in FY 2026 to complete the phase.</p>
Amendment:	Add PE phase to FY 2026 in FY 2024 – 2027 TIP with STBG funds.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1).
Requesting Agency:	GDOT

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>FY 2026</b>
Current in FY 2024 - 2027 TIP	PE	N/A	N/A
Updated in FY 2024 -2027 TIP	PE	STBG (Y230)/State	\$178,770/\$44,692

**I-516 & SR 21 FROM N OF CSX #973649X TO N OF SMITH AVE**

PI#	M006727
MTP Priority:	Consistent with the 2050 MTP, Maintenance Set Aside
Project Description:	This project, selected by the GDOT District Maintenance Office, is the resurfacing of SR 521 and SR 21 to improve the roadways' current low OCI score.
Project Status:	<p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this maintenance project as a candidate.</p> <p>The CST funds (Y001 funds) for this project have been authorized through Advance Construction (AC). Normally for AC, the state authorizes a project phase early with state funds and then gets reimbursed with the federal funding category that is programmed on the project. However, GDOT does have the ability to get reimbursed with CORE MPO's Y230 funding instead which would draw down from the MPO's carryover balances and allow the state to free up capacity in some of these other federal funding categories. This would just require an approval from CORE MPO via email and should not require any TIP actions.</p>
Amendment:	Replace Advance CST Reimbursement of Y001 funds with STBG funds in FY 2026. No amendment needed. For information only.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1), Pavement & Bridge (PM2), and Freight & CMAQ (PM3).
Requesting Agency:	GDOT

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>Advance Construction Reimbursement/FY 2026</b>
Current in FY 2024 - 2027 STIP	CST	Y001	\$2,946,967
Updated in FY 2024 -2027 STIP	CST	STBG (Y230)/State	\$2,357,574/\$589,393

**SR 17 @ JABEZ JONES ROAD**

PI#	0020128
MTP Priority:	Consistent with the 2050 MTP, Operational Improvements Set Aside
Project Description:	This project proposes converting the State Route 17/State Route 30 at Jabez Jones Road intersection to a Single Lane Roundabout.
Project Status:	<p>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this operational improvement project as a candidate.</p> <p>The PE funds (YS30 funds) for this project have been authorized through Advance Construction (AC). Normally for AC, the state authorizes a project phase early with state funds and then gets reimbursed with the federal funding category that is programmed on the project. However, GDOT does have the ability to get reimbursed with CORE MPO's Y230 funding instead which would draw down from the MPO's carryover balances and allow the state to free up capacity in some of these other federal funding categories. This would just require an approval from CORE MPO via email and should not require any TIP actions. GDOT has confirmed that the total amount is 100% Federal with no match.</p>
Amendment:	Replace Advance CST Reimbursement of YS30 funds with STBG funds in FY 2026. No amendment needed. For information only.
PBPP:	This project will help achieve the performance targets for Highway Safety (PM1).
Requesting Agency:	GDOT

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>Advance Construction Reimbursement/FY 2026</b>
Current in FY 2024 - 2027 STIP	CST	YS30	\$700,000
Updated in FY 2024 -2027 STIP	CST	STBG (Y230)/State	\$700,000/\$0

## FY 2027 Congressional Directed Spending Request - Ferryboat Restoration (Three (3) Ferryboats)

PI#	NA
MTP Priority:	Consistent with the 2050 MTP Transit Improvements
Project Description:	This is Ferryboat Restoration Project for three (3) ferryboats that CAT operates - the Mary Musgrove, the Juliette Gordon Lowe I and the Florence Martus.
Project Status:	<p>In March 2026, Chatham Area Transit Authority (CAT) requested to amend the FY 2024 - 2027 TIP to include the Ferryboat Restoration Project for three (3) ferryboats (Mary Musgrove, Juliette Gordon Lowe I and Florence Martus) in FY 2027. The ferryboats are aging ferries and need to be restored extending their useful life and the service needed to provide public transportation across the Savannah River.</p> <p>The project is planned for FY 2027 if federal FY 2027 Congressional Directed Spending (CDS) funding is awarded. The projected total cost is \$1,255,000. The federal portion is \$1,004,000 and the local portion is \$251,000.</p>
Amendment:	Add the Ferryboat Restoration Project to FY 2027.
PBPP:	This project will help achieve the performance targets for Transit Safety and Transit Asset Management.
Requesting Agency:	Chatham Area Transit

Funding/Year:			
Status	Phase	Funding	2027
Current in FY 2024 - 2027 TIP	CST	N/A	N/A
Updated in FY 2024 -2027 TIP	CST	Federal FY 2027 CDS/Local	\$1,004,000/\$251,000

**FY 2027 Congressionally Directed Spending Request – Fixed-route 35 ft. Diesel Bus Replacement**

PI#	NA
MTP Priority:	Consistent with the 2050 MTP Transit Improvements
Project Description:	This project is to purchase five (5) replacement fixed-route diesel buses.
Project Status:	In March 2026, Chatham Area Transit Authority (CAT) requested to amend the FY 2024 - 2027 TIP to include the purchase of five (5) replacement fixed-route diesel buses in FY 2027.  The funds for the project have been requested as a FY 2027 Congressionally Directed Spending (CDS) request in the amount of \$3,500,000, with a local match of \$875,000. The total project cost is projected at \$4,375,000
Amendment:	Add purchase of five (5) replacement 35 ft. fixed-route diesel buses to FY 2027.
PBPP:	This project will help achieve the performance targets for Transit Safety and Transit Asset Management.
Requesting Agency:	Chatham Area Transit

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>2027</b>
Current in FY 2024 - 2027 TIP	CST	N/A	N/A
Updated in FY 2024 -2027 TIP	CST	Federal FY 2027 CDS/Local	\$3,500,000/\$875,000

## Savannah Belles Ferry FHWA Ferry Boat Program (FBP) Funding

PI#	NA
MTP Priority:	Consistent with the 2050 MTP Transit Improvements
Project Description:	The project aims to enhance service reliability, safety, and accessibility for workers, residents, and visitors traveling across the Savannah River. Upon completion, the watercrafts will be ADA-compliant, ensuring improved accessibility for all passengers. The rehabilitation effort will extend the ferry’s lifespan, reduce maintenance costs, and support continued high-quality transportation services in the region. The rehabilitation will involve thorough inspections and repairs of the hull structure, propulsion system, electrical components, and mechanical equipment to ensure optimal performance and compliance with maritime safety regulations. Additionally, critical components, such as the engine, generator, and navigational system, will be replaced to improve fuel efficiency and reduce operational downtime. Modernization efforts will include upgrades to passenger seating, lighting, and onboard amenities to enhance the overall rider experience.
Project Status:	In March and April 2026, Chatham Area Transit Authority (CAT) requested to re-allocate the FHWA Ferry Boat Program (FBP) funds in FY 2024 and 2025 to the Susie King Taylor ferry boat restoration project in FY 2026. The total cost is projected at \$1,372,895. The federal portion is \$1,098,316, and the local portion is \$274,579 to be provided by SPLOST VII. The funds for the project originally come from FHWA and will be flexed to FTA. FY 2024 and FY 2025 funds were programmed in previous TIPs for ferry dock repair. This application has been deleted and reallocated to the SKT I Ferry Restoration Project. This amendment is to merge FY 2024 and FY 2025 FHWA FBP funding with FY 2026 FBP funds for a complete overhaul of the ferryboat SKT I. After funding authorization, the funds will be flexed to FTA and will become FTA funds which CAT can apply directly.
Amendment:	Re-allocate FY 2024 and 2025 FHWA FBP funds to the Susie King Taylor ferry boat restoration project in FY 2026.
PBPP:	This project will help achieve the performance targets for Transit Safety and Transit Asset Management.
Requesting Agency:	Chatham Area Transit

Funding/Year:			
Status	Phase	Funding	2026
Current in FY 2024 - 2027 TIP	CST	FHWA FBP/Local	\$356,449/\$89,112
Updated in FY 2024 -2027 TIP	CST	FHWA FBP/Local	FY 2024: \$358,398/\$89,600
			FY 2025: \$383,469/\$95,867
			FY 2026: \$356,449/\$89,112
			FY 2024 – 2026 Total: \$1,098,316/\$274,579

**GDOT Transit Trust Fund Program – Bus Stop Improvements**

PI#	NA
MTP Priority:	Consistent with the 2050 MTP Transit Improvements
Project Description:	The Bus Stop Improvements Project will enhance passenger safety and convenience while setting forth the Authority’s brand to provide safe, reliable, and convenient public transportation service delivery.
Project Status:	In March 2026, Chatham Area Transit Authority (CAT) requested to amend the FY 2024 - 2027 TIP to include the Bus Stop Improvements Project in FY 2027. The total cost is \$383,146, to be funded with 100% GDOT Transit Trust Fund Program with no local match requirement.
Amendment:	Add Bus Stop Improvements Project to FY 2027.
PBPP:	This project will help achieve the performance targets for Transit Asset Management.
Requesting Agency:	Chatham Area Transit

<b>Funding/Year:</b>			
<b>Status</b>	<b>Phase</b>	<b>Funding</b>	<b>2027</b>
Current in FY 2024 - 2027 TIP	CST	N/A	N/A
Updated in FY 2024 -2027 TIP	CST	GDOT FY 2026 Transit Trust Fund Program/Local	\$383,146/\$0

**Appendix**

Appendix A: Updated Project Pages

Appendix B: Public Involvement Materials

Appendix C: MTP – TIP Consistency Check

Appendix D: TIP Amendment Coordination

Appendix E: CORE TMA Carryover PPT

Appendix F: Resolution to Adopt TIP amendments

DRAFT

## Appendix A: Updated Project Page

### Current Project Page

<b>Chevis Road Improvement Project</b>  PROJECT DESCRIPTION: This project will consider motorized and nonmotorized transportation improvements on Chevis Road from Wild Heron Road to State Route 25/Ogeechee Road. A portion of the road in the high- density area will be converted to an urban section with 5-foot sidewalks on both sides of the road. The more rural portions of the project will consider installing a 10-foot multi-purpose trail on one side of the road. Project will also consider water quality and storm water infrastructure improvements, as well as provide a safe route to access area schools and commercial businesses for non-motorized commuters.				P.I. #: 0017975		
				TIP #: 2020-TA-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y230, Y301, Y601, Local		
		GDOT DISTRICT: 5				
TRAFFIC VOL. 2022 AADT: N/A		2045: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA and CRP funds that are at risk of lapsing. \$50,000 in CRP funds will be dedicated to this project phase in FY 2025. The federal portion of the CRP funds is \$40,000 and the local match is \$10,000. Additionally, \$1,788,915 in TA funds will be dedicated to the project for FY 2025. The federal portion of the TA funds is \$1,431,132 and the local match is \$357,783. In April 2025, Chatham County requested an amendment to add local funds to FY 2025 and move the construction phase to FY 2028. In May 2025, the Y301 funds in the PE phase in FY 2025 were replaced with Y230 funds. In June 2025, CORE MPO processed an administrative modification to update the cost estimate with local funds to the ROW phase in FY 2025.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	NA	\$0	\$0	\$0	\$0	\$0
	Y230/Local	\$0	\$1,431,132/\$357,783	\$0	\$0	\$1,788,915
	Y601/Local	\$0	\$40,000/\$10,000	\$0	\$0	\$50,000
RIGHT-OF-WAY	Y601/Local	\$0	\$1,200,437/\$300,109	\$0	\$0	\$1,500,546
	Y301/Local	\$0	\$1,113,067/\$278,267	\$0	\$0	\$1,391,334
	Local	\$0	\$2,248,120	\$0	\$0	\$2,248,120
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$6,978,915</b>	<b>\$0</b>	<b>\$0</b>	<b>\$6,978,915</b>
FEDERAL COST		\$0	\$3,784,636	\$0	\$0	\$3,784,636
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$3,194,279	\$0	\$0	\$3,194,279

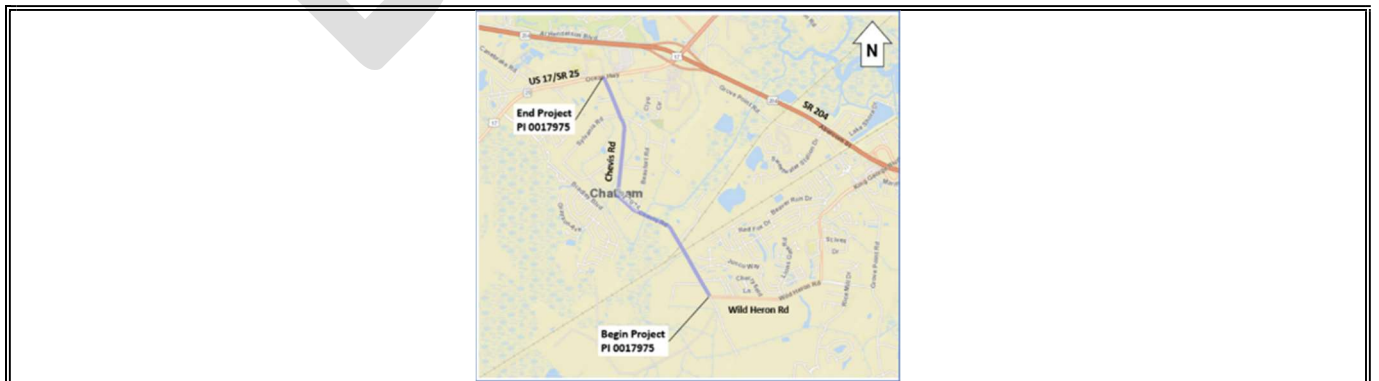
#### PROJECT LOCATION



## Updated Project Page

<b>Chevis Road Improvement Project</b>  PROJECT DESCRIPTION: This project will consider motorized and nonmotorized transportation improvements on Chevis Road from Wild Heron Road to State Route 25/Ogeechee Road. A portion of the road in the high- density area will be converted to an urban section with 5-foot sidewalks on both sides of the road. The more rural portions of the project will consider installing a 10-foot multi-purpose trail on one side of the road. Project will also consider water quality and storm water infrastructure improvements, as well as provide a safe route to access area schools and commercial businesses for non-motorized commuters.				P.I. #: 0017975		
				TIP #: 2020-TA-01		
		COUNTY: CHATHAM				
		PROJ. #:				
		FUND: Y230, Y301, Y601, Local				
		GDOT DISTRICT: 5				
TRAFFIC VOL. 2022 AADT: N/A		2045: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA and CRP funds that are at risk of lapsing. \$50,000 in CRP funds will be dedicated to this project phase in FY 2025. The federal portion of the CRP funds is \$40,000 and the local match is \$10,000. Additionally, \$1,788,915 in TA funds will be dedicated to the project for FY 2025. The federal portion of the TA funds is \$1,431,132 and the local match is \$357,783. In April 2025, Chatham County requested an amendment to add local funds to FY 2025 and move the construction phase to FY 2028. In May 2025, the Y301 funds in the PE phase in FY 2025 were replaced with Y230 funds. In June 2025, CORE MPO processed an administrative modification to update the cost estimate with local funds to the ROW phase in FY 2025. <b>In April 2026, CORE MPO allocated additional Y230 funds for the ROW phase in FY 2026.</b>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	NA	\$0	\$0	\$0	\$0	\$0
	Y230/Local	\$0	\$1,431,132/\$357,783	\$0	\$0	\$1,788,915
	Y601/Local	\$0	\$40,000/\$10,000	\$0	\$0	\$50,000
RIGHT-OF-WAY	Y601/Local	\$0	\$1,200,437/\$300,109	\$0	\$0	\$1,500,546
	Y301/Local	\$0	\$1,113,067/\$278,267	\$0	\$0	\$1,391,334
	Local	\$0	\$0	\$0	\$0	\$0
	Y230/Local	\$0	\$0	\$1,798,496/\$449,624	\$0	\$2,248,120
	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$4,730,795</b>	<b>\$2,248,120</b>	<b>\$0</b>	<b>\$6,978,879</b>
FEDERAL COST		\$0	\$3,784,636	\$1,798,496	\$0	\$5,583,132
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$964,159	\$449,624	\$0	\$1,413,783

### PROJECT LOCATION



Current Project Page

<b>Garrard Avenue Improvement Project</b>  PROJECT DESCRIPTION: The Garrard Avenue Improvement Project proposes to construct operational and safety improvements for non-motorized and motorized roadway users from its intersection with Chatham Parkway to its intersection at Gamble Road, approximately 1.2 miles in length. This project will convert Garrard Avenue from a rural, two-lane roadway section without pedestrian improvements to a new two-lane, urban section with 5-foot sidewalks on both sides of the roadway. The project will also install curb and gutter as well as stormwater and water quality improvements. The project will benefit the densely populated, lower income area where many residents do not have vehicles to get to their destinations.				P.I. #: 0017976		
				TIP #: 2020-TA-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y230, Y301, Y601, Local		
		GDOT DISTRICT: 5				
TRAFFIC VOL. 2022 AADT: N/A		2045: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 1.2		
COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated CRP funds that are at risk of lapsing. The project will receive \$1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that is \$972,616 and the local match is \$243,154. In April 2025, \$1.3 million in local funds was added to the ROW phase; \$678,260 in local funds was added to the UTL phase, \$152,047 was added to the CST phase. In May 2025, CORE MPO processed administrative modification to move the local ROW funds from FY 2026 to FY 2025. In October 2025, CORE MPO processed a TIP amendment to move the UTL and CST phase from FY 2026 to FY 2027.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	NA	\$0	\$0	\$0	\$0	\$0
	Y601/Local	\$0	\$972,616/\$243,154	\$0	\$0	\$1,215,770
RIGHT-OF-WAY	Y601/Local	\$0	\$706,806/\$176,701	\$0	\$0	\$883,507
	Y301/Local	\$0	\$893,194/\$223,299	\$0	\$0	\$1,116,493
	Local	\$0	\$1,342,000	\$0	\$0	\$1,342,000
UTILITY	Local	\$0	\$0	\$0	\$678,260	\$678,260
CONSTRUCTION	Y601/Local	\$0	\$0	\$0	\$1,200,437/\$300,109	\$1,500,546
	Y301/Local	\$0	\$0	\$0	\$331,289/\$82,822	\$414,111
	Y230/Local	\$0	\$0	\$0	\$5,508,274/\$1,377,069	\$6,885,343
	Local	\$0	\$0	\$0	\$152,047	\$152,047
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$4,557,770</b>	<b>\$0</b>	<b>\$9,630,307</b>	<b>\$14,188,077</b>
FEDERAL COST		\$0	\$2,572,616	\$0	\$7,040,000	\$9,612,616
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$1,985,154	\$0	\$2,590,307	\$4,575,461

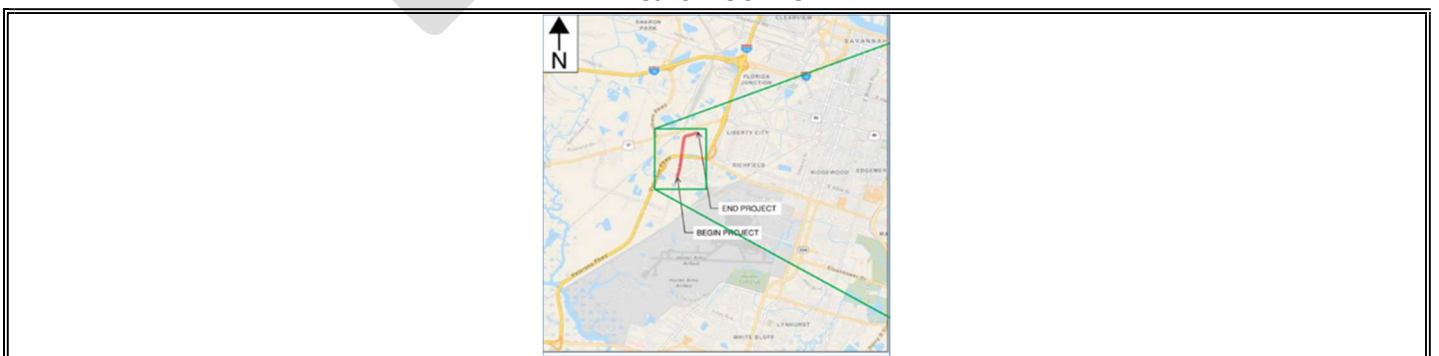
**PROJECT LOCATION**




## Updated Project Page

<b>Garrard Avenue Improvement Project</b>  PROJECT DESCRIPTION: The Garrard Avenue Improvement Project proposes to construct operational and safety improvements for non-motorized and motorized roadway users from its intersection with Chatham Parkway to its intersection at Gamble Road, approximately 1.2 miles in length. This project will convert Garrard Avenue from a rural, two-lane roadway section without pedestrian improvements to a new two-lane, urban section with 5-foot sidewalks on both sides of the roadway. The project will also install curb and gutter as well as stormwater and water quality improvements. The project will benefit the densely populated, lower income area where many residents do not have vehicles to get to their destinations.				P.I. #:	0017976	
				TIP #:	2020-TA-02	
		COUNTY:	CHATHAM			
		PROJ. #:				
		FUND:	Y230, Y301, Y601, Local			
		GDOT DISTRICT:	5			
TRAFFIC VOL. 2022 AADT:		N/A	2045: N/A			
NO. OF LANES EXISTING:		N/A	PLANNED: N/A			
CONG. DISTRICT:		1				
RC:		CRC				
LOCAL ROAD #:	STATE/US ROAD #:	LENGTH (MI): 1.2				
COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated CRP funds that are at risk of lapsing. The project will receive \$1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that is \$972,616 and the local match is \$243,154. In April 2025, \$1.3 million in local funds was added to the ROW phase; \$678,260 in local funds was added to the UTL phase, \$152,047 was added to the CST phase. In May 2025, CORE MPO processed administrative modification to move the local ROW funds from FY 2026 to FY 2025. In October 2025, CORE MPO processed a TIP amendment to move the UTL and CST phase from FY 2026 to FY 2027. <span style="color: red;">In April 2026, CORE MPO allocated additional Y230 funds for the ROW phase in FY 2026.</span>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	NA	\$0	\$0	\$0	\$0	\$0
	Y601/Local	\$0	\$972,616/\$243,154	\$0	\$0	\$1,215,770
RIGHT-OF-WAY	Y601/Local	\$0	\$706,806/\$176,701	\$0	\$0	\$883,507
	Y301/Local	\$0	\$893,194/\$223,299	\$0	\$0	\$1,116,493
	Local	\$0	\$0	\$0	\$0	\$0
	Y230/Local	\$0	\$0	\$784,000/\$196,000	\$0	\$980,000
UTILITY	Local	\$0	\$0	\$0	\$678,260	\$678,260
CONSTRUCTION	Y601/Local	\$0	\$0	\$0	\$1,200,437/\$300,109	\$1,500,546
	Y301/Local	\$0	\$0	\$0	\$331,289/\$82,822	\$414,111
	Y230/Local	\$0	\$0	\$0	\$5,508,274/\$1,377,069	\$6,885,343
	Local	\$0	\$0	\$0	\$152,047	\$152,047
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$3,215,770</b>	<b>\$980,000</b>	<b>\$9,630,307</b>	<b>\$13,826,077</b>
FEDERAL COST		\$0	\$2,572,616	\$784,000	\$7,040,000	\$10,360,616
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$643,154	\$196,000	\$2,590,307	\$3,429,461


### PROJECT LOCATION



Current Project Page

<b>Green Island Road Multipurpose Path off Diamond Causeway</b>  PROJECT DESCRIPTION: The Green Island Road path project will be a multi-purpose trail that runs 2.1 miles adjacent to Green Island Road and connects with an existing multi-purpose trail on Diamond Causeway linking neighborhoods and a commercial center. The design is to utilize "Complete Streets" criteria to enable safe, attractive and comfortable access and travel for users such as pedestrians, bicyclists, golf carts and those with a disability. This enhanced connectivity will encourage non-motorized transportation alternatives and provide a better quality of life for residents.			P.I. #: 0019015			
			TIP #: 2022-PROJ-02			
			COUNTY: CHATHAM			
			PROJ. #:			
			FUND: Y230, Y301, Local			
			GDOT DISTRICT: 5			
TRAFFIC VOL. 2022 AADT:		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: SR 204		LENGTH (MI): 2.1		
COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. Y301 and Y972 funds were awarded and authorized for PE phase in FY 2023. This project requires additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA funds that are at risk of lapsing. The total carryover funds that will be dedicated to this project is \$1,070,160 in TA funds. The federal portion is \$856,128. The local match is \$214,031. Additionally, a ROW phase will be added to this project in FY 2026 with \$123,000 in local funds.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$270,160/\$67,540		\$0	\$0	\$337,700
	Y301/Local		\$856,128/\$214,032			\$1,070,160
RIGHT-OF-WAY	Local	\$0	\$0	\$123,000	\$0	\$123,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y230/Local	\$0	\$0	\$0	\$771,680/\$192,92	\$964,600
	Local	\$0	\$0	\$0	\$1,535,400	\$1,535,400
<b>PROJECT COST</b>		<b>\$337,700</b>	<b>\$1,070,160</b>	<b>\$123,000</b>	<b>\$2,500,000</b>	<b>\$4,030,860</b>
FEDERAL COST		\$270,160	\$856,128	\$0	\$771,680	\$1,897,968
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$67,540	\$214,032	\$123,000	\$1,728,320	\$2,132,892
<b>PROJECT LOCATION</b>						
						

Updated Project Page

Green Island Road Multipurpose Path off Diamond Causeway				P.I. #:	0019015	
<p><b>PROJECT DESCRIPTION:</b> The Green Island Road path project will be a multi-purpose trail that runs 2.1 miles adjacent to Green Island Road and connects with an existing multi-purpose trail on Diamond Causeway linking neighborhoods and a commercial center. The design is to utilize "Complete Streets" criteria to enable safe, attractive and comfortable access and travel for users such as pedestrians, bicyclists, golf carts and those with a disability. This enhanced connectivity will encourage non-motorized transportation alternatives and provide a better quality of life for residents.</p>				TIP #:	2022-PROJ-02	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND: Y230, Y301, Local		
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2022 AADT:	2045 AADT:	CONG. DISTRICT:	1			
NO. OF LANES EXISTING:	PLANNED:	RC:	CRC			
LOCAL ROAD #:	STATE/US ROAD #:	SR 204	LENGTH (MI):	2.1		
<p><b>COMMENTS/REMARKS:</b> Chatham County is the project sponsor and provider of local funds. Y301 and Y972 funds were awarded and authorized for PE phase in FY 2023. This project requires additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA funds that are at risk of lapsing. The total carryover funds that will be dedicated to this project is \$1,070,160 in TA funds. The federal portion is \$856,128. The local match is \$214,031. Additionally, a ROW phase will be added to this project in FY 2026 with \$123,000 in local funds. <span style="color: red;">In March 2026, Chatham County requested to move the CST phase from FY 2027 to FY 2028, deleting this phase from the FY 2024 – 2027 TIP. The CST phase will be included in the future FY 2027 – 2030 TIP.</span></p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$270,160/\$67,540		\$0	\$0	\$337,700
	Y301/Local		\$856,128/\$214,032		\$0	\$1,070,160
RIGHT-OF-WAY	Local	\$0	\$0	\$123,000	\$0	\$123,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y230/Local	\$0	\$0	\$0	\$0	\$0
	Local	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$337,700</b>	<b>\$1,070,160</b>	<b>\$123,000</b>	<b>\$0</b>	<b>\$1,530,860</b>
FEDERAL COST		\$270,160	\$856,128	\$0	\$0	\$1,126,288
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$67,540	\$214,032	\$123,000	\$0	\$404,572
<b>PROJECT LOCATION</b>						
						

New Project Page

**MIDDLEGROUND ROAD FM MONTGOMERY CROSS ROAD TO SCIENCE DRIVE (Tide to Town/ Middleground Rd Phase)**

PROJECT DESCRIPTION: The Tide to Town is a shared use path project. The Middleground phase will be a new construction from Abercorn/204 Extension and Science Drive at Georgia Southern to Abercorn and Montgomery Crossroads.

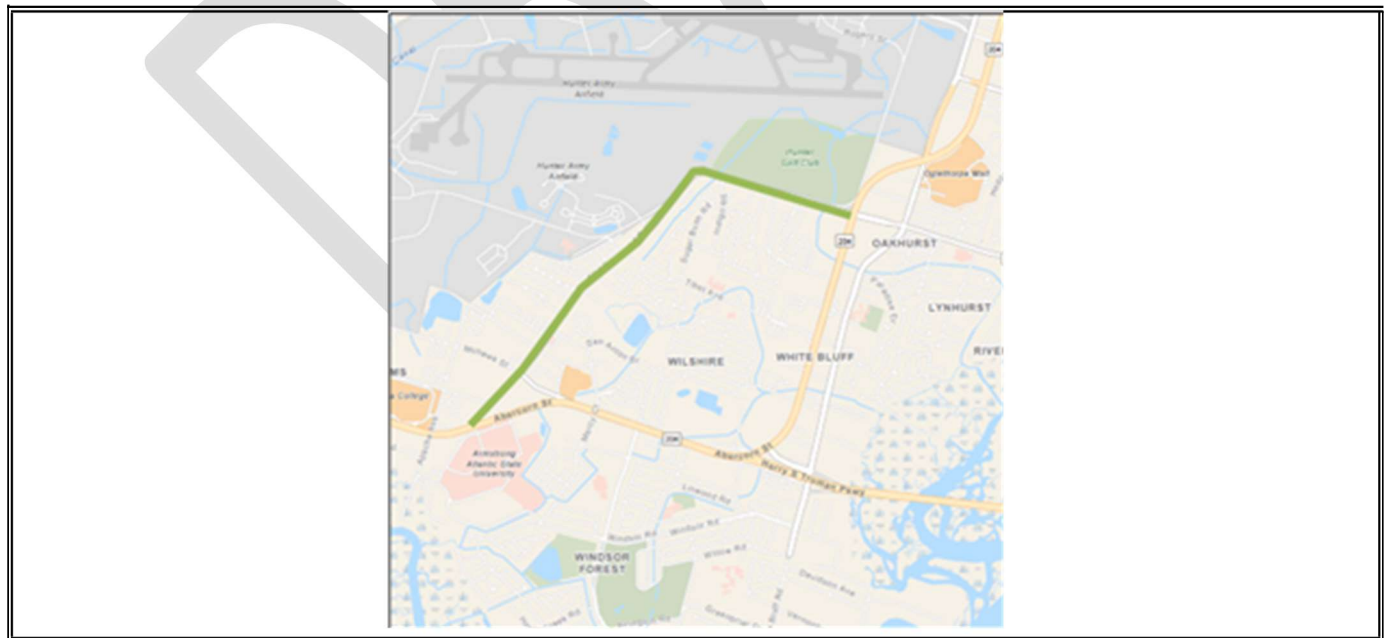
P.I. #: 0019016  
 TIP #: 2022-TA-01  
 COUNTY: CHATHAM  
 PROJ. #:  
 FUND: Y230  
 GDOT DISTRICT: 5

TRAFFIC VOL. 2025 AADT:	2050 AADT:	CONG. DISTRICT:	1
NO. OF LANES EXISTING:	PLANNED:	RC:	CG
LOCAL ROAD #:	STATE/US ROAD #:	LENGTH (MI):	

COMMENTS/REMARKS: This project went through the 2022 Call for Projects process and received Y301 funds in FY 2023 for the PE phase. It was included in the previous FY 2021 – 2024 TIP. Those PE funds have been authorized, and the City of Savannah has been working on project development. In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. The City of Savannah requested additional PE funds in FY 2026 to use some of the carryover STBG funds.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$0	\$0	\$1,146,800/\$286,700	\$0	\$1,433,500
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,433,500</b>	<b>\$0</b>	<b>\$1,433,500</b>
FEDERAL COST		\$0	\$0	\$1,146,800	\$0	\$1,146,800
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$286,700	\$0	\$286,700

**PROJECT LOCATION**



## New Project Page

### State Route 204 Safety & Operational Improvements Project

PROJECT DESCRIPTION: The proposed improvements include: Remove the existing traffic signal and close the median at Pine Grove Drive, Close the median at Ford Avenue, Enhance the SR 204 westbound off-ramp to US 17, Construct a U-turn beneath the existing SR 204 bridge at US 17, Add acceleration and deceleration lanes along SR 204 at Ford Avenue and Pine Grove Drive.

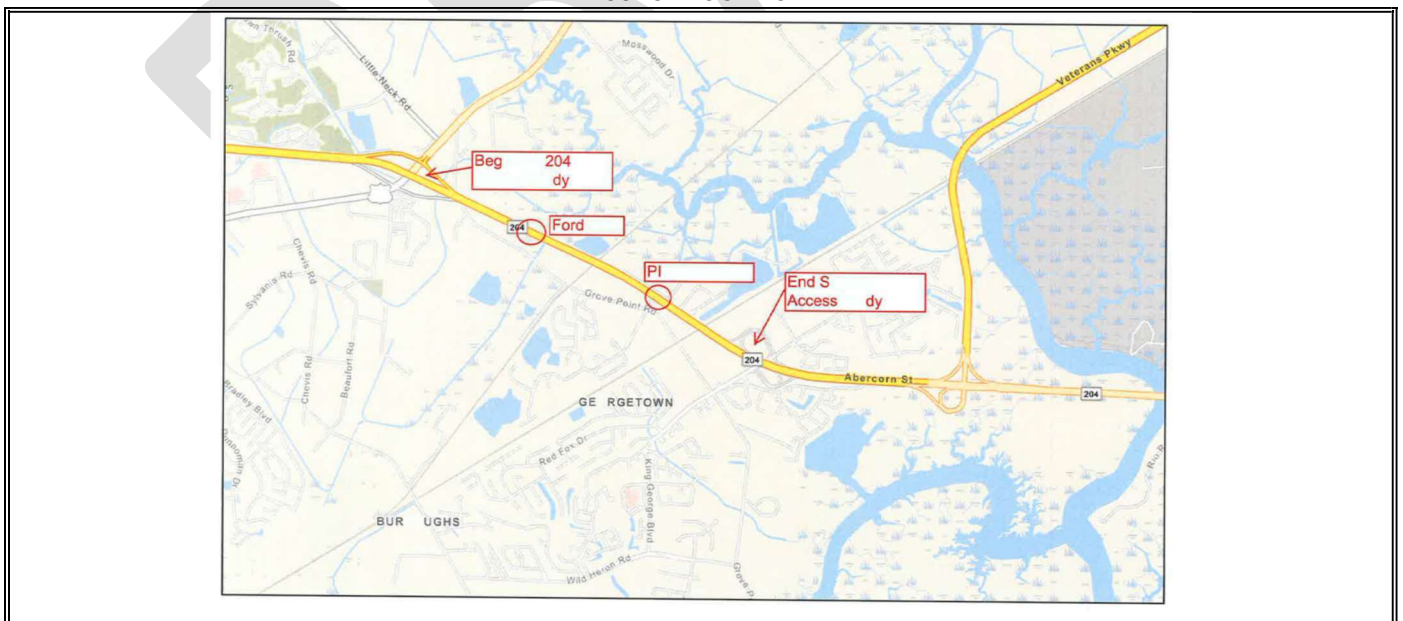
P.I. #:	TBA
TIP #:	2025-Call-H-01
COUNTY:	CHATHAM
PROJ. #:	
FUND:	Y230
GDOT DISTRICT:	5

TRAFFIC VOL. 2025 AADT:	2050 AADT:	CONG. DISTRICT:	1
NO. OF LANES EXISTING:	PLANNED:	RC:	CG
LOCAL ROAD #:	STATE/US ROAD #:	SR 204	
		LENGTH (MI):	

COMMENTS/REMARKS: This project went through the 2025 Call for Projects process and is ranked #1 for STBG funds and #4 for CRP funds. In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Through coordination among GDOT, CORE MPO and Chatham County, CORE MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$0	\$0	\$3,600,000/\$900,000	\$0	\$4,500,000
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$4,500,000</b>
FEDERAL COST		\$0	\$0	\$3,600,000	\$0	\$3,600,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$900,000	\$0	\$900,000

### PROJECT LOCATION



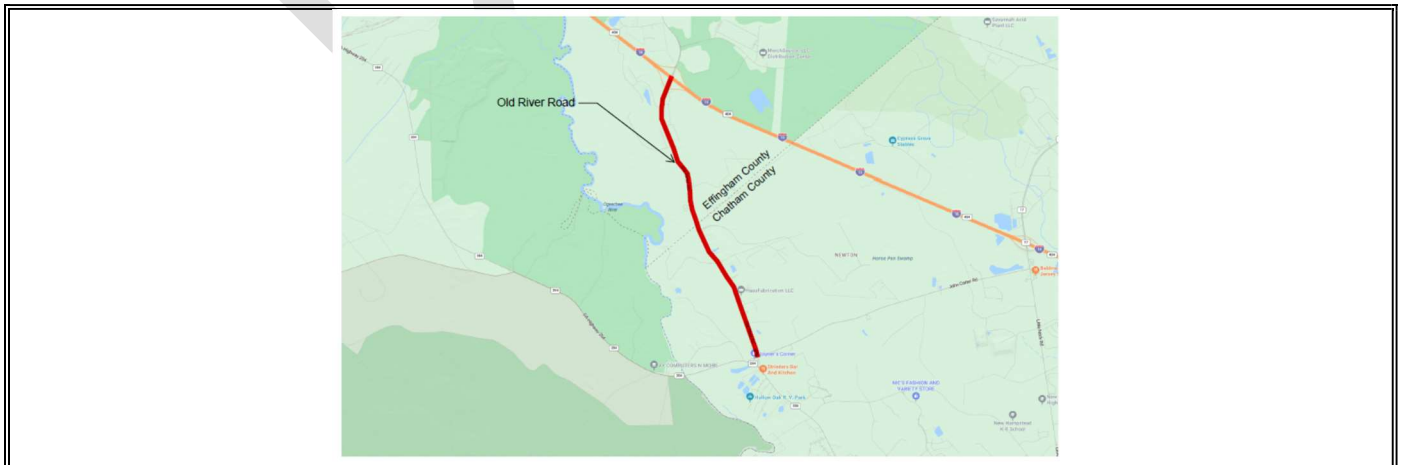


## New Project Page

<b>Old River Road from John Carter Road to I-16.</b>		P.I. #: TBA
<p><b>PROJECT DESCRIPTION:</b> This project includes the widening of Old River Road from two to four lanes from State Route 204 in Chatham County to I-16 in Effingham County (approximately 3 miles). This proposed project will upgrade the existing two-lane rural collector road with additional pavement thickness, drainage, safety and operational improvements including access control and intersection traffic control features. Growth trends in this area along with recent development and plans indicate a need for improvements along this corridor. Commercial and industrial traffic are anticipated in the near future on Old River Road to support both the Port of Savannah and the growing economy in Chatham County. The existing road was not designed for heavy truck traffic and will require new pavement structure as well as additional turn lanes and intersection improvements to safely accommodate the expected increase in the size and volume of traffic. A traffic study will be done to specify where improvements are needed. Accommodation for non-motorized traffic will be considered and included as appropriate based on the study.</p>		TIP #: 2025-Call-H-03
		COUNTY: CHATHAM, EFFINGHAM
		PROJ. #:
		FUND: Y230
		GDOT DISTRICT: 5
TRAFFIC VOL. 2025 AADT:	2050 AADT:	CONG. DISTRICT: 1
NO. OF LANES EXISTING: 2	PLANNED: 4	RC: CG
LOCAL ROAD #:	STATE/US ROAD #:	LENGTH (MI): 3.0
<p><b>COMMENTS/REMARKS:</b> This project went through the 2025 Call for Projects process and is ranked #5 for STBG funds. In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Through coordination among GDOT, CORE MPO, Chatham County and Effingham County, CORE MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 with costs submitted in the Call for Projects application.</p>		

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$0	\$0	\$1,640,000/\$410,000	\$0	\$2,050,000
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$2,050,000</b>	<b>\$0</b>	<b>\$2,050,000</b>
FEDERAL COST		\$0	\$0	\$1,640,000	\$0	\$1,640,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$410,000	\$0	\$410,000

### PROJECT LOCATION



## New Project Page

<h3 style="margin: 0;">Little McCall Road at Highway 119 Roundabout</h3> <p style="margin: 0;">PROJECT DESCRIPTION: This project will construct a single-lane modern roundabout to replace the existing unsignalized intersection. The project will improve safety, reduce congestion, and eliminate high-severity angle crashes. The new configuration will include curb and gutter, improved lighting, drainage upgrades, and pedestrian crossings with ADA-compliant sidewalks on all approaches. The roundabout will be designed to accommodate freight and agricultural vehicles while improving operational efficiency for commuters and school traffic. By eliminating stop-and-go conditions and reducing idling, the project will also contribute to lower vehicle emissions and improved air quality.</p>	P.I. #: TBA TIP #: 2025-Call-H-04 COUNTY: EFFINGHAM PROJ. #: FUND: Y230 GDOT DISTRICT: 5
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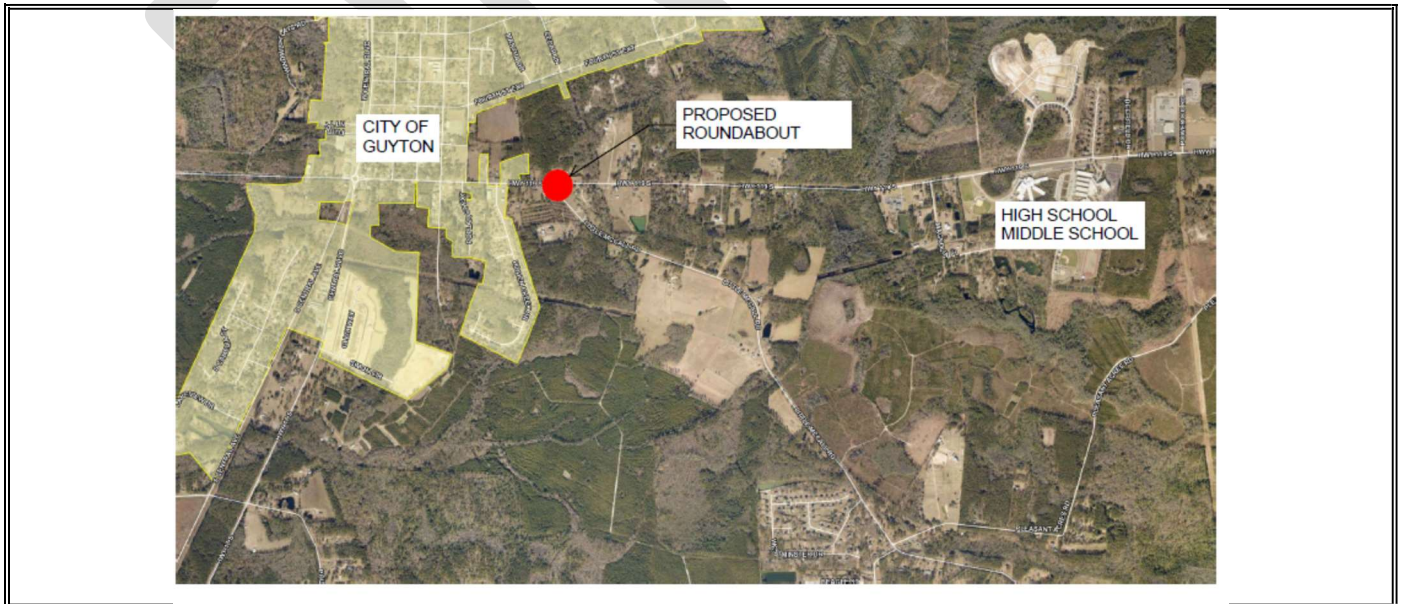
TRAFFIC VOL. 2025 AADT:	2050 AADT:	CONG. DISTRICT: 1
NO. OF LANES EXISTING:	PLANNED:	RC: CG

LOCAL ROAD #:	STATE/US ROAD #:	LENGTH (MI):
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COMMENTS/REMARKS: This project went through the 2025 Call for Projects process and is ranked #4 for STBG funds. In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Through coordination among GDOT, CORE MPO and Effingham County, CORE MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$0	\$0	\$640,000/\$160,000	\$0	\$800,000
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$800,000</b>	<b>\$0</b>	<b>\$800,000</b>
FEDERAL COST		\$0	\$0	\$640,000	\$0	\$640,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$160,000	\$0	\$160,000

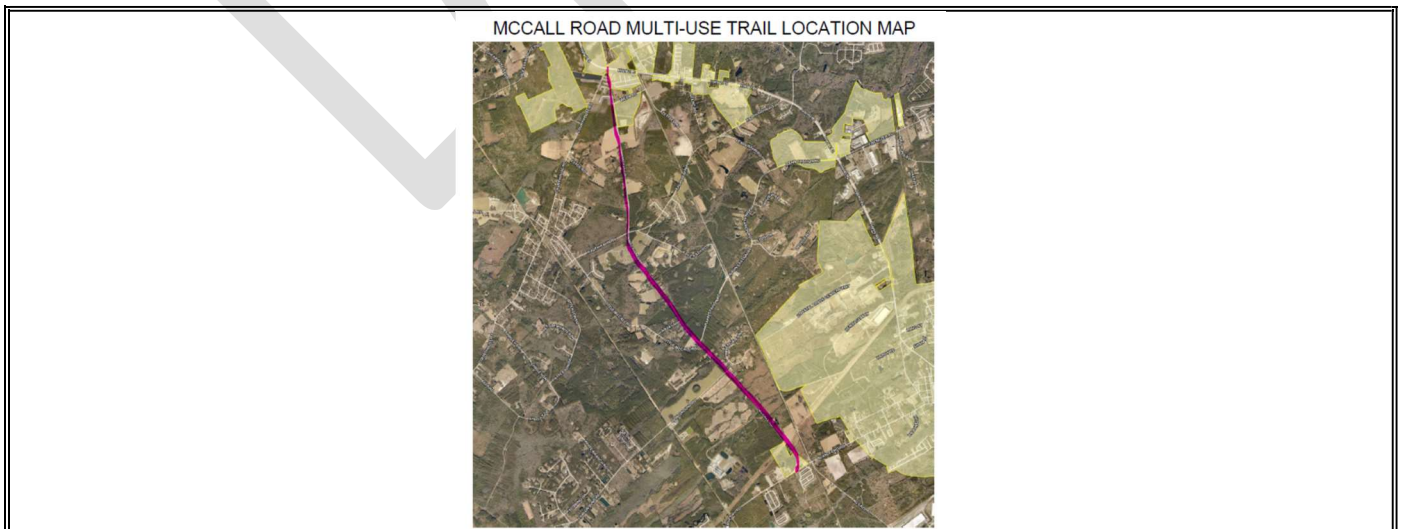
### PROJECT LOCATION



## New Project Page

<b>McCall Road Multi-Use Trail</b>				P.I. #: TBA		
<p><b>PROJECT DESCRIPTION:</b> This project will construct operational, safety, and multimodal improvements for both motorized and non-motorized users along approximately 5.8 miles of McCall Road between SR 21 and Blue Jay Road. The project will transform the existing rural roadway into a two-lane urban section with curb and gutter, improved drainage, a five-foot sidewalk, and a ten-foot multi-use trail. These enhancements will provide safe, ADA-compliant pedestrian and bicycle accommodations where none currently exist. The project will also incorporate intersection upgrades, turn lanes where warranted, and stormwater management improvements to address flooding and erosion issues. The project will connect multiple residential subdivisions and employment areas to SR 21 and the Blue Jay Road corridor, improving safety and accessibility for residents who currently walk along the unpaved shoulder to reach schools, parks, and transit connections.</p>				TIP #: 2025-Call-BP-01		
				COUNTY: EFFINGHAM		
				PROJ. #:		
				FUND: Y230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2025 AADT:		2050 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
<p><b>COMMENTS/REMARKS:</b> This project went through the 2025 Call for Projects process and is ranked #7 for STBG funds, #3 for CRP funds, and #3 for TA funds. In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Through coordination among GDOT, CORE MPO and Effingham County, CORE MPO decided to allocate some of the carryover STBG funds to the PE phase in FY 2026 based on updated cost estimates.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$0	\$0	\$800,000/\$200,000	\$0	\$1,000,000
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$0</b>	<b>\$1,000,000</b>
FEDERAL COST		\$0	\$0	\$800,000	\$0	\$800,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$800,000	\$0	\$800,000

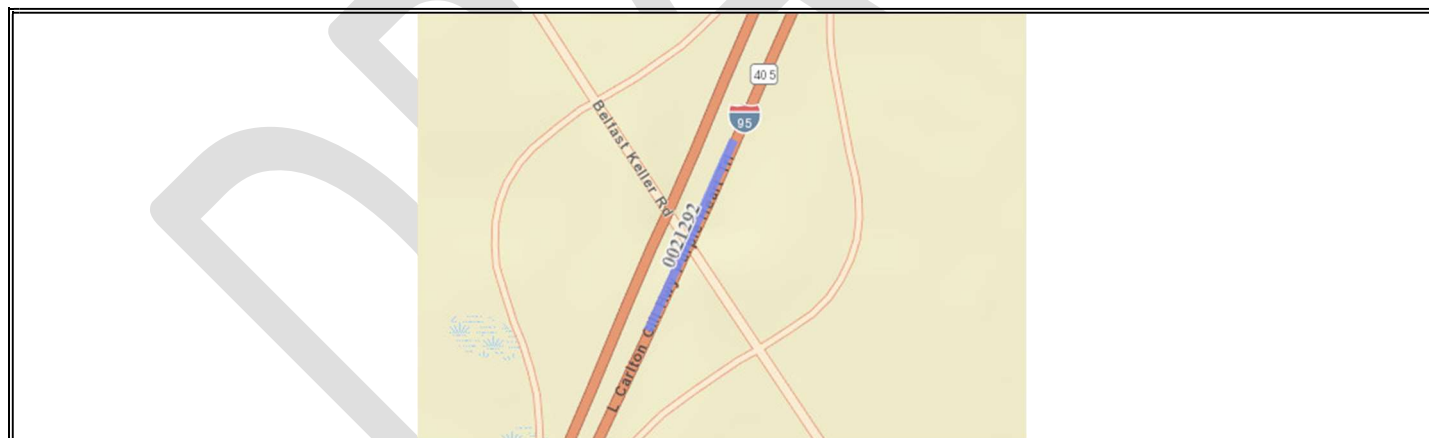
### PROJECT LOCATION



Current Project Page

<b>I-95 @ BELFAST KELLER ROAD</b>				P.I. #: 0021292		
PROJECT DESCRIPTION: Ramp (Interchange Improvements)				TIP #:		
				COUNTY: BRYAN		
				PROJ. #:		
				FUND: Y603, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL.	2022 AADT:	N/A	2050:	N/A	CONG. DISTRICT: 1	
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A	RC: CRC	
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: In September 2025, GDOT requested to amend this project into the MTP and TIP. PE and ROW phases are being amended into the TIP. Additional funds in the CST phase are programmed for FY 2028, outside of the scope of this TIP. Federal funds have been awarded through the FFY 2024 Congressional Directed Spending/Earmarks; the project sponsor is Bryan County.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	LOC	\$0	\$0	\$25,000	\$0	\$25,000
RIGHT-OF-WAY	LOC	\$0	\$0	\$0	\$100,000	\$100,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$125,000</b>
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$0	\$0	\$125,000

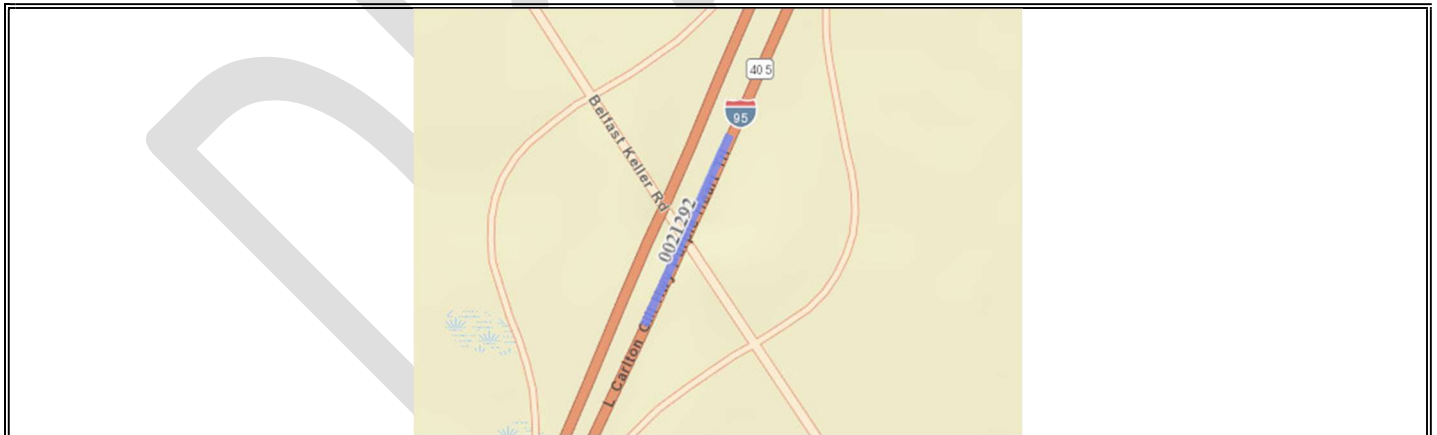
PROJECT LOCATION



Updated Project Page

<b>I-95 @ BELFAST KELLER ROAD</b>				P.I. #: 0021292		
PROJECT DESCRIPTION: Ramp (Interchange Improvements)				TIP #: 2025-GDOT-H-01		
				COUNTY: BRYAN		
				PROJ. #:		
				FUND: Y603, Y230, Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT: N/A 2050: N/A				CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A PLANNED: N/A				RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
<p>COMMENTS/REMARKS: In September 2025, GDOT requested to amend this project into the MTP and TIP. PE and ROW phases are being amended into the TIP. Additional funds in the CST phase are programmed for FY 2028, outside of the scope of this TIP. Federal funds have been awarded through the FFY 2024 Congressional Directed Spending/Earmarks; the project sponsor is Bryan County. <b>In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Through coordination between GDOT and CORE MPO, the MPO decided to allocate some of the carryover STBG funds (80/20 federal/local split) to the PE phase in FY 2026 to replace the 100% local funds.</b></p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$0	\$0	\$20,000/5,000	\$0	\$25,000
RIGHT-OF-WAY	LOC	\$0	\$0	\$0	\$100,000	\$100,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$25,000</b>	<b>\$100,000</b>	<b>\$125,000</b>
FEDERAL COST		\$0	\$0	\$20,000	\$0	\$20,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$5,000	\$100,000	\$105,000

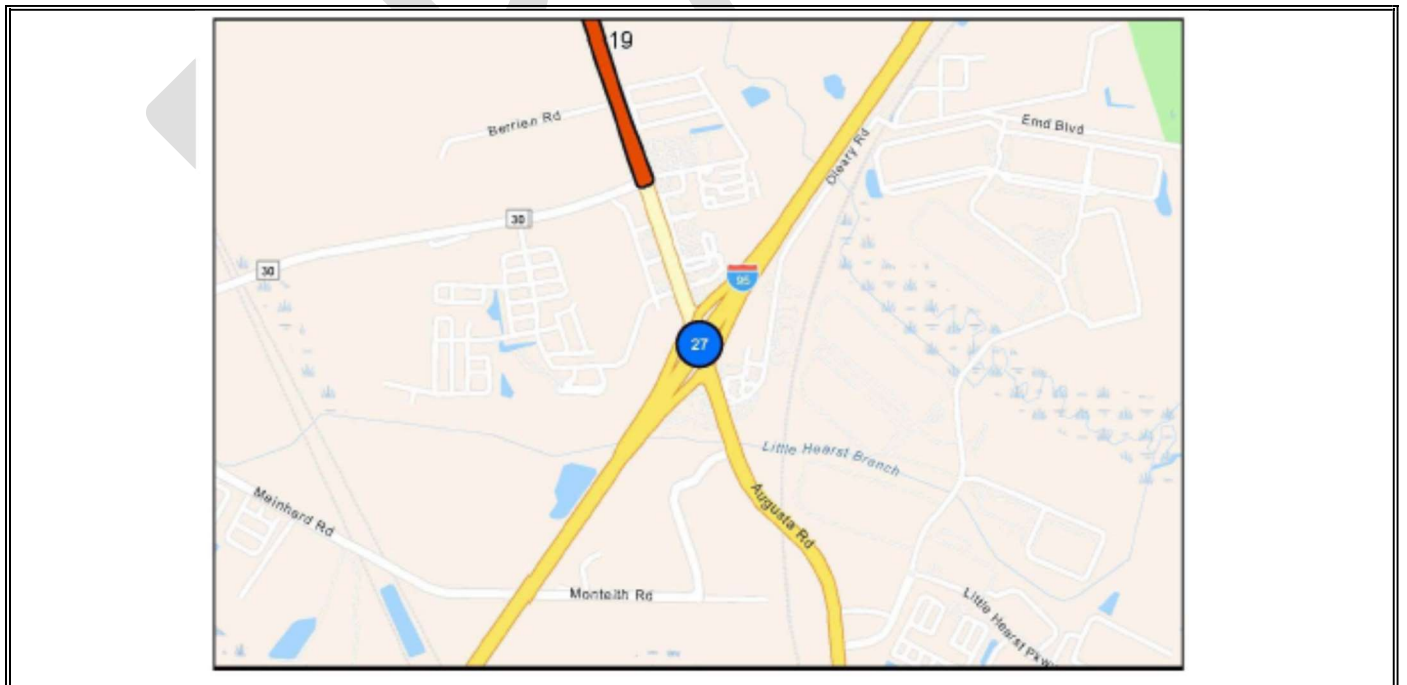
PROJECT LOCATION



## New Project Page

<b>I-95 @ SR 21</b>  PROJECT DESCRIPTION: Operational Improvements - This project proposes Diverging Diamond Interchange (DDI) Improvements on I-95 @ SR 21.				P.I. #: 0017271		
				TIP #: 2026-GDOT-H-01		
		COUNTY: CHATHAM		PROJ. #:		
		FUND: Y230		GDOT DISTRICT: 5		
TRAFFIC VOL. 2025 AADT:		2050 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 0.6		
COMMENTS/REMARKS: In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this operational improvement project as a candidate. The PE phase of this project is included in Cost Band Two of the CORE MPO 2050 MTP. The PE phase is shown as being programmed with Y001 funds in FY 2028 in the GDOT TRPO database. GDOT proposed to utilize CORE MPO's STBG funds with GDOT providing the 20% match to fund the PE phase in FY 2026. This change will allow the PE phase to be moved up and get the PE funds authorized earlier in FY 2026.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/State	\$0	\$0	\$3,728,800/\$932,200	\$0	\$4,661,000
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$4,661,000</b>	<b>\$0</b>	<b>\$4,661,000</b>
FEDERAL COST		\$0	\$0	\$3,728,800	\$0	\$3,728,800
STATE COST		\$0	\$0	\$932,200	\$0	\$932,200
LOCAL COST		\$0	\$0	\$0	\$0	\$0

### PROJECT LOCATION



New Project Page

<b>SR 26/US 80 @ CR 311/SANDHILL ROAD</b>		P.I. #: 0019658
PROJECT DESCRIPTION: This project proposes to construct a roundabout at the intersection of State Route 26/US Highway 80 & County Road 311/Sandhill Road in Effingham County, GA.		TIP #: 2026-GDOT-H-02
		COUNTY: Effingham
		PROJ. #:
		FUND: Y230
		GDOT DISTRICT: 5

TRAFFIC VOL. 2025 AADT:	2050 AADT:	CONG. DISTRICT: 1
NO. OF LANES EXISTING:	PLANNED:	RC: CG

LOCAL ROAD #:	STATE/US ROAD #:	LENGTH (MI): 0.97
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COMMENTS/REMARKS: In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this operational improvement project as a candidate. This project is consistent with the CORE MPO 2050 MTP since it meets the requirement for the Operational Improvements Set Aside policy (inclusion in identified plans and/or CIPs, improvements to FC roadways, and dedicated sponsor to commit matching funds). In the GDOT TPRO database, the PE phase is programmed with Y001 funds in FY 2023 and the funds have been authorized. The ROW phase is shown as being programmed with Y001 funds in FY 2031. GDOT proposed to utilize CORE MPO's STBG funds with GDOT providing the 20% match to fund the ROW phase in FY 2026. This change will allow the ROW phase to be moved up and get the ROW funds authorized in FY 2026.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Y230/State	\$0	\$0	\$387,200/\$96,800	\$0	\$484,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$484,000</b>	<b>\$0</b>	<b>\$484,000</b>
FEDERAL COST		\$0	\$0	\$387,200	\$0	\$387,200
STATE COST		\$0	\$0	\$96,800	\$0	\$96,800
LOCAL COST		\$0	\$0	\$0	\$	\$0

**PROJECT LOCATION**



New Project Page

<b>SR 25/US 17 @ HARRIS TRAIL ROAD</b>	P.I. #: 0020295
PROJECT DESCRIPTION: This project proposes additional southbound left turn lanes with a signal upgrade at the intersection of US 17/State Route 25 and Harris Trail Road, as well as an additional eastbound through lane along Harris Trail Road.	TIP #: 2026-GDOT-H-03
	COUNTY: Bryan
	PROJ. #:
	FUND: Y230
	GDOT DISTRICT: 5

TRAFFIC VOL. 2025 AADT:	2050 AADT:	CONG. DISTRICT: 1
NO. OF LANES EXISTING:	PLANNED:	RC: CG

LOCAL ROAD #:	STATE/US ROAD #: SR 25/US 17	LENGTH (MI): 0.2
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COMMENTS/REMARKS: In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this intersection improvement project as a candidate. This project is consistent with the CORE MPO 2050 MTP since it meets the requirement for the Operational Improvements Set Aside policy (inclusion in identified plans and/or CIPs, improvements to FC roadways, and dedicated sponsor to commit matching funds). In the GDOT TPRO database, the PE phase is programmed with HB 170 funds in FY 2024 and the funds have been authorized. GDOT proposed to utilize CORE MPO's STBG funds with GDOT providing the 20% match to fund additional PE in FY 2026. This change will allow GDOT to authorize more PE funds in FY 2026 to complete the phase.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/State	\$0	\$0	\$178,770/\$44,692	\$0	\$223,462
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
<b>PROJECT COST</b>		<b>\$0</b>	<b>\$0</b>	<b>\$223,462</b>	<b>\$0</b>	<b>\$223,462</b>
FEDERAL COST		\$0	\$0	\$178,770	\$0	\$178,770
STATE COST		\$0	\$0	\$44,692	\$0	\$44,692
LOCAL COST		\$0	\$0	\$0	\$	\$0

**PROJECT LOCATION**



**New Project Pages**

<b>FY 2027 Congressional Directed Spending (CDS) Request -Ferryboat Restoration (Three (3) Ferryboats)</b>						
<b>Fundin</b>	<b>Description</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
	STIP#					
<b>CDS</b>	Ferryboat Restoration (Mary Musgrove, Juliette Gordon Lowe I, Florence Martus)	\$0	\$0	\$0	\$1,255,000	\$1,255,000
	<b>Project Cost</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,255,000</b>	<b>\$1,255,000</b>
	<b>Federal Cost</b>	\$0	\$0	\$0	\$1,004,000	\$1,004,000
	<b>State Cost</b>	\$0	\$0	\$0	\$0	\$0
	<b>Local Cost</b>	\$0	\$0	\$0	\$251,000	\$251,000

<b>FY 2027 Congressionally Directed Spending (CDS) Request – Fixed-route 35 ft. Diesel Bus Replacement</b>						
<b>Fundi</b>	<b>Description</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
	STIP#					
<b>CDS</b>	Purchase of five (5) replacement fixed-route diesel buses	\$0	\$0	\$0	\$4,375,000	\$4,375,000
	<b>Project Cost</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,375,000</b>	<b>\$4,375,000</b>
	<b>Federal Cost</b>	\$0	\$0	\$0	\$3,500,000	\$3,500,000
	<b>State Cost</b>	\$0	\$0	\$0	\$0	\$0
	<b>Local Cost</b>	\$0	\$0	\$0	\$875,000	\$875,000

<b>GDOT Transit Trust Fund Program – Bus Stop Improvements</b>						
<b>Fundin</b>	<b>Description</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>FY 2027</b>	<b>Total</b>
	STIP#					
<b>GDOT TTFP</b>	Bus Stop Improvements	\$0	\$0	\$0	\$383,146	\$383,146
	<b>Project Cost</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$383,146</b>	<b>\$383,146</b>
	<b>Federal Cost</b>	\$0	\$0	\$0	\$0	\$0
	<b>State Cost</b>	\$0	\$0	\$0	\$383,146	\$383,146
	<b>Local Cost</b>	\$0	\$0	\$0	\$0	\$0

### Current Project Page

FHWA FERRY BOAT PROGRAM FORMULA FUNDS						
Funding	Description					
	PI#	0017972				
<b>FHWA FBP</b>		FY 2024	FY 2025	FY 2026	FY 2027	Total
	<b>Project Cost</b>	\$445,561	\$445,561	\$445,561	\$445,561	\$1,782,244
	Federal Cost	\$356,449	\$356,449	\$356,449	\$356,449	\$1,425,796
	State Cost	\$0	\$0	\$0	\$0	\$0
	Local Cost	89,112	89,112	89,112	89,112	356,448

### Updated Project Page

FHWA FERRY BOAT PROGRAM FORMULA FUNDS						
Funding	Description					
		FY 2024	FY 2025	FY 2026*	FY 2027	Total
<b>FHWA FBP</b>	Ferry Boat Restoration: Susie King Taylor			\$1,372,895		\$1,372,895
	Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus				\$445,561	\$445,561
	<b>Project Cost</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,372,895</b>	<b>\$445,561</b>	<b>\$1,818,456</b>
	Federal Cost	\$0	\$0	\$1,098,316	\$356,449	\$1,454,765
	State Cost	\$0	\$0	\$0	\$0	\$0
	Local Cost	\$0	\$0	\$274,579	\$89,112	\$363,691

\*FY 2026 funds are summary of the following funds – 1) FY 2024 - \$358,398 /\$89,600; 2) FY 2025 - \$383,469 /\$95,867; and 3) FY 2026 (projected) - \$356,449/\$89,112. The carryover FY 2024 and FY 2025 FHWA FBP funding will be combined with the FY 2026 FBP funds for a complete overhaul of the ferryboat Susie King Taylor I.

## **Appendix B: Public Involvement Materials**

**April 2026**

### **PUBLIC NOTICE FOR TIP AMENDMENTS**

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on a draft report titled: April 2026 Amendments to the FY 2024-2027 Transportation Improvement Program (TIP). The report includes proposed updates to the TIP. Copies of the draft TIP amendment report will be available for review at the Live Oak public libraries, the Chatham County - Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <https://www.thempc.org/Core>, and other public review agencies. Any changes to the TIP amendment report will be posted on the website.

The comment period starts on **Wednesday, April 8, 2026**, until the close of business on **Wednesday, April 22, 2026**. Comments are accepted via text, email, or mail. Please send your comments to Asia Hernton via:

**Text:** Send texts to [herntona@thempc.org](mailto:herntona@thempc.org)

**Email:** [herntona@thempc.org](mailto:herntona@thempc.org)

**Mail:** Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401

CORE MPO will host one (1) hybrid public meeting to answer questions and accept comments on the proposed TIP Amendments in conjunction with the April 2026 CORE MPO Board meeting. The public can attend the meeting in person or virtually via Go-To-Webinar. The meeting time, location and link are listed below.

#### **CORE MPO Board Meeting**

**Wednesday, April 22, 2026**

**10:00 a.m.**

**Metropolitan Planning Commission**

**110 E. State Street, Savannah GA 31401**

**The virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required. Please register at <https://register.gotowebinar.com/register/1547747786274419289>. After registration, you will receive a confirmation email containing information about joining the webinar.**

The public participation process for development and amendment of the TIP meets the FTA public participation requirements related to the development of the Section 5307 Program of Projects and other federal grant projects.

For a complete list of public review agencies, additional information regarding the draft TIP amendments, and information regarding the public meeting, please call (912) 651-1456.

Disclaimer: The Chatham County-Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, national origin, religion, age, disability, sex, sexual orientation, gender identity and expression, marital status, familial status, parental status, political beliefs, genetic information, income, or other protected category in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

## Appendix C: MTP – TIP Consistency Check

The TIP is a subset of MTP. Each project or project phase included in the TIP shall be consistent with the approved Metropolitan Transportation Plan. FY 2024 – 2027 TIP projects must be consistent with the current Moving Forward Together 2050 Plan (2050 MTP). Besides specific projects, the 2050 MTP includes several set aside policies that might impact the April 2026 TIP amendments.

- 2050 MTP Maintenance Policy: The Georgia Department of Transportation (GDOT) maintains the state highways in Georgia. Local governments maintain some roadways in the CORE MPO region that are functionally classified as Collectors and above. Maintenance projects in the CORE MPO region which have been duly selected for funding by the State Transportation Board or the local governments are considered to be consistent with the CORE MPO’s 2050 Metropolitan Transportation Plan.
- 2050 MTP Operational Improvements Set Aside Policy: Any operational improvement project (traffic signals, turn lanes, intersection improvement, etc.) in the CORE MPO region seeking CORE MPO highway funding is considered to be consistent with the MPO’s 2050 Metropolitan Transportation Plan provided that 1) the project is consistent with the MPO’s plans (2050 Vision Plan, CORE MPO Regional Freight Transportation Plan, Congestion Management Process, etc.) or local Capital Improvement Programs; 2) the project makes improvements to functionally-classified roadways (collectors and above); and 3) the project has a dedicated project sponsor with local match funding commitment.
- 2050 MTP Non-Motorized Improvements Set Aside Policy: Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO’s 2050 Metropolitan Transportation Plan provided that 1) the project is consistent with the CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment.

The table below is an addendum to document consistency check between the CORE MPO’s 2050 MTP and the April 2026 amendments to the FY 2024 - 2027 Transportation Improvement Program.

Highway Addendum to 2050 MTP								
GDOT PI#	Identified Projects	2050 MTP (Latest Information)			NEW PROJECT NAME	April 2026 Addendum		
	NAME	Phase	Current MTP Cost Band	Cost		Phase	New MTP Cost Band	New Cost
0017975	Chevis Road Improvements (August 2024 adoption)	ROW	One	\$3,360,546	Chevis Road Improvements	ROW	One	\$5,140,000
		UTL	One	\$1,000,000		UTL	One	\$1,000,000
		CST	One	12,000,000		CST	One	12,000,000
0017976	Garrard Avenue Improvements (October 2025 amendments)	ROW	One	\$3,342,000	Garrard Avenue Improvement Project	ROW	One	\$2,980,000
		UTL	One	\$678,260		UTL	One	\$678,260
		CST	One	\$8,952,047		CST	One	\$8,952,047

	President Street Grade Separation (August 2024 adoption)	PE	Two	\$12,147,200	President Street Railroad Crossing Elimination	PE	One	\$7,500,000
	Old River Road Widening from SR 204 to I-16 (August 2024 adoption)	PE	Two	\$2,879,652	Old River Road Widening from John Carter Road to I-16	PE	One	\$2,050,000
TBA	Priority bike/ped projects in the Non-Motorized Transportation Plan with local sponsors (August 2024 adoption)	CST	One	\$8,749,433	PI# 0019016, Tide to Town/Midleground Rd Phase	PE	One	\$1,433,500
					PI# TBA, McCall Road Multi-Use Trail	PE, ROW, UTL, CST	One	\$10,050,000
					Other Non-Motorized Projects			
TBA	Operational Improvements with project sponsor (August 2024 adoption)	CST	One	\$73,097,730	PI# TBA, State Route 204 Safety & Operational Improvements Project	PE, ROW	One	\$5,000,000
					PI# TBA, Little McCall Road at Highway 119 Roundabout	PE, ROW, UTL, CST	One	\$7,700,000
					PI#0019658, SR 26/US 80 @ CR 311/SANDHILL ROAD	ROW	One	\$484,000
					PI# 0020295, SR 25/US 17 @ HARRIS TRAIL ROAD	PE	One	\$223,462
					Other Operational Improvements Projects			

## Appendix D: TIP Amendment Coordination

**From:** Sathi, Kaniz S <KSathi@dot.ga.gov>

**Sent:** Wednesday, April 1, 2026 2:08 PM

**To:** Wykoda Wang <wangw@thempc.org>; Asia Hernton <herntona@thempc.org>

**Cc:** Martin, Kelly <KMartin@dot.ga.gov>; Vivian Canizares <mcanizares@dot.ga.gov>; Madison, Joseph R <JMadison@dot.ga.gov>; Troy Pittman <trpittman@dot.ga.gov>; Johnson, Robert L <RobJohnson@dot.ga.gov>; Thomas, Bridget D <BriThomas@dot.ga.gov>; Lee, Darrius <DLee@dot.ga.gov>; Adams, Haley <HADams@dot.ga.gov>

**Subject:** CORE MPO Amendment Request

**Importance:** High

Good afternoon Wykoda/Asia,

The Office of Planning would like to request amendments to the current TIP and MTP for projects PI 0017271, PI 0019658 & PI 0020295 based on the information below. As discussed, these GDOT project phases are proposed to be authorized within FY26; with state 20% match. Please add the proposed TIP and MTP project amendments to the next April 2026 TCC and PC agendas. Thank you!

### Amendments:

**Project Identification: PI 0017271**  
**Project Description: I-95 at SR 21**  
**Primary Work Type: Interchange**  
**Sponsor: GDOT**

GDOT PI	Length (miles)	Fiscal Year	Phase	Fund Code	Federal Amount	State Amount	Local Amount	Total Amount
0017271	0.60	2026	PE	Y230	\$3,728,800	\$932,200	\$0	\$4,661,000

**Project Identification: PI 0019658**  
**Project Description: SR 26/US 80 @ CR 311/Sandhill Rd**  
**Primary Work Type: Roundabout**  
**Sponsor: GDOT**

GDOT PI	Length (miles)	Fiscal Year	Phase	Fund Code	Federal Amount	State Amount	Local Amount	Total Amount
0019658	0.97	2026	ROW	Y230	\$387,200	\$96,800	\$0	\$484,000

**Project Identification: PI 0020295**

**Project Description: SR 25/US 17 @ Harris Trail Rd**

**Primary Work Type: Intersection Improvement**

**Sponsor: GDOT**

GDOT PI	Length (miles)	Fiscal Year	Phase	Fund Code	Federal Amount	State Amount	Local Amount	Total Amount
0020295	0.20	2026	PE	Y230	\$178,770	\$44,692	\$0	\$223,462

If you have any questions, please feel free to contact me.

Thanks,

**Kaniz S. Sathi**

*Transportation Planning Specialist*



Office of Planning  
600 West Peachtree Street, 5th Floor  
Atlanta, GA, 30308  
Phone: 404.631.1745 office

**From:** Tina Bockhold <TiBockhold@chathamcounty.org>  
**Sent:** Tuesday, March 31, 2026 1:50 PM  
**To:** Wykoda Wang <wangw@thempc.org>; Kieron Coffield <coffieldk@thempc.org>  
**Cc:** Asia Hernton <herntona@thempc.org>; Deana Brooks <DBrooks@chathamcounty.org>  
**Subject:** Re: CUT OFF CORE MPO AGENDAS, WEDNESDAY APRIL 1

Wykoda,

At this time, there are no cost estimate changes. The reason for the shift is the project is scheduled to let to construction in November 2027 and that is FY 28.

Thanks  
Tina

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**From:** Wykoda Wang <[wangw@thempc.org](mailto:wangw@thempc.org)>  
**Sent:** Tuesday, March 31, 2026 10:37 AM  
**To:** Kieron Coffield <[coffieldk@thempc.org](mailto:coffieldk@thempc.org)>; Tina Bockhold <[TiBockhold@chathamcounty.org](mailto:TiBockhold@chathamcounty.org)>  
**Cc:** Asia Hernton <[herntona@thempc.org](mailto:herntona@thempc.org)>; Deana Brooks <[DBrooks@chathamcounty.org](mailto:DBrooks@chathamcounty.org)>  
**Subject:** RE: CUT OFF CORE MPO AGENDAS, WEDNESDAY APRIL 1  
Tina and Deana,

Are there any cost estimate changes associated with the CST phase delay for PI# 0019015? If yes, we need to include the updated information in the TIP amendment report.

Thanks.

Wykoda

**From:** Kieron Coffield <[coffieldk@thempc.org](mailto:coffieldk@thempc.org)>  
**Sent:** Monday, March 30, 2026 12:01 PM  
**To:** Tina Bockhold <[TiBockhold@chathamcounty.org](mailto:TiBockhold@chathamcounty.org)>  
**Cc:** Asia Hernton <[herntona@thempc.org](mailto:herntona@thempc.org)>; Deana Brooks <[DBrooks@chathamcounty.org](mailto:DBrooks@chathamcounty.org)>; Wykoda Wang <[wangw@thempc.org](mailto:wangw@thempc.org)>  
**Subject:** Re: CUT OFF CORE MPO AGENDAS, WEDNESDAY APRIL 1

Hi Tina,

Thank you for the update.

Sincerely,

**Kieron Coffield**  
*Administrative Assistant*  
Chatham County-Savannah Metropolitan Planning Commission  
E: [coffieldk@thempc.org](mailto:coffieldk@thempc.org) | P: 912.651.1460  
110 East State Street, Savannah, GA 31401  
[www.thempc.org](http://www.thempc.org)

**From:** Tina Bockhold <[TiBockhold@chathamcounty.org](mailto:TiBockhold@chathamcounty.org)>  
**Sent:** Monday, March 30, 2026 11:49 AM  
**To:** Kieron Coffield <[coffieldk@thempc.org](mailto:coffieldk@thempc.org)>  
**Cc:** Asia Hernton <[herntona@thempc.org](mailto:herntona@thempc.org)>; Deana Brooks <[DBrooks@chathamcounty.org](mailto:DBrooks@chathamcounty.org)>  
**Subject:** Re: CUT OFF CORE MPO AGENDAS, WEDNESDAY APRIL 1

Hello Asia and Kieron,

Green Island Road Path (0019015) construction funds need to be moved to 2028. It is currently shown as 2027.

Thanks  
Tina Bockhold  
912-652-7807

**From:** Stephanie Cutter <[Stephanie.Cutter@catchacat.org](mailto:Stephanie.Cutter@catchacat.org)>  
**Sent:** Sunday, March 29, 2026 6:44 PM  
**To:** Wykoda Wang <[wangw@thempc.org](mailto:wangw@thempc.org)>  
**Cc:** Asia Hernton <[herntona@thempc.org](mailto:herntona@thempc.org)>; Melanie Wilson <[wilsonm@thempc.org](mailto:wilsonm@thempc.org)>; Middleton, David <[dmiddleton@dot.ga.gov](mailto:dmiddleton@dot.ga.gov)>  
**Subject:** RE: TIP Amendment Template  
**Importance:** High

Good Evening Wykoda  
Please find the attached TIP amendment request and let me know if you have any questions. If I need to make any changes, please let me know. I'm out of town and can be reached at (912) 667-2489 or via email.

I sincerely appreciate your guidance.

**Stephanie Cutter** | Executive Director/CEO  
**Chatham Area Transit** | [www.catchacat.org](http://www.catchacat.org)  
[900 East Gwinnett St., Savannah, GA 31401](http://900EastGwinnettSt.,Savannah,GA31401)  
[\(912\) 629-3925](tel:(912)629-3925) **Phone** | [\(912\) 704-6604](tel:(912)704-6604) **Cell**

**Appendix E: CORE TMA Carryover PPT**

DRAFT



# **GDOT - MPO Suballocated Funding Balances**

# Background

- Federal law directs a portion of federal transportation funds to MPOs for project programming
- In recent years, MPOs have underspent their annual apportionment, leaving significant balances unused and at risk of lapsing.
- In FY26, Georgia was apportioned \$130.2M in STBG funding suballocated to TMAs. Additionally, TMAs currently hold an additional \$155.6M in carryover funds from prior years.  
**Overall, TMAs have balances of ~\$286M in federal funds**
- **CORE currently has an STBG Carryover Amount + FY26 Apportionment (federal only) of \$27,754,178**
- Issue is drawing national attention, and in Georgia large, unspent suballocated balances are impacting the state's ability to fully utilize all its federal funds.
- FHWA is looking to GDOT to demonstrate a clear plan for Georgia to responsibly spend down these funds and establish a long-term strategy to prevent similar buildups in the future.
- Goal: improve MPO obligation rates to maximize limited federal dollars

# Problem to be solved

- Carryover funds create large apportionment balances that remain idle instead of advancing transportation priorities
- Without increased MPO programming and obligation, GDOT faces reduced flexibility, delayed project delivery, and potential risk of federal funding lapsing
- MPOs face challenges in project programming and delivery that prevent timely authorization of federal funds including:
  - Federal process complexity & lengthy timelines
  - Inability to provide local match
  - Project delays
  - Administrative & staffing constraints
  - LAP Certification Barriers

# Discussion and next steps

## FY 26:

- GDOT partners with CORE MPO to utilize a portion of the MPO's STBG funding on eligible GDOT sponsored projects within the MPO boundary. GDOT would provide the 20% non-federal match. **Request for use of carryover in FY 26 must be received by March 13, 2026.**
- By July 1, 2026, MPO submits to GDOT Planning a list of eligible projects and the associated project schedules detailing how much suballocated funding in each FY (27-30) the MPO can obligate. GDOT Planning/Financial Management will evaluate the list and provide feedback to MPOs on how much carryover spend can be accommodated in each FY.

## FY 27 and beyond:

- GDOT will develop a policy to govern how suballocated funding carryover will be managed moving forward, recognizing that these funds draw on the state's obligation authority.
- Intent will be to give MPOs the ability to build & maintain a predictable project pipeline, with MPOs developing and implementing a spending plan with clear authorization timelines
- Policy will include provisions for GDOT to utilize unused funds on other projects in the MPO boundary if schedule is not met, to ensure timely use of obligation authority and avoid lapse

## **Appendix F: Resolution to Adopt TIP Amendments**

### **Resolution to Amend the FY 2024 – 2027 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**WHEREAS**, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization of the Savannah urbanized area in accordance with federal requirements of Title 23, Section 134 of the United States Code to have a cooperative, comprehensive, and continuing transportation planning process; and

**WHEREAS**, CORE MPO adopted the FY 2024 – 2027 Transportation Improvement Program (TIP) on November 1, 2023; and

**WHEREAS**, CORE MPO desires to adopt amendments to the FY 2024 - 2027 TIP for the CORE MPO Metropolitan Planning Area to reflect the updated information and the latest developments; and

**WHEREAS**, the proposed TIP amendments include updates to several projects within the CORE MPO Metropolitan Planning Area boundary as outlined in the TIP amendment staff report;

**WHEREAS**, CORE MPO has completed the public review and comment period for the proposed TIP amendments according to the Participation Plan and addressed all comments received; and

**WHEREAS**, CORE MPO has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

**WHEREAS**, all requirements of the Participation Plan pertaining to TIP amendments and administrative modifications have been met.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2024 - 2027 Transportation Improvement Program as shown in the summary of TIP amendment staff report with any corrections based upon the motion of April 22, 2026.

### **CERTIFICATION**

I hereby certify that the above is a true and correct copy of a resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on **April 22, 2026**.

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Chester A. Ellis, Chairman  
Coastal Region Metropolitan Planning Organization