

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FEBRUARY 2026 MPO MEETINGS

- Agenda Item:** Call for Projects and FY 2027 - 2030 TIP Priority Establishment
- Presenter:** CORE MPO Staff
- Summary:** As the Metropolitan Planning Organization (MPO) of the Savannah urbanized area, CORE MPO is required to prepare a Transportation Improvement Program (TIP). The 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 area in a four-year period. All transportation projects must appear in an approved Metropolitan Transportation Plan (MTP) and TIP before they may receive federal funds for implementation. CORE MPO's current FY 2024 – 2027 TIP will expire on June 30, 2027. The MPO needs to develop a new TIP as the guiding programming document before the current one expires. The next TIP will cover FY 2027 to FY 2030. The expected adoption date for the new TIP is June - August 2026.
- The FY 2027 – 2030 TIP will focus on programming and implementing the highest priority projects in the current 2050 MTP (Moving Forward Together 2050). It needs to document how decisions are made as to which projects to program with allocated federal, state and local funds.
- In compliance with the established public participation process, CORE MPO as a Transportation Management Area (TMA – an MPO with more than 200,000 people in the urbanized area) is to host at least one public meeting on the TIP early in the development process, for the purpose of establishing project priorities.



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CORE MPO staff will collect input on the TIP prioritization approach at the February 2026 meetings from the CORE MPO Board and advisory committees as well as the general public. One public meeting on TIP prioritization will be held in conjunction with the CORE MPO Board meeting on February 25, 2026.

The proposed TIP priority establishment approach is listed below.

1. Since TIP is a subset of the MTP, the TIP priorities must be consistent with the MTP priorities. The 2050 MTP has established a highway project prioritization process within the framework of the identified goals and planning factors encompassing performance-based planning. The highway project prioritization process in the 2050 MTP consists of three screening tiers. The first screen is based on needs, the second screen is based on resiliency, and the third screen is based on equity. These screens are structured around the CORE MPO goals for their long-range planning efforts. Specific metrics were identified based on available data and tools.
2. The specific highway projects included in Cost Band One of the 2050 MTP should be considered TIP priority projects. They have gone through the prioritization process of the 2050 MTP and are in the pipeline for implementation in most instances.
 - PI# 0008358, I-516 @ CS 1503/DeRenne Avenue
 - PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY
 - PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 PKWY
 - PI# 0015704, SR 404 SPUR/US 17 @ BACK RIVER
 - PI# 0015705, SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER
 - PI# 0017183, SR 404 SPUR/US 17 @ SAVANNAH RIVER CROSSING (ROW phase only)
 - PI# 0017414, SR 26/US 80 @ BULL RIVER
 - PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK
 - PI# 0017515, I-16 @ SR 17 (I-16 Interchange at Little Neck Road)
 - PI# 0018234, STILLWELL ROAD @ EBENEZER CREEK
 - PI# 0018402, I-95 @ Airways Avenue Interchange Improvements
 - PI# 0019186, CR 307/LONG BRIDGE RD @ EBENEZER CREEK 4 MI E OF SPRINGFIELD
 - PI# 0020172, SR 21 FROM SR 30/CHATHAM TO MCCALL ROAD/EFFINGHAM
 - PI# TBA, SR 21 Widening from McCall Road to 9th Street in Rincon
 - PI# 0020351, I-16 FROM W GWINNETT STREET TO CHATHAM PKWY – NEVI Charging Station
 - PI# 0020739, I-16 FROM I-95/CHATHAM TO SR 67/BULLOCH (amended into Cost Band One in August 2025)



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- PI# 511250, I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE
 - PI# TBA, John Carter Road Widening (PE and ROW phases amended into Cost Band One in August 2025)
3. The specific highway projects included in Cost Bands Two and Three of the 2050 MTP have gone through the prioritization process of the 2050 MTP as well. Those projects that have gone through the 2025 – 2026 Call for Projects for TIP development and have a local sponsor can be considered TIP priorities.
 4. The multimodal TIP includes non-motorized improvement projects which are consistent with the 2050 MTP Non-Motorized Set Aside. The priority bicycle, sidewalk or trail projects for TIP consideration are those that 1) are consistent with the CORE MPO's Non-Motorized Transportation Plan; 2) have a dedicated local sponsor with local match funding commitment; and 3) have gone through the Call for Projects process.
 - PI# 0017975, Chevis Road Improvements
 - PI# 0017976, Garrard Avenue Improvements
 - PI# 0019015, Green Island Road Multipurpose Path off Diamond Causeway
 - PI# TBA, Priority bike/ped projects in the Non-Motorized Transportation Plan with local sponsors (Reference the 2025 – 2026 Call for Projects)
 5. The priority maintenance projects for TIP consideration are those that have been duly selected for funding by the State Transportation Board and are consistent with the Maintenance Set Aside in the CORE MPO's 2050 MTP.
 - PI# TBA, maintenance projects funded by GDOT through the Lump Sum program
 6. The priority operational improvement projects for TIP consideration (traffic signals, turn lanes, intersection improvement, ITS, etc.) are those that 1) are consistent with the Operational Improvement Set Aside in the CORE MPO's 2050 MTP; 2) have a dedicated project sponsor with local match funding commitment; and 3) have gone through the MPO Call for Projects process or the GDOT project selection process.
 - PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP (ITS project)
 - PI# TBA, operational improvement projects funded by GDOT through the Lump Sum program
 - PI# TBA, Priority operational improvement projects with local sponsors (Reference the 2025 – 2026 Call for Projects)



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7. CORE MPO has prioritization authority over projects funded with the Surface Transportation Block Group (STBG Y230) funds, Transportation Alternatives (Y301) funds, and Carbon Reduction Program (CRP) funds. The MPO conducted the Calls for Projects for these funding sources in October 2025 – February 2026 and built up a priority waiting list for TIP consideration. The Review Committee members of the MPO’s Technical Coordinating Committee (TCC), Bicycle and Pedestrian Advisory Committee (BPAC) and Community Opportunities and Public Involvement Committee (COPIC) have reviewed the applications and ranked them based on their final scores. Since eligibility overlaps with each other, some projects are eligible for multiple funding sources. The projects’ individual scores are attached to this report. **Table 1** lists their final rankings during the competitive project selection process.

Table 1 – STBG, TA and CRP Project Rankings

Project	STBG Y230 Rank	TA Y301 Rank	CRP Y501 Rank
SR 204 Safety & Operational Improvements (Grove Point) - Chatham	1	N/A	4
President Street Railroad Crossing Elimination - Chatham	2	N/A	7
Johnny Mercer Blvd Pedestrian Improvements - Chatham	3	1	1
Little McCall Road at Highway 119 Roundabout - Effingham	4	N/A	NA
Old River Road Widening from John Carter Road to I-16 - Chatham & Effingham	5	N/A	NA
Blue Jay Road Multi-Use Trail - Effingham	6	8	2
McCall Road Multi-Use Trail - Effingham	7	3	3
Goshen Road Multi-Use Trail - Effingham	8	5	6
Kolic Helmey Road Multi-Use Trail - Effingham	9	4	9
Effingham Parkway Multi-Use Trail	10	7	5
Georgia Hi-Lo Trail Connector - Effingham	11	2	10
Hodgeville Road Multi-Use Trail - Effingham	12	6	8

CORE MPO has received from GDOT draft revenue projections for the three funding programs for FY 2027 - 2030 (**Table 2**). GDOT also provided revenue updates for the FY 2026 Y230 funds that include carryover funds from previous years (**Table 2**).



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Table 2 – STBG, TA and CRP Revenue Projections (Subject to Change)

FUND	CODE	FY 2026	2027	2028	2029	2030
STBG	Y230	\$21,051,77.67	\$ 8,378,009	\$ 8,545,569	\$ 8,716,480	\$ 8,890,810
TAP	Y301		\$ 1,249,418	\$ 1,274,406	\$ 1,299,894	\$ 1,325,892
Carbon	Y601	\$1,500,546	\$ 1,029,839	\$ 1,050,436	\$ 1,071,444	\$ 1,092,873

Staff have developed the following funding allocation approach.

- STBG, TA and CRP funding allocations will be based on the current FY 2024 - 2027 TIP programming for existing projects and the respective project rankings from the 2025 – 2026 Call for Projects for new projects.
- Projects programed with the three funding sources in FY 2026 and FY 2027 in the FY 2024 – 2027 TIP will be carried forward. The remaining balances will be used to fund new projects.
- For a new project that applied for multiple funding sources, the revenue allocation will start with the highest ranking of the three programs for this project, and additional revenues from other programs can be allocated if revenue balances are available.
- CORE MPO, GDOT and local projects sponsors will coordinate on the feasible project development schedule during revenue allocations.

Based on this approach, the funding allocation scenarios will be developed. The draft program balance files are attached to the report.

- For FY 2026 Funds – TIP amendments will be processed in April 2026 to assist funding authorization by June 30, 2026.
 - For FY 2027 -2030 Funds – The draft programming will be revised and finalized with the final STBG, TA and CRP revenue projections and balances, and the highest priority projects will be programmed in the FY 2027 – 2030 TIP.
8. Since TIP is a multi-modal program, it includes transit projects as well. The Chatham Area Transit Authority (CAT) is the major transit operating agency in the CORE MPO region. CAT is the direct recipient of FTA funds and can also apply for the flexible urban attributable highway funds. CAT sets transit priorities based on their evaluation of the transit service needs, state of good repair, and transit asset management as documented in the Master Transit Plan, Comprehensive Operational Analysis and Transit Development Plan (COA/TDP), Transit Asset



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Management (TAM) Plan, and Public Transportation Agency Safety Plan (PTASP). These priorities are consistent with the CORE MPO's 20250 MTP. CAT has identified the following transit priorities for TIP programming consideration.

- Preventative Maintenance
- Vehicle Replacement/Purchase/Zero Emission Buses for both Fixed Route and Paratransit
- Ferry Boat Rehab, Purchase and Construction
- Paratransit Maintenance Facility
- Bus Stop Improvement Program
- Infrastructure & Depot Charging
- Electric Vehicle Infrastructure with Partnership
- Passenger Amenities - continue to invest in passenger amenities such as signage, shelters, benches, and super-stops.
- Facility Improvement Project – ITC
- Vanpool Capital
- Park & Ride Capital
- Facility Construction - Ferry Maintenance Facility
- Facility Construction - Ferry Dock

It should be noted that not all of the identified priority projects can be programmed in the FY 2027 - 2030 TIP because of funding constraints, development status, and other reasons. However, the priority status ensures that these projects will take precedence in being programmed in the TIP if funding becomes available, project sponsors are actively pursuing implementation, and the project development is moving along according to established schedules.

Staff would like to invite the CORE MPO Board, the advisory committees, as well as the public to review and provide comments on this approach to establishing priorities for FY 2027 – 2030 TIP.

Recommendation: For input, comment, and endorsement/approval of the approach to establishing FY 2027 – 2030 TIP priorities and the proposed priority lists.



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