

Updated TIP Project Pages as of June 27, 2018

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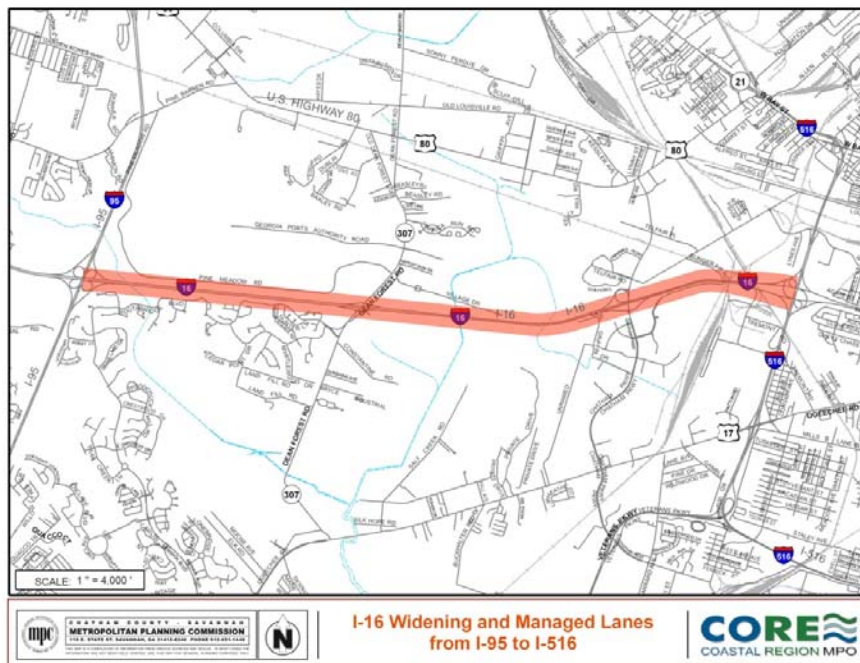
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| 0015980 | McQueens Island Trail Restoration and Mitigation | Z301 | Chatham County | 2020 | 22 |
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|------------------|--|------------------|---------------------|------------|----|
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | | | |
|--|--|---------------|------------------|----------------|---------------|-----------------|---------------|--------------|------|
| PROJECT DESCRIPTION: Widen I-16 from I-95 to I-516. Specific scope of work is being developed by GDOT. This is a design-build project. | | | | P.I. #: | | 0012757 | | | |
| | | | | TIP #: | | 2016-GDOT-01 | | | |
| | | | | COUNTY: | | CHATHAM | | | |
| | | | | PROJ. #: | | | | | |
| | | | | FUND: | | Z001, RPS0 | | | |
| | | | | GDOT DISTRICT: | | 5 | | | |
| TRAFFIC VOL. | | 2015 AADT: | 59,500 | 2040: | | CONG. DISTRICT: | 1 | | |
| NO. OF LANES | | EXISTING: | 4 | PLANNED: | | 6 | RC: | CRC | |
| LOCAL ROAD #: | | | STATE/US ROAD #: | | | I-16 | | LENGTH (MI): | 6.59 |
| COMMENTS/REMARKS: This is a much-needed widening project identified in both the CORE MPO plan and GDOT’s Chatham County Interstate Needs Analysis and Prioritization Plan. Inclusion of this design-build project in the TIP was made possible after the 2040 MTP amendment in March 2016 to move the project from the Vision Plan to Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Right-of-way (ROW) is programmed in FY 2019 with Z001 funds. Construction (CST) is programmed in FY 2019, 2020 and 2021 with Z001 funds. CST is also programmed in FY 2018 – originally the funding code was Z001, but GDOT requested in April 2018 to revise the funding code to RPS0 (repurposed federal earmark funds). The ROW and CST costs in the programed years reflect the GDOT’s latest updates. | | | | | | | | | |
| PROJECT PHASE | | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | | |
| PRELIM. ENGR. | | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| RIGHT-OF-WAY | | Federal/State | \$0 | \$6,100,000 | \$0 | \$0 | \$6,100,000 | | |
| CONSTRUCTION | | Federal/State | \$3,912,102 | \$49,500,000 | \$106,300,000 | \$99,500,000 | \$259,212,102 | | |
| PROJECT COST | | | \$3,912,102 | \$55,600,000 | \$106,300,000 | \$99,500,000 | \$265,312,102 | | |
| FEDERAL COST | | | \$3,129,681 | \$44,480,000 | \$85,040,000 | \$79,600,000 | \$212,249,681 | | |
| STATE COST | | | \$782,421 | \$11,120,000 | \$21,260,000 | \$19,900,000 | \$53,062,421 | | |
| LOCAL COST | | | \$0 | \$0 | \$0 | \$0 | \$0 | | |

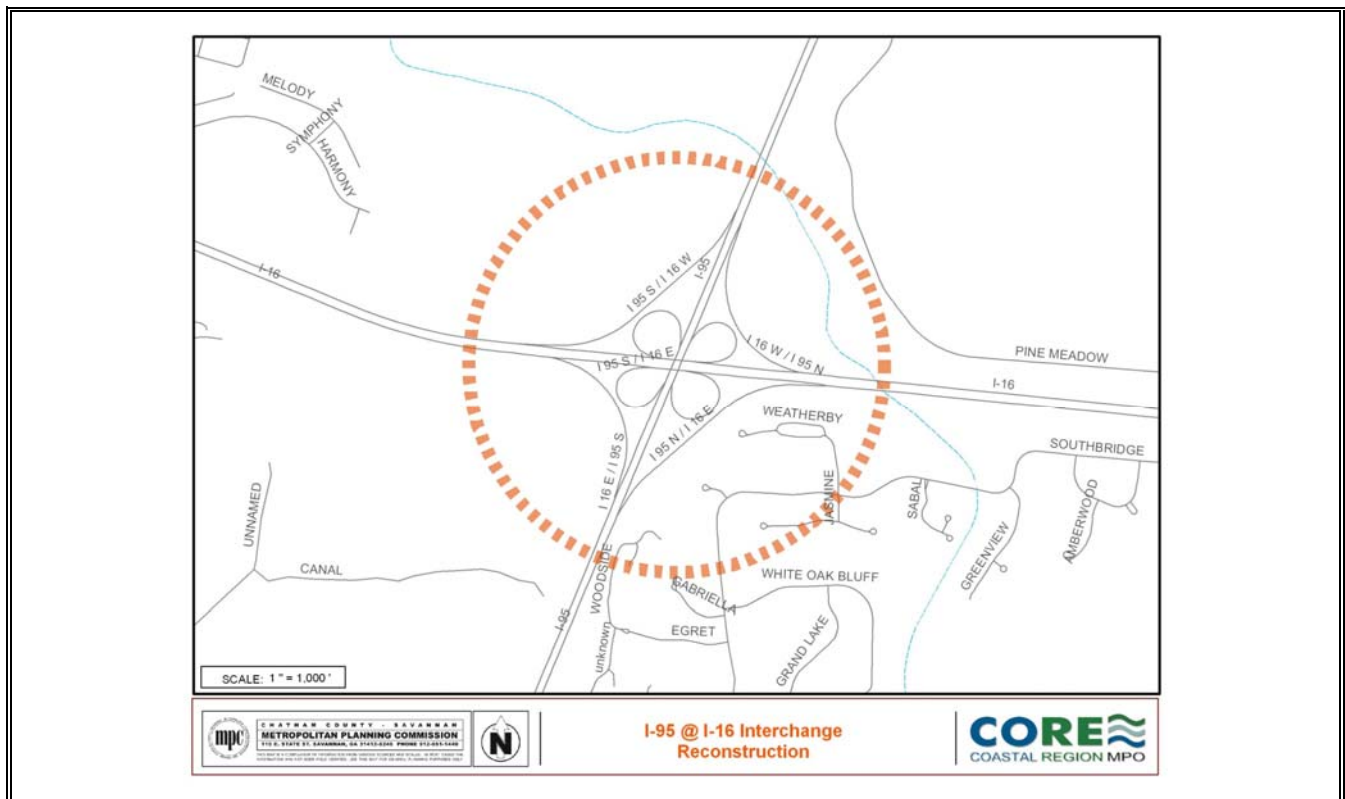
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|---------------|---------------------------|---------|---------------------|---------|-------|
| I-16 @ I-95 INTERCHANGE RECONSTRUCTION | | | | P.I. #: 0012758 | | |
| PROJECT DESCRIPTION: Interchange reconstruction at I-95/I-16. Specific scope of work is being developed by GDOT. This is a design-build project. | | | | TIP #: 2014-GDOT-01 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z001 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: | | 2040: | | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: 4/6 | | PLANNED: 6/6 | | RC: CRC | | |
| LOCAL ROAD #: | | STATE/US ROAD#: I-16/I-95 | | LENGTH (MI): | | |
| COMMENTS/REMARKS: This is a much-needed interchange reconstruction project identified in both the CORE MPO’s Metropolitan Transportation Plan (MTP) and GDOT’s Chatham County Interstate Needs Analysis and Prioritization Plan. Inclusion of this design-build project in the TIP was made possible after the 2040 MTP amendment in March 2016 to move all of the project phases to Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2015, 2016 and 2017 have been authorized. Right-of-way (ROW) is programmed in FY 2019 and Construction (CST) is programmed in FY 2018, 2019, 2020 and 2021 with Z001 funds. GDOT requested in January 2018 to revise the ROW and CST costs to \$0 in the programed years but keep the project in the TIP. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Federal/State | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/State | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| FEDERAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |

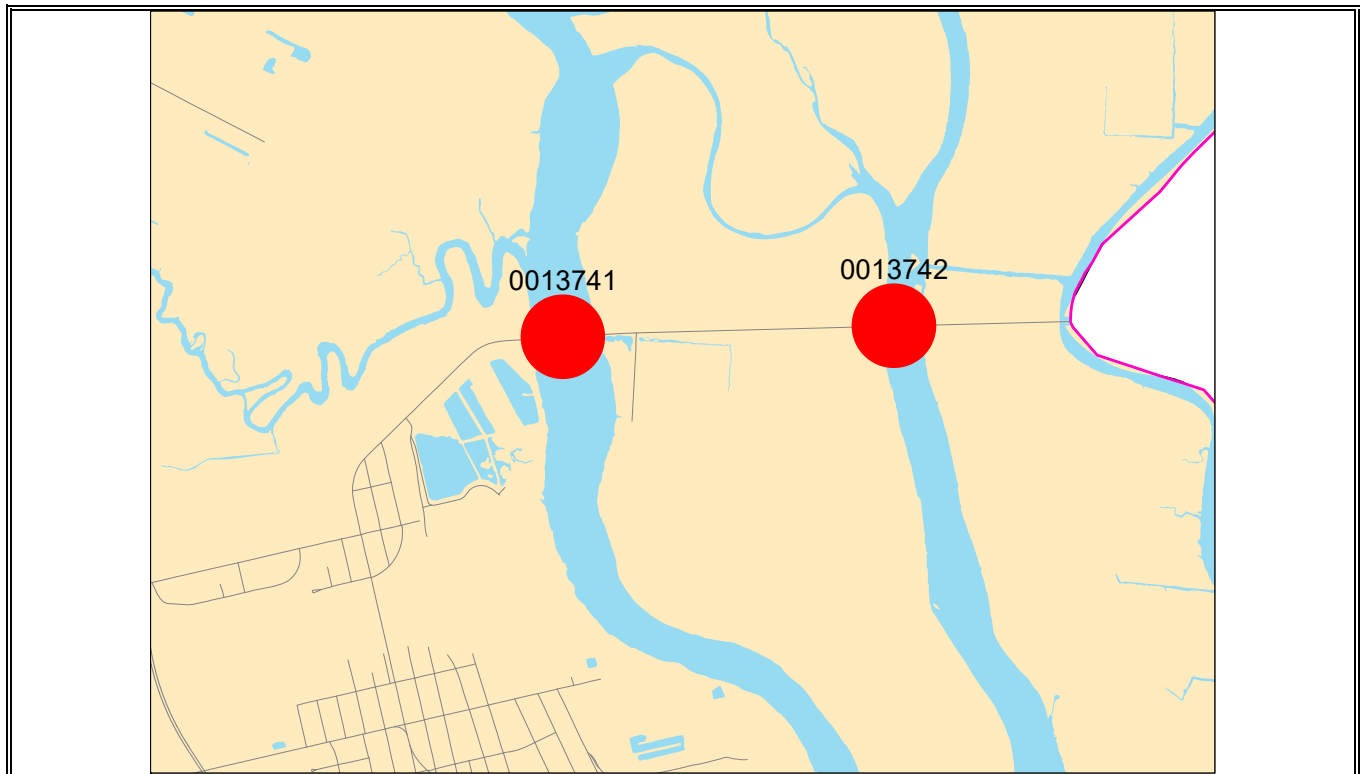
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|------------------------------|---------|-----------------------|-------------|--------------|
| SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH PROJECT DESCRIPTION: Bridge Replacement | | | | P.I. #: 0013741 | | |
| | | | | TIP #: 2016-Bridge-01 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z001 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: 3,850 | | 2040: | | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: 2 | | PLANNED: 2 | | RC: CRC | | |
| LOCAL ROAD #: | | STATE/US ROAD #: SR 25/US 17 | | LENGTH (MI): 0.4 | | |
| COMMENTS/REMARKS: The programming of this project in the TIP was made possible after the 2040 MTP amendment in October 2015 to move all phases to Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Right-of-way (ROW) is programmed in FY 2020 and Construction (CST) is programmed in FY 2021 with Z001 funds. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Federal/State | \$0 | \$0 | \$500,000 | \$0 | \$500,000 |
| CONSTRUCTION | Federal/State | \$0 | \$0 | \$0 | \$9,758,655 | \$9,758,655 |
| PROJECT COST | | \$0 | \$0 | \$500,000 | \$9,758,655 | \$10,258,655 |
| FEDERAL COST | 0 | \$0 | \$0 | \$400,000 | \$7,806,924 | \$8,206,924 |
| STATE COST | 0 | \$0 | \$0 | \$100,000 | \$1,951,731 | \$2,051,731 |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |

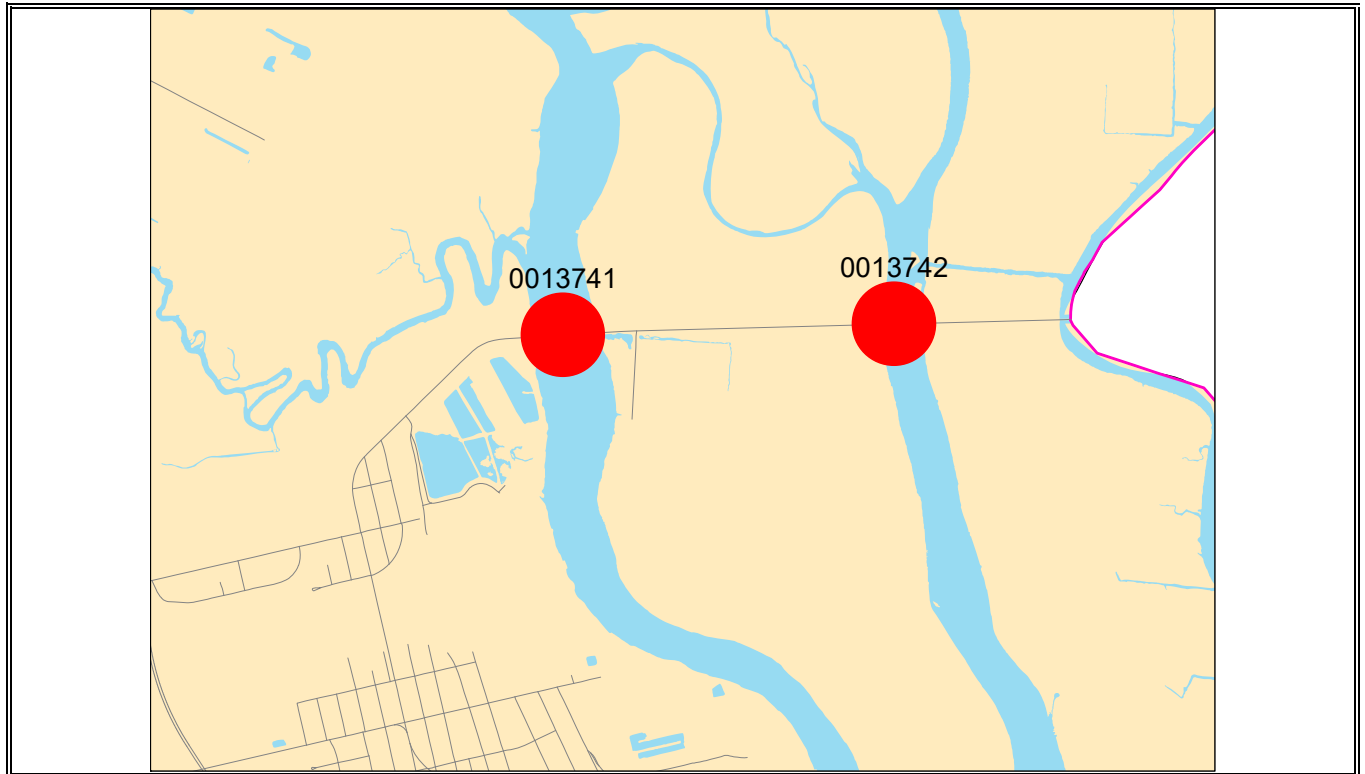
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|---------------|------------------------------|---------|---|--------------|--------------|
| SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH | | | | P.I. #: 0013742 | | |
| | | | | TIP #: 2016-Bridge-02 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z001 | | |
| | | | | GDOT DISTRICT: 5 | | |
| PROJECT DESCRIPTION: Bridge Replacement | | | | CONG. DISTRICT: 1 | | |
| | | | | RC: CRC | | |
| TRAFFIC VOL. 2015 AADT: 3,850 | | 2040: | | LENGTH (MI): 0.4 | | |
| NO. OF LANES EXISTING: 2 | | PLANNED: 2 | | COMMENTS/REMARKS: The programming of this project in the TIP was made possible after the 2040 MTP amendment in October 2015 to include this project in the MTP Cost Band One. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Right-of-way (ROW) is programmed in FY 2020 and Construction (CST) is programmed in FY 2021 with Z001 funds. | | |
| LOCAL ROAD #: | | STATE/US ROAD #: SR 25/US 17 | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Federal/State | \$0 | \$0 | \$500,000 | \$0 | \$500,000 |
| CONSTRUCTION | Federal/State | \$0 | \$0 | \$0 | \$11,502,461 | \$11,502,461 |
| PROJECT COST | | \$0 | \$0 | \$500,000 | \$11,502,461 | \$12,002,461 |
| FEDERAL COST | 0 | \$0 | \$0 | \$400,000 | \$9,201,969 | \$9,601,969 |
| STATE COST | 0 | \$0 | \$0 | \$100,000 | \$2,300,492 | \$2,400,492 |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |

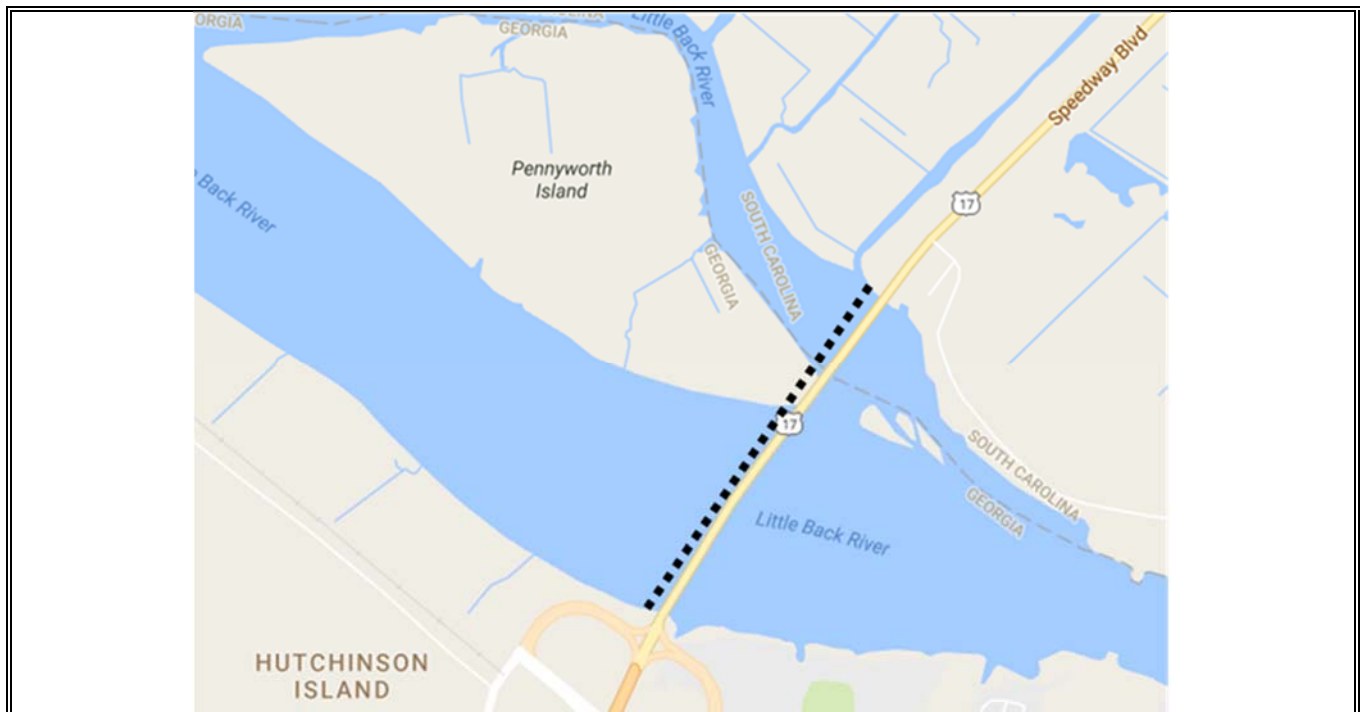
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | | | |
|--|--|------------------|-----------|----------------|-------------------|----------------|--------------|----|-----|
| PROJECT DESCRIPTION: A new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. The proposed bridge will consist of a 58.5-foot bridge cross section that features two 12-foot lanes, two 10-foot shoulders, a 10-foot multi-use path, and three 1.5-foot parapets. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic. | | | | P.I. #: | | 0015704 | | | |
| | | | | TIP #: | | 2017-Bridge-01 | | | |
| | | | | COUNTY: | | CHATHAM | | | |
| | | | | PROJ. #: | | | | | |
| | | | | FUND: | | Z001 | | | |
| | | | | GDOT DISTRICT: | | 5 | | | |
| TRAFFIC VOL. 2015 AADT: | | NA | 2030: | | CONG. DISTRICT: | | 1 | | |
| NO. OF LANES EXISTING: | | 0 | PLANNED: | | 2 | RC: | | CG | |
| LOCAL ROAD #: | | STATE/US ROAD #: | | | SR 404 Spur/US 17 | | LENGTH (MI): | | 0.2 |
| COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is developing this new bridge project in coordination with the Georgia Department of Transportation (GDOT) as a part of the US 17 Widening project. The bridge is located within Chatham County. PE and CST phases were amended into the financially constrained portion of the 2040 MTP in August 2017. PE is programmed in FY 2018 with Z001 funds. CST is programmed in FY 2021 with Z001 funds. | | | | | | | | | |
| PROJECT PHASE | | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | | |
| PRELIM. ENGR. | | Federal/State | \$200,000 | \$0 | \$0 | \$0 | \$200,000 | | |
| RIGHT-OF-WAY | | NA | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| UTILITY | | NA | \$0 | \$0 | \$0 | \$0 | \$0 | | |
| CONSTRUCTION | | Federal/State | \$0 | \$0 | \$0 | \$1,620,000 | \$1,620,000 | | |
| PROJECT COST | | | \$200,000 | \$0 | \$0 | \$1,620,000 | \$1,820,000 | | |
| FEDERAL COST | | 0 | \$160,000 | \$0 | \$0 | \$1,296,000 | \$1,456,000 | | |
| STATE COST | | 0 | \$40,000 | \$0 | \$0 | \$324,000 | \$364,000 | | |
| LOCAL COST | | | \$0 | \$0 | \$0 | \$0 | \$0 | | |

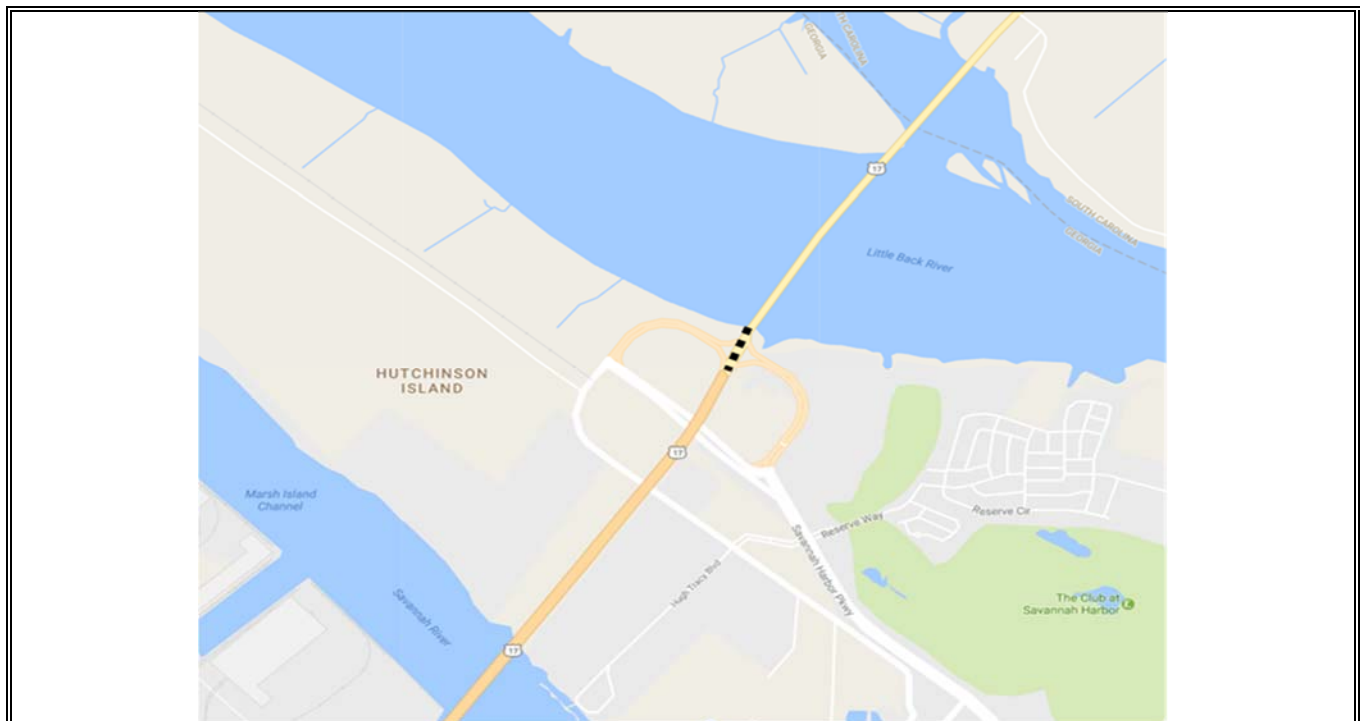
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | | | | | |
|---|--|---------------|------------------|-----------|----------|-----------|-------------------|-----|--------------|----|------|
| PROJECT DESCRIPTION: SCDOT in cooperation with FHWA and GDOT, proposes widening and improvements of U.S. 17 from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median. | | | | | P.I. #: | | 0015705 | | | | |
| | | | | | TIP #: | | 2017-H-02 | | | | |
| | | | | | COUNTY: | | CHATHAM | | | | |
| | | | | | PROJ. #: | | | | | | |
| | | | | | FUND: | | Z001 | | | | |
| TRAFFIC VOL. 2015 AADT: | | | | | 2030: | | CONG. DISTRICT: | | 1 | | |
| NO. OF LANES EXISTING: | | | 2 | PLANNED: | | | 4 | RC: | | CG | |
| LOCAL ROAD #: | | | STATE/US ROAD #: | | | | SR 404 Spur/US 17 | | LENGTH (MI): | | 0.46 |
| COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is widening US 17 in coordination with the Georgia Department of Transportation (GDOT). This portion is located in Chatham County, Georgia. PE, ROW and CST phases were amended into the financially constrained portion of the 2040 MTP in August 2017. PE is programmed in FY 2018 with Z001 funds. ROW is programmed in FY 2020 with Z001 funds. CST is programmed in FY 2021 with Z001 funds. | | | | | | | | | | | |
| PROJECT PHASE | | \$ SOURCE | | FY 2018 | FY 2019 | FY 2020 | FY 2021 | | TOTAL | | |
| PRELIM. ENGR. | | Federal/State | | \$300,000 | \$0 | \$0 | \$0 | | \$300,000 | | |
| RIGHT-OF-WAY | | Federal/State | | \$0 | \$0 | \$500,000 | \$0 | | \$500,000 | | |
| UTILITY | | NA | | \$0 | \$0 | \$0 | \$0 | | \$0 | | |
| CONSTRUCTION | | Federal/State | | \$0 | \$0 | \$0 | \$2,000,000 | | \$2,000,000 | | |
| PROJECT COST | | | | \$300,000 | \$0 | \$500,000 | \$2,000,000 | | \$2,800,000 | | |
| FEDERAL COST | | 0 | | \$240,000 | \$0 | \$400,000 | \$1,600,000 | | \$2,240,000 | | |
| STATE COST | | 0 | | \$60,000 | \$0 | \$100,000 | \$400,000 | | \$560,000 | | |
| LOCAL COST | | | | \$0 | \$0 | \$0 | \$0 | | \$0 | | |

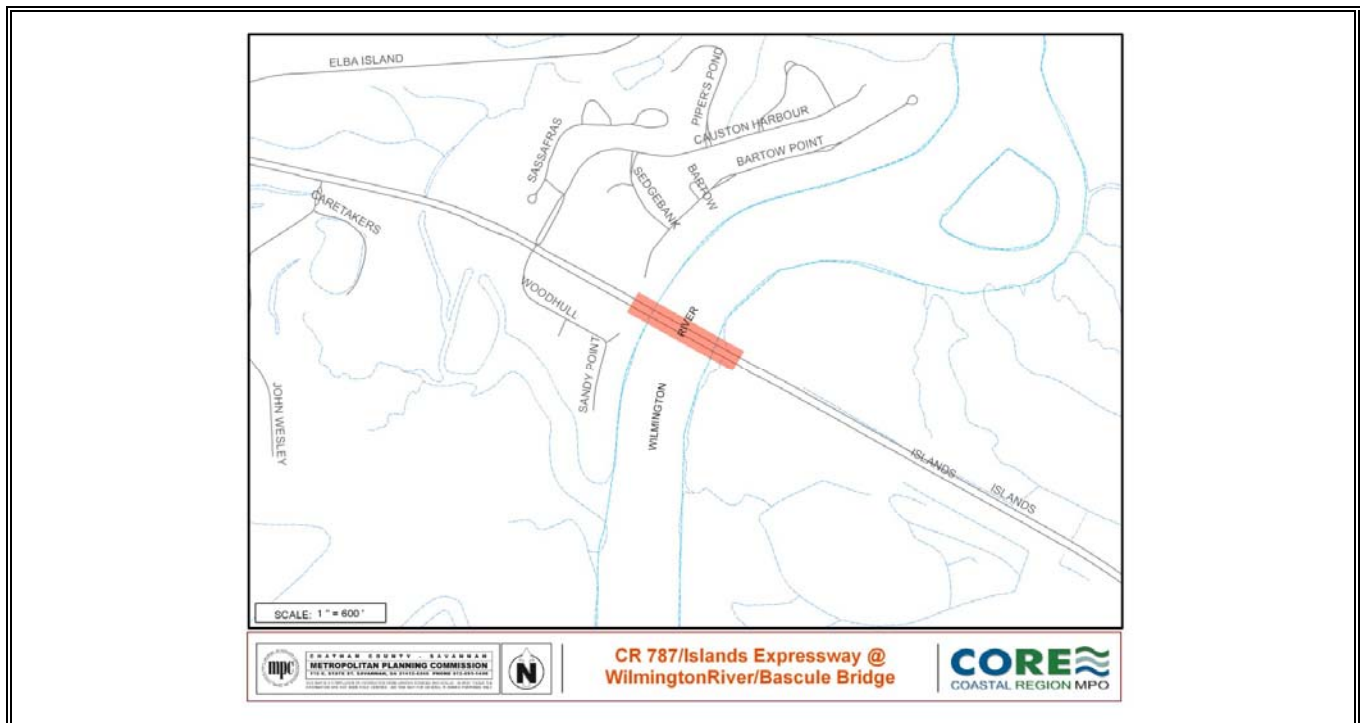
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | | |
|---|--|---------------|------------------|----------------|-----------------|--------------------|--------------|-----|
| CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE PROJECT DESCRIPTION: Replace the bascule bridge at Islands Expressway/Wilmington River with a high-level fixed bridge. | | | | P.I. #: | | 0007128 | | |
| | | | | TIP #: | | 2005-H-03 | | |
| | | | | COUNTY: | | CHATHAM | | |
| | | | | PROJ. #: | | CSBRG-0007-00(128) | | |
| | | | | FUND: | | Z001, Local | | |
| | | | | GDOT DISTRICT: | | 5 | | |
| TRAFFIC VOL. 2015 AADT: | | 21,100 | 2040: | | CONG. DISTRICT: | | 1 | |
| NO. OF LANES EXISTING: | | 4 | PLANNED: | | 4 | RC: | | CRC |
| LOCAL ROAD #: | | CR 787 | STATE/US ROAD #: | | | LENGTH (MI): | | 1.2 |
| COMMENTS/REMARKS: Chatham County is the project sponsor. Preliminary Engineering (PE) and Right-of-Way (ROW) funds programmed in previous years have been authorized. The revised concept report was approved on March 9, 2012. Final design is on-going. ROW acquisition is complete. Utility (UTL) phase is programmed in FY 2018 with Local funds from Chatham County. Construction (CST) is programmed in FY 2018 with Z001 funds. The project was let by GDOT in October 2017. | | | | | | | | |
| PROJECT PHASE | | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| RIGHT-OF-WAY | | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| UTILITY | | Local | \$322,000 | \$0 | \$0 | \$0 | \$322,000 | |
| CONSTRUCTION | | Federal/State | \$56,038,682 | \$0 | \$0 | \$0 | \$56,038,682 | |
| PROJECT COST | | | \$56,360,682 | \$0 | \$0 | \$0 | \$56,360,682 | |
| FEDERAL COST | | | \$44,830,946 | \$0 | \$0 | \$0 | \$44,830,946 | |
| STATE COST | | | \$11,207,736 | \$0 | \$0 | \$0 | \$11,207,736 | |
| LOCAL COST | | | \$322,000 | \$0 | \$0 | \$0 | \$322,000 | |

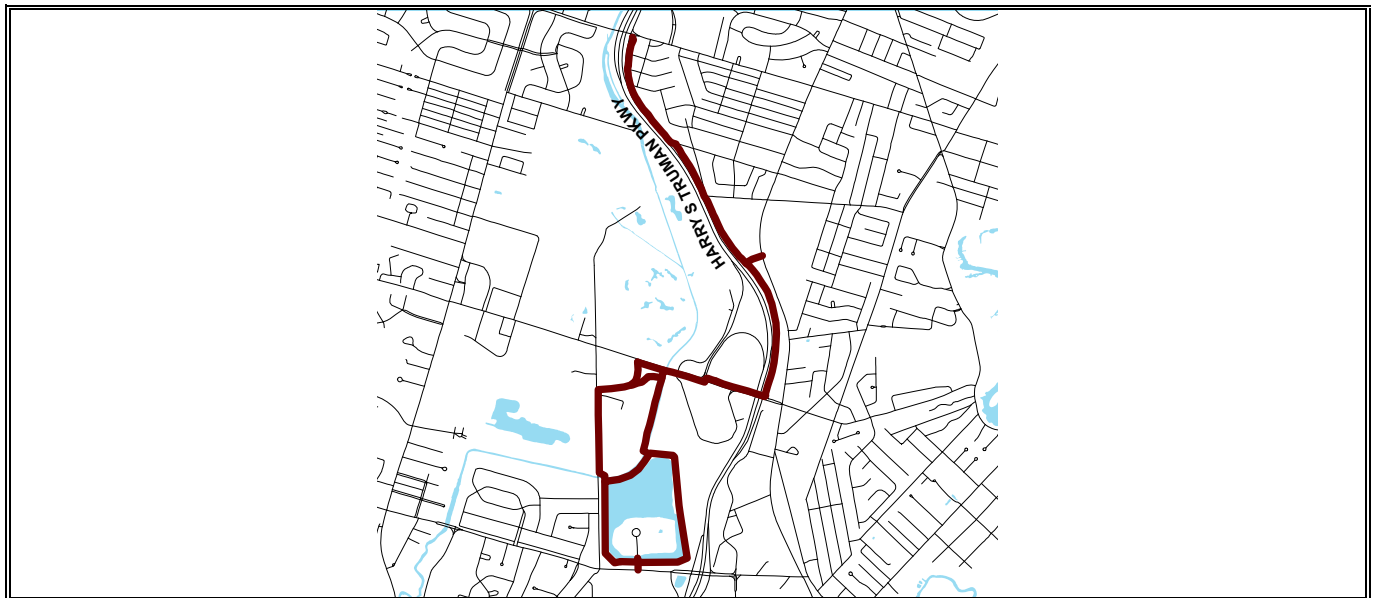
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|---|---------------|-------------|------------------|----------------|---------|-------------------------|--|
| PROJECT DESCRIPTION: The approved concept for Phase II of the Truman Linear Park Trail is approximately 4.8 miles of trail. It would link the existing Lake Mayer Community Park Loop Trail at its southern terminus to the existing Phase I Trail (Police Memorial Trail) and existing 1.4 mile Daffin Park Loop Trail at its northern terminus. Phase II-A will complete the multiuse trail from Lake Mayer to Jenkins High School on DeRenne Avenue, to be implemented by Chatham County. The trail would be 10 feet in width and would incorporate multiple rest stops and regional gateways. In addition, the path would cross existing drainage canals which would incorporate bridge structures spanning the canals. *ADA compliant trail. | | | | P.I. #: | | 0007631 | |
| | | | | TIP #: | | 2007-H-08 | |
| | | | | COUNTY: | | CHATHAM | |
| | | | | PROJ. #: | | CSHPP-0007-00(631) | |
| | | | | FUND: | | LY10, Z230, Z301, Local | |
| | | | | GDOT DISTRICT: | | 5 | |
| TRAFFIC VOL. | | 2015 AADT: | N/A | 2040: | N/A | CONG. DISTRICT: 1 | |
| NO. OF LANES | | EXISTING: | N/A | PLANNED: | N/A | RC: CRC | |
| LOCAL ROAD #: | | | STATE/US ROAD #: | | | LENGTH (MI): 3.3 | |
| COMMENTS/REMARKS: Chatham County is the project sponsor. Right-of-Way (ROW) funds programmed in FY 2017 have been authorized. ROW acquisition is ongoing. Utility (UTL) phase is programmed in FY 2018 with local SPLOST funds. The construction of the Phase II-A trail project is programmed in FY 2018 with earmarked LY10 funds (\$907,099), urban attributable Z230 funds (\$1,616,075), Transportation Alternatives Z301 funds (\$416,260)), the 20% local matches for these federal program funds (\$734,858), and additional local SPLOST funds (\$1,112,706). The project was ranked #1 during the 2017 TA Call for Projects. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| UTILITIES | Local | \$120,000 | \$0 | \$0 | \$0 | \$120,000 | |
| CONSTRUCTION | Federal/Local | \$4,786,998 | \$0 | \$0 | \$0 | \$4,786,998 | |
| PROJECT COST | | \$4,906,998 | \$0 | \$0 | \$0 | \$4,906,998 | |
| FEDERAL COST | | \$2,939,434 | \$0 | \$0 | \$0 | \$2,939,434 | |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| LOCAL COST | | \$1,967,564 | \$0 | \$0 | \$0 | \$1,967,564 | |

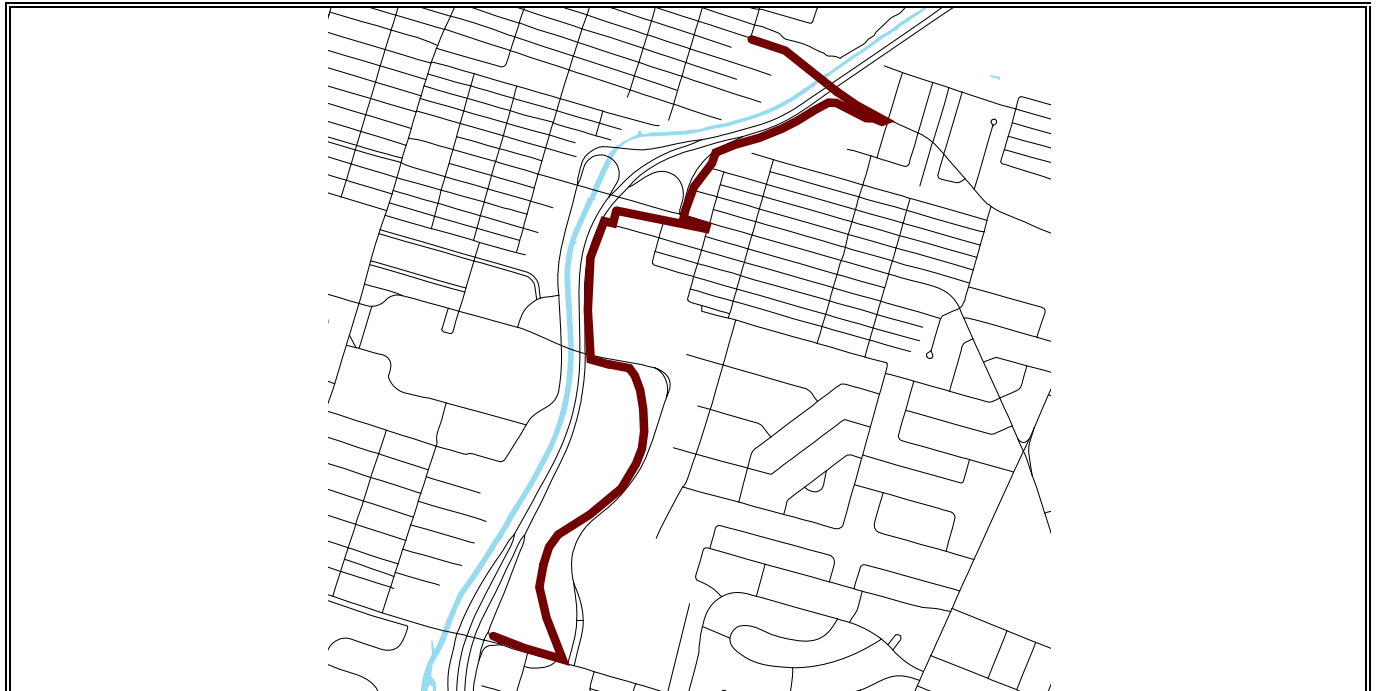
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|---|---------------|------------------|-------------|---------|----------------|-----------------|-----|
| PROJECT DESCRIPTION: The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multiuse trail from Phase I at 52 nd Street and Bee Road to Lake Mayer Community Park. Phase II-B will complete the multiuse trail from DeRenne Avenue to 52 nd Street/Bee Road, to be implemented by the City of Savannah. The detailed project description is to be developed in the concept report. *ADA compliant trail. | | | | | P.I. #: | 0015306 | |
| | | | | | TIP #: | 2015-M-01 | |
| | | | | | COUNTY: | CHATHAM | |
| | | | | | PROJ. #: | | |
| | | | | | FUND: | Z230 | |
| | | | | | GDOT DISTRICT: | 5 | |
| TRAFFIC VOL. 2015 AADT: | | N/A | 2040: | | 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: The preliminary engineering (PE) funds programmed in FY 2017 for concept development and related activities have been authorized. The City of Savannah is the local project sponsor and is in the process of procuring a consultant for project development. The construction of the Phase II-B trail project is programmed in FY 2019 with urban attributable Z230 funds. The City of Savannah will provide the local match. It should be noted that the final construction cost estimates and project development schedule for this project will be updated when the concept report is developed. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 | |
| CONSTRUCTION | Federal/Local | \$0 | \$1,410,731 | \$0 | \$0 | \$1,410,731 | |
| PROJECT COST | | \$0 | \$1,410,731 | \$0 | \$0 | \$1,410,731 | |
| FEDERAL COST | | \$0 | \$1,128,585 | \$0 | \$0 | \$1,128,585 | |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| LOCAL COST | | \$0 | \$282,146 | \$0 | \$0 | \$282,146 | |

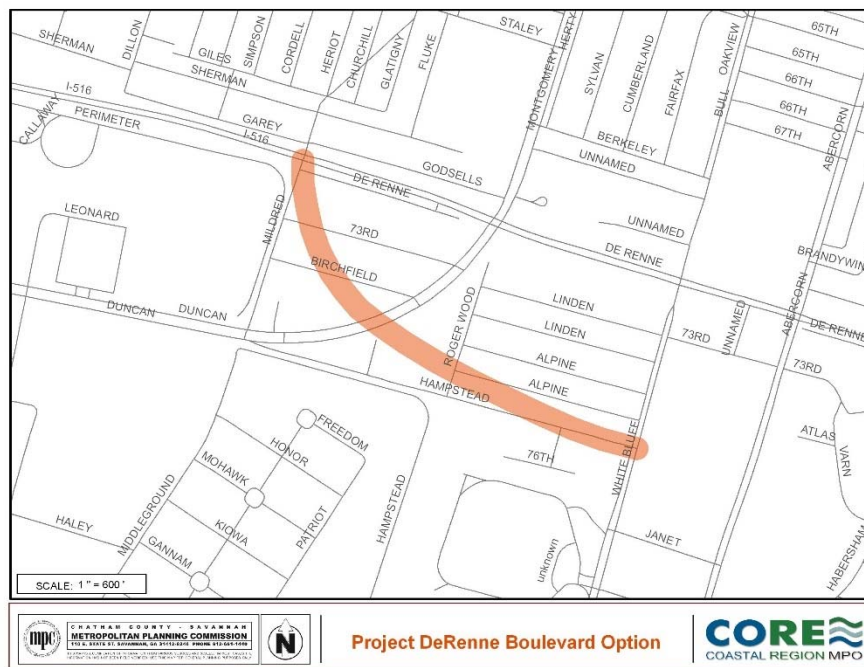
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|-----------------|-------------|-------------------|-------------|--------------|
| PROJECT DESCRIPTION: Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will more evenly distribute the 54,000 vpd on I-516 between east/west movements on DeRenne and north/south movements on White Bluff and Abercorn. | | | | P.I. #: 0008358 | | |
| | | | | TIP #: 2006-H-06 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z230, Local | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: 0 | | 2040: 29,250 | | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: 0 | | PLANNED: 4 | | RC: CRC | | |
| LOCAL ROAD #: | | STATE/US ROAD # | | LENGTH (MI): 0.91 | | |
| COMMENTS/REMARKS: The Savannah City Council has adopted the Boulevard Concept as the preferred alignment. Special purpose local option sales tax (SPLOST) funds were used for preliminary engineering (PE) activities. Matched urban attributable funds were used for GDOT PE oversight. Since the project will go through the federal Environmental Impact Study (EIS), additional PE funds are needed and are programmed in FY 2018 and 2019 with Z230 funds. Right-of-Way (ROW) phase is programmed in FY 2021 with Z230 funds. City of Savannah will provide the local match funds for PE and ROW and additional local match (\$1,611,190) for ROW. Utility (UTL) and Construction (CST) phases will be in long range. The project was ranked #2 during the 2017 STBG Call for Projects. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Federal/Local | \$1,375,611 | \$1,625,000 | \$0 | \$0 | \$3,000,611 |
| RIGHT-OF-WAY | Federal/Local | \$0 | \$0 | \$0 | \$8,918,548 | \$8,918,548 |
| UTILITY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT COST | | \$1,375,611 | \$1,625,000 | \$0 | \$8,918,548 | \$11,919,159 |
| FEDERAL COST | | \$1,100,489 | \$1,300,000 | \$0 | \$5,845,886 | \$8,246,375 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$275,122 | \$325,000 | \$0 | \$3,072,662 | \$3,672,784 |

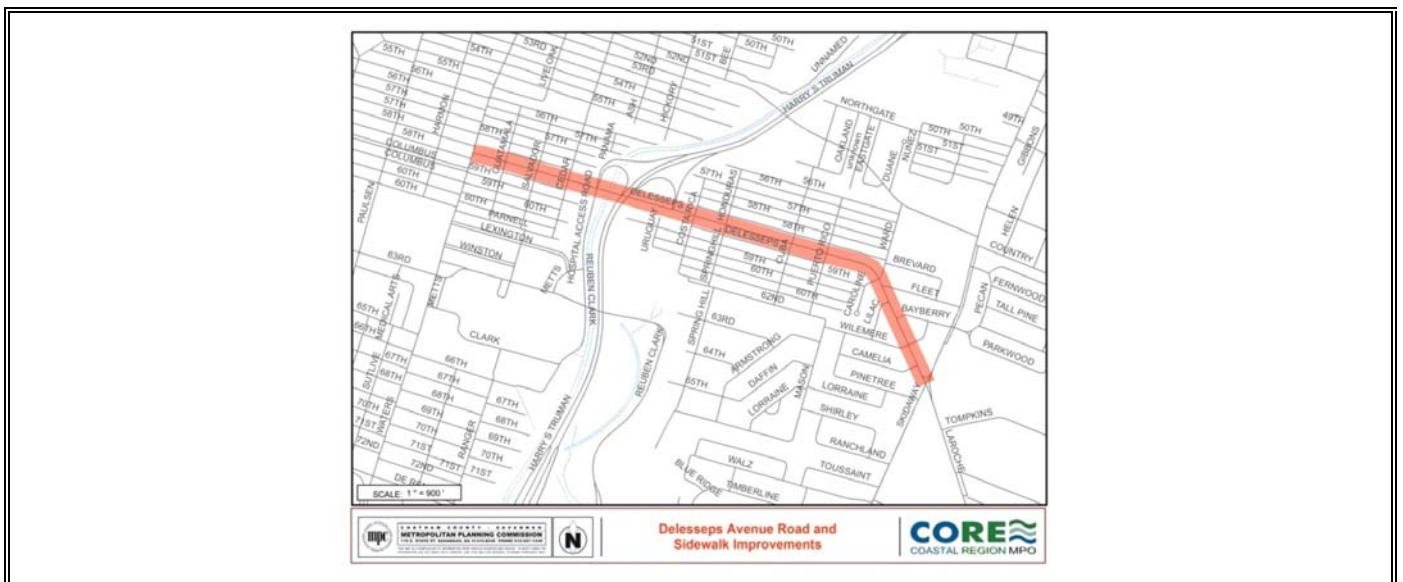
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | | |
|--|--|---------------|--|------------------|-----------------|--------------|------------|-------------|
| CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD | | | | | P.I. #: | | 0010028 | |
| | | | | | TIP #: | | 2012-BP-01 | |
| | | | | | COUNTY: | | CHATHAM | |
| | | | | | PROJ. #: | | | |
| | | | | | FUND: | | Z230 | |
| | | | | | GDOT DISTRICT: | | 5 | |
| PROJECT DESCRIPTION: The Delesseups Avenue Road and Sidewalk Improvements project involves a minor road widening to 11’ travel lanes and curb and gutter to improve drainage from Waters Avenue to Skidaway Road. By providing an accessible route for pedestrians by installing curb & gutter, curb ramps, sidewalk, and crosswalks, push buttons and pedestrian signals at the three existing signals, pedestrians will be encouraged to walk to work and school. *ADA compliance for pedestrian accommodations. | | | | | CONG. DISTRICT: | | 1 | |
| TRAFFIC VOL. | | 2015 AADT: | | 8,440 | 2040: | | | |
| NO. OF LANES | | EXISTING: | | 2 | PLANNED: | | 2 | |
| LOCAL ROAD #: | | CS 1097 | | STATE/US ROAD #: | | LENGTH (MI): | | |
| | | | | | | 1.39 | | |
| COMMENTS/REMARKS: CORE MPO set aside some Z230 funds starting in FY 2013 to fund non-motorized small transportation improvement projects identified in the Non-Motorized Transportation Plan. MPO staff coordinated with the local project sponsors in identifying local funding sources to provide the needed match. The preliminary engineering (PE) and oversight funds programmed in FY 2013, 2015 and 2016 for the Delesseps Avenue Road and Sidewalk Improvement project have been authorized. Right-of-Way (ROW) funds programmed in FY 2017 have been authorized. Utility (UTL) and construction (CST) phases are programmed in FY 2020 with Z230 funds. City of Savannah is the project sponsor and will provide the 20% local match. The project was ranked #5 during the 2017 STBG Call for Projects. | | | | | | | | |
| PROJECT PHASE | | \$ SOURCE | | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| Project Oversight | | Authorized | | \$0 | \$0 | \$0 | \$0 | \$0 |
| PRELIM. ENGR. | | Authorized | | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | | Authorized | | \$0 | \$0 | \$0 | \$0 | \$0 |
| UTILITY | | Federal/Local | | \$0 | \$0 | \$1,600,000 | \$0 | \$1,600,000 |
| CONSTRUCTION | | Federal/Local | | \$0 | \$0 | \$4,000,000 | \$0 | \$4,000,000 |
| PROJECT COST | | | | \$0 | \$0 | \$5,600,000 | \$0 | \$5,600,000 |
| FEDERAL COST | | | | \$0 | \$0 | \$4,480,000 | \$0 | \$4,480,000 |
| STATE COST | | | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST* | | | | \$0 | \$0 | \$1,120,000 | \$0 | \$1,120,000 |

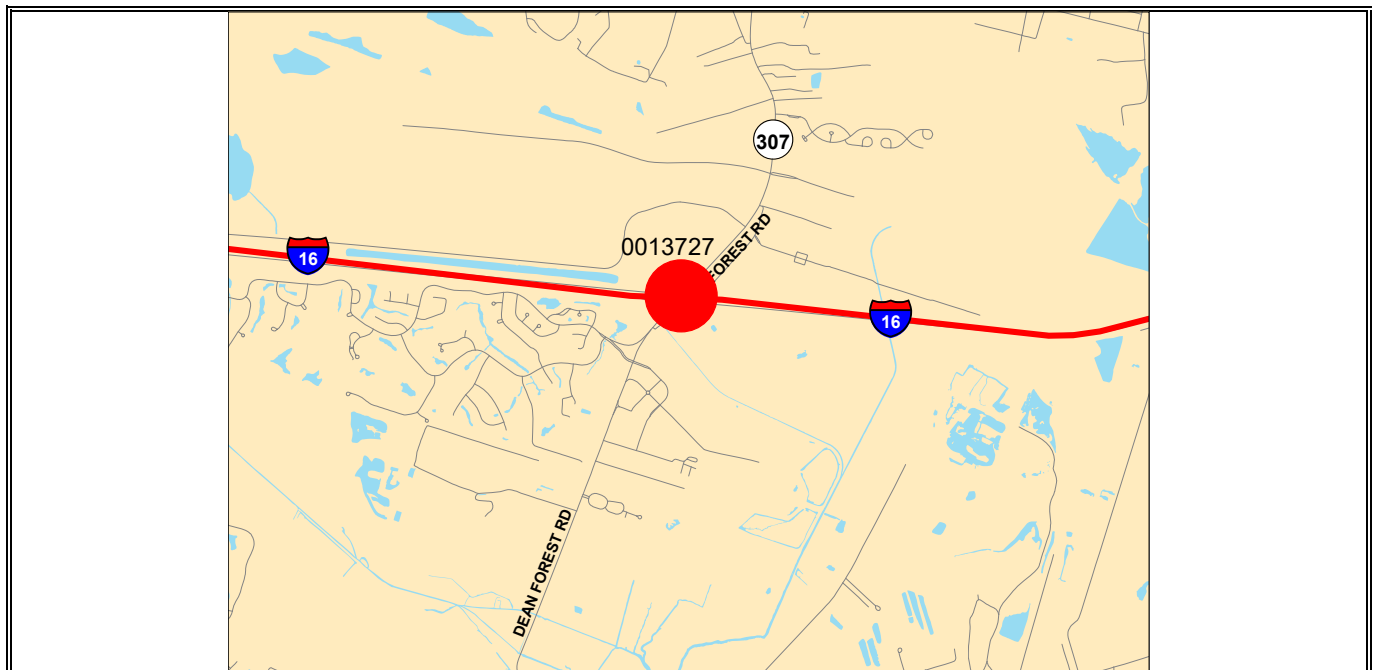
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------------|------------------|---------|-----------------|---------|-------------------|
| PROJECT DESCRIPTION: The proposed project will provide operational improvements to the 1-16 at State Route 307/Dean Forest Road Interchange. The project includes widening and relocation of the existing ramps and reconstruction to a diverging diamond interchange (DDI). The SR 307/Dean Forest Road bridge over 1-16 will also be replaced. | | | | P.I. #: | | 0013727 |
| | | | | TIP #: | | 2017-H-01 |
| | | | | COUNTY: | | CHATHAM |
| | | | | PROJ. #: | | |
| | | | | FUND: | | Z001, Z230, Local |
| TRAFFIC VOL. 2015 AADT: | | 2040: | | GDOT DISTRICT: | | 5 |
| NO. OF LANES EXISTING: | | PLANNED: | | CONG. DISTRICT: | | 1 |
| LOCAL ROAD #: | | STATE/US ROAD #: | | RC: | | CRC |
| | | I-16/SR 307 | | LENGTH (MI): | | |
| COMMENTS/REMARKS: This project ranked the 3rd most important project in GDOT’s 2008 Interstate Needs Analysis and Prioritization Plan prepared for Chatham County. An update to this plan completed in 2015 ranked this the 2nd most important project in the plan for proposed improvements. Currently Chatham County is the local sponsor and is working with GDOT to coordinate this project’s development with the design-build project of I-16 from I-95 to I-516 (PI# 0012757). The Preliminary Engineering (PE) phase programmed in FY 2018 are paid for with Z230 funds (400,000), the County’s 20% local match (\$100,000), as well as additional local SPLOST funds (\$480,494). The project was ranked #1 during the 2017 STBG Call for Projects. The County and GDOT requested in February 2018 to program Z230 funds (\$322,000) and Z001 funds (\$6,439,000) in FY 2018 for the ROW phase, and program Z230 funds (\$2,000,000) and Z001 funds (\$18,400,000) in FY 2020 for the CST phase. Chatham County will pay the required 20% local match and any additional local match to the Z230 funds. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Federal/Local | \$980,494 | \$0 | \$0 | \$0 | \$980,494 |
| RIGHT-OF-WAY | Federal/State/Local | \$6,761,000 | \$0 | \$0 | \$0 | \$6,761,000 |
| CONSTRUCTION | Federal/State/Local | \$0 | \$0 | \$20,400,000 | \$0 | \$20,400,000 |
| PROJECT COST | | \$7,741,494 | \$0 | \$20,400,000 | \$0 | \$28,141,494 |
| FEDERAL COST | | \$5,408,800 | \$0 | \$16,042,394 | \$0 | \$21,851,194 |
| STATE COST | | \$1,287,800 | \$0 | \$3,680,000 | \$0 | \$4,967,800 |
| LOCAL COST | | \$644,894 | \$0 | \$677,606 | \$0 | \$1,322,500 |

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|------------------|--------------|---------|------------------------|-----------|
| CAT VEHICLE PURCHASE FOR 2018 | | | | | P.I. #: 0013280 | |
| PROJECT DESCRIPTION: Transit vehicle purchase. *The new buses will be ADA compliant. | | | | | TIP #: 2015-Transit-04 | |
| | | | | | COUNTY: CHATHAM | |
| | | | | | PROJ. #: | |
| | | | | | FUND: Z230 | |
| | | | | | GDOT DISTRICT: 5 | |
| TRAFFIC VOL. 2015 AADT: N/A | | | 2040: 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: CORE MPO has transferred \$1,680,000 of FHWA Z230 federal funds (PI# 0013277 for FY 2016, PI# 0013278 for FY 2016, and PI# 0013279 for FY 2017) to the Chatham Area Transit Authority (CAT) for purchase of three (3) buses based on FTA criteria and State of Good Repair. PI# 0013280 programmed in FY 2018 will transfer another \$510,000 (federal portion) for additional vehicle purchase. CAT will provide the 20% local match. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$637,500 | \$0 | \$0 | \$0 | \$637,500 |
| PROJECT COST | | \$637,500 | \$0 | \$0 | \$0 | \$637,500 |
| FEDERAL COST | | \$510,000 | \$0 | \$0 | \$0 | \$510,000 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$127,500 | \$0 | \$0 | \$0 | \$127,500 |

PROJECT LOCATION

**CHATHAM AREA TRANSIT (CAT) VEHICLE PURCHASE
FOR FY 2018**

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|------------------|--------------------|--------------------|------------|--------------------|
| CAT- Bus Reliability Initiative | | | | P.I. #: 0015977 | | |
| <p>PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is seeking funding to replace three heavy-duty diesel transit vehicles in its aging fleet. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. With an updated fleet of vehicles and a more consistent replacement schedule, CAT will be able to provide a more reliable and higher quality transit service to the community.</p> <p>*The replacement buses will be ADA compliant.</p> | | | | TIP #: 2017-CAT-01 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z230, Local | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: N/A | | 2040: 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: The project was ranked #6 during the 2017 STBG Call for Projects. Urban attributable (Z230) funds of \$1,265,625 will be used for transit vehicle purchase in FY 2019. CAT's access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match of \$316,406 and additional local funds of \$105,469.</p> | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$0 | \$1,687,500 | \$0 | \$0 | \$1,687,500 |
| PROJECT COST | | \$0 | \$1,687,500 | \$0 | \$0 | \$1,687,500 |
| FEDERAL COST | | \$0 | \$1,265,625 | \$0 | \$0 | \$1,265,625 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$421,875 | \$0 | \$0 | \$421,875 |

PROJECT LOCATION

CAT- Bus Reliability Initiative

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|------------------|-----------|---------|--------------------|-----------|
| PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is requesting funds to procure essential maintenance equipment: a tire alignment rack, vehicle lift systems, diagnostic technology, software upgrade, radio systems, facility upgrades, and various tools. | | | | | P.I. #: 0015978 | |
| | | | | | TIP #: 2017-CAT-02 | |
| | | | | | COUNTY: CHATHAM | |
| | | | | | PROJ. #: | |
| | | | | | FUND: Z230, Local | |
| | | | | | GDOT DISTRICT: 5 | |
| TRAFFIC VOL. | 2015 AADT: | N/A | 2040: | 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: The project was ranked #8 during the 2017 STBG Call for Projects and will relieve critical bottlenecks and capacity constraints on CAT’s maintenance staff. Urban attributable (Z230) funds of \$564,690 will be used for the equipment upgrades in FY 2019. CAT’s access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match of \$141,173 and additional local funds of \$47,060. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$0 | \$752,923 | \$0 | \$0 | \$752,923 |
| PROJECT COST | | \$0 | \$752,923 | \$0 | \$0 | \$752,923 |
| FEDERAL COST | | \$0 | \$564,690 | \$0 | \$0 | \$564,690 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$188,233 | \$0 | \$0 | \$188,233 |

PROJECT LOCATION

CAT - Maintenance Equipment Upgrades

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|------------------|--------------------|--------------------|------------|--------------------|
| CAT - Electric Bus Conversion Initiative | | | | P.I. #: 0015979 | | |
| <p>PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is requesting funds to retire and replace two heavy-duty diesel transit vehicles with two zero-emission, battery-powered electric transit vehicles and a fast-charger. Converting CAT's fleet to battery-powered electric vehicles will not only reduce the community's carbon footprint, but it will also reduce maintenance costs over the lifespan of the vehicles. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. The EV fast-charger will be installed at one of CAT's primary transfer locations for maximum deployment flexibility.</p> <p>*The replacement buses will be ADA compliant.</p> | | | | TIP #: 2017-CAT-03 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z230, Local | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: N/A | | 2040: 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: The project was ranked #7 during the 2017 STBG Call for Projects. Urban attributable (Z230) funds of \$1,500,000 will be used for the electric transit vehicle purchase in FY 2019. CAT's access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match of \$375,000 and additional local funds of \$125,000.</p> | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| PROJECT COST | | \$0 | \$2,000,000 | \$0 | \$0 | \$2,000,000 |
| FEDERAL COST | | \$0 | \$1,500,000 | \$0 | \$0 | \$1,500,000 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$500,000 | \$0 | \$0 | \$500,000 |

PROJECT LOCATION

CAT - Electric Bus Conversion Initiative

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|---------------|------------------|-----------------|---|-----------------|-----------------|
| OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2018 TO FY 2021 PROJECT DESCRIPTION: GDOT oversight. | | | | P.I. #: 0013461, 0013462, 0013463, 0013464 | | |
| | | | | TIP #: 2017-GDOT-01 2017-GDOT-02 2017-GDOT-03 2017-GDOT-04 | | |
| | | | | COUNTY: CHATHAM BRYAN EFFINGHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z240 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. | 2015 AADT: | N/A | 2040: | 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: GDOT set up these oversight funds to manage Z230 and CMAQ funded TIP projects in the CORE MPO Metropolitan Planning Area. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PI# | | 0013461 | 0013462 | 0013463 | 0013464 | |
| TIP# | | 2017-GDOT-01 | 2017-GDOT-02 | 2017-GDOT-03 | 2017-GDOT-04 | |
| PRELIM. ENGR. | Federal/State | \$17,500 | \$17,500 | \$17,500 | \$17,500 | \$70,000 |
| RIGHT-OF-WAY | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | None | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT COST | | \$17,500 | \$17,500 | \$17,500 | \$17,500 | \$70,000 |
| FEDERAL COST | | \$14,000 | \$14,000 | \$14,000 | \$14,000 | \$56,000 |
| STATE COST | | \$3,500 | \$3,500 | \$3,500 | \$3,500 | \$14,500 |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |

PROJECT LOCATION

PI# 0013461, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2018

PI# 0013462, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2019

PI# 0013463, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2020

PI# 0013464, OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2021

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|---------------|-----------------------|---------|-----------------------------|---------|--------------|
| SR 144 EB FROM S OF CR 100 TO S OF CR 154 | | | | P.I. #: 532370 | | |
| <p>PROJECT DESCRIPTION: The proposed project is for widening and reconstruction of SR 144 beginning west of CR 100, Timber Trail Rd. (MP 11.196) and ending east of CR 154, Belfast River Rd. and Capt. Matthew Freeman Rd (MP 16.247). The existing roadway is a 2-lane section with 12 ft. lanes and 4 ft. grassed shoulders. The proposed construction will widen SR 144 from the beginning of the project to SR 144 Spur to an urban 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 4 ft. bike lane on each edge of the outside travel lanes, 20 ft. raised grass median, 5 ft. sidewalks, and 12 ft. shoulders. From SR 144 Spur to the end of the project, the proposed construction will be a rural 4 lane section of roadway with 2 lanes in each direction. The roadway will consist of 11 ft. inside lanes, 12 ft. outside lanes, 20 ft. raised grass median, and 10 ft. shoulders with 6.5 ft. paved. The existing bridge at Sterling Creek (MP 12.69) will be widened. The total length of the project is 5.051 miles. *ADA compliant sidewalks in the urban section.</p> | | | | TIP #: 2017-Bry-01 | | |
| | | | | COUNTY: BRYAN | | |
| | | | | PROJ. #: STP00-0630-00(010) | | |
| | | | | FUND: Z240 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: 21,600 | | 2040 AADT: | | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: 2 | | PLANNED: 4 | | RC: CRC | | |
| LOCAL ROAD: Ford Ave. | | STATE/US ROAD: SR 144 | | LENGTH (MI): 5.051 | | |
| COMMENTS/REMARKS: This project is located in Bryan County and the urban segment has been included in the CORE MPO’s 2040 MTP per the March 2016 addendum for the expanded MPA. Since the urban portion of the project is located in the CORE MPO MPA, it needs to be included in the TIP. Preliminary Engineering (PE) and Right-of-Way (ROW) funds have been authorized. Utility (UTL) and Construction (CST) phases are programmed in FY 2018 in the TIP with Z240 funds and reflect cost estimates for the urban segment (58% of the total project costs). The total project costs for both the urban and rural segments are \$23,215,104.41 for CST and \$1,512,143.55 for UTL. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| UTILITY | Federal/State | \$877,044 | \$0 | \$0 | \$0 | \$877,044 |
| CONSTRUCTION | Federal/State | \$13,464,761 | \$0 | \$0 | \$0 | \$13,464,761 |
| PROJECT COST | | \$14,341,805 | \$0 | \$0 | \$0 | \$14,341,805 |
| FEDERAL COST | 0.9 | \$11,473,444 | \$0 | \$0 | \$0 | \$11,473,444 |
| STATE COST | 0.1 | \$2,868,361 | \$0 | \$0 | \$0 | \$2,868,361 |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |

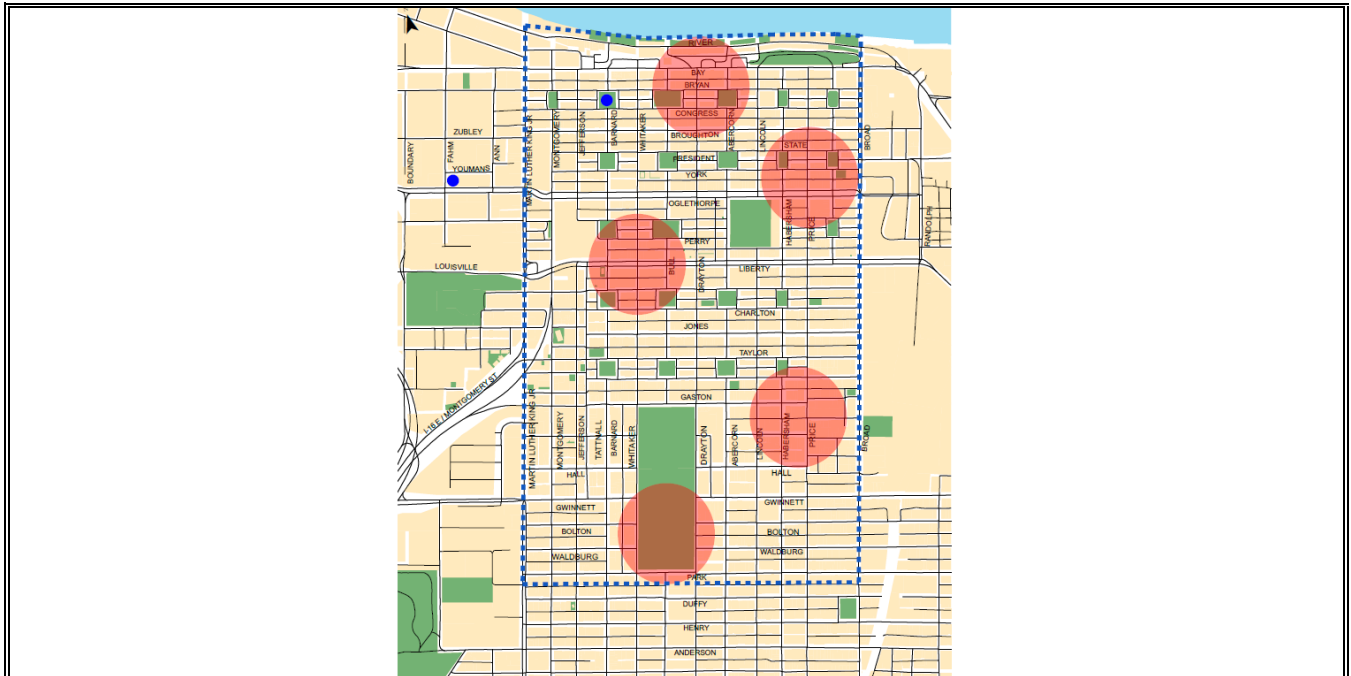
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|---------------|------------------|-----------|-----------------|---------|------------|
| CAT BIKESHARE EXPANSION IN DOWNTOWN SAVANNAH PHASE II PROJECT DESCRIPTION: Phase 2 of the CAT Bikeshare Expansion project involves purchasing five additional stations and 45 bikes. The expansion will build off of the existing bike share stations, and the stations that will be installed in 2017, to increase the coverage area, creating a connected network of stations that effectively facilitate non-motorized transportation. The stations will be placed approximately ¼ mile apart in visible, walkable locations that incorporate significant trip origins and destinations within the project area, and will connect to existing modes of transportation such as the ferry system, downtown transit shuttles, fixed route transit, and parking garages. An expanded bike share network will facilitate non-motorized transportation throughout the project area to enhance transportation options in downtown Savannah. | | | | P.I. #: | | TBA |
| | | | | TIP #: | | 2017-TA-01 |
| | | | | COUNTY: | | CHATHAM |
| | | | | PROJ. #: | | |
| | | | | FUND: | | Z301 |
| | | | | GDOT DISTRICT: | | 5 |
| TRAFFIC VOL. 2015 AADT: | | 2040: | | CONG. DISTRICT: | | 1 |
| NO. OF LANES EXISTING: | | PLANNED: | | RC: | | CRC |
| LOCAL ROAD #: | | STATE/US ROAD #: | | LENGTH (MI): | | NA |
| COMMENTS/REMARKS: This project is consistent with the Non-Motorized Transportation Plan and was ranked #2 during the 2017 TA Call for Projects. Station locations shown on the map are approximate at this time. CAT is coordinating with the City of Savannah on station locations. The construction costs programmed in FY 2019 include purchae of stations and bicycles (\$240,090) as well as installation costs (\$9,910) using Transportaiton Alternatives (Z301) funds. Federal/local split is 80/20. CAT wil provide the local match. CAT’s access to the Z301 funds will require funding transfer from FHWA to FTA. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | NA | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | NA | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| PROJECT COST | | \$0 | \$250,000 | \$0 | \$0 | \$250,000 |
| FEDERAL COST | 0 | \$0 | \$200,000 | \$0 | \$0 | \$200,000 |
| STATE COST | 0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$50,000 | \$0 | \$0 | \$50,000 |

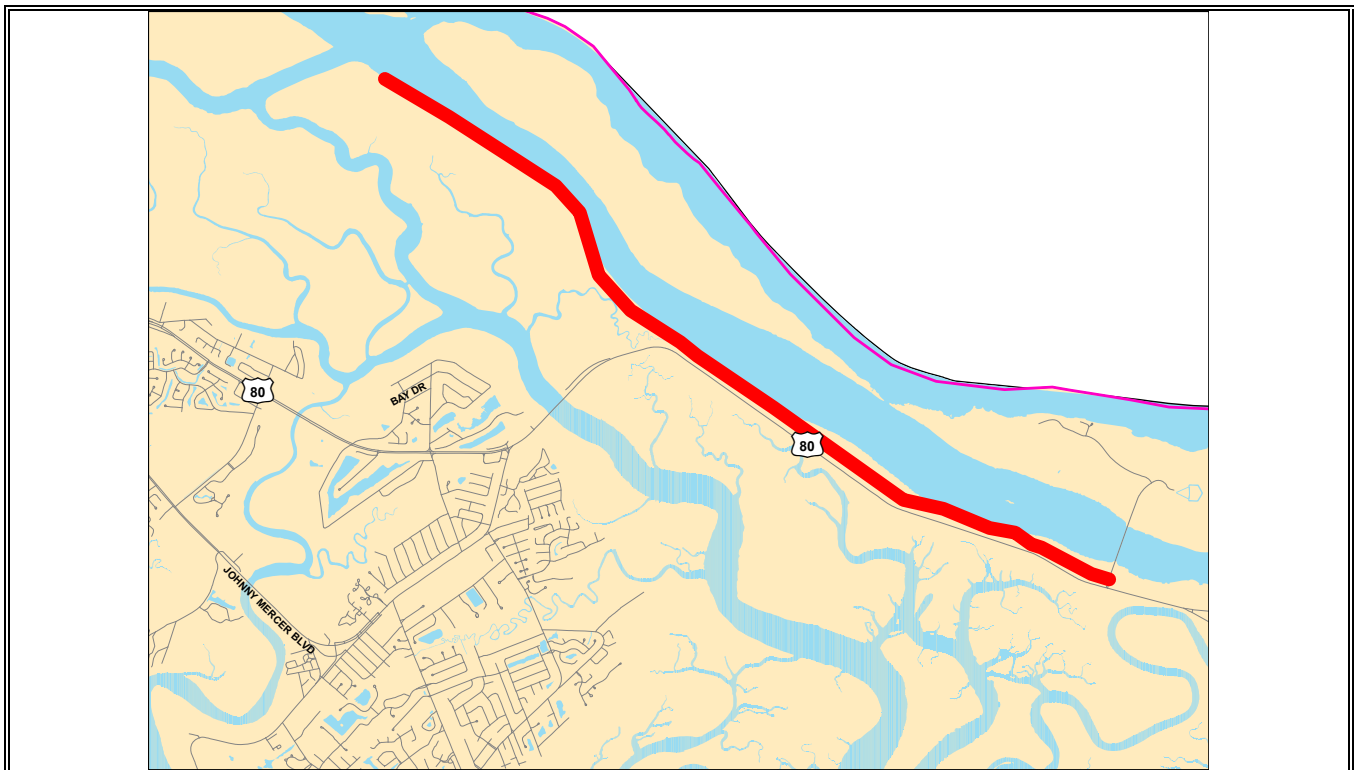
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|---------------|------------------|----------|-------------------|---------|-------------|
| PROJECT DESCRIPTION: This project would provide funding for maintenance and improvements on the existing McQueens Island Trail, including signage and bridge maintenance, parking lot improvements, as well as picnic and other recreational amenities' maintenance and improvement. *ADA compliant trail. | | | | P.I. #: 0015980 | | |
| | | | | TIP #: 2017-TA-02 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Z301 | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2015 AADT: | NA | 2040: | NA | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: | NA | PLANNED: | NA | RC: CRC | | |
| LOCAL ROAD #: | | STATE/US ROAD #: | | LENGTH (MI): | | |
| COMMENTS/REMARKS: Chatham County requested Z301 funding for this project during the 2017 TA Call or Projects process. The project was ranked #3 during the project selection. Preliminary Engineering (PE) phase is programmed in FY 2019 and construction (CST) phase is programmed in FY 2020. Chatham County is the project sponsor and will provide the local match for the Z301 funds. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Federal/Local | \$0 | \$93,709 | \$0 | \$0 | \$93,709 |
| RIGHT-OF-WAY | NA | \$0 | \$0 | \$0 | \$0 | \$0 |
| CONSTRUCTION | Federal/Local | \$0 | \$0 | \$931,944 | \$0 | \$931,944 |
| PROJECT COST | | \$0 | \$93,709 | \$931,944 | \$0 | \$1,025,653 |
| FEDERAL COST | 0 | \$0 | \$74,967 | \$745,555 | \$0 | \$820,522 |
| STATE COST | 0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$18,742 | \$186,389 | \$0 | \$205,131 |

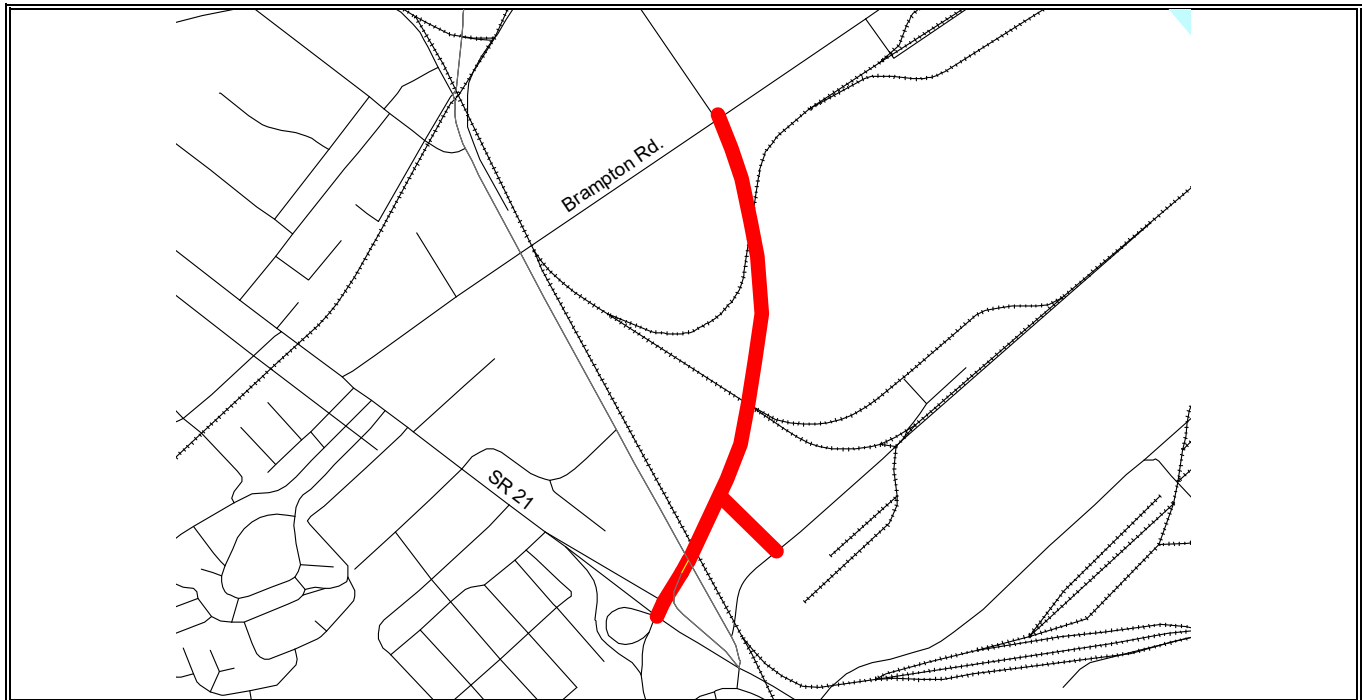
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|---|------------|---------|------------------|---------|-----------------------------|--------------|--|
| PROJECT DESCRIPTION: Construct a 4 lane highway and State Route Spur to connect Brampton Road, Georgia Ports Authority Gate 2 and Foundation Drive to SR 25, SR 21, and US 80. This project will provide direct access to the Interstate System for the heavy commercial truck traffic related to the intermodal terminal transfers, and will improve the efficiency of the transfer of goods between the port, rail, and interstate highway systems. | | | | | P.I. #: 0006328 | | |
| | | | | | TIP #: 2004-H-08 | | |
| | | | | | COUNTY: CHATHAM | | |
| | | | | | PROJ. #: CSSTP-0006-00(328) | | |
| | | | | | FUND: HB 170 | | |
| TRAFFIC VOL. 2015 AADT: N/A | | | 2040: N/A | | GDOT DISTRICT: 5 | | |
| NO. OF LANES EXISTING: 0 | | | PLANNED: 4 | | CONG. DISTRICT: 1 | | |
| LOCAL ROAD #: | | | STATE/US ROAD #: | | | RC: CRC | |
| | | | | | | LENGTH (MI): | |
| COMMENTS/REMARKS: The Georgia Ports Authority (GPA) is the local project sponsor and funded the preliminary engineering (PE) phase. Additional PE funds programmed for GDOT oversight in previous years have been authorized. Right-of-Way (ROW) funds programmed in FY 2016 have been authorized. ROW advanced acquisition is ongoing. Both the utility (UTL) and construction (CST) phases are programmed in FY 2019 with state HB 170 funds. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| UTILITY | State | \$0 | \$18,760,800 | \$0 | \$0 | \$18,760,800 | |
| CONSTRUCTION | State | \$0 | \$24,568,628 | \$0 | \$0 | \$24,568,628 | |
| PROJECT COST | | \$0 | \$43,329,428 | \$0 | \$0 | \$43,329,428 | |
| FEDERAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE COST | | \$0 | \$43,329,428 | \$0 | \$0 | \$43,329,428 | |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |

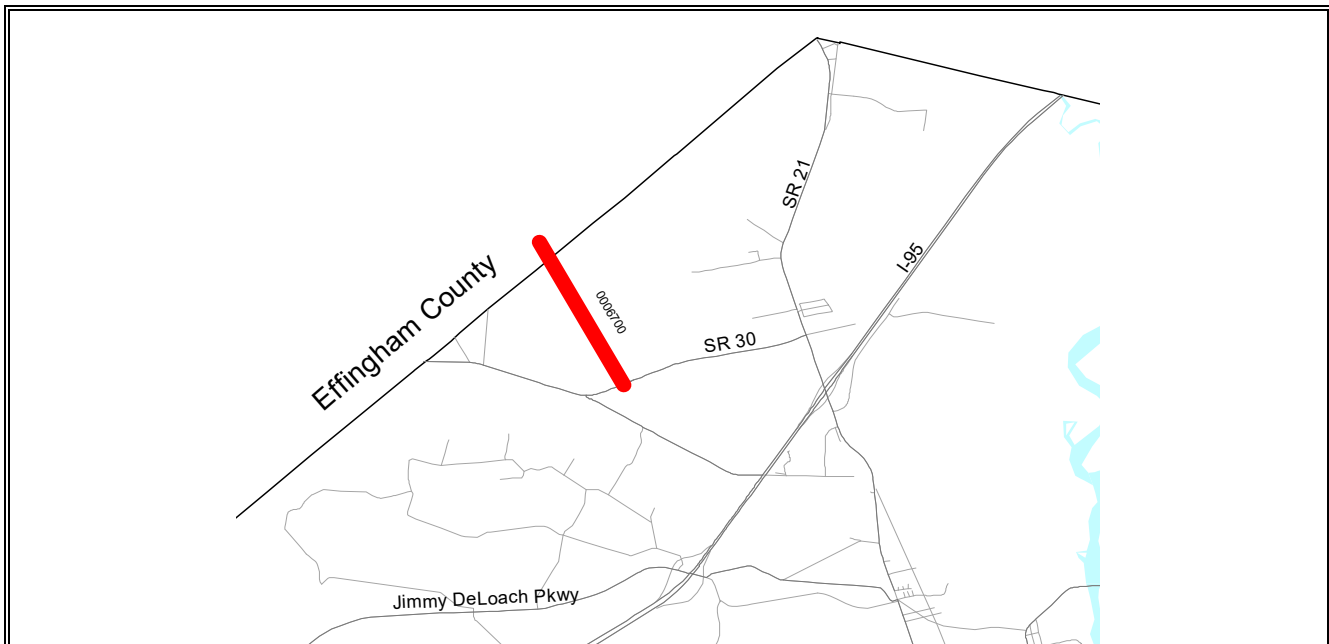
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|--|-------------|------------------|----------|-----------------------------|---------|--------------|
| EFFINGHAM PKWY FM CR 156/BBLUE JAY/EFFINGHAM TO SR 30/CHATHAM | | | | P.I. #: 0006700 | | |
| PROJECT DESCRIPTION: This project is a part of the Effingham Parkway that will extend from Effingham County to northwest of Chatham County. Terminus in Chatham County and the connection routes are to be determined with the coordination among the Chatham County and Effingham County governments, as well as GDOT. 23% of the project will be located within the CORE MPO planning area. | | | | TIP #: 2004-H-06 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: CSMSL-0006-00(700) | | |
| | | | | FUND: HB 170, Local* | | |
| TRAFFIC VOL. 2015 AADT: N/A 2040 AADT: 9,000 | | | | GDOT DISTRICT: 5 | | |
| NO. OF LANES EXISTING: 0 PLANNED: 4 | | | | CONG. DISTRICT: 1 | | |
| RC: CRC | | | | | | |
| LOCAL ROAD #: | | STATE/US ROAD #: | | LENGTH (MI): 1.2 | | |
| COMMENTS/REMARKS: Preliminary engineering (PE) funds programmed in previous years have been authorized. Additional PE funds are programmed in FY 2019 with state HB 170 funds. Right-of-way (ROW) funds programmed in FY 2017 have been authorized. Utility (UTL) phase is programmed in FY 2020 with local funds. Construction (CST) is programmed in FY 2020 with state HB 170 funds (\$38,245,284) and local funds (\$697,820). | | | | | | |
| * Effingham County local SPLOST funds | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | State | \$0 | \$90,000 | \$0 | \$0 | \$90,000 |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| UTILITY | Local | \$0 | \$0 | \$137,966 | \$0 | \$137,966 |
| CONSTRUCTION | State/Local | \$0 | \$0 | \$38,943,104 | \$0 | \$38,943,104 |
| PROJECT COST | | \$0 | \$90,000 | \$39,081,070 | \$0 | \$39,171,070 |
| FEDERAL COST | 0.9 | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE COST | 0.1 | \$0 | \$90,000 | \$38,245,284 | \$0 | \$38,335,284 |
| LOCAL COST* | | \$0 | \$0 | \$835,786 | \$0 | \$835,786 |

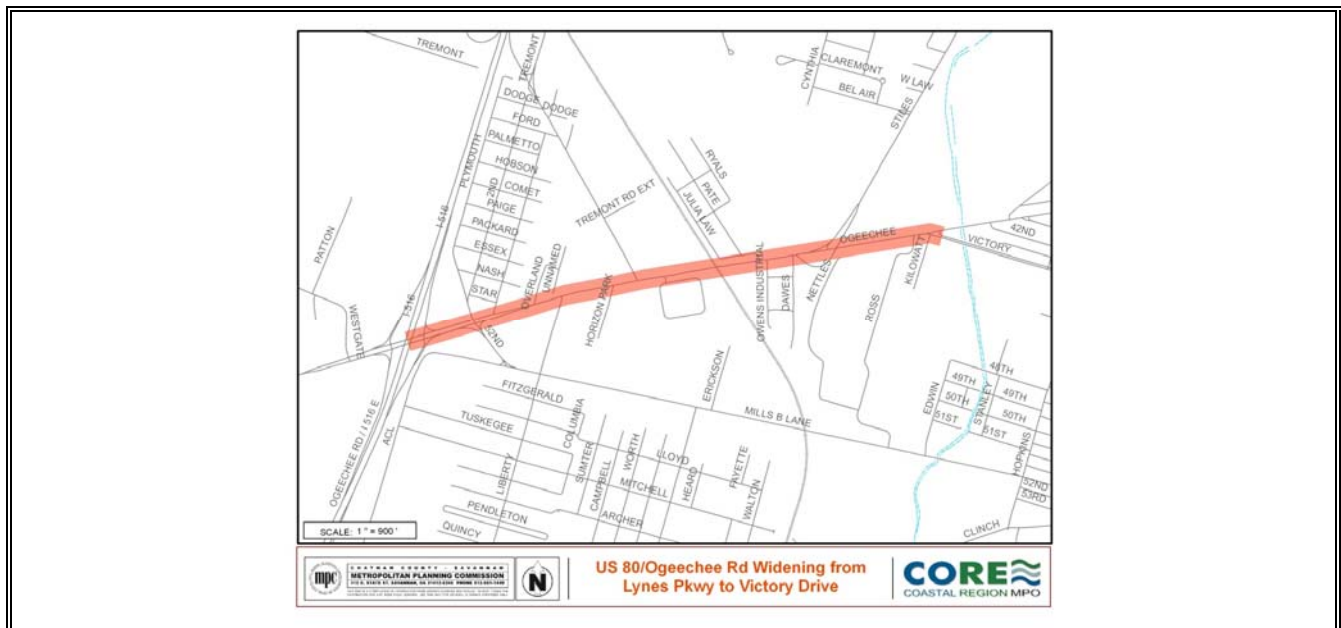
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|---|------------|-------------|------------------|----------------|-------------|-------------------|-----|
| PROJECT DESCRIPTION: This project consists of the proposed widening of SR 26/US 80/Ogeechee Road from just east of Lynes Parkway to just east of the Springfield Canal and the SR 26/US 80/Ogeechee Road Intersection with Victory Drive. Approximately 1400 feet of Victory Drive would also be reconstructed to tie the proposed widening of SR 26/US 80/Ogeechee Road into the existing Victory Drive roadway. The existing two-lane roadway would be widened to provide four twelve-foot wide travel lanes, with two four-foot wide bicycle lanes, one in each direction, and a twenty-foot wide raised median. | | | | P.I. #: | | 521855 | |
| | | | | TIP #: | | 87-H-18B | |
| | | | | COUNTY: | | CHATHAM | |
| | | | | PROJ. #: | | STP-064-1(40)SPUR | |
| | | | | FUND: | | HB 170 | |
| | | | | GDOT DISTRICT: | | 5 | |
| TRAFFIC VOL. 2015 AADT: | | 19,500 | 2040: | | 30,960 | CONG. DISTRICT: | 1 |
| NO. OF LANES EXISTING: | | 2 | PLANNED: | | 4 | RC: | CRC |
| LOCAL ROAD #: | | Ogeechee Rd | STATE/US ROAD #: | | SR 26/US 80 | LENGTH (MI): 1.38 | |
| COMMENTS/REMARKS: This is an identified priority bikeway corridor in the CORE MPO’s Non-Motorized Transportaiton Plan. The project is currently going through the environemental process. Preliminary Engineering (PE) funds programmed in FY 2016 have been authorized. Additional PE funds are programmed in FY 2018 with state HB 170 funds. Right-of-way (ROW) funds programmed in FY 2017 have been authorized. Both the utility (UTL) and construction (CST) phases are programmed in FY 2019 with state HB 170 funds. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | State | \$500,000 | \$0 | \$0 | \$0 | \$500,000 | |
| RIGHT-OF-WAY | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| UTILITY | State | \$0 | \$485,000 | \$0 | \$0 | \$485,000 | |
| CONSTRUCTION | State | \$0 | \$17,245,833 | \$0 | \$0 | \$17,245,833 | |
| PROJECT COST | | \$500,000 | \$17,730,833 | \$0 | \$0 | \$18,230,833 | |
| FEDERAL COST | 0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE COST | 0 | \$500,000 | \$17,730,833 | \$0 | \$0 | \$18,230,833 | |
| LOCAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |

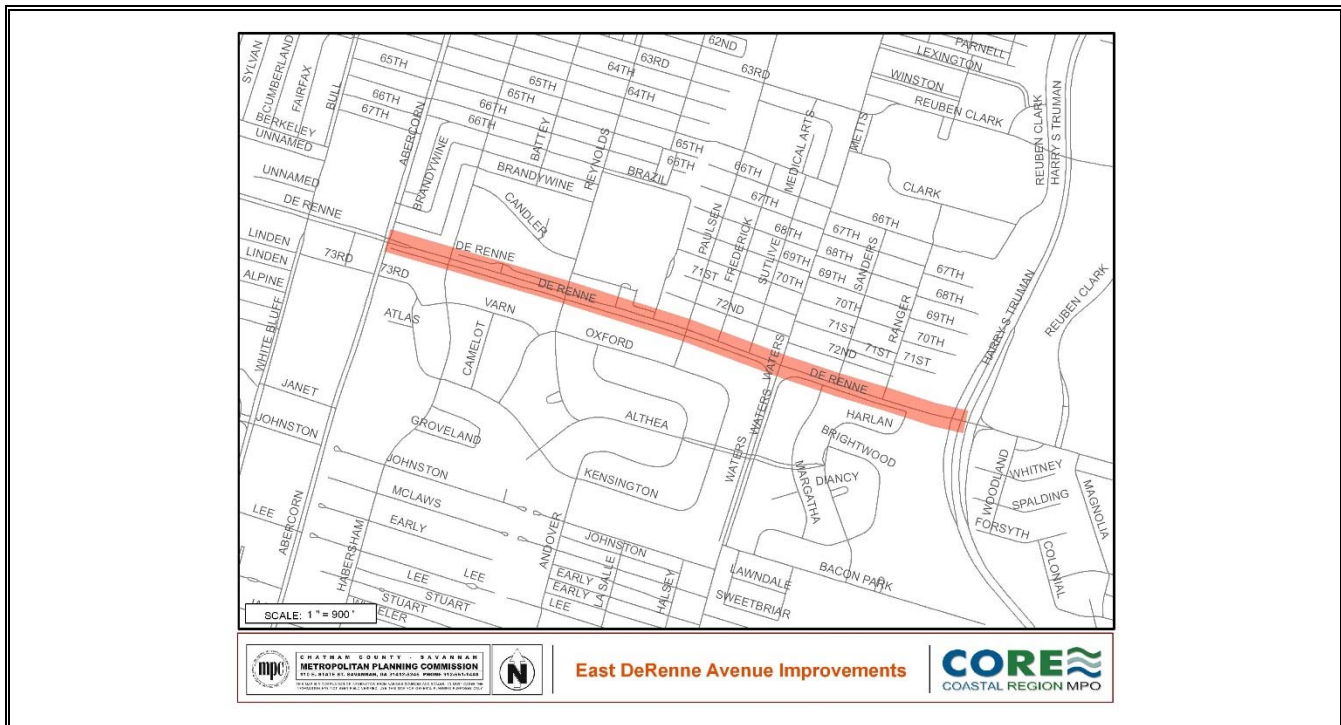
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|---|------------|---------|------------------|---------|-------------------|-------------------|--|
| EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY PROJECT DESCRIPTION: Replace the existing two way left turn lane along DeRenne Avenue between SR 204/Abercorn Street and the Truman Parkway with a landscaped median to create a four lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks. | | | | | P.I. #: 0008359 | | |
| | | | | | TIP #: 2011-H-01 | | |
| | | | | | COUNTY: CHATHAM | | |
| | | | | | PROJ. #: | | |
| | | | | | FUND: Local | | |
| | | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2012 AADT: 41,000 | | | 2020: 46,310 | | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: 4 | | | PLANNED: 4 | | RC: CRC | | |
| LOCAL ROAD #: DeRenne Avenue | | | STATE/US ROAD #: | | | LENGTH (MI): 1.19 | |
| COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. Right-of-Way (ROW) is programmed in FY 2021 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| RIGHT-OF-WAY | Local | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | |
| CONSTRUCTION | NA | \$0 | \$0 | \$0 | \$0 | \$0 | |
| PROJECT COST | | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | |
| FEDERAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| LOCAL COST | | \$0 | \$0 | \$0 | \$200,000 | \$200,000 | |

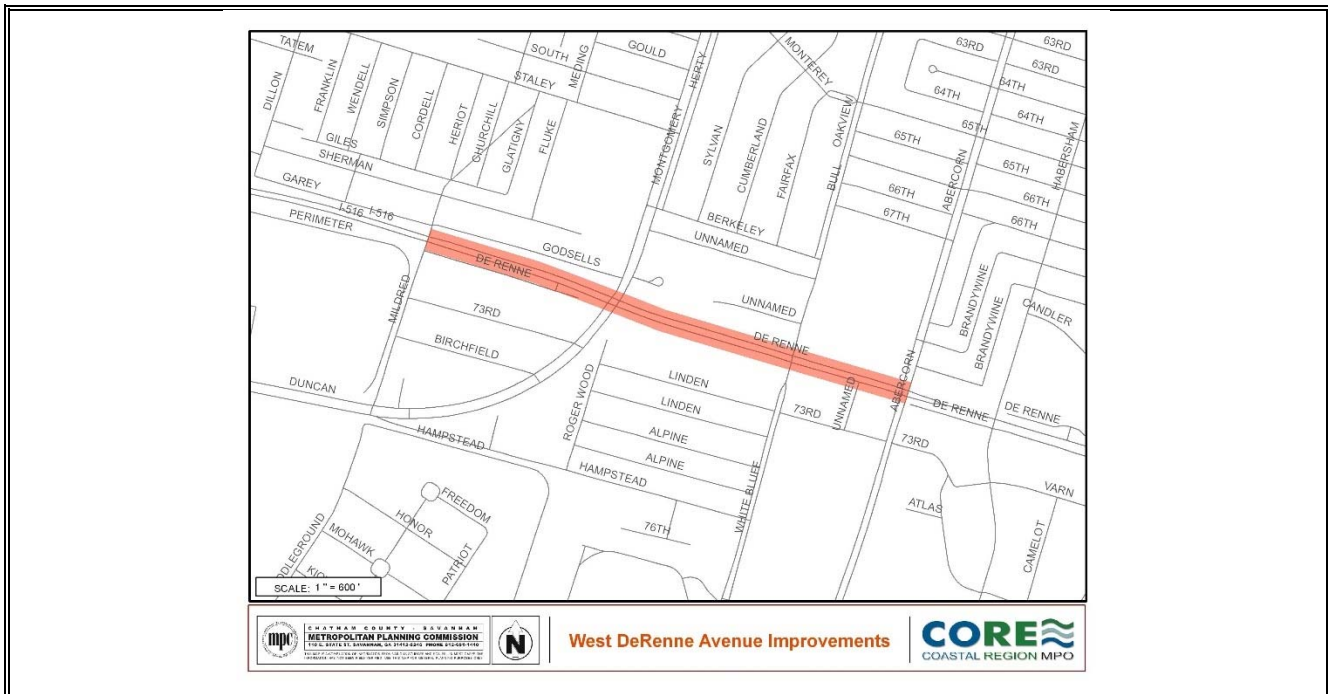
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | |
|---|------------|------------------------|---------|-------------------|-----------|-----------|
| PROJECT DESCRIPTION: Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks. | | | | P.I. #: 0010236 | | |
| | | | | TIP #: 2011-H-02 | | |
| | | | | COUNTY: CHATHAM | | |
| | | | | PROJ. #: | | |
| | | | | FUND: Local | | |
| | | | | GDOT DISTRICT: 5 | | |
| TRAFFIC VOL. 2012 AADT: 59,380 | | 2020: 37,720 | | CONG. DISTRICT: 1 | | |
| NO. OF LANES EXISTING: 6 | | PLANNED: 6 | | RC: CRC | | |
| LOCAL ROAD #: DeRenne Avenue | | STATE/US ROAD #: SR 21 | | LENGTH (MI): 0.60 | | |
| COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. Right-of-Way (ROW) is programmed in FY 2021 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project. | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 |
| RIGHT-OF-WAY | Local | \$0 | \$0 | \$0 | \$700,000 | \$700,000 |
| CONSTRUCTION | NA | \$0 | \$0 | \$0 | \$0 | \$0 |
| PROJECT COST | | \$0 | \$0 | \$0 | \$700,000 | \$700,000 |
| FEDERAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| LOCAL COST | | \$0 | \$0 | \$0 | \$700,000 | \$700,000 |

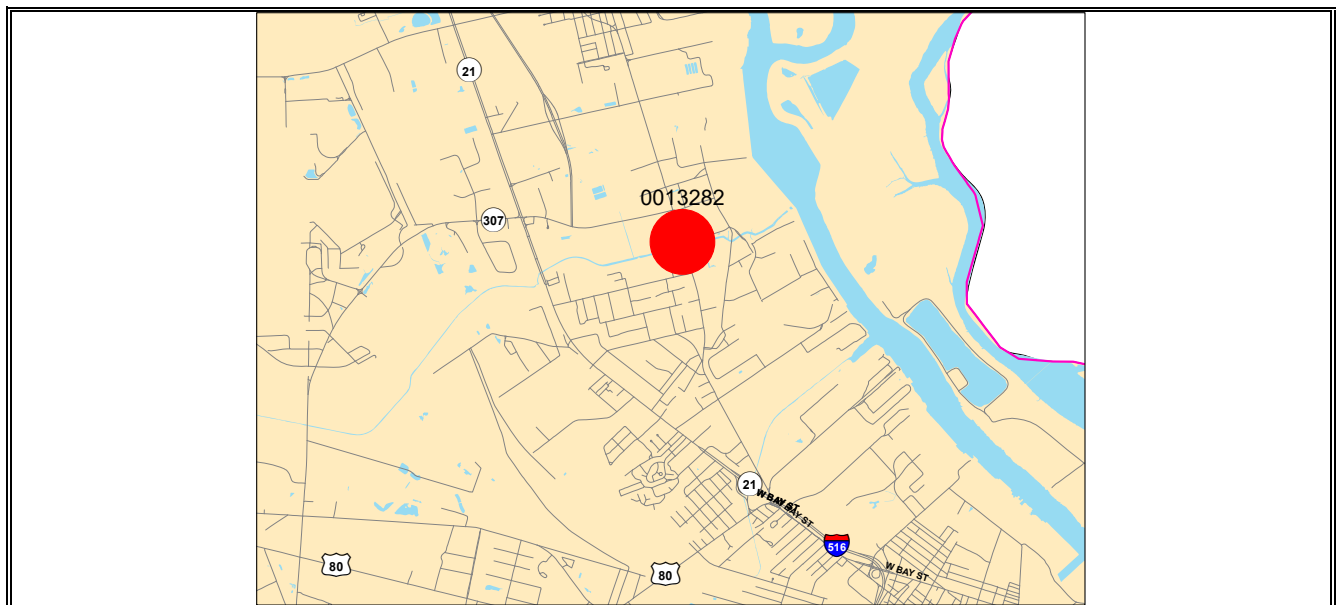
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 20121 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|--|------------|------------------------|-------------|-----------------------|---------|-------------|--|
| SR 25 @ PIPEMAKER CANAL - CULVERT REPLACEMENT | | | | P.I. #: 0013282 | | | |
| | | | | TIP #: 2015-County-02 | | | |
| | | | | COUNTY: CHATHAM | | | |
| | | | | PROJ. #: | | | |
| | | | | FUND: Local* | | | |
| PROJECT DESCRIPTION: The structure is currently a bridge. While the existing bridge deck length is adequate, the abutment and pile structure result in a constriction to flow. The bridge needs to be replaced with one which spans the connection between the wider channel on either side. Six 12-ft by 12-ft box culverts would be an acceptable alternative. | | | | GDOT DISTRICT: 5 | | | |
| | | | | CONG. DISTRICT: 1 | | | |
| TRAFFIC VOL. 2015 AADT: 6,670 | | 2035 AADT: 18,600 | | RC: CRC | | | |
| NO. OF LANES EXISTING: 2 | | PLANNED: 2 | | LENGTH (MI): 0.1 | | | |
| LOCAL ROAD #: | | STATE/US ROAD #: SR 25 | | | | | |
| COMMENTS/REMARKS: Chatham County requested to add this project to the 2040 MTP and FY 2015-2018 TIP. Chatham County is the project sponsor. Preliminary engineering (PE) funds programmed in FY 2016 and FY 2017 have been authorized. Right-of-Way (ROW) is programmed in FY 2018 with local funds. Construction (CST) is programmed in FY 2019 with local funds. Chatham County requested to rename this project in May 2016, which will be accommodated after the concept report is approved. | | | | | | | |
| *Local funds will be provided by Chatham County and the Georgia Ports Authority (GPA) as this project will be a part of the GPA's intermodal improvements. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$700,000 | |
| RIGHT-OF-WAY | Local | \$700,000 | \$0 | \$0 | \$0 | \$0 | |
| CONSTRUCTION | Local | \$0 | \$7,700,000 | \$0 | \$0 | \$7,700,000 | |
| PROJECT COST | | \$700,000 | \$7,700,000 | \$0 | \$0 | \$8,140,000 | |
| FEDERAL COST | 0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE COST | 0 | \$0 | \$0 | \$0 | \$0 | \$0 | |
| LOCAL COST* | | \$700,000 | \$7,700,000 | \$0 | \$0 | \$8,140,000 | |

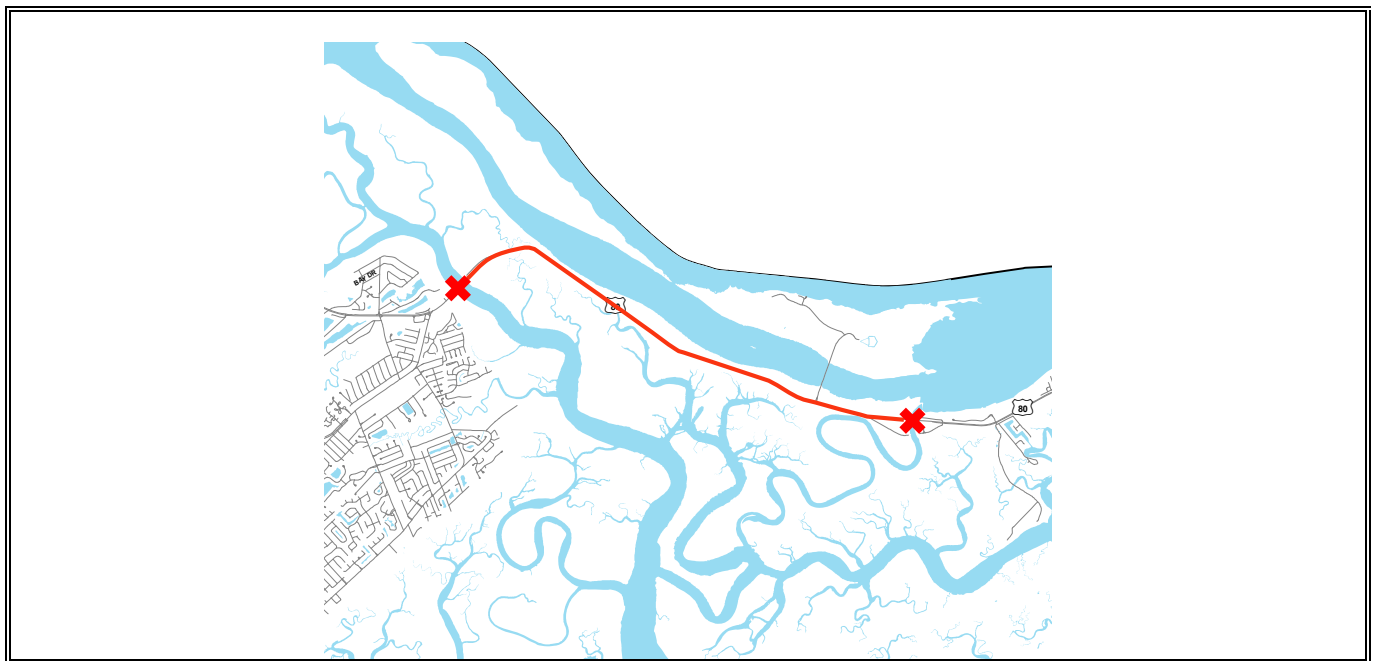
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

| | | | | | | | |
|--|------------|------------|------------------|------------|------------|------------------|-------------|
| SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO | | | | | | P.I. #: | 0010560 |
| PROJECT DESCRIPTION: The project would replace the bridges at Bull River and Lazaretto Creek with two-lane bridges that include bike and pedestrian improvements. Additionally, the project would widen the roadway from Johnny Mercer Boulevard to Old US 80 on Tybee Island with bike-able shoulders and raise the roadway profile up to two feet to minimize road closures caused by tidal flooding. The total project length is +/- 5.8 miles. The changes have been determined to accomplish the purpose of this project, which is to improve travel between Savannah and Tybee Island and to ensure the integrity of the SR 26/US 80 bridges. | | | | | | TIP #: | 2012-Bri-01 |
| | | | | | | COUNTY: | CHATHAM |
| | | | | | | PROJ. #: | |
| | | | | | | FUND: | Local |
| | | | | | | GDOT DISTRICT: | 5 |
| TRAFFIC VOL. 2005 AADT: | | | | | | 2030: | |
| NO. OF LANES EXISTING: | | | | | | PLANNED: | |
| LOCAL ROAD #: | | | | | | STATE/US ROAD #: | US 80 |
| | | | | | | LENGTH (MI): | 5.8 |
| COMMENTS/REMARKS: Scoping funds were authorized in 2013. PE funds were authorized in 2017. The project is currently going through the federal environmental process. Tybee Island requested to add the ROW phase to FY 2019 with local funds to expedite the project development process. CST is in long range. | | | | | | | |
| PROJECT PHASE | \$ SOURCE | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL | |
| SCOPING | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| PRELIM. ENGR. | Authorized | \$0 | \$0 | \$0 | \$0 | \$0 | |
| RIGHT-OF-WAY | Local | \$0 | \$275,000 | \$0 | \$0 | \$275,000 | |
| CONSTRUCTION | None | \$0 | \$0 | \$0 | \$0 | \$0 | |
| PROJECT COST | | \$0 | \$275,000 | \$0 | \$0 | \$275,000 | |
| FEDERAL COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| LOCAL COST | | \$0 | \$275,000 | \$0 | \$0 | \$275,000 | |

PROJECT LOCATION



**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2018 - 2021**

CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY

| URBANIZED AREA FORMULA FUNDS SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|---|----------------------|------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Funding | Description | Unit Cost | FY2018 | FY2019 | FY2020 | FY2021 | Total |
| | STIP# | | | | | | |
| Section 5307 | PM | VARIES | \$1,579,529 | \$1,394,498 | \$1,436,333 | \$1,479,423 | \$5,889,783 |
| Section 5307 | Operating Assistance | VARIES | \$3,971,386 | \$4,462,394 | \$4,596,266 | \$4,734,155 | \$17,764,201 |
| Section 5307 | Safety and Security | VARIES | \$90,259 | \$92,967 | \$95,756 | \$98,628 | \$377,610 |
| Section 5307 | Passenger Amenities* | VARIES | \$315,906 | \$325,383 | \$335,144 | \$345,199 | \$1,321,632 |
| Section 5307 | Planning | VARIES | \$45,129 | \$46,483 | \$47,878 | \$49,314 | \$188,804 |
| | PROJECT COST | | \$6,002,209 | \$6,321,725 | \$6,511,377 | \$6,706,719 | \$25,542,030 |
| | FEDERAL COST | | \$3,610,351 | \$3,718,662 | \$3,830,222 | \$3,945,129 | \$15,104,364 |
| | STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | | \$2,391,858 | \$2,603,063 | \$2,681,155 | \$2,761,590 | \$10,437,666 |

*Indication of ADA compliance.

| STATE OF GOOD REPAIR SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|---|---------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| Funding | Description | Unit Cost | FY2018 | FY2019 | FY2020 | FY2021 | Total |
| Section 5337 | Water Ferry* | VARIES | \$352,058 | \$183,989 | \$189,509 | \$195,194 | \$920,750 |
| | PROJECT COST | | \$352,058 | \$183,989 | \$189,509 | \$195,194 | \$920,750 |
| | FEDERAL COST | | \$281,646 | \$147,191 | \$151,607 | \$156,155 | \$736,600 |
| | STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | | \$70,412 | \$36,798 | \$37,902 | \$39,039 | \$184,150 |
| | DOT DISTRICT # 5 | | CONG.DIST. 1 | | CRC | CG | |

*Indication of ADA compliance.

| BUS AND BUS FACILITY CHATHAM AREA TRANSIT AUTHORITY | | | | | | | |
|--|------------------------|------------------|--------------------|------------------|------------------|------------------|--------------------|
| Funding | Description | Unit Cost | FY2018 | FY2019 | FY2020 | FY2021 | Total |
| Section 5339 | Facility Enhancements* | VARIES | \$174,381 | \$45,036 | \$43,724 | \$45,036 | \$308,176 |
| Section 5339 | ITS | VARIES | \$1,046,286 | \$270,213 | \$262,343 | \$270,213 | \$1,849,055 |
| Section 5339 | Vehicle Purchases* | VARIES | \$523,143 | \$135,107 | \$131,171 | \$135,107 | \$924,527 |
| | PROJECT COST | | \$1,743,810 | \$450,355 | \$437,238 | \$450,355 | \$3,081,758 |
| | FEDERAL COST | | \$1,395,048 | \$360,284 | \$349,790 | \$360,284 | \$2,465,406 |
| | STATE COST | | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | | \$348,762 | \$90,071 | \$87,448 | \$90,071 | \$616,352 |
| | DOT DISTRICT # 5 | | CONG.DIST. 1 | | CRC | CG | |

*Indication of ADA compliance.

FTA 5307 (h) Program in the TIP

| FTA FERRY BOAT DISCRETIONARY (FBD) FUNDS | | | | | | |
|--|---|-------------|-------------|---------|---------|-------------|
| FUNDING | DESCRIPTION | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| 5307(h) | Water Ferry* | \$468,000 | \$0 | \$0 | \$0 | \$468,000 |
| 5307(h) | Water Ferry* | \$891,600 | \$0 | \$0 | \$0 | \$891,600 |
| 5307 (h) | a new ferry maintenance facility on Hutchinson Island and a new West River Street ferry dock near the Kessler development | \$0 | \$3,218,633 | \$0 | \$0 | \$3,218,633 |
| | PROJECT COST | \$1,359,600 | \$3,218,633 | \$0 | \$0 | \$4,578,233 |
| | FEDERAL COST | \$1,087,680 | \$2,070,577 | \$0 | \$0 | \$3,158,257 |
| | STATE COST | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | \$271,920 | \$1,148,056 | \$0 | \$0 | \$1,419,976 |
| | DOT DISTRICT # 5 | CONG.DIST 1 | | CRC | CG | |

*Indication of ADA compliance.

| FHWA FERRY BOAT PROGRAM FORMULA FUNDS | | | | | | |
|---------------------------------------|---------------------|-------------|-----------|-----------|-----------|-------------|
| FUNDING | DESCRIPTION | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| FHWA FBP | Water Ferry* | \$937,114 | \$253,648 | \$261,257 | \$269,095 | \$1,721,114 |
| | PROJECT COST | \$937,114 | \$253,648 | \$261,257 | \$269,095 | \$1,721,114 |
| | FEDERAL COST | \$749,694 | \$202,918 | \$209,006 | \$215,276 | \$1,376,894 |
| | DHS COST | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | \$187,423 | \$50,730 | \$52,251 | \$53,819 | \$344,223 |
| | DOT DISTRICT # 5 | CONG.DIST 1 | | CRC | CG | |

*Indication of ADA compliance.

| FHWA DISCRETIONARY FERRY FUNDS | | | | | | |
|--------------------------------|---------------------|-------------|---------|---------|---------|-------------|
| FUNDING | DESCRIPTION | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| FHWA | Water Ferry* | \$965,384 | \$0 | \$0 | \$0 | \$965,384 |
| FHWA | Water Ferry* | \$911,250 | \$0 | \$0 | \$0 | \$911,250 |
| | PROJECT COST | \$1,876,634 | \$0 | \$0 | \$0 | \$1,876,634 |
| | FEDERAL COST | \$1,501,307 | \$0 | \$0 | \$0 | \$1,501,307 |
| | STATE COST | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | \$375,327 | \$0 | \$0 | \$0 | \$375,327 |
| | DOT DISTRICT # 5 | CONG.DIST 1 | | CRC | CG | |

*Indication of ADA compliance.

| COASTAL REGION RURAL PLANNING FUNDS* | | | | | | |
|--------------------------------------|---------------------|----------------|----------------|----------------|----------------|-----------------|
| FUNDING | DESCRIPTION | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| | TIP# | T006050 | T006065 | T006077 | T006088 | |
| Section 5304 | Planning | \$3,825 | \$3,825 | \$3,825 | \$3,825 | \$15,300 |
| | PROJECT COST | \$3,825 | \$3,825 | \$3,825 | \$3,825 | \$15,300 |
| | FEDERAL COST | \$3,060 | \$3,060 | \$3,060 | \$3,060 | \$12,240 |
| | STATE COST | \$0 | \$0 | \$0 | \$0 | \$0 |
| | LOCAL COST | \$765 | \$765 | \$765 | \$765 | \$3,060 |
| | DOT DISTRICT # 5 | CONG.DIST 1 | | CRC | CG | |

*GDOT is the designated recipient of Section 5304 funds and is responsible for allocating them to eligible sub-recipients. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds.

| COASTAL REGION RURAL CAPITAL AND OPERATIONS FUNDS* | | | | | | |
|--|------------------------|------------------|------------------|------------------|------------------|--------------------|
| FUNDING | DESCRIPTION | FY 2018 | FY 2019 | FY 2020 | FY 2021 | TOTAL |
| | TIP# | T006151 | | | | |
| Section 5311 | Capital and Operations | \$452,869 | \$452,869 | \$452,869 | \$452,869 | \$1,811,476 |
| | PROJECT COST | \$452,869 | \$452,869 | \$452,869 | \$452,869 | \$1,811,576 |
| | FEDERAL COST | \$250,606 | \$250,606 | \$250,606 | \$250,606 | \$1,002,424 |
| | STATE COST | \$8,057 | \$8,057 | \$8,057 | \$8,057 | \$32,228 |
| | LOCAL COST | \$194,206 | \$194,206 | \$194,206 | \$194,206 | \$776,824 |
| | DOT DISTRICT # 5 | CONG.DIST 1 | | CRC | CG | |

*GDOT is the designated recipient of 5311 funds and is responsible for allocating them to eligible sub-recipients. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds.

CAT BUS AND VAN REPLACEMENT SCHEDULE

| Year | Description | 2018 | 2019 | 2020 | 2021 |
|------|------------------------|------|------|------|------|
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2003 | 35 ft. Gillig Lowfloor | X | | | |
| 2006 | 29 ft.Gillig Lowfloor | | X | | |
| 2006 | 29 ft.Gillig Lowfloor | | X | | |
| 2006 | 29 ft.Gillig Lowfloor | | X | | |
| 2006 | 29 ft.Gillig Lowfloor | | X | | |
| 2006 | 29 ft.Gillig Lowfloor | | X | | |
| 2006 | 35 ft. Gillig Lowfloor | | X | | |
| 2006 | 35 ft. Gillig Lowfloor | | X | | |
| 2006 | 35 ft. Gillig Lowfloor | | X | | |
| 2006 | 35 ft. Gillig Lowfloor | | X | | |
| 2006 | 35 ft. Gillig Lowfloor | | X | | |
| 2007 | ELDorado | | X | | |
| 2007 | ELDorado | | X | | |

| | | | | | |
|------|-------------------------------|---|---|---|---|
| 2009 | 29 ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 29 ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2009 | 35 Ft. Gillig Hybrid Lowfloor | | | X | |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 35 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 40 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 40 Ft. Gillig Hybrid Lowfloor | | | | x |
| 2011 | 40 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 40 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2011 | 40 Ft. Gillig Hybrid Lowfloor | | | | X |
| 2012 | GOSHEN GCII | X | | | |
| 2012 | GOSHEN GCII | X | | | |
| 2012 | GOSHEN GCII | X | | | |
| 2012 | GOSHEN GCII | X | | | |
| 2014 | Goshen GCII | | X | | |
| 2014 | Goshen GCII | | X | | |
| 2016 | Gillig Trolley | | | | |
| 2016 | Gillig Trolley | | | | |