



## METROPOLITAN PLANNING ORGANIZATION

### **Resolution to Amend the FY 2018 – 2021 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**, the Coastal Region Metropolitan Planning Organization (CORE MPO) desires to adopt amendments to the FY 2018 - 2021 Transportation Improvement Program (TIP) for the CORE MPO Metropolitan Planning Area; and

**WHEREAS**, the proposed TIP amendments include the following highway changes:

1. PI# 0015306, TRUMAN LINEAR PARK TRAIL – PHASE II-B - TIP administrative modification to adjust CST cost estimate in FY 2021;
2. PI# 0008358, I-516 @ CS 1503/DERENNE AVE – TIP amendment to adjust significant ROW cost increase in FY 2021;
3. PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD – TIP amendments to move UTL and CST phases to FY 2021 with funding and cost adjustments;
4. PI# 0006328, BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80 – TIP amendments to adjust significant cost increases for the UTL and CST phases in FY 2021;
5. PI# 0006700, EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM – TIP amendments to remove UTL and CST phases from the TIP;
6. PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE – TIP amendments to remove UTL and CST phases from the TIP;
7. PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO – TIP amendments to program additional PE funds in FY 2021 and remove ROW phase from the TIP;
8. PI# TBA, 1-16 at Jimmy Deloach Interchange Improvements – TIP amendment to add PE phase in FY 2021;
9. PI# TBA, Priscilla D Thomas Way (formerly Wheathill Road)/ State Route 21 (SR 21) Signalization Project – TIP amendment to add PE phase in FY 2021;
10. PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP – TIP amendment to add PE phase in FY 2021; and

**WHEREAS**, the proposed TIP amendments include the following transit changes:

1. Roll over all grants from FY 2020 to FY 2021 except for the FY 2020 Section 5307 funds which were obligated and utilized in FY 2020;
2. Amend additional available funds into FY 2021, including the funds for CHATHAM AREA TRANSIT-FERRY BOAT + TERMINAL FACILITY and newly awarded Low Emission funds;
3. Replace the funding estimates in FY 2021 for various programs with the actual allocation amounts which became available in February 2020; and



## METROPOLITAN PLANNING ORGANIZATION

**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 virtual 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 have been met.

**NOW, THEREFORE, BE IT RESOLVED THAT**, the Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2018 - 2021 Transportation Improvement Program as shown in the summary of TIP amendment report with any corrections based upon the motion of June 24, 2020.

### 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 virtual meeting held on June 24, 2020.

  
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Albert J. Scott, Chairman  
Coastal Region Metropolitan Planning Organization

# **Amendments to the FY 2018 – 2021 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)**

**June 2020**

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 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 CORE MPO's FY 2018 - 2021 TIP was adopted by the MPO Board in June 2017. Various administrative modifications and TIP amendments have been processed for projects over the past three years. The original adopted TIP and the amendment reports are all available for review on the MPO website at <https://www.thempc.org/Core/Tip2040>.

CORE MPO used to start the new TIP development process in early March and adopt a new TIP by the end of the state fiscal year (June 30). After its adoption, the new TIP replaces the old one as the guiding programming document. However, the development and adoption of a new FY 2021 – 2024 TIP by June 30, 2020 is not feasible. Thus, the current FY 2018 – 2021 TIP remains the CORE MPO's guiding programming document.

It is important to make sure that the information contained in this document is current and reflective of the most up-to-date cost estimates and development schedules. The timing is particularly important for those projects/phases programmed in FY 2020 as this fiscal year ends on June 30, 2020. If a project/phase is being developed on schedule and the programmed funds in FY 2020 are expected to be authorized before June 30, no updates are necessary; otherwise administrative modifications or TIP amendments are needed to reflect the current project development status. It is also important to amend the TIP to add new or delete existing projects/phases in FY 2021 at the request of sponsoring agencies based on the project changes and MTP/TIP consistencies.

CORE MPO staff has coordinated with various project managers/sponsors on projects' development status. Staff also compiled scores of the members of the Technical Coordinating Committee (TCC) for awarding and programming Highway Infrastructure Program (HIP) funds. The status check can be found in Appendix D of this amendment report. Staff had the following findings.

- 1) The developments of most of the highway projects programmed in the current FY 2018 – 2021 TIP are on schedule. Several TIP amendments and TIP administrative modifications need to be processed in June 2020 for the following highway projects.
  1. PI# 0015306, TRUMAN LINEAR PARK TRAIL – PHASE II-B - TIP administrative modification to adjust CST cost estimate in FY 2021.
  2. PI# 0008358, I-516 @ CS 1503/DERENNE AVE – TIP amendment to adjust significant ROW cost increase in FY 2021.
  3. PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD – TIP amendments to move UTL and CST phases to FY 2021 with funding and cost adjustments.
  4. PI# 0006328, BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80 – TIP amendments to adjust significant cost increases for the UTL and CST phases in FY 2021.

5. PI# 0006700, EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM – TIP amendments to remove UTL and CST phases from the TIP.
  6. PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE – TIP amendments to remove UTL and CST phases from the TIP.
  7. PI# 0010560, SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO – TIP amendments to program additional PE funds in FY 2021 and remove ROW phase from the TIP.
  8. PI# TBA, 1-16 at Jimmy DeLoach Interchange Improvements – TIP amendment to add PE phase in FY 2021.
  9. PI# TBA, Priscilla D Thomas Way (formerly Wheathill Road)/ State Route 21 (SR 21) Signalization Project – TIP amendment to add PE phase in FY 2021.
  10. PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP – TIP amendment to add PE phase in FY 2021.
- 2) Most of the transit projects programmed in FY 2020 did not have funds obligated and some new transit funds need to be programmed. The transit TIP amendments include the following.
1. All grants from FY 2020 need to roll over to FY 2021 except for the FY 2020 Section 5307 funds which were obligated and utilized in FY 2020.
  2. Additional available funds need to be amended into FY 2021 - T007426, FY 2021-CHATHAM AREA TRANSIT-FERRY BOAT + TERMINAL FACILITY and newly awarded Low Emission funds.
  3. Current year FTA Program Fund amounts are known as of February 2020 and the funding estimates need to be replaced with these actual allocation amounts.

It should be noted that the Transportation Improvement Program must be consistent with the current 2045 Metropolitan Transportation Plan (MTP) called Mobility 2045. Before amendments can be made to the FY 2018 - 2021 TIP, MTP/TIP consistency must be verified. The TIP must also be conformant to the Performance Based Planning and Programming (PBPP). The CORE MPO's TIP amendment reports regarding PBPP are available for review at <https://www.thempc.org/Core/Tip2040>.

The following pages summarize the June 2020 TIP updates in more detail.

## Highway Updates

### 1. TRUMAN LINEAR PARK TRAIL – PHASE II-B

- **PI #:** 0015306
- **MTP Priority:** Construction (CST) phase is in Cost Band One (2020 – 2027) of Mobility 2045.
- **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 52nd Street and Bee Road to Lake Mayer Community Park. Phase II-B will complete the multiuse trail from DeRenne Avenue to 52nd Street/Bee Road, to be implemented by the City of Savannah. This is an ADA compliant trail.



- **Project Status:** Concept report has been approved. Environmental documentation (CE) is almost complete. Preliminary Field Plan Review (PFPR) has been submitted to GDOT and is waiting for approval.
- **Administrative Modification:** Increase CST cost by \$28,602 in FY 2021.
- **Reason for Update:** Cost estimate Revision.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below. Federal funding amount remains unchanged. Local funding amount has increased.

| Status   | Phase | Fund Source | FY 2021 (matched)     |
|----------|-------|-------------|-----------------------|
| Current  | CST   | Z301/Local  | \$1,012,204/\$253,051 |
|          |       | Local       | \$3,140,368           |
| Proposed | CST   | Z301/Local  | \$1,012,204/\$253,051 |
|          |       | Local       | \$3,168,970           |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of air quality.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

## 2. I-516 @ CS 1503/DERENNE AVE

- **PI #:** 0008358
- **MTP Priority:** Right-of-Way (ROW) and Construction (CST) phases are in Cost Band One (2020 – 2027) of Mobility 2045.
- **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.
- **Project Status:** Project is going through environmental process.
- **Amendment:** Increase ROW cost by more than \$8 million in FY 2021.
- **Reason for Update:** New ROW cost estimation has been provided by the sponsor. Extra local match will be needed.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below. Federal funding amount remains unchanged. Local funding amount has increased significantly.

| Status   | Phase | Fund Source | FY 2021 (Federal/Local)   |
|--|-------|-------------|---------------------------|
| Current  | ROW   | Z230        | (\$5,845,886/\$1,461,472) |
|  |       | Local (*)   | \$1,611,190               |
| Proposed   | ROW   | Z230        | (\$5,845,886/\$1,461,472) |
|  |       | Local (*)   | \$9,648,642               |
| (*) extra local match. New ROW estimation provided by the sponsor. |       |             |                           |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of safety, freight and congestion management.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

### 3. CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD

- **PI#:** 0010028
- **MTP Priority:** The Preliminary Engineering (PE) phase and Construction (CST) phase (including Utility (UTL)) are included in Cost Band One (2020 – 2027) of the 2045 MTP.
- **Project Description:** The Delesseps 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. This project is ADA compliant for pedestrian accommodations.
- **Project Status:** Right-of-Way acquisitions are complete, and Right-of-Way Certification was submitted to GDOT on June 4, 2020. All environmental certifications, Final Field Plan Review (FFPR) Packet and re-evaluations were forwarded to the GDOT Project Manager on June 24, 2020. The City of Savannah is committed to this project and intends to obtain construction authorization by September 2020. Administrative modifications have been processed to replace federal funds with local funds for the UTL phase and to increase the UTL cost estimates. Letters have been sent to GDOT to request moving the federal Z230 and Z301 funds currently programmed for CST to FY 2021 with the project phase.
- **Amendments:** 1) move Utility (UTL) phase from FY 2020 to FY 2021; and 2) move Construction (CST) phase from FY 2020 to FY 2021.
- **Reason for Amendments:** New Utility cost increase is to be provided by the local project sponsor. The project is not ready for letting in FY 2020.
- **Funding/Year:** The funding codes and funding amounts for the project phases are shown below.

| Status  | Phase      | Fund Source       | FY 2020<br>(Federal/Local) | FY 2021*<br>(Federal/Local)   |
|---|------------|-------------------|----------------------------|-------------------------------|
| Current   | UTL        | Z230/Local        | \$1,280,000/\$320,000      |                               |
| <b>Proposed</b>   | <b>UTL</b> | <b>Local only</b> | <b>\$0</b>                 | <b>\$2,872,036</b>            |
| Current   | CST        | Z230/Local        | \$2,191,918/\$547,979      |                               |
| <b>Proposed</b>   | <b>CST</b> | <b>Z230/Local</b> | <b>\$0</b>                 | <b>\$2,191,918/ \$547,979</b> |
| Current   | CST        | Z301/Local        | \$1,008,082/\$252,021      |                               |
| <b>Proposed</b>   | <b>CST</b> | <b>Z301/Local</b> | <b>\$0</b>                 | <b>\$1,008,082/\$252,021</b>  |
| Current   | CST        | Local             | \$307,205                  |                               |
| <b>Proposed</b>   | <b>CST</b> | <b>Local</b>      | <b>\$0</b>                 | <b>\$307,205</b>              |
| *The amendments for the CST phase are based on the assumption that GDOT would approve the Z230 and Z301 funding move with the project. The federal dollars might be revoked from this project in August if the project sponsor has not made adequate progress between now and August to ensure funding authorization. |            |                   |                            |                               |

- **Performance Based Planning and Programming (PBPP):** The project will help improve pedestrian safety, pavement and bridges, as well as air quality.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

#### 4. BRAMPTON ROAD CONN FROM SR 21/SR 25 to SR 21 SPUR

- **PI #:** 0006328
- **MTP Priority:** The Preliminary Engineering (PE) phase and Construction (CST) phase (including the Utility (UTL) phase) are included in Cost Band One (2020 – 2027) of Mobility 2045.
- **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.
- **Project Status:** ROW activities are ongoing. Final design is ongoing.
- **Amendments:** 1) increase CST cost by more than \$5 million; and 2) increase UTL cost by more than \$8 million.
- **Reason for Amendments:** Cost estimates increased.
- **Funding/Year:** The funding codes and funding amounts for the project phases are shown below.

| Status          | Phase      | Fund Source  | FY 2021             |
|-----------------|------------|--------------|---------------------|
| Current         | CST        | HB170        | \$41,229,623        |
| <b>Proposed</b> | <b>CST</b> | <b>HB170</b> | <b>\$46,468,826</b> |
| Current         | UTL        | HB170        | \$19,120,800        |
| <b>Proposed</b> | <b>UTL</b> | <b>HB170</b> | <b>\$27,266,800</b> |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of congestion and freight.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

#### 5. EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM

- **PI #:** 0006700
- **MTP Priority:** Construction (CST) phase (including the Utility (UTL) phase) is included in Cost Band One (2020 – 2027) of Mobility 2045.
- **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.

- **Project Status:** ROW activities are ongoing. Final design is ongoing.
- **Amendments:** 1) delete CST phase from TIP; and 2) delete UTL phase from TIP. Both project phases are moving into later years and both have cost increases.
- **Reason for Amendments:** Cost estimates increased. The project is not ready for construction in FY 2021.
- **Funding/Year:** The funding codes and funding amounts for the project phases are shown below.

| Status          | Phase      | Fund Source  | FY 2021      | Long Range          |
|-----------------|------------|--------------|--------------|---------------------|
| Current         | CST        | HB170        | \$38,245,284 | --                  |
|                 |            | Local        | \$3,633,850  |                     |
| <b>Proposed</b> | <b>CST</b> | <b>HB170</b> | --           | <b>\$38,245,284</b> |
|                 |            | <b>Local</b> | --           | <b>\$11,795,112</b> |
| Current         | UTL        | Local        | \$599,850    | --                  |
| <b>Proposed</b> | <b>UTL</b> | <b>Local</b> | --           | <b>\$650,000</b>    |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of congestion and freight.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

## 6. SR 26 FROM I-516 TO CS 188/VICTORY DRIVE

- **PI #:** 521855
- **MTP Priority:** CST phase (including the Utility (UTL) phase) is included in Cost Band One (2020 – 2027) of Mobility 2045.
- **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.
- **Project Status:** ROW activities are ongoing. Final design is ongoing.
- **Amendments:** 1) delete CST phase from TIP; and 2) delete UTL phase from TIP. Both project phases are moving into later years and both have cost increases.
- **Reason for Amendments:** Cost estimates increased. The project is not ready for construction in FY 2021.
- **Funding/Year:** The funding codes and funding amounts for the project phases are shown below.

| Status          | Phase      | Fund source   | FY 2021      | LR                  |
|-----------------|------------|---------------|--------------|---------------------|
| Current         | CST        | HB 170        | \$16,012,481 |                     |
| <b>Proposed</b> | <b>CST</b> | <b>HB 170</b> | <b>\$0</b>   | <b>\$25,386,991</b> |
| Current         | UTL        | HB 170        | \$485,000    |                     |
| <b>Proposed</b> | <b>UTL</b> | <b>HB 170</b> | <b>\$0</b>   | <b>\$3,145,317</b>  |



- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of congestion and freight.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

#### 7. SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO

- **PI #:** 0010560
- **MTP Priority:** The Preliminary Engineering (PE) phase, Right-of-Way (ROW) phase and Construction (CST) phase (including the Utility (UTL) phase) are included in Cost Band One (2020 – 2027) of Mobility 2045.
- **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.
- **Project Status:** The project is currently going through the federal environmental process called NEPA (National Environmental Policy Act). A Public Information Open House (PIOH) was held by GDOT in April 2019 on Tybee Island. GDOT is working to remedy significant environmental coordination challenges. Preliminary design is ongoing.
- **Amendments:** 1) add additional PE funds in FY 2021; and 2) remove the ROW phase from the TIP.
- **Reason for Amendments:** The environmental process is still ongoing. There will be more project changes. The ROW phase is not ready for the current TIP years.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below.

| Status          | Phase      | Fund Source      | FY 2021            | LR         |
|-----------------|------------|------------------|--------------------|------------|
| Current         | --         | --               | --                 |            |
| <b>Proposed</b> | <b>PE</b>  | <b>HB170</b>     | <b>\$1,000,000</b> |            |
| Current         | ROW        | Local            | \$1,203,000        |            |
| <b>Proposed</b> | <b>ROW</b> | <b>HIP/Local</b> |                    | <b>TBA</b> |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of safety, pavement and bridge, and congestion.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

#### 8. 1-16 at Jimmy Deloach Interchange Improvements

- **PI #:** TBA

- **MTP Priority:** The Preliminary Engineering (PE) phase, Right-of-Way (ROW) phase and Construction (CST) phase (including the Utility (UTL) phase) are included in Cost Band One (2020 – 2027) of Mobility 2045.
- **Project description:** The proposed project will improve the existing interchange to safely and efficiently mitigate the expected future traffic increase from the Jimmy Deloach Parkway Extension to 1-16. Without improvement, the current interchange is anticipated to have failing levels of service and higher crash rates by 2030 according to a study recently completed by VHB for the MPO. Three alternatives were compared and the Diverging Diamond Interchange (DOI) was found to be the best option. All three alternatives include widening or replacement of the existing bridge over 1-16. The project would begin with an Interchange Modification Report (IMR) for submittal to GDOT and FHWA, which will include a review to verify the DOI is the preferred alternative. Once the IMR is approved, a concept report will be completed with design and construction plans to follow.
- **Project Status:** The planning study has been completed. The study recommendation will be carried forward to project development.
- **Amendment:** add a Preliminary Engineering (PE) phase in FY 2021.
- **Reason for Amendment:** CORE MPO conducted a Call for Projects for HIP funds. This project ranked as #1 by the TCC members. TCC recommended awarding HIP funds to this project to initiate the project development process.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below.

| Status          | Phase     | Fund Source      | FY 2021                      |
|-----------------|-----------|------------------|------------------------------|
| Current         | --        | --               | --                           |
| <b>Proposed</b> | <b>PE</b> | <b>HIP/Local</b> | <b>\$1,920,000/\$480,000</b> |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of safety, pavement and bridge, and congestion.
- **Requesting date:** June 2020
- **Requesting Agency:** Chatham County
- **Comment Period:** 6/10/2020 – 6/24/2020

## 9. Priscilla D Thomas Way (formerly Wheathill Road)/ State Route 21 (SR 21) Signalization Project

- **PI #:** TBA
- **MTP Priority:** The project is consistent with the Operational Improvements set aside in Mobility 2045.
- **Project description:** The project is located at an existing intersection on State Route 21 (SR 21). The Savannah Chatham County Public School System (SCCPSS) is designing a new K-12 complex on the site of the existing Groves High School which will increase the student count significantly. The existing Mercer Middle School and the existing Gould Elementary school will both be abandoned and consolidated onto the new complex. Priscilla D Thomas Way not only serves Groves High School but also the Garden City Stadium and Recreational Complex, multifamily housing and single-family residences. The new K-12 complex will result in a significant increase in traffic at the existing intersection. The existing Groves High School site currently serves as a high school only and the addition of both elementary and middle school students will only increase congestion at the intersection. The Georgia Department of Transportation (GDOT) agrees that the

intersection will meet warrants and the signal will be permitted in the future. GDOT is also planning for a High Intensity Activated Crosswalk (HAWK) beacon to the south of this intersection project. The new traffic signal will also provide safe pedestrian facilities and crosswalks to supplement the HAWK. The costs associated with the project include preliminary engineering (PE), construction of a right turn lane from SR 21 onto Priscilla D Thomas Way and a new traffic signal. Additional costs associated with the project include widening of Priscilla D Thomas Way to three lanes to allow for a dedicated left turn movement onto SR 21. Costs also include relocation of existing sidewalks and construction of new sidewalks. Many of the students use the sidewalks at this time to access the school property from the neighboring residential areas.

- **Project Status:** This is a new operational improvement project.
- **Amendment:** add a Preliminary Engineering (PE) phase in FY 2021.
- **Reason for Amendment:** CORE MPO conducted a Call for Projects for HIP funds. This project ranked as #3 by the TCC members. TCC recommended awarding HIP funds to this project to initiate the project development process.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below.

| Status          | Phase     | Fund Source      | FY 2021                   |
|-----------------|-----------|------------------|---------------------------|
| Current         | --        | --               | --                        |
| <b>Proposed</b> | <b>PE</b> | <b>HIP/Local</b> | <b>\$200,000/\$50,000</b> |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of safety.
- **Requesting date:** June 2020
- **Requesting Agency:** Garden City
- **Comment Period:** 6/10/2020 – 6/24/2020

#### 10. I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP

- **PI #:** 0017411
- **MTP Priority:** The project is consistent with the Operational Improvements set aside in Mobility 2045.
- **Project description:** ITS project on I-95 in Chatham and Bryan Counties.
- **Project Status:** This is a new operational improvement project.
- **Amendment:** add a Preliminary Engineering (PE) phase in FY 2021.
- **Reason for Amendment:** GDOT requested to add the project to Mobility 2045 and FY 2018 – 2021 TIP.
- **Funding/Year:** The funding code and funding amount for the project phase are shown below.

| Status          | Phase      | Fund Source       | FY 2021           | LR                  |
|-----------------|------------|-------------------|-------------------|---------------------|
| Current         | --         | --                | --                | Current             |
| <b>Proposed</b> | <b>PE</b>  | <b>Z001/State</b> | <b>\$ 165,000</b> | <b>--</b>           |
| <b>Proposed</b> | <b>CST</b> | <b>Z001/State</b> | <b>--</b>         | <b>\$ 7,810,000</b> |

- **Performance Based Planning and Programming (PBPP):** The project will help achieve the performance targets of safety, congestion and freight.
- **Requesting date:** June 2020
- **Requesting Agency:** GDOT
- **Comment Period:** 6/10/2020 – 6/24/2020

## Transit Updates

### *FTA 5307 Program*

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** FTA Section 5307 Urbanized Area Formula
- **Amendment:** Revise the FY 2021 funds to reflect the actual apportionment amounts.
- **Reason for Amendment:** Actual funding amounts for FY 2020 were released on February 24, 2020 and the estimate was updated to the actual amount. The funds from FY 2020 are not expected to be obligated by June 30, 2020.

- **Funding/Year/Project:**

Financial Summary:

- Section 5307 Program

- ❖ Federal Funding: \$3,610,351 for FY 2018; \$3,718,662 for FY 2019; \$3,830,222 for FY 2020 and \$3,671,879 for FY 2021.
- ❖ Local funding: \$2,391,858 for FY 2018; \$2,603,063 for FY 2019; \$2,681,155 for FY 2020 and \$2,368,470 for FY 2021.
- ❖ Total funding: \$6,002,209 for FY 2018; \$6,321,725 for FY 2019; \$6,511,347 for FY 2020 and \$6,040,349 for FY 2021.

Project Summary:

FTA SECTION 5307 URBANIZED AREA FORMULA FUNDS will be used for operating assistance and CAT's capital projects.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2019 – 6/24/2020

### *FTA 5307 (h) Program*

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** FTA FERRY BOAT DISCRETIONARY (FBD) FUNDS
- **Amendment:** Delete programed funds not obligated from FY 2020. Allocate the un-obligated Section 5307 (h) program funds from FY 2020 to FY 2021 and add new FY 2020 award to FY 2021.
- **Reason for Amendment:** \$4,818,633 in funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021.

- ***Funding/Year/Project:***

Financial Summary:

- FTA Ferry Boat Discretionary Funds
  - ❖ Federal Funding: \$0 for FY 2018; \$0 for FY 2019; \$1,087,680 for FY 2020 and \$3,350,577 for FY 2021.
  - ❖ Local funding: \$0 for FY 2018; \$0 for FY 2019; \$271,920 for FY 2020 and \$1,468,056 for FY 2021.
  - ❖ Total funding: \$0 for FY 2018; \$0 for FY 2019; \$1,359,600 for FY 2020 and \$4,818,633 for FY 2021.

Project Summary:

FTA FERRY BOAT DISCRETIONARY (FBD) FUNDS will be used for CAT's Ferry Maintenance Facility, a ferry dock and construction of an additional ferry vessel.

- ***Performance Based Planning and Programming (PBPP):*** The project will help improve transit safety and transit asset management.
- ***Requesting date:*** June 2020
- ***Requesting Agency:*** CAT
- ***Comment Period:*** 6/10/2019 – 6/24/2020

### ***Section 5337 Program***

- ***MTP Priority:*** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- ***Project Description:*** State of Good Repair
- ***Amendment:*** Delete programed funds from FY 2020. Allocate all un-obligated Section 5337 program funds from FY 2020 to FY 2021. Update estimated FY2020 amount to actual apportionment amount.
- ***Reason for Amendment:*** The funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021. Actual funding amounts for FY 2020 were released on February 24, 2020 and the estimate presented in FY2021 was updated to the actual amount.
- ***Funding/Year/Project:***

Financial Summary:

- Section 5337 State of Good Repair Program Funds
  - ❖ Federal funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$585,351 for FY 2021.
  - ❖ Local funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$146,338 for FY 2021.
  - ❖ Total funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$731,689 for FY 2021.

Project Summary:

Section 5337 State of Good Repair funds will be used to maintain the CAT's fixed guideway ferry fleet and ferry related facilities.



- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2020 – 6/24/2020

### **Section 5339 Program**

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** Section 5339 Bus and Bus Facility Program
- **Amendment:** Allocate all un-obligated Section 5339 program funds from FY 2020 to FY 2021. Update estimated FY2020 amount to actual apportionment amount.
- **Reason for Amendment:** All of the funds programed in FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021.
- **Funding/Year/Project:**

#### **Financial Summary:**

- Vehicle Purchase, ITS and Facility Enhancement under Section 5339 Program:
  - ❖ Federal funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$1,683,768 for FY 2021.
  - ❖ Local funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$420,942 for FY 2021.
  - ❖ Total funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$2,104,710 for FY 2021.

#### **Project Summary:**

The Intelligent Transit System (ITS) will allow CAT to upgrade its internal and external communication system through the purchase of new ITS software and hardware. The technology will improve CAT's ability to communicate real-time service information to passengers, as well as improve dispatching capability, on-time performance, safety and security, and data reporting. CAT will also purchase vehicles and complete facility enhancements.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2019 – 6/24/2020

### **Section 5339 (c) Program**

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** FTA DISCRETIONARY 5339 (c) LOW AND NO EMISSION VEHICLES
- **Amendment:** Delete programed funds from FY 2020. Allocate all un-obligated Section 5339 (c) program funds from FY 2020 to FY 2021. Add FY 2020 award to FY 2021.

- **Reason for Amendment:** The funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021. Also newly awarded Section 5339C program funds need to be added to FY 2021.
- **Funding/Year/Project:**

Financial Summary:

- FTA DISCRETIONARY 5339 (c) LOW AND NO EMISSION VEHICLES Funds
  - ❖ Federal funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$3,371,240 for FY 2021.
  - ❖ Local funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$4,423,240 for FY 2021.
  - ❖ Total funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$7,794,480 for FY 2021.

Project Summary:

Section 5339 (c) funds will be used to purchase low and no emission vehicles and the electric infrastructure and charging equipment necessary to operate the vehicles.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2019 – 6/24/2020

#### **FHWA FERRY BOAT PROGRAM FORMULA FUNDS**

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** FHWA FERRY BOAT PROGRAM
- **Amendment:** Delete FY 2013 – FY 2016 FHWA Ferry Boat Program Formula Funds from FY 2020. Allocate all un-obligated FHWA Ferry Boat Program Formula Funds to FY 2021. Add FY 2019 FHWA Ferry Boat Program Funds to FY 2021.
- **Reason for Amendment:** The funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021. FY 2019 funds need to be added.
- **Funding/Year/Project:**

Financial Summary:

FHWA FERRY BOAT PROGRAM FORMULA FUNDS

- ❖ Federal funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$528,572 for FY 2021.
- ❖ Local funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$132,143 for FY 2021.
- ❖ Total funding: \$0 for FY 2018; \$0 for FY 2019; \$0 for FY 2020 and \$660,715 for FY 2021.

Project Summary:

FHWA Ferry Boat Program Formula Funds will be used to maintain the CAT's water ferry system.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2019 – 6/24/2020

### ***M301 Funding Flexed for ITS***

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** Transit ITS development and implementation
- **Amendment:** Delete programmed funds from FY 2020. Allocate all un-obligated M301 funds from FY 2020 to FY 2021.
- **Reason for Amendment:** The funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021.
- **Funding/Year/Project:**

#### **Financial Summary:**

- Flexed M301 Funds
  - ❖ Federal funding: \$0 for FY 2020 and \$180,648 for FY 2021.
  - ❖ Local funding: \$0 for FY 2020 and \$45,162 for FY 2021.
  - ❖ Total funding: \$0 for FY 2020 and \$225,810 for FY 2021.

#### **Project Summary:**

The flexed M301 funds will be used to purchase an Intelligent Transit System (ITS). The Intelligent Transit System (ITS) will allow CAT to upgrade its internal and external communication system through the purchase of new ITS software and hardware. The technology will improve CAT's ability to communicate real-time service information to passengers, as well as improve dispatching capability, on-time performance, safety and security, and data reporting.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2019 – 6/24/2020

### ***M230 Funding Flexed for Vehicle Purchase***

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** Transit Vehicle Purchase
- **Amendment:** Delete programmed funds from FY 2020. Allocate all un-obligated M230 funds from FY 2020 to FY 2021.
- **Reason for Amendment:** The funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021.
- **Funding/Year/Project:**

Financial Summary:

- Flexed M230 Funds

- ❖ Federal funding: \$2,190,000 for FY 2021.
- ❖ Local funding: \$547,500 for FY 2021.
- ❖ Total funding: \$2,737,500 for FY 2021.

Project Summary:

The flexed M230 funds will be used to purchase low and no emission vehicles and the electric infrastructure and charging equipment necessary to operate the vehicles.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2020 – 6/24/2020

**Z230 Funding Flexed for Vehicle Purchase and ITS**

- **MTP Priority:** Public Transportation (consistent with the CAT's Transit Development Plan (TDP))
- **Project Description:** Transit Vehicle Purchase and Infrastructure and ITS
- **Amendment:** Delete programed funds from FY 2020. Allocate all un-obligated Z230 funds from FY 2020 to FY 2021.
- **Reason for Amendment:** The funds from FY 2020 are not expected to be obligated by June 30, 2020. CAT wishes to move these funds to FY 2021.
- **Funding/Year/Project:**

Financial Summary:

- Flexed Z230 Funds

- ❖ Federal funding: \$0 in FY 2020 and \$3,967,603 for FY 2021.
- ❖ Local funding: \$0 in FY 2020 and \$1,269,430 for FY 2021.
- ❖ Total funding: \$0 in FY 2020 and \$5,237,033 for FY 2021.

- Project Summary:

The flexed Z230 funds will be used to purchase low and no emission vehicles and the electric infrastructure and charging equipment necessary to operate the vehicles. CAT will also purchase an enhanced Intelligent Transit System. The Intelligent Transit System (ITS) will allow CAT to upgrade its internal and external communication system through the purchase of new ITS software and hardware. The technology will improve CAT's ability to communicate real-time service information to passengers, as well as improve dispatching capability, on-time performance, safety and security, and data reporting.

- **Performance Based Planning and Programming (PBPP):** The project will help improve transit safety and transit asset management.
- **Requesting date:** June 2020
- **Requesting Agency:** CAT
- **Comment Period:** 6/10/2019 – 6/24/2020

## **Public Participation Process**

The adopted TIP/STIP amendment process outlined in the CORE MPO's Participation Plan requires public review and comment and responses to all comments (either individually or in summary form) for all TIP amendments. In order to process the proposed amendments in June 2020, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, June 7, 2020. 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 started on June 10, 2020 and closed on June 24, 2020. A virtual public hearing was held in conjunction with the virtual CORE MPO Board meeting on June 24, 2020.

CORE MPO staff has received several written comments. One of them is related to the US 80 Bridges Replacement project regarding the cross sections. Other comments are in support of the bicycle and pedestrian accommodations in three projects (Truman Linear Park Trail, US 80 Bridges Replacement, and DeLesseps Avenue Improvement). The MPO staff has provided responses to all of them. The original comments are included in Appendix C of this report.

## **Action**

The TIP amendments were endorsed by the CORE MPO Technical Coordinating Committee (TCC) on June 18, 2020 and by the Advisory Committee on Accessible Transportation (ACAT) on June 22, 2020. The CORE MPO Board adopted the TIP amendments on June 24, 2020.

## **Appendix**

Several appendices are attached with this report:

- Appendix A - the updated project pages for FY 2018 – 2021 TIP that incorporate the amendments
- Appendix B – Addendum to Mobility 2045
- Appendix C - the public involvement materials
- Appendix D – Projects' Development Status Check



## Appendix A: Updated TIP Project Pages

### Current Project Page

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

|   |               |                  |           |         |                 |             |
|---|---------------|------------------|-----------|---------|-----------------|-------------|
| TRUMAN LINEAR PARK TRAIL – PHASE II-B   |               |                  |           |         | P.I. #:         | 0015306     |
| 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 <sup>nd</sup> Street and Bee Road to Lake Mayer Community Park. Phase II-B will complete the multiuse trail from DeRenne Avenue to 52 <sup>nd</sup> Street/Bee Road, to be implemented by the City of Savannah. The detailed project description is being developed in the concept report. *ADA compliant trail.  |               |                  |           |         | TIP #:          | 2015-M-01   |
|   |               |                  |           |         | COUNTY:         | CHATHAM     |
|   |               |                  |           |         | PROJ. #:        |             |
|   |               |                  |           |         | FUND:           | 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):    |             |
| 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 conducting preliminary engineering work through its consultant. Additional PE funds are needed in FY 2019 for reconfiguration of the 52nd Street bridge crossing and other preliminary engineering work. The most recent schedule indicates construction phase should be programmed in FY 2021. The most recent construction cost estimate is \$4,405,623. The project ranked #2 during the December 2018 – January 2019 Z301 Call for Projects. City of Savannah was awarded \$155,583 of Z301 funds for PE in FY 2019 and will provide the 20% local match. The City was also awarded \$1,012,204 of Z301 funds in FY 2021 for construction. The City will provide the required 20% match in the amount of \$253,051, plus additional local funds of \$3,140,368. The City may apply for additional federal funds in the future to supplement the construction cost. |               |                  |           |         |                 |             |
| PROJECT PHASE   | \$ SOURCE     | FY 2018          | FY 2019   | FY 2020 | FY 2021         | TOTAL       |
| PRELIM. ENGR.   | Federal/Local | \$0              | \$194,479 | \$0     | \$0             | \$194,479   |
| RIGHT-OF-WAY  | None          | \$0              | \$0       | \$0     | \$0             | \$0         |
| CONSTRUCTION  | Federal/Local | \$0              | \$0       | \$0     | \$4,405,623     | \$4,405,623 |
| PROJECT COST  |               | \$0              | \$194,479 | \$0     | \$4,405,623     | \$4,600,102 |
| FEDERAL COST  |               | \$0              | \$155,583 | \$0     | \$1,012,204     | \$1,167,787 |
| STATE COST  |               | \$0              | \$0       | \$0     | \$0             | \$0         |
| LOCAL COST  |               | \$0              | \$38,896  | \$0     | \$3,393,419     | \$3,432,315 |

#### PROJECT LOCATION



**Updated Project Page**

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

|  |               |                  |           |                   |             |             |
|--|---------------|------------------|-----------|-------------------|-------------|-------------|
| TRUMAN LINEAR PARK TRAIL – PHASE II-B  |               |                  |           | P.I. #: 0015306   |             |             |
| 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 <sup>nd</sup> Street and Bee Road to Lake Mayer Community Park. Phase II-B will complete the multiuse trail from DeRenne Avenue to 52 <sup>nd</sup> Street/Bee Road, to be implemented by the City of Savannah. The detailed project description is being developed in the concept report. *ADA compliant trail.   |               |                  |           | TIP #: 2015-M-01  |             |             |
|  |               |                  |           | COUNTY: CHATHAM   |             |             |
|  |               |                  |           | PROJ. #:          |             |             |
|  |               |                  |           | FUND: 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):      |             |             |
| 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 conducting preliminary engineering work through its consultant. Additional PE funds are needed in FY 2019 for reconfiguration of the 52nd Street bridge crossing and other preliminary engineering work. The most recent schedule indicates construction phase should be programmed in FY 2021. The most recent construction cost estimate is \$4,405,623. The project ranked #2 during the December 2018 – January 2019 Z301 Call for Projects. City of Savannah was awarded \$155,583 of Z301 funds for PE in FY 2019 and will provide the 20% local match. The City was also awarded \$1,012,204 of Z301 funds in FY 2021 for construction. The City will provide the required 20% match in the amount of \$253,051, plus additional local funds. The City may apply for additional federal funds in the future to supplement the construction cost. In June 2020 there is a slight cost adjustment for the CST phase. |               |                  |           |                   |             |             |
| PROJECT PHASE  | \$ SOURCE     | FY 2018          | FY 2019   | FY 2020           | FY 2021     | TOTAL       |
| PRELIM. ENGR.  | Federal/Local | \$0              | \$194,479 | \$0               | \$0         | \$194,479   |
| RIGHT-OF-WAY   | None          | \$0              | \$0       | \$0               | \$0         | \$0         |
| CONSTRUCTION   | Federal/Local | \$0              | \$0       | \$0               | \$4,434,225 | \$4,434,225 |
| PROJECT COST   |               | \$0              | \$194,479 | \$0               | \$4,434,225 | \$4,628,704 |
| FEDERAL COST   |               | \$0              | \$155,583 | \$0               | \$1,012,204 | \$1,167,787 |
| STATE COST   |               | \$0              | \$0       | \$0               | \$0         | \$0         |
| LOCAL COST   |               | \$0              | \$38,896  | \$0               | \$3,422,021 | \$3,460,917 |

**PROJECT LOCATION**

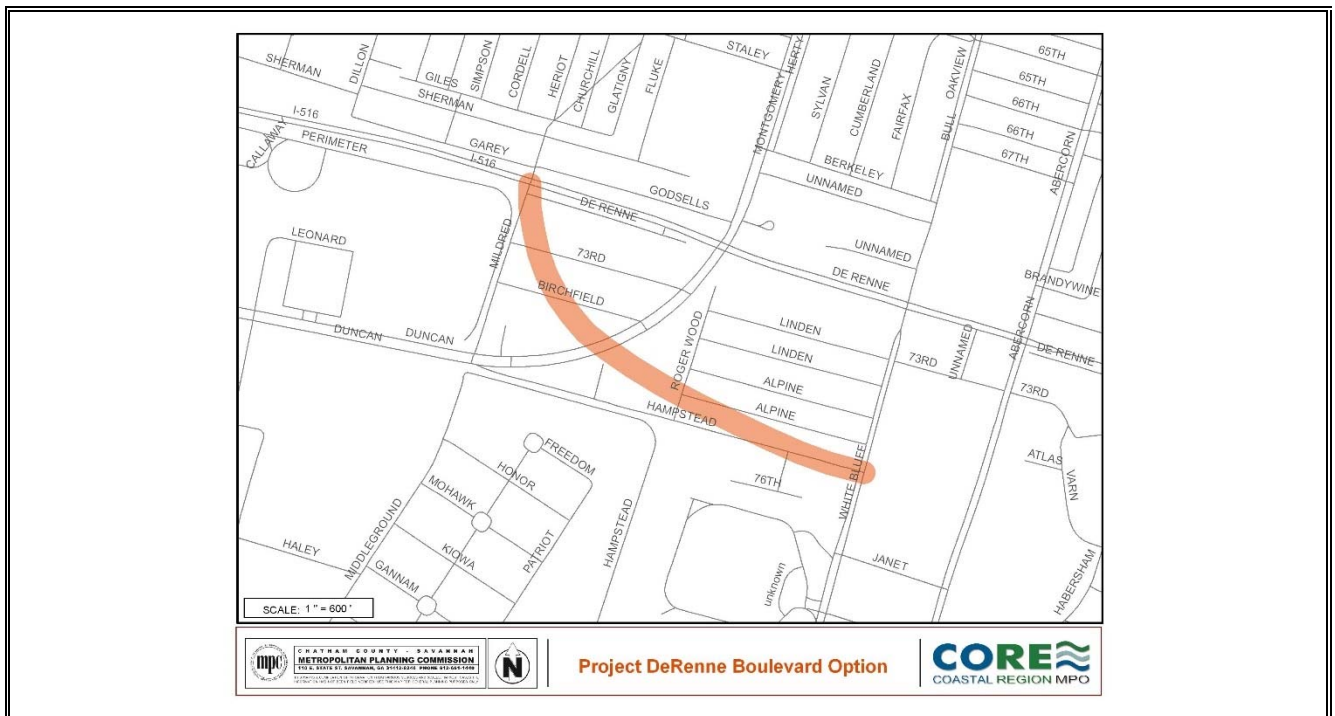


Current Project Page

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

|  |               |                 |             |         |  |              |             |
|--|---------------|-----------------|-------------|---------|--|--------------|-------------|
| I-516 @ CS 1503/DERENNE AVE  |               |                 |             |         | P.I. #:  |              | 0008358     |
|  |               |                 |             |         | TIP #:   |              | 2006-H-06   |
|  |               |                 |             |         | COUNTY:  |              | CHATHAM     |
|  |               |                 |             |         | PROJ. #:   |              |             |
|  |               |                 |             |         | FUND:  |              | Z230, Local |
| 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.   |               |                 |             |         | GDOT DISTRICT:   |              | 5           |
|  |               |                 |             |         | CONG. DISTRICT:  |              | 1           |
|  |               |                 |             |         | RC:  |              | CRC         |
|  |               |                 |             |         | 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. |              |             |
| TRAFFIC VOL.   | 2015 AADT:    | 0               | 2040:       | 29,250  |  |              |             |
| NO. OF LANES   | EXISTING:     | 0               | PLANNED:    | 4       |  |              |             |
| LOCAL ROAD #:  |               | STATE/US ROAD # |             |         |  |              |             |
|  |               |                 |             |         |  |              |             |
| 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**

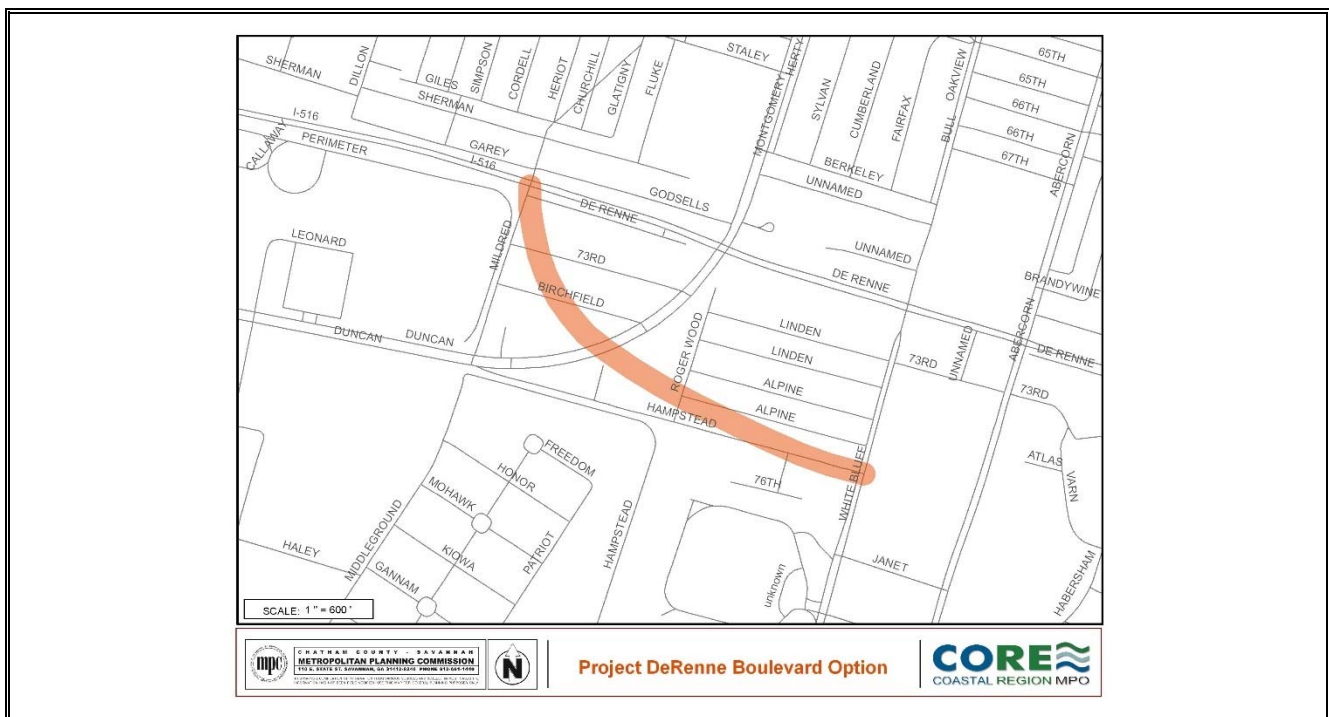


**Updated Project Page**

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

|   |               |                 |             |         |                 |              |
|---|---------------|-----------------|-------------|---------|-----------------|--------------|
| I-516 @ CS 1503/DERENNE AVE<br><br>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. In June 2020 the ROW cost has been revised. The significance cost increase will be covered by the local sponsor. |               |                 |             |         |                 |              |
| 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     | \$16,956,000    | \$16,956,000 |
| UTILITY   | None          | \$0             | \$0         | \$0     | \$0             | \$0          |
| CONSTRUCTION  | None          | \$0             | \$0         | \$0     | \$0             | \$0          |
| PROJECT COST  |               | \$1,375,611     | \$1,625,000 | \$0     | \$16,956,000    | \$19,956,611 |
| 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     | \$11,110,114    | \$11,710,236 |

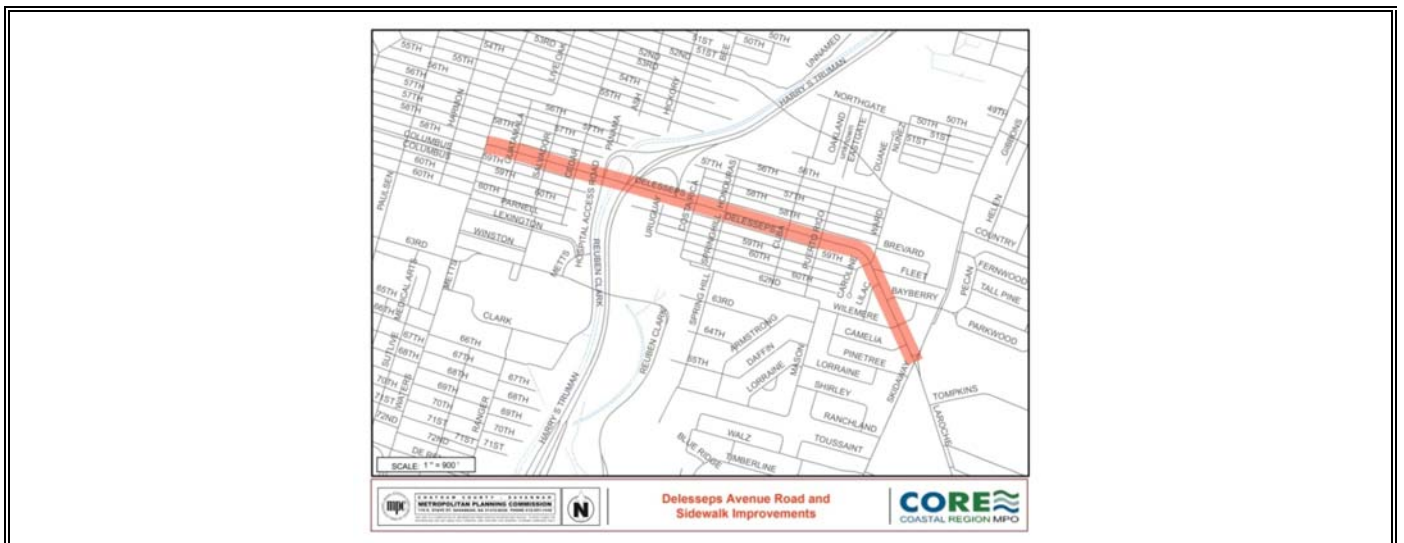
**PROJECT LOCATION**



**Current Project Page**  
**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                 |         |             |
| PROJECT DESCRIPTION: The Delesseps 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.   |               |                  |         | TIP #: 2012-BP-01               |         |             |
|   |               |                  |         | COUNTY: CHATHAM                 |         |             |
|   |               |                  |         | PROJ. #:                        |         |             |
|   |               |                  |         | FUND: Z230, Z301, Local, HB 170 |         |             |
|   |               |                  |         | GDOT DISTRICT: 5                |         |             |
| TRAFFIC VOL. 2015 AADT: 8,440   |               | 2040:            |         | CONG. DISTRICT: 1               |         |             |
| NO. OF LANES EXISTING: 2  |               | PLANNED: 2       |         | RC: CRC                         |         |             |
| 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. The project is going through ROW acquisition. Utility (UTL) is programmed in FY 2020 with Z230 funds. The project ranked #5 during the 2017 STBG Call for Projects and #3 during the 2018 - 2019 Z301 Call for Projects. City of Savannah was awarded Z301 funds (\$1,008,082) and Z230 funds (\$2,191,918) in FY 2020 for the construction phase and will provide the 20% local match. In July 2019 GDOT requested to add additional HB 170 funds (\$25,000) for PE and additional local funds (\$307,205) for CST in FY 2020. |               |                  |         |                                 |         |             |
| PROJECT PHASE   | \$ SOURCE     | FY 2018          | FY 2019 | FY 2020                         | FY 2021 | TOTAL       |
| Project Oversight   | Authorized    | \$0              | \$0     | \$0                             | \$0     | \$0         |
| PRELIM. ENGR.   | State         | \$0              | \$0     | \$25,000                        | \$0     | \$25,000    |
| 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     | \$4,307,205                     | \$0     | \$4,307,205 |
| PROJECT COST  |               | \$0              | \$0     | \$5,932,205                     | \$0     | \$5,932,205 |
| FEDERAL COST  |               | \$0              | \$0     | \$4,480,000                     | \$0     | \$4,480,000 |
| STATE COST  |               | \$0              | \$0     | \$25,000                        | \$0     | \$25,000    |
| LOCAL COST*   |               | \$0              | \$0     | \$1,427,205                     | \$0     | \$1,427,205 |

**PROJECT LOCATION**



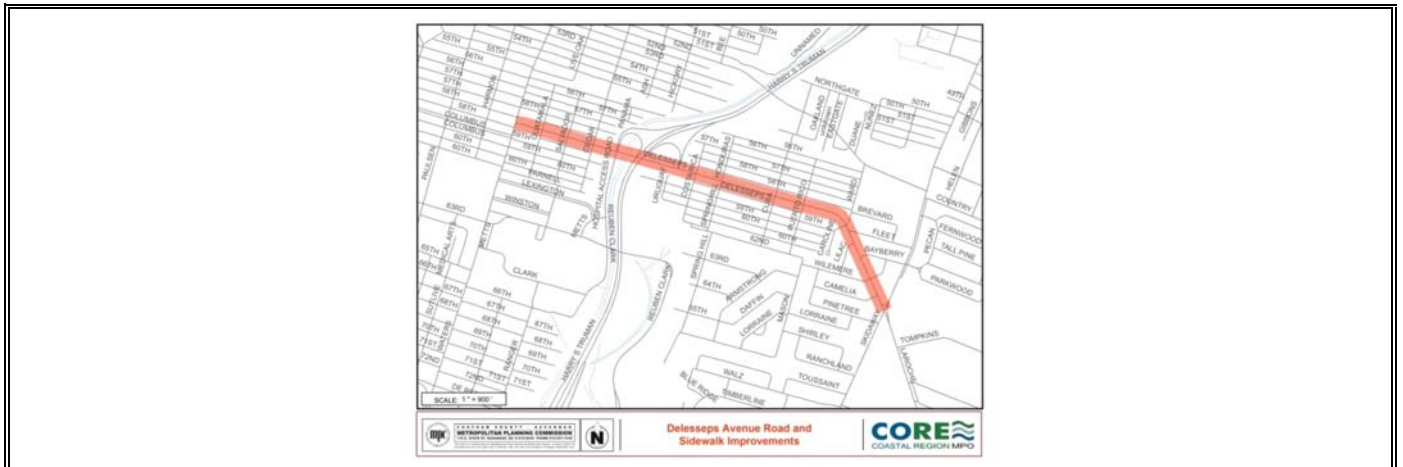


**Updated Project Page**

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

|   |               |                  |         |                                 |             |             |
|---|---------------|------------------|---------|---------------------------------|-------------|-------------|
| PROJECT DESCRIPTION: The Delesseps 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.   |               |                  |         | P.I. #: 0010028                 |             |             |
|   |               |                  |         | TIP #: 2012-BP-01               |             |             |
|   |               |                  |         | COUNTY: CHATHAM                 |             |             |
|   |               |                  |         | PROJ. #:                        |             |             |
|   |               |                  |         | FUND: Z230, Z301, Local, HB 170 |             |             |
|   |               |                  |         | GDOT DISTRICT: 5                |             |             |
| TRAFFIC VOL. 2015 AADT: 8,440   |               | 2040:            |         | CONG. DISTRICT: 1               |             |             |
| NO. OF LANES EXISTING: 2  |               | PLANNED: 2       |         | RC: CRC                         |             |             |
| 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. The project is going through ROW acquisition. Utility (UTL) is programmed in FY 2020 with Z230 funds. The project ranked #5 during the 2017 STBG Call for Projects and #3 during the 2018 - 2019 Z301 Call for Projects. City of Savannah was awarded Z301 funds (\$1,008,082) and Z230 funds (\$2,191,918) in FY 2020 for the construction phase and will provide the 20% local match. In July 2019 GDOT requested to add additional HB 170 funds (\$25,000) for PE and additional local funds (\$307,205) for CST in FY 2020. In June 2020 the UTL and CST phases are moved to FY 2021 with UTL totally covered by the local sponsor. A request has been sent to GDOT to move the Z230 and Z301 funds already allocated to the CST phase to FY 2021 with the project. |               |                  |         |                                 |             |             |
| PROJECT PHASE   | \$ SOURCE     | FY 2018          | FY 2019 | FY 2020                         | FY 2021     | TOTAL       |
| Project Oversight   | Authorized    | \$0              | \$0     | \$0                             | \$0         | \$0         |
| PRELIM. ENGR.   | State         | \$0              | \$0     | \$25,000                        | \$0         | \$25,000    |
| RIGHT-OF-WAY  | Authorized    | \$0              | \$0     | \$0                             | \$0         | \$0         |
| UTILITY   | Local         | \$0              | \$0     | \$0                             | \$2,872,036 | \$2,872,036 |
| CONSTRUCTION  | Federal/Local | \$0              | \$0     | \$0                             | \$4,307,205 | \$4,307,205 |
| PROJECT COST  |               | \$0              | \$0     | \$25,000                        | \$7,179,241 | \$7,204,241 |
| FEDERAL COST  |               | \$0              | \$0     | \$0                             | \$3,200,000 | \$3,200,000 |
| STATE COST  |               | \$0              | \$0     | \$25,000                        | \$0         | \$25,000    |
| LOCAL COST*   |               | \$0              | \$0     | \$0                             | \$3,979,241 | \$3,979,241 |

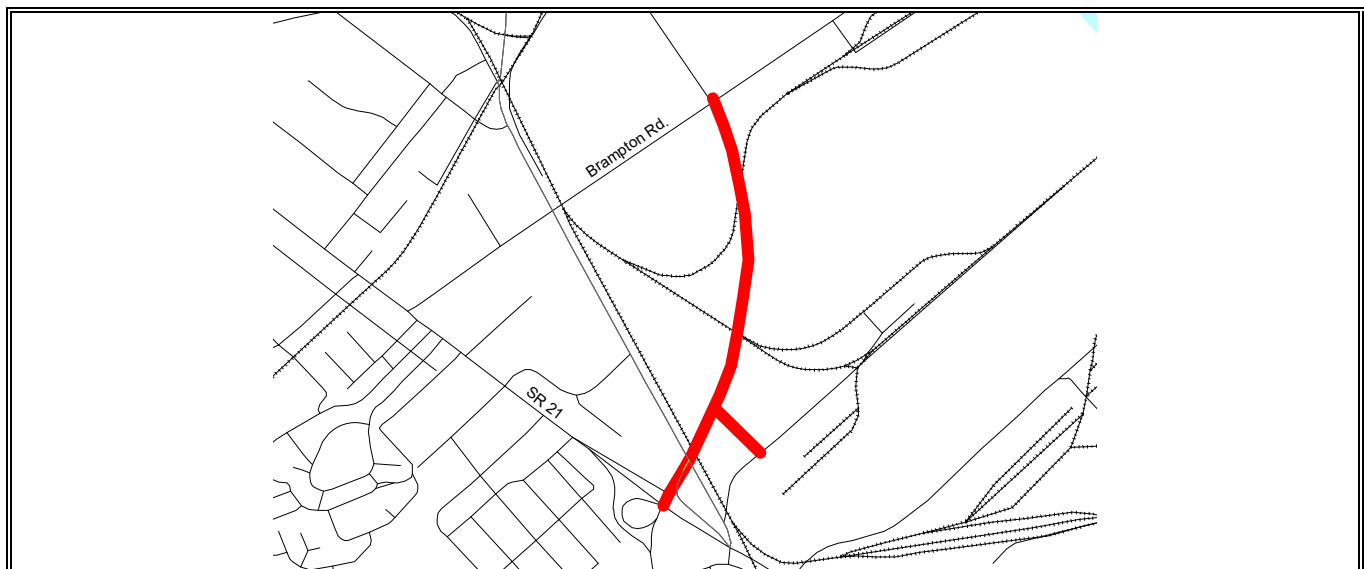
**PROJECT LOCATION**



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

|   |                            |                  |             |             |                             |              |
|---|----------------------------|------------------|-------------|-------------|-----------------------------|--------------|
| <b>BRAMPTON ROAD CONN FROM SR 21/SR 25 to SR 21 SPUR</b>  |                            |                  |             |             | P.I. #: 0006328             |              |
|   |                            |                  |             |             | TIP #: 2004-H-08            |              |
|   |                            |                  |             |             | COUNTY: CHATHAM             |              |
|   |                            |                  |             |             | PROJ. #: CSSTP-0006-00(328) |              |
|   |                            |                  |             |             | FUND: HB 170, Local         |              |
| 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.  |                            |                  |             |             | GDOT DISTRICT: 5            |              |
|   |                            |                  |             |             | CONG. DISTRICT: 1           |              |
|   |                            |                  |             |             | RC: CRC                     |              |
|   |                            |                  |             |             | LENGTH (MI):                |              |
|   |                            |                  |             |             |                             |              |
| LOCAL ROAD #:   |                            | STATE/US ROAD #: |             |             |                             |              |
| 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 acquisition is ongoing. Both the utility (UTL) and construction (CST) phases were programmed in FY 2019 with state HB 170 funds. In November 2018 GDOT requested to add additional PE funds to FY 2019, move CST from FY 2019 to FY 2020 with a cost increase, and move UTL from FY 2019 to FY 2020 with a cost increase. The PE funds programmed in FY 2019 have been authorized. In July 2019 GDOT requested to add additional PE funds to FY 2020 with state HB 170 funds (\$1,165,671) and local funds (\$500,000). In November 2019 GDOT requested to move both UTL and CST phases to FY 2021 with unchanged costs. |                            |                  |             |             |                             |              |
| PROJECT PHASE   | \$ SOURCE                  | FY 2018          | FY 2019     | FY 2020     | FY 2021                     | TOTAL        |
| PRELIM. ENGR.   | Authorized/<br>State/Local | \$0              | \$4,000,000 | \$1,665,671 | \$0                         | \$5,665,671  |
| RIGHT-OF-WAY  | Authorized                 | \$0              | \$0         | \$0         | \$0                         | \$0          |
| UTILITY   | State                      | \$0              | \$0         | \$0         | \$19,120,800                | \$19,120,800 |
| CONSTRUCTION  | State                      | \$0              | \$0         | \$0         | \$41,229,623                | \$41,229,623 |
| PROJECT COST  |                            | \$0              | \$4,000,000 | \$1,665,671 | \$60,350,423                | \$66,016,094 |
| FEDERAL COST  |                            | \$0              | \$0         | \$0         | \$0                         | \$0          |
| STATE COST  |                            | \$0              | \$4,000,000 | \$1,165,671 | \$60,350,423                | \$65,516,094 |
| LOCAL COST  |                            | \$0              | \$0         | \$500,000   | \$0                         | \$500,000    |

**PROJECT LOCATION**

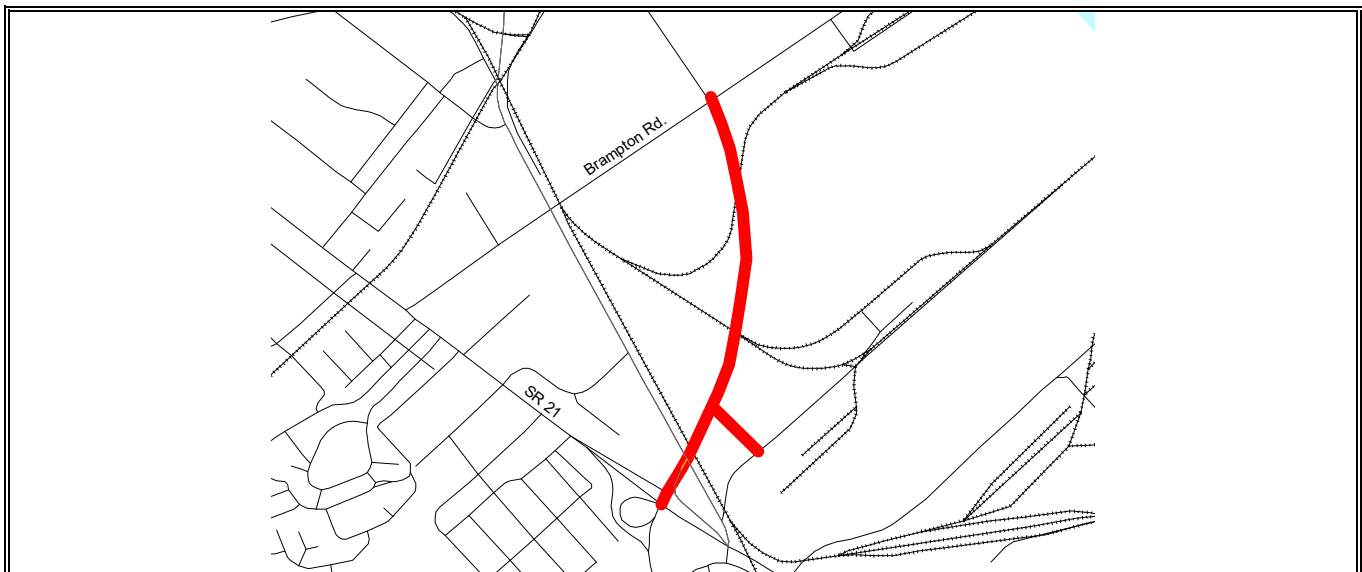


**Updated Project Page**

**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, Local         |              |
|  |                         |                  |             |                   | GDOT DISTRICT: 5            |              |
| TRAFFIC VOL. 2015 AADT: N/A  |                         | 2040: N/A        |             | CONG. DISTRICT: 1 |                             |              |
| NO. OF LANES EXISTING: 0   |                         | PLANNED: 4       |             | RC: CRC           |                             |              |
| LOCAL ROAD #:  |                         | STATE/US ROAD #: |             |                   | 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 acquisition is ongoing. Both the utility (UTL) and construction (CST) phases were programmed in FY 2019 with state HB 170 funds. In November 2018 GDOT requested to add additional PE funds to FY 2019, move CST from FY 2019 to FY 2020 with a cost increase, and move UTL from FY 2019 to FY 2020 with a cost increase. The PE funds programmed in FY 2019 have been authorized. In July 2019 GDOT requested to add additional PE funds to FY 2020 with state HB 170 funds (\$1,165,671) and local funds (\$500,000). In November 2019 GDOT requested to move both UTL and CST phases to FY 2021 with unchanged costs. In June 2020 GDOT requested cost increases for both the UTL and CST phases in FY 2021. |                         |                  |             |                   |                             |              |
| PROJECT PHASE  | \$ SOURCE               | FY 2018          | FY 2019     | FY 2020           | FY 2021                     | TOTAL        |
| PRELIM. ENGR.  | Authorized/ State/Local | \$0              | \$4,000,000 | \$1,665,671       | \$0                         | \$5,665,671  |
| RIGHT-OF-WAY   | Authorized              | \$0              | \$0         | \$0               | \$0                         | \$0          |
| UTILITY  | State                   | \$0              | \$0         | \$0               | \$27,266,800                | \$27,266,800 |
| CONSTRUCTION   | State                   | \$0              | \$0         | \$0               | \$46,468,826                | \$46,468,826 |
| PROJECT COST   |                         | \$0              | \$4,000,000 | \$1,665,671       | \$73,735,626                | \$79,401,297 |
| FEDERAL COST   |                         | \$0              | \$0         | \$0               | \$0                         | \$0          |
| STATE COST   |                         | \$0              | \$4,000,000 | \$1,165,671       | \$73,735,626                | \$78,901,297 |
| LOCAL COST   |                         | \$0              | \$0         | \$500,000         | \$0                         | \$500,000    |

**PROJECT LOCATION**

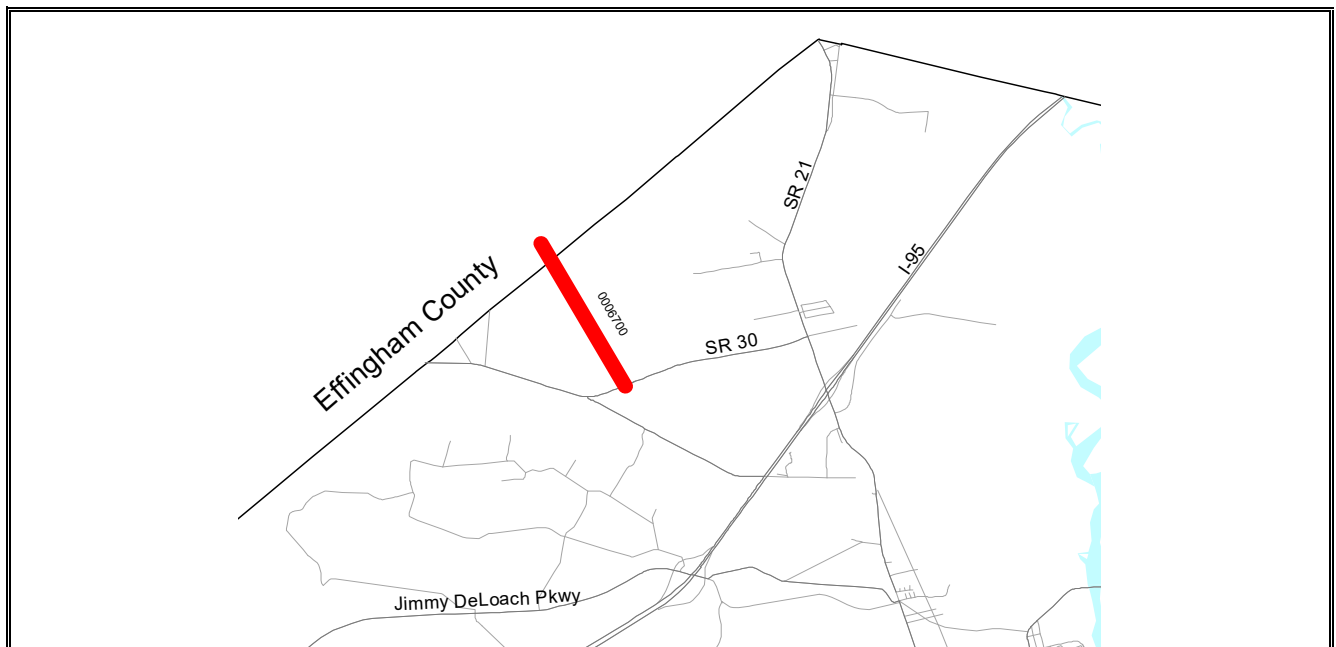


Current Project Page

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

|   |             |         |           |   |              |              |
|---|-------------|---------|-----------|---|--------------|--------------|
| EFFINGHAM PKWY FM CR 156/BLUE<br>JAY/EFFINGHAM TO SR 30/CHATHAM   |             |         |           | P.I. #: 0006700   |              |              |
|   |             |         |           | TIP #: 2004-H-06  |              |              |
|   |             |         |           | COUNTY: CHATHAM   |              |              |
|   |             |         |           | PROJ. #: CSMSL-0006-00(700)   |              |              |
|   |             |         |           | FUND: HB 170, Local*  |              |              |
| 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. |             |         |           | GDOT DISTRICT: 5  |              |              |
|   |             |         |           | CONG. DISTRICT: 1   |              |              |
|   |             |         |           | RC: CRC   |              |              |
|   |             |         |           | 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 was programmed in FY 2020 with local funds. Construction (CST) was programmed in FY 2020 with state HB 170 funds (\$38,245,284) and local funds (\$697,820). In November 2018 GDOT requested to increase PE funds in FY 2019 and move CST & UTL from FY 2020 to FY 2021 with an increase in cost. |              |              |
| * Effingham County local SPLOST funds   |             |         |           |   |              |              |
| PROJECT PHASE   | \$ SOURCE   | FY 2018 | FY 2019   | FY 2020   | FY 2021      | TOTAL        |
| PRELIM. ENGR.   | State       | \$0     | \$327,000 | \$0   | \$0          | \$327,000    |
| RIGHT-OF-WAY  | Authorized  | \$0     | \$0       | \$0   | \$0          | \$0          |
| UTILITY   | Local       | \$0     | \$0       | \$0   | \$599,850    | \$599,850    |
| CONSTRUCTION  | State/Local | \$0     | \$0       | \$0   | \$41,279,284 | \$41,279,284 |
| PROJECT COST  |             | \$0     | \$327,000 | \$0   | \$41,879,134 | \$42,206,134 |
| FEDERAL COST  |             | \$0     | \$0       | \$0   | \$0          | \$0          |
| STATE COST  |             | \$0     | \$327,000 | \$0   | \$38,245,284 | \$38,572,284 |
| LOCAL COST*   |             | \$0     | \$0       | \$0   | \$3,633,850  | \$3,633,850  |

**PROJECT LOCATION**

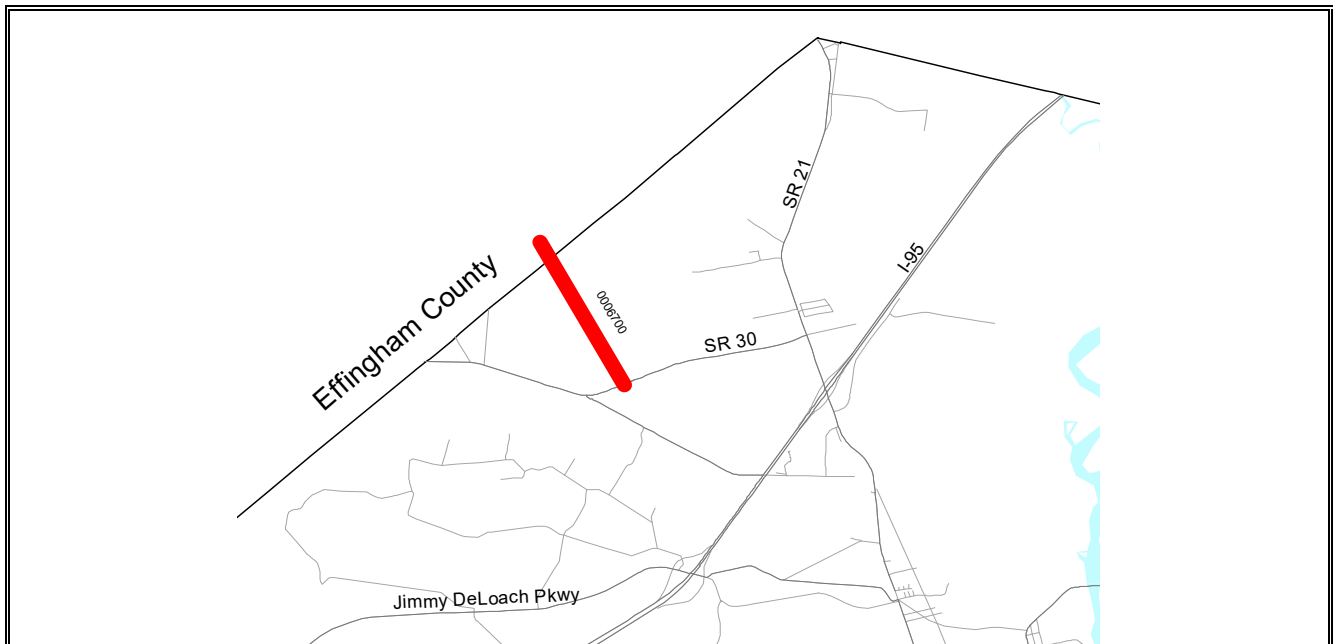


**Update Project Page**

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

|  |             |         |           |                             |         |           |
|--|-------------|---------|-----------|-----------------------------|---------|-----------|
| EFFINGHAM PKWY FM CR 156/BLUE<br>JAY/EFFINGHAM TO SR 30/CHATHAM  |             |         |           | P.I. #: 0006700             |         |           |
|  |             |         |           | TIP #: 2004-H-06            |         |           |
|  |             |         |           | COUNTY: CHATHAM             |         |           |
|  |             |         |           | PROJ. #: CSMSL-0006-00(700) |         |           |
|  |             |         |           | FUND: HB 170, Local*        |         |           |
| 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.  |             |         |           | GDOT DISTRICT: 5            |         |           |
|  |             |         |           | CONG. DISTRICT: 1           |         |           |
|  |             |         |           | RC: CRC                     |         |           |
|  |             |         |           | LENGTH (MI): 1.2            |         |           |
|  |             |         |           |                             |         |           |
| LOCAL ROAD #:  |             |         |           | STATE/US ROAD #:            |         |           |
| 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 was programmed in FY 2020 with local funds. Construction (CST) was programmed in FY 2020 with state HB 170 funds (\$38,245,284) and local funds (\$697,820). In November 2018 GDOT requested to increase PE funds in FY 2019 and move CST & UTL from FY 2020 to FY 2021 with an increase in cost. In June 2020 GDOT requested to move the UTL and CST phases to long range due to cost increases that need to be covered by the local sponsor. |             |         |           |                             |         |           |
| * Effingham County local SPLOST funds  |             |         |           |                             |         |           |
| PROJECT PHASE  | \$ SOURCE   | FY 2018 | FY 2019   | FY 2020                     | FY 2021 | TOTAL     |
| PRELIM. ENGR.  | State       | \$0     | \$327,000 | \$0                         | \$0     | \$327,000 |
| RIGHT-OF-WAY   | Authorized  | \$0     | \$0       | \$0                         | \$0     | \$0       |
| UTILITY  | Local       | \$0     | \$0       | \$0                         | \$0     | \$0       |
| CONSTRUCTION   | State/Local | \$0     | \$0       | \$0                         | \$0     | \$0       |
| PROJECT COST   |             | \$0     | \$327,000 | \$0                         | \$0     | \$327,000 |
| FEDERAL COST   |             | \$0     | \$0       | \$0                         | \$0     | \$0       |
| STATE COST   |             | \$0     | \$327,000 | \$0                         | \$0     | \$327,000 |
| LOCAL COST*  |             | \$0     | \$0       | \$0                         | \$0     | \$0       |

**PROJECT LOCATION**

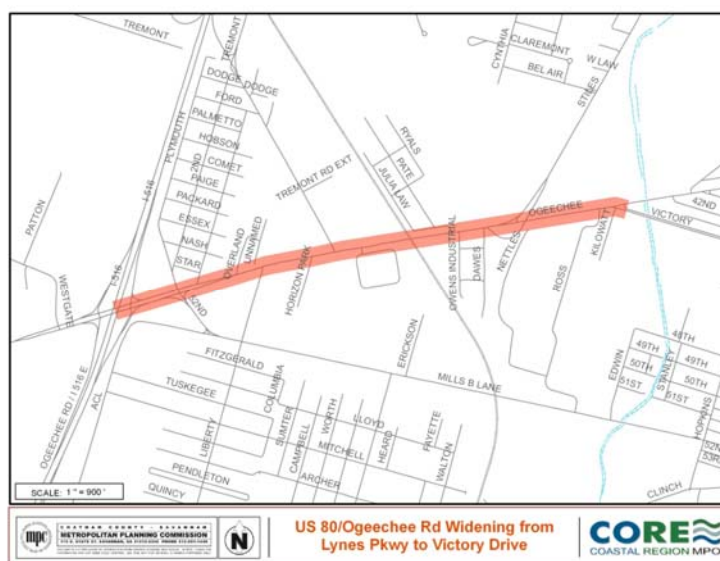




**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION  
FY 2018 - 2021 TRANSPORTATION IMPROVEMENT PROGRAM**

|  |  |             |                  |                |             |                   |              |
|--|--|-------------|------------------|----------------|-------------|-------------------|--------------|
| 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 environmental 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 were programmed in FY 2019 with state HB 170 funds. In November 2018 GDOT requested additonal ROW be added to the project in FY 2019. CST and UTL were pushed back to FY 2021 to accomodate the need for addtioanl ROW. |  |             |                  |                |             |                   |              |
| 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   |  | State       | \$0              | \$8,691,000    | \$0         | \$0               | \$8,691,000  |
| UTILITY  |  | State       | \$0              | \$0            | \$0         | \$485,000         | \$485,000    |
| CONSTRUCTION   |  | State       | \$0              | \$0            | \$0         | \$16,012,481      | \$16,012,481 |
| PROJECT COST   |  |             | \$500,000        | \$8,691,000    | \$0         | \$16,497,481      | \$25,688,481 |
| FEDERAL COST   |  | 0           | \$0              | \$0            | \$0         | \$0               | \$0          |
| STATE COST   |  | 0           | \$500,000        | \$8,691,000    | \$0         | \$16,497,481      | \$25,688,481 |
| LOCAL COST   |  |             | \$0              | \$0            | \$0         | \$0               | \$0          |

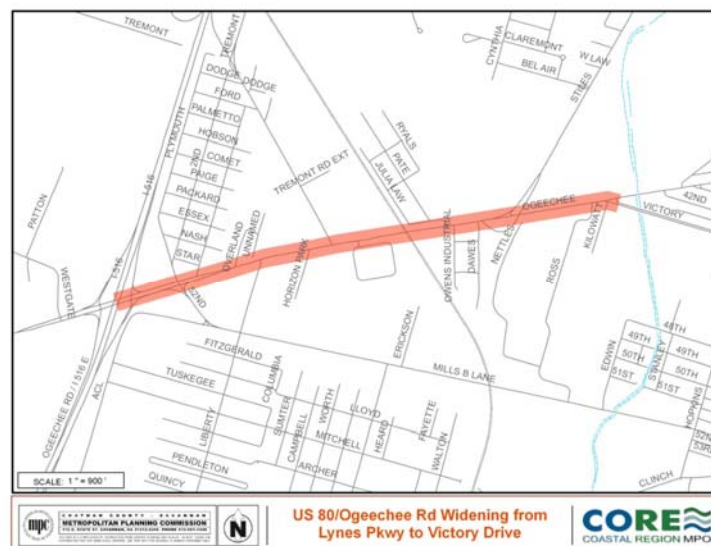
**PROJECT LOCATION**



## Updated Page

|  |           |                              |                    |            |                            |                    |
|--|-----------|------------------------------|--------------------|------------|----------------------------|--------------------|
| SR 26 FROM I-516 TO CS 188/VICTORY DRIVE   |           |                              |                    |            | P.I. #: 521855             |                    |
| 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.  |           |                              |                    |            | 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 environmental 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 were programmed in FY 2019 with state HB 170 funds. In November 2018 GDOT requested additonal ROW be added to the project in FY 2019. CST and UTL were pushed back to FY 2021 to accomodate the need for addtioanl ROW. <b>In June GDOT requested to move the UTL and CST phases to long range due to cost increases.</b> |           |                              |                    |            |                            |                    |
| 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   | State     | \$0                          | \$8,691,000        | \$0        | \$0                        | \$8,691,000        |
| UTILITY  | State     | \$0                          | \$0                | \$0        | \$0                        | \$0                |
| CONSTRUCTION   | State     | \$0                          | \$0                | \$0        | \$0                        | \$0                |
| <b>PROJECT COST</b>  |           | <b>\$500,000</b>             | <b>\$8,691,000</b> | <b>\$0</b> | <b>\$0</b>                 | <b>\$9,191,000</b> |
| FEDERAL COST   | 0         | \$0                          | \$0                | \$0        | \$0                        | \$0                |
| STATE COST   | 0         | \$500,000                    | \$8,691,000        | \$0        | \$0                        | \$9,191,000        |
| LOCAL COST   |           | \$0                          | \$0                | \$0        | \$0                        | \$0                |

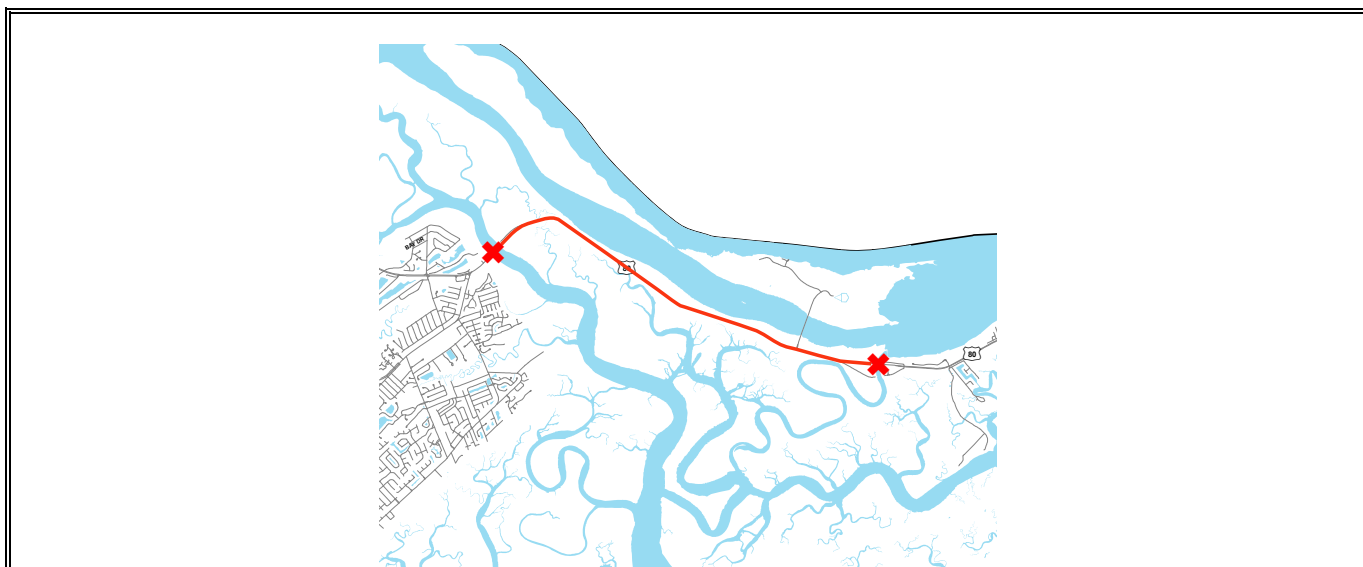
## PROJECT LOCATION



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

|  |                  |                        |           |                           |         |                  |  |
|--|------------------|------------------------|-----------|---------------------------|---------|------------------|--|
| 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.  |                  |                        |           | P.I. #: 0010560           |         |                  |  |
|  |                  |                        |           | TIP #: 2012-Bri-01        |         |                  |  |
|  |                  |                        |           | COUNTY: CHATHAM           |         |                  |  |
|  |                  |                        |           | PROJ. #:                  |         |                  |  |
|  |                  |                        |           | FUND: Z001, HB 170, Local |         |                  |  |
| TRAFFIC VOL. 2005 AADT:  |                  |                        |           | 2030:                     |         | GDOT DISTRICT: 5 |  |
| NO. OF LANES EXISTING: 2   |                  | PLANNED: 2             |           | CONG. DISTRICT: 1         |         |                  |  |
| LOCAL ROAD #:  |                  | STATE/US ROAD #: US 80 |           | RC: CG                    |         | 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, and the ROW phase was moved to FY 2020 with a slight cost increase in June 2019. CST is in long range. In November 2018 GDOT requested to add additional Z001 funds for PE in FY 2019 and the funds have been authorized. In July 2019 GDOT requested to add additional HB 170 funds of \$1 million for PE in FY 2020. In November 2019 GDOT requested to increase the ROW cost from \$285,000 to \$1,203,000. |                  |                        |           |                           |         |                  |  |
| PROJECT PHASE  | \$ SOURCE        | FY 2018                | FY 2019   | FY 2020                   | FY 2021 | TOTAL            |  |
| SCOPING  | Authorized       | \$0                    | \$0       | \$0                       | \$0     | \$0              |  |
| PRELIM. ENGR.  | Authorized/State | \$0                    | \$500,000 | \$1,000,000               | \$0     | \$1,500,000      |  |
| RIGHT-OF-WAY   | Local            | \$0                    | \$0       | \$1,203,000               | \$0     | \$1,203,000      |  |
| CONSTRUCTION   | None             | \$0                    | \$0       | \$0                       | \$0     | \$0              |  |
| PROJECT COST   |                  | \$0                    | \$500,000 | \$2,203,000               | \$0     | \$2,703,000      |  |
| FEDERAL COST   |                  | \$0                    | \$400,000 | \$0                       | \$0     | \$400,000        |  |
| STATE COST   |                  | \$0                    | \$100,000 | \$1,000,000               | \$0     | \$1,100,000      |  |
| LOCAL COST   |                  | \$0                    | \$0       | \$1,203,000               | \$0     | \$1,203,000      |  |

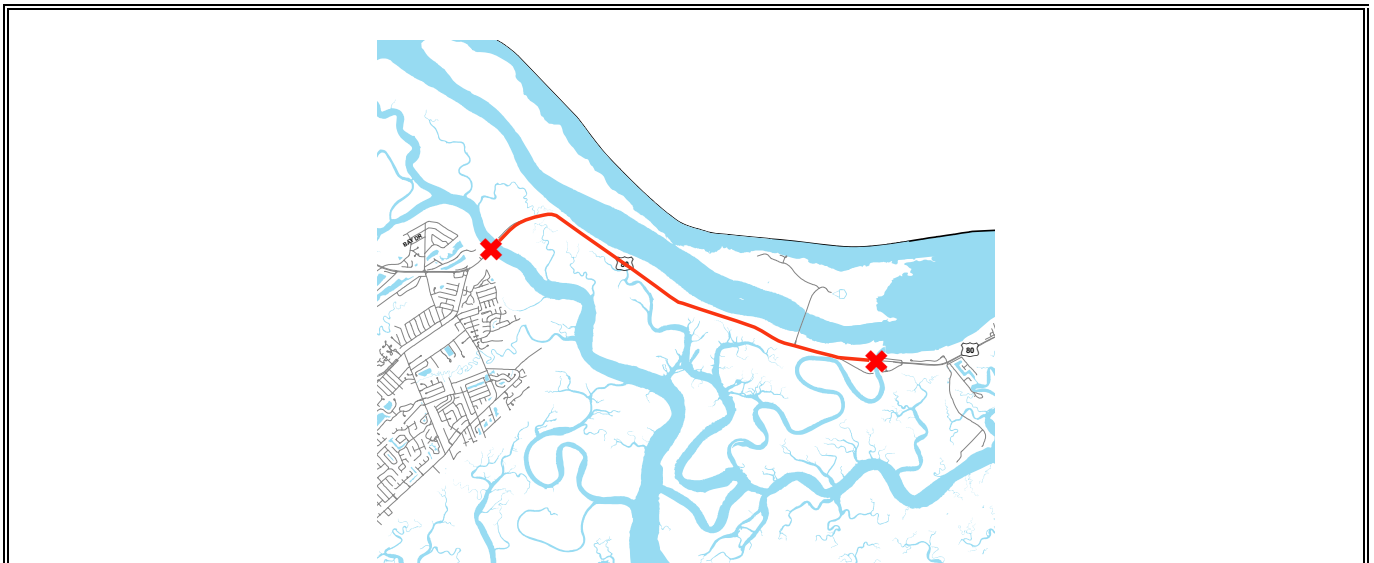
**PROJECT LOCATION**



**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: Z001, HB 170, Local |             |             |
|   |                  |                        |           | GDOT DISTRICT: 5          |             |             |
| TRAFFIC VOL. 2005 AADT:   |                  | 2030:                  |           | CONG. DISTRICT: 1         |             |             |
| NO. OF LANES EXISTING: 2  |                  | PLANNED: 2             |           | RC: CG                    |             |             |
| 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, and the ROW phase was moved to FY 2020 with a slight cost increase in June 2019. CST is in long range. In November 2018 GDOT requested to add additional Z001 funds for PE in FY 2019 and the funds have been authorized. In July 2019 GDOT requested to add additional HB 170 funds of \$1 million for PE in FY 2020 and these funds have been authorized. In November 2019 GDOT requested to increase the ROW cost from \$285,000 to \$1,203,000. In June 2020 GDOT requested to add additional \$1 million of HB 170 funds to FY 2021 and move ROW phase to later years. |                  |                        |           |                           |             |             |
| PROJECT PHASE   | \$ SOURCE        | FY 2018                | FY 2019   | FY 2020                   | FY 2021     | TOTAL       |
| SCOPING   | Authorized       | \$0                    | \$0       | \$0                       | \$0         | \$0         |
| PRELIM. ENGR.   | Authorized/State | \$0                    | \$500,000 | \$1,000,000               | \$1,000,000 | \$2,500,000 |
| RIGHT-OF-WAY  | Local            | \$0                    | \$0       | \$0                       | \$0         | \$0         |
| CONSTRUCTION  | None             | \$0                    | \$0       | \$0                       | \$0         | \$0         |
| PROJECT COST  |                  | \$0                    | \$500,000 | \$1,000,000               | \$1,000,000 | \$2,500,000 |
| FEDERAL COST  |                  | \$0                    | \$400,000 | \$0                       | \$0         | \$400,000   |
| STATE COST  |                  | \$0                    | \$100,000 | \$1,000,000               | \$1,000,000 | \$2,100,000 |
| LOCAL COST  |                  | \$0                    | \$0       | \$0                       | \$0         | \$0         |

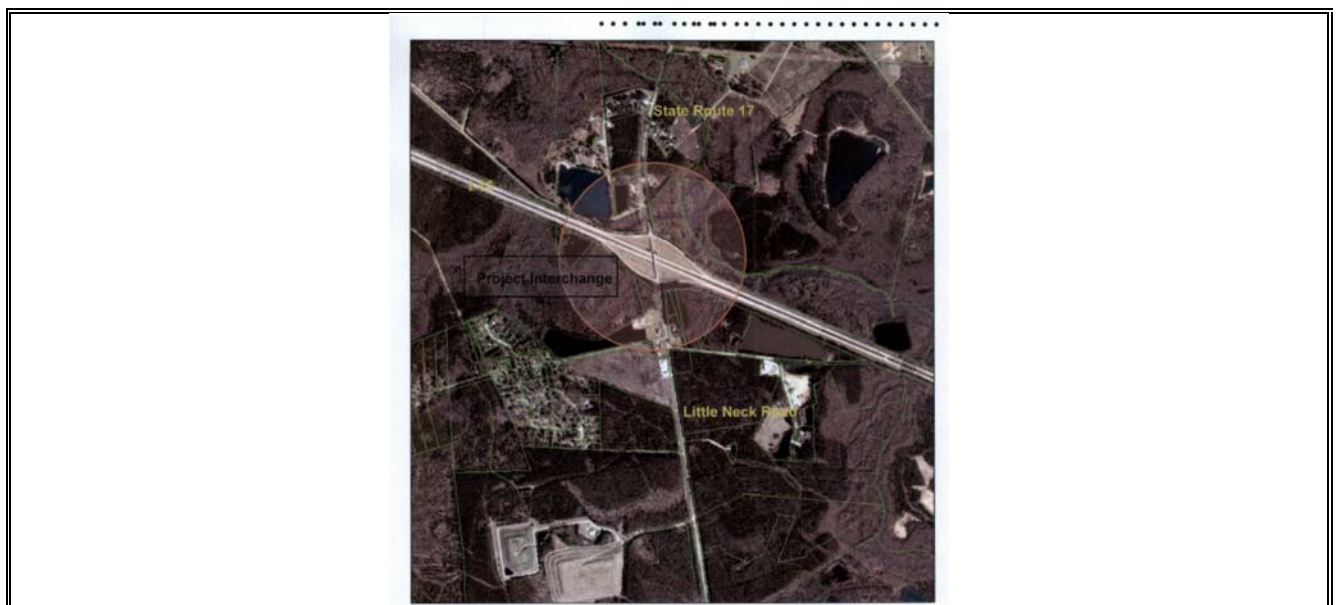
**PROJECT LOCATION**



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

|  |               |                 |            |                   |                    |                    |
|--|---------------|-----------------|------------|-------------------|--------------------|--------------------|
| <b>1-16 AT JIMMY DELOACH INTERCHANGE IMPROVEMENTS</b><br>PROJECT DESCRIPTION: The proposed project will improve the existing interchange to safely and efficiently mitigate the expected future traffic increase from the Jimmy Deloach Parkway Extension to 1-16. Without improvement, the current interchange is anticipated to have failing levels of service and higher crash rates by 2030 according to a study recently completed by VHB for the MPO. Three alternatives were compared and the Diverging Diamond Interchange (DOI) was found to be the best option. All three alternatives include widening or replacement of the existing bridge over 1-16. The project would begin with an Interchange Modification Report (IMR) for submittal to GDOT and FHWA, which will include a review to verify the DOI is the preferred alternative. Once the IMR is approved a concept report will be completed with design and construction plans to follow. |               |                 |            | P.I. #: TBA       |                    |                    |
|  |               |                 |            | TIP #: 2020-H-01  |                    |                    |
|  |               |                 |            | COUNTY: CHATHAM   |                    |                    |
|  |               |                 |            | PROJ. #:          |                    |                    |
|  |               |                 |            | FUND: HIP, Local  |                    |                    |
|  |               |                 |            | GDOT DISTRICT: 5  |                    |                    |
| TRAFFIC VOL. 2015 AADT: 0  |               | 2040:           |            | CONG. DISTRICT: 1 |                    |                    |
| NO. OF LANES EXISTING: 0   |               | PLANNED:        |            | RC: CRC           |                    |                    |
| LOCAL ROAD #:  |               | STATE/US ROAD # |            | LENGTH (MI):      |                    |                    |
| COMMENTS/REMARKS: This is a new project resulted from the special study. The funding application has been ranked as #1 during the HIP funds Call for Projects.   |               |                 |            |                   |                    |                    |
| PROJECT PHASE  | \$ SOURCE     | FY 2018         | FY 2019    | FY 2020           | FY 2021            | TOTAL              |
| PRELIM. ENGR.  | Federal/Local | \$0             | \$0        | \$0               | \$2,400,000        | \$2,400,000        |
| RIGHT-OF-WAY   | Federal/Local | \$0             | \$0        | \$0               | \$0                | \$0                |
| UTILITY  | None          | \$0             | \$0        | \$0               | \$0                | \$0                |
| CONSTRUCTION   | None          | \$0             | \$0        | \$0               | \$0                | \$0                |
| <b>PROJECT COST</b>  |               | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b>        | <b>\$2,400,000</b> | <b>\$2,400,000</b> |
| FEDERAL COST   |               | \$0             | \$0        | \$0               | \$1,920,000        | \$1,920,000        |
| STATE COST   |               | \$0             | \$0        | \$0               | \$0                | \$0                |
| LOCAL COST   |               | \$0             | \$0        | \$0               | \$480,000          | \$480,000          |

**PROJECT LOCATION**





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

|  |               |                 |            |                   |                  |                  |
|--|---------------|-----------------|------------|-------------------|------------------|------------------|
| <b>PRISCILLA D THOMAS WAY (FORMERLY WHEATHILL ROAD)/ STATE ROUTE 21 (SR 21) SIGNALIZATION PROJECT</b><br>PROJECT DESCRIPTION: The project is located at an existing intersection on State Route 21 (SR 21). GDOT agrees that the intersection will meet warrants and the signal will be permitted in the future. GDOT is also planning for a High Intensity Activated Crosswalk (HAWK) beacon to the south of this intersection project. The new traffic signal will also provide safe pedestrian facilities and crosswalks to supplement the HAWK. The costs associated with the project include preliminary engineering (PE), construction of a right turn lane from SR 21 onto Priscilla D Thomas Way and a new traffic signal. Additional costs associated with the project include widening of Priscilla D Thomas Way to three lanes to allow for a dedicated left turn movement onto SR 21. Costs also include relocation of existing sidewalks and construction of new sidewalks. |               |                 |            | P.I. #: TBA       |                  |                  |
|  |               |                 |            | TIP #: 2020-H-02  |                  |                  |
|  |               |                 |            | COUNTY: CHATHAM   |                  |                  |
|  |               |                 |            | PROJ. #:          |                  |                  |
|  |               |                 |            | FUND: HIP, Local  |                  |                  |
| GDOT DISTRICT: 5   |               |                 |            |                   |                  |                  |
| TRAFFIC VOL. 2015 AADT: 0  |               | 2040:           |            | CONG. DISTRICT: 1 |                  |                  |
| NO. OF LANES EXISTING: 0   |               | PLANNED:        |            | RC: CRC           |                  |                  |
| LOCAL ROAD #:  |               | STATE/US ROAD # |            | LENGTH (MI):      |                  |                  |
| COMMENTS/REMARKS: This is a new project. The funding application has been ranked as #3 during the HIP funds Call for Projects.   |               |                 |            |                   |                  |                  |
| PROJECT PHASE  | \$ SOURCE     | FY 2018         | FY 2019    | FY 2020           | FY 2021          | TOTAL            |
| PRELIM. ENGR.  | Federal/Local | \$0             | \$0        | \$0               | \$250,000        | \$250,000        |
| RIGHT-OF-WAY   | Federal/Local | \$0             | \$0        | \$0               | \$0              | \$0              |
| UTILITY  | None          | \$0             | \$0        | \$0               | \$0              | \$0              |
| CONSTRUCTION   | None          | \$0             | \$0        | \$0               | \$0              | \$0              |
| <b>PROJECT COST</b>  |               | <b>\$0</b>      | <b>\$0</b> | <b>\$0</b>        | <b>\$250,000</b> | <b>\$250,000</b> |
| FEDERAL COST   |               | \$0             | \$0        | \$0               | \$200,000        | \$200,000        |
| STATE COST   |               | \$0             | \$0        | \$0               | \$0              | \$0              |
| LOCAL COST   |               | \$0             | \$0        | \$0               | \$50,000         | \$50,000         |

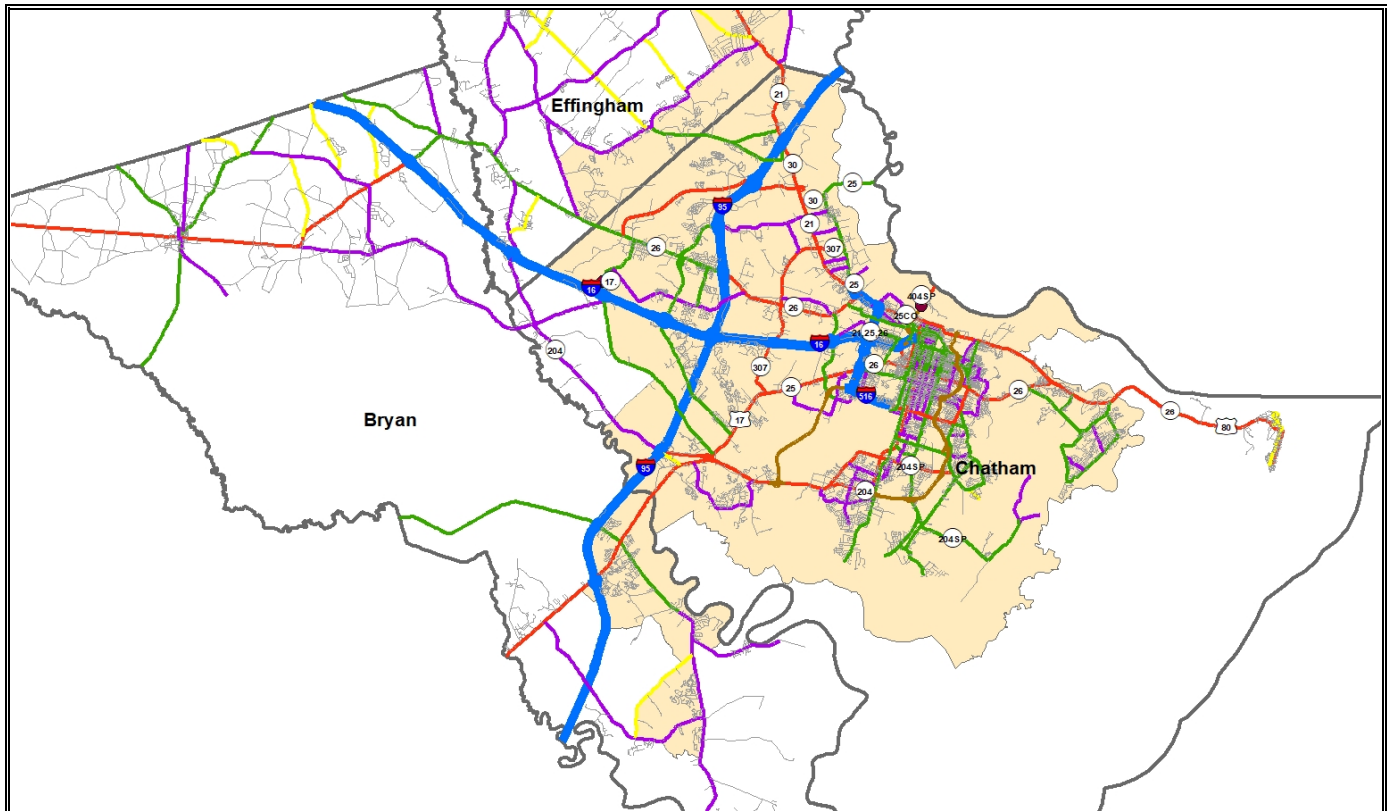
**PROJECT LOCATION**



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

|   |               |            |            |                  |                  |                  |
|---|---------------|------------|------------|------------------|------------------|------------------|
| <b>I-95 FM FLORIDA STATE LINE TO S CAROLINA<br/>STATE LINE-ITS EXP</b><br>PROJECT DESCRIPTION: ITS development along I-95. The cost here covers the portion in Chatham County and Bryan County. |               |            |            | P.I. #: 0017411  |                  |                  |
|   |               |            |            | TIP #: 2020-H-03 |                  |                  |
|   |               |            |            | COUNTY: CHATHAM  |                  |                  |
|   |               |            |            | PROJ. #:         |                  |                  |
|   |               |            |            | FUND: Z001       |                  |                  |
|   |               |            |            | GDOT DISTRICT: 5 |                  |                  |
| TRAFFIC VOL. 2015 AADT: 0   |               |            |            | 2040:            |                  |                  |
| NO. OF LANES EXISTING: 0  |               |            |            | PLANNED:         |                  |                  |
| LOCAL ROAD #:   |               |            |            | STATE/US ROAD #  |                  |                  |
| COMMENTS/REMARKS: This is a new project. GDOT proposed to add the Preliminary Engineering (PE) phase in FY 2021 with Construction (CST) phase in longer range.                                  |               |            |            | LENGTH (MI):     |                  |                  |
| PROJECT PHASE   | \$ SOURCE     | FY 2018    | FY 2019    | FY 2020          | FY 2021          | TOTAL            |
| PRELIM. ENGR.   | Federal/Local | \$0        | \$0        | \$0              | \$165,000        | \$165,000        |
| RIGHT-OF-WAY  | Federal/Local | \$0        | \$0        | \$0              | \$0              | \$0              |
| UTILITY   | None          | \$0        | \$0        | \$0              | \$0              | \$0              |
| CONSTRUCTION  | None          | \$0        | \$0        | \$0              | \$0              | \$0              |
| <b>PROJECT COST</b>   |               | <b>\$0</b> | <b>\$0</b> | <b>\$0</b>       | <b>\$165,000</b> | <b>\$165,000</b> |
| FEDERAL COST  |               | \$0        | \$0        | \$0              | \$132,000        | \$132,000        |
| STATE COST  |               | \$0        | \$0        | \$0              | \$33,000         | \$33,000         |
| LOCAL COST  |               | \$0        | \$0        | \$0              | \$0              | \$0              |

**PROJECT LOCATION**





**CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY (Current)**

| <b>URBANIZED AREA FORMULA FUNDS SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY</b> |                      |                  |                    |                    |                    |                    |                     |
|---|----------------------|------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| <b>Funding</b>  | <b>Description</b>   | <b>Unit Cost</b> | <b>FY2018</b>      | <b>FY2019</b>      | <b>FY2020</b>      | <b>FY2021</b>      | <b>Total</b>        |
|   | 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           |
|   | <b>PROJECT COST</b>  |                  | <b>\$6,002,209</b> | <b>\$6,321,725</b> | <b>\$6,511,377</b> | <b>\$6,706,719</b> | <b>\$25,542,030</b> |
|   | 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.

| <b>CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY (Updated)</b> |                        |                  |                  |                  |                  |                  |                   |
|--|------------------------|------------------|------------------|------------------|------------------|------------------|-------------------|
| <b>Funding</b>   | <b>Description</b>     | <b>Unit Cost</b> | <b>FY2018</b>    | <b>FY2019</b>    | <b>FY2020</b>    | <b>FY2021</b>    | <b>Total</b>      |
|  | STIP#                  |                  |                  |                  |                  |                  |                   |
| Section 5307   | Preventive Maintenance | VARIES           | 1,579,529        | 1,394,498        | 1,436,333        | 1,500,000        | 5,910,360         |
| Section 5307   | Operating Assistance   | VARIES           | 3,971,386        | 4,462,394        | 4,596,266        | 3,868,000        | 16,898,046        |
| Section 5307   | Safety and Security    | VARIES           | 90,259           | 92,967           | 95,756           | 0                | 278,982           |
| Section 5307   | Vehicle Replacement    | VARIES           | 0                | 0                | 0                | 215,000          | 215,000           |
| Section 5307   | Facility Modification  | VARIES           | 0                | 0                | 0                | 457,349          | 457,349           |
| Section 5307   | Passenger Amenities    | VARIES           | 315,906          | 325,383          | 335,114          | 0                | 976,403           |
| Section 5307   | Planning               | VARIES           | 45,129           | 46,483           | 47,878           | 0                | 139,490           |
|  | <b>PROJECT COST</b>    |                  | <b>6,002,209</b> | <b>6,321,725</b> | <b>6,511,347</b> | <b>6,040,349</b> | <b>24,875,630</b> |
|  | FEDERAL COST           |                  | 3,610,351        | 3,718,662        | 3,830,222        | 3,671,879        | 14,831,114        |
|  | STATE COST             |                  | 0                | 0                | 0                | 0                | 0                 |
|  | LOCAL COST             |                  | 2,391,858        | 2,603,063        | 2,681,155        | 2,368,470        | 10,044,546        |

**FTA 5307 (h) Program in the TIP (Current)**

| 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         | \$0     | \$3,218,633 | \$0     | \$3,218,633 |
|  | <b>PROJECT COST</b>   | \$1,359,600 | \$0     | \$3,218,633 | \$0     | \$4,578,233 |
|  | FEDERAL COST  | \$1,087,680 | \$0     | \$2,070,577 | \$0     | \$3,158,257 |
|  | STATE COST  | \$0         | \$0     | \$0         | \$0     | \$0         |
|  | LOCAL COST  | \$271,920   | \$0     | \$1,148,056 | \$0     | \$1,419,976 |
|  | DOT DISTRICT # 5  | CONG.DIST 1 |         | CRC         | CG      |             |

\*Indication of ADA compliance.

**FTA FERRY BOAT 5337(h) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY (Updated)**

| FUNDING          | DESCRIPTION          | UNIT COST | FY2018 | FY2019 | FY2020*   | FY2021    | TOTAL     |
|------------------|----------------------|-----------|--------|--------|-----------|-----------|-----------|
| Section 5307 (h) | Water Ferry          | VARIES    | 0      | 0      | 468,000   | 1,600,000 | 2,068,000 |
| Section 5307 (h) | Water Ferry          | VARIES    | 0      | 0      | 891,600   | 0         | 891,600   |
| Section 5307 (h) | Maintenance Facility | VARIES    | 0      | 0      | 0         | 3,218,633 | 3,218,633 |
| Section 5307 (h) | Ferry Dock           | VARIES    | 0      | 0      | 0         | 0         | 0         |
|                  | <b>PROJECT COST</b>  |           | 0      | 0      | 1,359,600 | 4,818,633 | 6,178,233 |
|                  | FEDERAL COST         |           | 0      | 0      | 1,087,680 | 3,350,577 | 4,438,257 |
|                  | STATE COST           |           | 0      | 0      |           | 0         | 0         |
|                  | LOCAL COST           |           | 0      | 0      | 271,920   | 1,468,056 | 1,739,976 |

\* The grants were obligated in 2018.

| STATE OF GOOD REPAIR SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY ( <b>Current</b> ) |                     |           |              |            |                  |                  |                  |
|---|---------------------|-----------|--------------|------------|------------------|------------------|------------------|
| Funding   | Description         | Unit Cost | FY2018       | FY2019     | FY2020           | FY2021           | Total            |
| Section 5337  | Water Ferry*        | VARIES    | \$0          | \$0        | \$556,478        | \$195,194        | \$751,672        |
|   | <b>PROJECT COST</b> |           | <b>\$0</b>   | <b>\$0</b> | <b>\$556,478</b> | <b>\$195,194</b> | <b>\$751,672</b> |
|   | FEDERAL COST        |           | \$0          | \$0        | \$445,182        | \$156,155        | \$601,337        |
|   | STATE COST          |           | \$0          | \$0        | \$0              | \$0              | \$0              |
|   | LOCAL COST          |           | \$0          | \$0        | \$111,296        | \$39,039         | \$150,335        |
|   | DOT DISTRICT # 5    |           | CONG.DIST. 1 |            | CRC              | CG               |                  |

\*Indication of ADA compliance.

| STATE OF GOOD REPAIR 5337(MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY ( <b>Updated</b> ) |           |              |          |          |                |                |
|--|-----------|--------------|----------|----------|----------------|----------------|
| DESCRIPTION  | UNIT COST | FY2018       | FY2019   | FY2020   | FY2021         | TOTAL          |
| Water Ferry  | VARIES    | 0            | 0        | 0        | 731,689        | 731,689        |
| <b>PROJECT COST</b>  |           | <b>0</b>     | <b>0</b> | <b>0</b> | <b>731,689</b> | <b>731,689</b> |
| FEDERAL COST   |           | 0            | 0        | 0        | 585,351        | 585,351        |
| STATE COST   |           | 0            | 0        | 0        | 0              | 0              |
| LOCAL COST   |           | 0            | 0        | 0        | 146,338        | 146,338        |
| DOT DISTRICT # 5   |           | CONG.DIST. 1 |          | CRC      | CG             |                |

| <b>BUS AND BUS FACILITY CHATHAM AREA TRANSIT AUTHORITY (Current)</b> |                        |                  |                   |               |                    |                  |                    |
|--|------------------------|------------------|-------------------|---------------|--------------------|------------------|--------------------|
| <b>Funding</b>   | <b>Description</b>     | <b>Unit Cost</b> | <b>FY2018</b>     | <b>FY2019</b> | <b>FY2020</b>      | <b>FY2021</b>    | <b>Total</b>       |
| Section 5339   | Facility Enhancements* | VARIES           | \$115,589         | \$0           | \$0                | \$368,904        | \$484,493          |
| Section 5339   | ITS                    | VARIES           | \$0               | \$0           | \$1,555,434        | \$0              | \$1,555,434        |
| Section 5339   | Vehicle Purchases*     | VARIES           | \$523,143         | \$0           | \$0                | \$180,000        | \$703,143          |
|  | <b>PROJECT COST</b>    |                  | <b>\$638,7326</b> | <b>\$0</b>    | <b>\$1,555,434</b> | <b>\$548,904</b> | <b>\$2,743,070</b> |
|  | FEDERAL COST           |                  | \$510,986         | \$0           | \$1,244,347        | \$439,123        | \$2,194,456        |
|  | STATE COST             |                  | 0                 | 0             | \$0                | \$0              | \$0                |
|  | LOCAL COST             |                  | \$127,746         | \$0           | \$311,087          | \$109,781        | \$548,614          |
|  | DOT DISTRICT # 5       |                  | CONG.DIST. 1      |               | CRC                |                  | CG                 |

\*Indication of ADA compliance.

| <b>BUS AND BUS FACILITY 5339/(MAP-21) CHATHAM AREA TRANSIT AUTHORITY (Updated)</b> |                       |                  |               |               |               |                  |                  |
|--|-----------------------|------------------|---------------|---------------|---------------|------------------|------------------|
| <b>FUNDING</b>   | <b>DESCRIPTION</b>    | <b>UNIT COST</b> | <b>FY2018</b> | <b>FY2019</b> | <b>FY2020</b> | <b>FY2021</b>    | <b>TOTAL</b>     |
| Section 5339   | Facility Enhancements | VARIES           | 0             | 0             | 0             | 549,276          | 549,276          |
| Section 5339   | ITS                   | VARIES           | 0             | 0             | 0             | 1,555,434        | 1,555,434        |
| Section 5339   | Vehicle Purchases     | VARIES           | 0             | 0             | 0             | 0                | 0                |
|  | <b>PROJECT COST</b>   |                  | <b>0</b>      | <b>0</b>      | <b>0</b>      | <b>2,104,710</b> | <b>2,104,710</b> |
|  | FEDERAL COST          |                  | 0             | 0             | 0             | 1,683,768        | 1,683,768        |
|  | STATE COST            |                  | 0             | 0             | 0             | 0                | 0                |
|  | LOCAL COST            |                  | 0             | 0             | 0             | 420,942          | 420,942          |
|  | DOT DISTRICT # 5      |                  | CONG.DIST. 1  |               | CRC           |                  | CG               |

| FTA DISCRETIONARY 5339C LOW AND NO EMISSION VEHICLES ( <b>Current</b> ) |                     |             |            |                    |            |                    |
|---|---------------------|-------------|------------|--------------------|------------|--------------------|
| FUNDING   | DESCRIPTION         | FY 2018     | FY 2019    | FY 2020            | FY 2021    | TOTAL              |
| 5339c   | Vehicle Purchase*   | \$0         | \$0        | \$4,052,000        | \$0        | \$4,052,000        |
|   | <b>PROJECT COST</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$4,052,000</b> | <b>\$0</b> | <b>\$4,052,000</b> |
|   | FEDERAL COST        | \$0         | \$0        | \$1,500,000        | \$0        | \$1,500,000        |
|   | STATE COST          | \$0         | \$0        | \$0                | \$0        | \$0                |
|   | LOCAL COST          | \$0         | \$0        | \$2,552,000        | \$0        | \$2,552,000        |
|   | DOT DISTRICT # 5    | CONG.DIST 1 |            | CRC                | CG         |                    |

\*Indication of ADA compliance.

| FTA DISCRETIONARY 5339C LOW AND NO EMISSION VEHICLES ( <b>Updated</b> ) |           |              |          |          |                  |                  |
|---|-----------|--------------|----------|----------|------------------|------------------|
| DESCRIPTION   | UNIT COST | FY2018       | FY2019   | FY2020   | FY2021           | TOTAL            |
| Vehicle Purchase  | VARIES    | 0            | 0        | 0        | 7,794,480        | 7,794,480        |
| <b>PROJECT COST</b>   |           | <b>0</b>     | <b>0</b> | <b>0</b> | <b>7,794,480</b> | <b>7,794,480</b> |
| FEDERAL COST  |           | 0            | 0        | 0        | 3,371,240        | 3,371,240        |
| STATE COST  |           | 0            | 0        | 0        | 0                | 0                |
| LOCAL COST  |           | 0            | 0        | 0        | 4,423,240        | 4,423,240        |
| DOT DISTRICT # 5  |           | CONG.DIST. 1 | CRC      |          | CG               |                  |

| FHWA FERRY BOAT PROGRAM FORMULA FUNDS ( <b>Current</b> ) |                     |             |            |                  |                  |                    |
|--|---------------------|-------------|------------|------------------|------------------|--------------------|
| FUNDING  | DESCRIPTION         | FY 2018     | FY 2019    | FY 2020          | FY 2021          | TOTAL              |
| FHWA FBP   | Water Ferry*        | \$0         | \$0        | \$901,029        | \$269,095        | \$1,170,124        |
|  | <b>PROJECT COST</b> | <b>\$0</b>  | <b>\$0</b> | <b>\$901,029</b> | <b>\$269,095</b> | <b>\$1,170,124</b> |
|  | FEDERAL COST        | \$0         | \$0        | \$720,823        | \$215,276        | \$936,099          |
|  | DHS COST            | \$0         | \$0        | \$0              | \$0              | \$0                |
|  | LOCAL COST          | \$0         | \$0        | \$180,206        | \$53,819         | \$234,025          |
|  | DOT DISTRICT # 5    | CONG.DIST 1 |            | CRC              | CG               |                    |

\*Indication of ADA compliance.

| FHWA FERRY BOAT PROGRAM FORMULA FUNDS ( <b>Updated</b> ) |                           |             |            |            |                  |                  |
|--|---------------------------|-------------|------------|------------|------------------|------------------|
| FUNDING  | DESCRIPTION               | FY 2018     | FY 2019    | FY 2020    | FY 2021          | TOTAL            |
| FHWA FBP   | Water Ferry*(PI# T007426) | \$0         | \$0        | \$0        | \$660,715        | \$660,715        |
|  | <b>PROJECT COST</b>       | <b>\$0</b>  | <b>\$0</b> | <b>\$0</b> | <b>\$660,715</b> | <b>\$660,715</b> |
|  | FEDERAL COST              | \$0         | \$0        | \$0        | \$528,572        | \$528,572        |
|  | DHS COST                  | \$0         | \$0        | \$0        | \$0              | \$0              |
|  | LOCAL COST                | \$0         | \$0        | \$0        | \$132,143        | \$132,143        |
|  | DOT DISTRICT # 5          | CONG.DIST 1 |            | CRC        | CG               |                  |

\*Indication of ADA compliance.

| Flexed M301 Funds ( <b>Current</b> ) |                     |             |         |           |         |       |
|--------------------------------------|---------------------|-------------|---------|-----------|---------|-------|
| FUNDING                              | DESCRIPTION         | FY 2018     | FY 2019 | FY 2020   | FY 2021 | TOTAL |
| M301                                 | ITS                 | \$0         | \$0     | \$225,810 | \$0     | \$0   |
|                                      | <b>PROJECT COST</b> | \$0         | \$0     | \$225,810 | \$0     | \$0   |
|                                      | FEDERAL COST        | \$0         | \$0     | \$180,648 | \$0     | \$0   |
|                                      | DHS COST            | \$0         | \$0     | \$0       | \$0     | \$0   |
|                                      | LOCAL COST          | \$0         | \$0     | \$45,162  | \$0     | \$0   |
|                                      | DOT DISTRICT # 5    | CONG.DIST 1 |         |           |         | \$0   |

| M301 Flex ( <b>Updated</b> ) |           |              |          |          |                |                |
|------------------------------|-----------|--------------|----------|----------|----------------|----------------|
| DESCRIPTION                  | UNIT COST | FY2018       | FY2019   | FY2020   | FY2021         | TOTAL          |
| ITS                          | VARIES    | 0            | 0        | 0        | 225,810        | 225,810        |
| <b>PROJECT COST</b>          |           | <b>0</b>     | <b>0</b> | <b>0</b> | <b>225,810</b> | <b>225,810</b> |
| FEDERAL COST                 |           | 0            | 0        | 0        | 180,648        | 180,648        |
| STATE COST                   |           | 0            | 0        | 0        | 0              | 0              |
| LOCAL COST                   |           | 0            | 0        | 0        | 45,162         | 45,162         |
| DOT DISTRICT # 5             |           | CONG.DIST. 1 | CRC CG   |          |                |                |

| Flexed M230 Funds ( <b>Current</b> ) |                            |             |         |             |         |             |
|--------------------------------------|----------------------------|-------------|---------|-------------|---------|-------------|
| FUNDING                              | DESCRIPTION                | FY 2018     | FY 2019 | FY 2020     | FY 2021 | TOTAL       |
| M230                                 | Vehicles & Infrastructure* | \$0         | \$0     | \$2,737,500 | \$0     | \$2,737,500 |
|                                      | <b>PROJECT COST</b>        | \$0         | \$0     | \$2,737,500 | \$0     | \$2,737,500 |
|                                      | FEDERAL COST               | \$0         | \$0     | \$2,190,000 | \$0     | \$2,190,000 |
|                                      | DHS COST                   | \$0         | \$0     | \$0         | \$0     | \$0         |
|                                      | LOCAL COST                 | \$0         | \$0     | \$547,500   | \$0     | \$547,500   |
|                                      | DOT DISTRICT # 5           | CONG.DIST 1 |         |             |         | \$0         |

\*Indication of ADA compliance.

| M230 Flex ( <b>Updated</b> ) |           |              |          |          |                  |                  |
|------------------------------|-----------|--------------|----------|----------|------------------|------------------|
| DESCRIPTION                  | UNIT COST | FY2018       | FY2019   | FY2020   | FY2021           | TOTAL            |
| Vehicles & Infrastructure    | VARIES    | 0            | 0        | 0        | 2,737,500        | 2,737,500        |
| <b>PROJECT COST</b>          |           | <b>0</b>     | <b>0</b> | <b>0</b> | <b>2,737,500</b> | <b>2,737,500</b> |
| FEDERAL COST                 |           | 0            | 0        | 0        | 2,190,000        | 2,190,000        |
| STATE COST                   |           | 0            | 0        | 0        | 0                | 0                |
| LOCAL COST                   |           | 0            | 0        | 0        | 547,500          | 547,500          |
| DOT DISTRICT # 5             |           | CONG.DIST. 1 | CRC CG   |          |                  |                  |



| Flexed Z230 Funds ( <b>Current</b> ) |                            |             |         |             |         |             |
|--------------------------------------|----------------------------|-------------|---------|-------------|---------|-------------|
| FUNDING                              | DESCRIPTION                | FY 2018     | FY 2019 | FY 2020     | FY 2021 | TOTAL       |
| Z230                                 | Vehicles & Infrastructure* | \$0         | \$0     | 4,440,423   | \$0     | \$4,440,423 |
| Z230                                 | ITS                        | \$0         | \$0     | \$796,610   | \$0     | \$796,610   |
|                                      | <b>PROJECT COST</b>        | \$0         | \$0     | \$5,237,033 | \$0     | \$5,237,033 |
|                                      | FEDERAL COST               | \$0         | \$0     | \$3,967,603 | \$0     | \$3,967,603 |
|                                      | DHS COST                   | \$0         | \$0     | \$0         | \$0     | \$0         |
|                                      | LOCAL COST                 | \$0         | \$0     | \$1,269,430 | \$0     | \$1,269,430 |
|                                      | DOT DISTRICT # 5           | CONG.DIST 1 |         | \$0         |         |             |

\*Indication of ADA compliance.

| Z230 Flex ( <b>Updated</b> ) |                           |           |                 |          |          |                    |                    |
|------------------------------|---------------------------|-----------|-----------------|----------|----------|--------------------|--------------------|
| FUNDING                      | DESCRIPTION               | UNIT COST | FY2018          | FY2019   | FY2020   | FY2021             | TOTAL              |
| Z230                         | Vehicles & Infrastructure | VARIES    | 0               | 0        | 0        | \$4,440,423        | \$4,440,423        |
| Z230                         | ITS                       | VARIES    | 0               | 0        | 0        | \$796,610          | \$796,610          |
|                              | <b>PROJECT COST</b>       |           | <b>0</b>        | <b>0</b> | <b>0</b> | <b>\$5,237,033</b> | <b>\$5,237,033</b> |
|                              | FEDERAL COST              |           | 0               | 0        | 0        | \$3,967,603        | \$3,967,603        |
|                              | STATE COST                |           | 0               | 0        | 0        | \$0                | \$0                |
|                              | LOCAL COST                |           | 0               | 0        | 0        | \$1,269,430        | \$1,269,430        |
|                              | DOT DISTRICT # 5          |           | CONG.DIST.<br>1 | CRC CG   |          |                    |                    |

## Appendix B: Addendum to Mobility 2045

Addendum to Mobility 2045

| GDOT PI # | Identified Projects   |                    |                         | Original Mobility 2045 |                       |              | June 2020 Addendum |                   |              |
|-----------|---|--------------------|-------------------------|------------------------|-----------------------|--------------|--------------------|-------------------|--------------|
|           | NAME  | FROM               | TERMINI TO              | Phase                  | Current MTP Cost Band | Cost         | Phase              | New MTP Cost Band | New Cost     |
| 0008358   | I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)                                     | I-516              | White Bluff Road        | ROW, CST               | One                   | \$51,400,000 | ROW, CST           | One               | \$49,956,000 |
| 0006700   | Effingham Parkway from SR 119/Effingham to SR 30/Chatham                                  | Effingham County   | Meinhard Road           | CST                    | One                   | \$41,879,134 | CST                | One               | \$50,690,396 |
| 521855    | SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)                   | 4 Ln E Lynes Pkwy  | Victory Dr              | CST                    | One                   | \$16,497,481 | CST                | One               | \$28,532,308 |
| 0006328   | Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80                        | SR 25              | Georgia Ports Authority | PE, CST                | One                   | \$62,016,094 | PE, CST            | One               | \$75,401,297 |
| 0010560   | SR 26/US 80 @ Bull River and @ Lazaretto Creek  | West of Bull River | East of Lazaretto Creek | PE, ROW, CST           | One                   | \$94,999,688 | PE, ROW, CST       | One               | \$96,922,188 |
| None      | I-16 Interchange at Little Neck Road  | Little Neck Road   |                         | PE, ROW, CST           | One                   | \$32,813,717 | PE, ROW, CST       | One               | \$33,213,717 |
| 0015306   | TRUMAN LINEAR PARK TRAIL – PHASE II-B   | DeRenne Avenue     | 52nd Street/Bee Road    | CST                    | One                   | \$ 4,405,623 | CST                | One               | \$ 4,434,225 |
| 0010028   | CS1097/DeLesseps/LaRoche Avenue From Waters Avenue to Skidaway Road (Bike/Ped Facilities) | Waters Ave         | Skidaway Road           | PE, CST                | One                   | \$ 5,932,205 | PE, CST            | One               | \$ 7,204,241 |

## **Appendix C: Public Involvement Materials**

### **June 2020**

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is inviting the public to review and provide comments on proposed amendments to the FY 2018 – 2021 Transportation Improvement Program (TIP). The TIP is the short-term programming document that lists transportation improvement projects to receive funding in fiscal years 2018 – 2021. The report providing details of the proposed TIP amendments will be available for review on or before June 10, 2020 at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office (by appointment only), the MPC website at <https://www.thempc.org/Core>, and other public review agencies. Any changes to the report will be posted on the website.

The comment period starts on **June 10, 2020** and written comments on the proposed TIP amendments will be accepted until close of business on **June 24, 2020**. Please send your comments to Wykoda Wang, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401, or via email at [wangw@thempc.org](mailto:wangw@thempc.org).

CORE MPO will host a virtual public hearing at the June 2020 CORE MPO Board meeting for the proposed FY 2018 – 2021 TIP amendments. Pre-registration is required to participate. Meeting time is listed below:

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

**June 24, 2020**

**10:00 a.m.**

**A link to the virtual meeting materials and pre-registration instructions will be posted on the MPO website by June 17, 2020.**

This notice of public involvement activities and time established for public review and comment on the TIP will satisfy the Program of Projects (POP) requirements of the Federal Transit Administration (FTA) Section 5307 Program.

For a complete list of public review agencies or additional information regarding the proposed TIP amendments, please call (912) 651-1466.

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.

**From:** jJo Hickson <johickson@comcast.net>  
**Sent:** Wednesday, June 10, 2020 7:16 PM  
**To:** Wykoda Wang <wangw@thempc.org>  
**Subject:** RE: June 2020 TIP Amendments for Review and Comments

Hello Wycoda,

I hope you and your family are well in these trying times. Thank you for allowing me to review and comment on the subject amendments. I am definitely in favor of funding PI# 0015306, The Truman Linear Park Trail Phase IIB. I am also in favor of the funding request for SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO, PI #: 0010560; also in favor of the project as described for CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD. These bicycle and pedestrian improvements are sorely needed.

Sincerely,

Jo Claire Hickson  
3601 Abercorn St.  
Savannah, GA 31405

(912) 247-8746 (cell)

**From:** George Fidler <[GFidler@flySAV.com](mailto:GFidler@flySAV.com)>  
**Sent:** Tuesday, June 16, 2020 4:20 PM  
**To:** Mark Wilkes <[wilkesm@thempc.org](mailto:wilkesm@thempc.org)>  
**Cc:** Wykoda Wang <[wangw@thempc.org](mailto:wangw@thempc.org)>; George Fidler <[GFidler@flySAV.com](mailto:GFidler@flySAV.com)>; [pbernard@chathamcounty.org](mailto:pbernard@chathamcounty.org)  
**Subject:** FW: Next CORE MPO TCC Meeting, June 18, 2020

The project descriptions on the Bull River Bridge Widening and Lazaretto Creek Bridge Widening are not correct. The adopted problem solution is to open up Hwy 80 to 4 lanes of traffic by adding drivable shoulders to 2-lane Hwy 80 and widening the Bull River and Lazaretto Creek bridges to 4 drivable lanes. If it is desired to use the outside lanes as bike lines during non-emergency times that's OK, but the solution proposed and adopted was to have 4 drivable lanes the entire length of the roadway to facilitate emergency evacuation of Tybee Island. This is not the way it reads.

George Fidler, P.E.  
Savannah Airport Commission

## Appendix D: Project Status Check

The tables below list the projects/phases programmed in the FY 2018 – 2021 TIP as of June 6, 2020, their development status, and the planning actions needed in June 2020 to accommodate the project updates (if any).

### Highway Projects

| PI #    | DESCRIPTION   | Status and Updates  | TIP Planning Action in June 2020 |
|---------|---|---|----------------------------------|
| 0012757 | I-16 WIDENING FROM I-95 TO I-516                              | Latest PIOH was held in Garden City on June 6, 2019.  |                                  |
|         |   | ROW is programmed in FY 2020 – funds expected to be authorized by June 30, 2020.  | No Action                        |
|         |   | CST is programmed in FY 2018 and funds have been authorized.  | No Action                        |
|         |   | CST is programmed in FY 2019 and funds have been authorized.  | No Action                        |
|         |   | CST is programmed in FY 2020 and funds have been authorized.  | No Action                        |
|         |   | CST is programmed in FY 2021.   | No Action                        |
| 0012758 | I-16 @ I-95 - INTERCHANGE RECONSTRUCTION                      | Funds and development schedules are reflected in PI# 0012757 (ROW in FY 2020 and CST in FY 2018, 2019, 2020 and 2021). Keep the project in the TIP.   | No Action                        |
| 0013741 | SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH                | Concept meeting was held in May 2018.   |                                  |
|         |   | ROW is programmed in FY 2021.   | No Action                        |
|         |   | UTL is out of FY 2018 – 2021 TIP.   | No Action                        |
|         |   | CST is out of FY 2018 – 2021 TIP.   | No Action                        |
| 0013742 | SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH                  | Concept meeting was held in May 2018.   |                                  |
|         |   | ROW is programmed in FY 2021.   | No Action                        |
|         |   | UTL is out of FY 2018 – 2021 TIP.   | No Action                        |
|         |   | CST is out of FY 2018 – 2021 TIP.   | No Action                        |
| 0015704 | SR 404 SPUR/US 17 @ BACK RIVER                                | PE is programmed in FY 2018 and FY 2019 and the funds have been authorized.   | No Action                        |
|         |   | CST is out of FY 2018 – 2021 TIP.   | No Action                        |
| 0015705 | SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER | PE is programmed in FY 2018 and the funds have been authorized.   | No Action                        |
|         |   | ROW is out of FY 2018 – 2021 TIP.   | No Action                        |
|         |   | CST is out of FY 2018 – 2021 TIP.   | No Action                        |
| 0007128 | CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE   | UTL and CST are programmed in FY 2018 and the funds have been authorized. The project is under construction.  | No Action                        |
| 0007631 | TRUMAN LINEAR PARK TRAIL - PHASE II                           | UTL and CST are programmed in FY 2018 and the funds have been authorized. Additional CST funds are programmed in FY 2019 and the funds have been authorized. The project is under construction. | No Action                        |
| 0015306 | TRUMAN LINEAR PARK TRAIL – PHASE II-B                         | Additional PE funds are programmed in FY 2019 and the funds have been authorized.   | No Action                        |

|         |  |  |                                 |
|---------|--|--|---------------------------------|
|         |  | CST is programmed in FY 2021. There is a slight cost increase.   | TIP Administrative Modification |
| 0008358 | I-516 @ CS 1503/DERENNE AVE                                  | PE is programmed in FY 2018 and the funds have been authorized.  | No Action                       |
|         |  | PE is programmed in FY 2019 and the funds have been authorized.  | No Action                       |
|         |  | ROW is programmed in FY 2021. The latest estimate has a significant cost increase.   | TIP Amendment                   |
| 0010028 | CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD  | Additional PE funds programmed in FY 2020 have been authorized.  | No Action                       |
|         |  | UTL is programmed in FY 2020. Administrative Modifications have been processed to replace funding code and increase cost estimate. The project phase needs to be moved to FY 2021 with the increased cost. | TIP Administrative Modification |
|         |  | CST is programmed in FY 2020. The project phase needs to be moved to FY 2021. Letters have been sent to GDOT to request moving the Z230 and Z301 funds with the project phase to FY 2021.                  | TIP Amendment                   |
| 0013727 | I-16 @ SR 307  | PE is programmed in FY 2018 and the funds have been authorized.  | No Action                       |
|         |  | ROW is programmed in FY 2018 and funds have been authorized.   | No Action                       |
|         |  | UTL is programmed in FY 2020 and the funds have been authorized.   | No Action                       |
|         |  | CST is programmed in FY 2020 and the funds have been authorized.   | No Action                       |
| 0013280 | CAT VEHICLE PURCHASE FOR 2018                                | CST is programmed in FY 2018 and the funds have been authorized.   | No Action                       |
| 0015977 | CAT- Bus Reliability Initiative                              | CST is programmed in FY 2019 and the funds have been authorized.   | No Action                       |
| 0015978 | CAT - Maintenance Equipment Upgrades                         | CST is programmed in FY 2019 and the funds have been authorized.   | No Action                       |
| 0015979 | CAT - Electric Bus Conversion Initiative                     | CST is programmed in FY 2019 and the funds have been authorized.   | No Action                       |
| 0013461 | OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2018 | PE is programmed in FY 2018 and funds have been authorized.  | No Action                       |
| 0013462 | OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2019 | PE is programmed in FY 2019 and the funds have been authorized.  | No Action                       |
| 0013463 | OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2020 | PE is programmed in FY 2020 and the funds have been authorized.  | No Action                       |
| 0013464 | OVERSIGHT SERVICES FOR Z230 & CMAQ FUNDED TIP PROJ - FY 2021 | PE is programmed in FY 2021.   | No Action                       |
| 532370  | SR 144 EB FROM S OF CR 100 TO S OF CR 154                    | UTL and CST are programmed in FY 2018 and the funds have been authorized. The project is under construction.   | No Action                       |
| 0013273 | CAT INTELLIGENT TRANSIT SYSTEM (ITS)                         | Authorized funds have been re-allocated to ITS in FY 2019.   | No Action                       |



|         |  |   |               |
|---------|--|---|---------------|
| 0016793 | CAT INTELLIGENT TRANSPORTATION SYSTEMS   | CST is programmed in FY 2019 and the funds have been authorized.  | No Action     |
| 0006328 | BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80                                    | Additional PE funds are programmed in FY 2019 and have been authorized.   | No Action     |
|         |  | Additional PE funds are programmed in FY 2020 and have been authorized.   | No Action     |
|         |  | UTL is programmed in FY 2021. The new cost estimate has a significant increase.   | TIP Amendment |
|         |  | CST is programmed in FY 2021. The new cost estimate has a significant increase.   | TIP Amendment |
| 0006700 | EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR 30/CHATHAM  | PE is programmed in FY 2019 and the funds have been authorized.   | No Action     |
|         |  | UTL is programmed in FY 2021 but is moving out of FY 2018 – 2021 TIP (delete phase from TIP). There is a slight cost increase.    | TIP Amendment |
|         |  | CST is programmed in FY 2021 but is moving out of FY 2018 – 2021 TIP (delete phase from TIP). There is significant cost increase. | TIP Amendment |
| 521855  | SR 26 FROM I-516 TO CS 188/VICTORY DRIVE   | PE is programmed in FY 2018 and the funds have been authorized.   | No Action     |
|         |  | Additional ROW funds are programmed in FY 2019 and have been authorized.  | No Action     |
|         |  | UTL is programmed in FY 2021 but is moving out of FY 2018 – 2021 TIP (delete phase from TIP). There is significant cost increase. | TIP Amendment |
|         |  | UTL is programmed in FY 2021 but is moving out of FY 2018 – 2021 TIP (delete phase from TIP). There is significant cost increase. | TIP Amendment |
| 0008359 | EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY  | ROW is programmed in FY 2021.   | No Action     |
| 0010236 | SR 21 FROM CS 346/MILDRED STREET TO SR 204   | ROW is programmed in FY 2021.   | No Action     |
| 0013282 | SR 25 Culvert Replacement at Pipemakers Canal  | ROW is programmed in FY 2018 and the funds have been authorized.  | No Action     |
|         |  | CST is programmed in FY 2019 and the funds have been authorized. The project is under construction.                               | No action     |
| 0010560 | SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO                                    | Additional PE funds are programmed in FY 2019 and have been authorized.   | No Action     |
|         |  | Additional PE funds are programmed in FY 2020 and have been authorized.   | No Action     |
|         |  | Additional PE funds are to be programmed in FY 2021.  | TIP Amendment |
|         |  | ROW is programmed in FY 2020 but is moving out of FY 2018 – 2021 TIP (delete phase from TIP).                                     | TIP Amendment |
| TBA     | I-16 at Jimmy DeLoach Interchange Improvements   | Add the PE phase of this new project to FY 2021.  | TIP Amendment |
| TBA     | Priscilla D Thomas Way (formerly Wheathill Road)/ State Route 21 (SR 21) Signalization Project | Add the PE phase of this new project to FY 2021.  | TIP Amendment |
| 0017411 | I-95 ITS in Chatham and Bryan  | Add the PE phase of this new project to FY 2021   | TIP Amendment |

### Transit Projects

| PI #              | DESCRIPTION  | Status and Updates   | TIP Planning Action in June 2020 |
|-------------------|--|--|----------------------------------|
| Section 5307      | Capital Schedule for CAT                             | Funds programed in FY 2018 and 2019 have been obligated.                             | No Action                        |
|                   |  | Funds programed in FY 2020 have been obligated.                                      | No Action                        |
|                   |  | Funds programmed in FY 2021 updated for February 2020 apportionment notice.          | TIP Amendment                    |
| Section 5307 (h)  | FTA Discretionary Ferry Grant                        | Funds programed in FY 2020 moved to FY 2021  | TIP Amendment                    |
| Section 5337      | State of Good Repair for CAT                         | Funds programed in FY 2020 moved to FY 2021.   | TIP Amendment                    |
|                   |  | Funds programmed in FY 2021 updated for February 2020 apportionment notice.          | TIP Amendment                    |
| Section 5339      | Bus and Bus Facility Schedule for CAT                | Funds programed in FY 2020 moved to FY 2021.   | TIP Amendment                    |
|                   |  | Funds programmed in FY 2021 updated for February 2020 apportionment notice.          | TIP Amendment                    |
| Section 5339 (c)  | FTA DISCRETIONARY 5339c Low and No Emission Vehicles | Funds programed in FY 2020 moved to FY 2021.<br>Funds awarded in June 2020 added.    | TIP Amendment                    |
| FHWA FBP          | FHWA FERRY BOAT PROGRAM FORMULA FUNDS                | Funds programed in FY 2020 moved to FY, 2013-2016 funds no longer available deleted. | TIP Amendment                    |
|                   |  | FY19 apportionment added.  | TIP Amendment                    |
| FHWA              | FHWA DISCRETIONARY FERRY FUNDS                       | Funds programed in FY 2018 have been obligated.                                      | No Action                        |
| Flexed M301 Funds | ITS  | Funds programed in FY 2020 moved to FY 2021.   | TIP Amendment                    |
| Flexed M230 Funds | Vehicles & Infrastructure                            | Funds programed in FY 2020 moved to FY 2021.   | TIP Amendment                    |
| Flexed Z230 Funds | Vehicles & Infrastructure and ITS                    | Funds programed in FY 2020 moved to FY 2021.   | TIP Amendment                    |
| Section 5304      | COASTAL REGION RURAL PLANNING FUNDS                  | Funds programed in FY 2018 and 2019 have been authorized.                            | No Action.                       |
|                   |  | Funds programed in FY 2020 have been authorized.                                     | No Action                        |
|                   |  | Funds programed in FY 2021 remain unchanged.   | No Action                        |

|              |   |   |            |
|--------------|---|---|------------|
| Section 5311 | COASTAL REGION<br>RURAL CAPITAL AND<br>OPERATIONS FUNDS | Funds programed in FY 2018 and 2019 have been authorized. | No Action. |
|              |   | Funds programed in FY 2020 have been authorized.          | No Action  |
|              |   | Funds programed in FY 2021 remain unchanged.              | No Action  |