

Transportation Improvement Program

For the Coastal Region Metropolitan Planning Organization

Fiscal Year 2021 – 2024

Adopted on December 9, 2020

Prepared by the Chatham County - Savannah Metropolitan Planning Commission in cooperation with the Federal Highway Administration, the Federal Transit Administration and the Georgia Department of Transportation

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
TRANSPORTATION IMPROVEMENT PROGRAM

FY 2021 - 2024

Coastal Region Metropolitan Planning Organization
Chatham County - Savannah Metropolitan Planning Commission
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Savannah, Georgia 31412-8246
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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.

The opinions, findings, and conclusions in this publication are those of the author(s) and those individuals are responsible for the facts and the accuracy of the data presented herein. The contents of this report do not necessarily reflect the views or policies of the Department of Transportation (DOT), State of Georgia, the Federal Highway Administration (FHWA), or the Federal Transit Administration (FTA). This report does not constitute a standard, specification or regulation.

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COASTAL REGION METROPOLITAN PLANNING ORGANIZATION (CORE MPO)

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Accessible Transportation

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Effingham County

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Town of Vernonburg

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Planning Administrator
Georgia Department of Transportation

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Georgia Department of Transportation

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Chatham Area Transit Authority

Melanie Wilson, Executive Director
Chatham County-Savannah
Metropolitan Planning Commission

Stephen Henry, Traffic Engineering
Director
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Randy Weitman, Facilities Engineer
Georgia Ports Authority

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
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Effingham County

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Savannah Area Chamber of Commerce

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Development Authority of Bryan County

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Chatham County

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City of Bloomingdale

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Chatham County

Brett Bennett
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Representative
Chatham County

Representative
City of Garden City

Brent Buice
City of Savannah

Representative
City of Pooler

Deborah Sieg-Bowen
City of Savannah

Representative
Town of Thunderbolt

Representative
City of Port Wentworth

Representative
City of Tybee Island

Representative
City of Richmond Hill

Representative
Town of Vernonburg

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ADVISORY COMMITTEE ON ACCESSIBLE TRANSPORTATION**

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Chatham County

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Coordinator
Chatham Area Transit

Representative
Interested Citizen

President and CEO
Goodwill Industries of the Coastal Empire

Representative
Interested Citizen

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Interested Citizen

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Council

Wykoda Wang, Transportation Administrator
Chatham County-Savannah Metropolitan
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Pamela Oglespy
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Coastal Center for Development Services

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Living Independence for Everyone Inc.

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Georgia Infirmary Day Center for
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Terry Tolbert
Economic Opportunity Authority

Stuart Klugler
Interested Citizen

Dr. Frank Lala
Georgia Association of the Deaf

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION STAFF MEMBERS

Mark Wilkes, PE, AICP, Director
Chatham County-Savannah Metropolitan Planning Commission

Zhongze (Wykoda) Wang, Transportation Administrator
Chatham County-Savannah Metropolitan Planning Commission

Alicia Hunter, Transportation Planner
Chatham County-Savannah Metropolitan Planning Commission

Asia Hernton, Assistant Planner
Chatham County-Savannah Metropolitan Planning Commission

Sally Helm, Administrative assistant
Chatham County-Savannah Metropolitan Planning Commission

CORE MPO RESOLUTION

THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION ADOPTION OF CORE MPO FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, federal regulations for urban transportation planning require that the Metropolitan Planning Organization, in cooperation with participants in the planning process, develop and update the Transportation Improvement Program (TIP) at least every four years; and

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; and

WHEREAS, the Coastal Region Metropolitan Planning Organization, in accordance with federal requirements for a Transportation Improvement Program, has developed a four-year integrated program of federally-funded multimodal projects for the Savannah urbanized area; and

WHEREAS, the TIP is consistent with the 2045 Metropolitan Transportation Plan and all other plans, goals and objectives of the Coastal Region Metropolitan Planning Organization, and shall be updated at least annually with revisions to reflect changes in program emphasis and funding availability; and

WHEREAS, the urban transportation planning regulations require that the TIP be a product of a planning process certified as in conformance with all applicable requirements of law and regulations; and

WHEREAS, the urban transportation planning regulations provide for the certification of the process by the Federal Highway Administration and the Federal Transit Administration; and

WHEREAS, the staff of the Chatham County - Savannah Metropolitan Planning Commission, the Federal Highway Administration and the Federal Transit Administration have reviewed the organization and activities of the planning process and certified them to be in conformance with the requirements of law and regulations; and

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2021 – 2024 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the attached four-year Transportation Improvement Program for the period of FY 2021 – 2024.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on December 9, 2020.



Albert J. Scott, Chairman
Coastal Region Metropolitan Planning Organization

FEDERAL CERTIFICATION



U.S. Department
of Transportation

**Federal Highway
Administration**

Georgia Division

March 31, 2017

61 Forsyth Street
Suite 17T100

Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
GA.fhwa@dot.gov

In Reply Refer To:
HIP-GA

Ms. Melony West
Acting Executive Director
Coastal Region Metropolitan Planning Organization
110 East State Street
Savannah, GA 31412

Dear Ms. West:

The Federal Highway Administration and Federal Transit Administration have completed their Certification Review of the transportation planning process in the Savannah metropolitan area as required by 23 USC 134(i)(5) and 49 USC 5305(e). The Certification Report summarizes the findings, notable strengths, and recommendations that resulted from the review held May 23-27, 2016 in Savannah, GA. The Federal review team identified two corrective actions which have been satisfactorily addressed as of the issuance of this certification.

In consideration of ongoing and proposed planning activities for the Savannah region, the metropolitan planning process is certified until March 31, 2021. If you have any questions, please contact Ms. Tamara N. Christion, FHWA, at (404) 562-3690 or Mr. Keith Melton, FTA, at (404) 865-5614.

Sincerely,

Yvette G. Taylor
Regional Administrator
Federal Transit Administration

Rodney N. Barry, P.E.
Georgia Division Administrator
Federal Highway Administration

Cc: Tom McQueen, GDOT
Keith Melton, FTA

GDOT-CORE MPO JOINT CERTIFICATION

CERTIFICATION OF THE COASTAL REGION MPO

MAY 18 2017

METROPOLITAN PLANNING
COMMISSION

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Coastal Region Metropolitan Planning Organization (CORE MPO), and further certify that the Metropolitan Planning Process is being conducted in accordance with all applicable requirements of:

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
 - All major modes of transportation are members of the MPO
 - Any changes to the MPA boundaries were reflected in the Policy Board representation.
 - Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
 - Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
- UPWP
- The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
 - The UPWP provides funding for the professional development of MPO staff.
 - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
 - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
- LRTP
- The LRTP incorporates a minimum 20-year planning horizon.
 - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - The LRTP is fiscally constrained.
 - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
 - All of the Fixing America's Surface Transportation (FAST-Act) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

Participation Plan

- A 45-day comment period was provided before the Participation Plan process was adopted/revised.
- Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- Opportunities are provided for participation for local, State, and federal environmental resource and permit agencies where appropriate.
- The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- The disposition of comments and changes in the final LRTP and/or TIP are documented and reported when significant comments are submitted.
- Additional time is provided if the "final" document is significantly different from the draft originally made for public review.

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.
CMP (applies to TMAs)
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.

List of Obligated Projects

- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

III. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

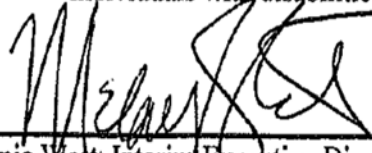
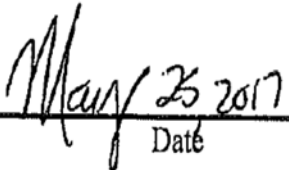
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the FAST-Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

IX. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender

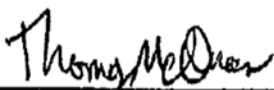
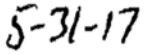
- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

X. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

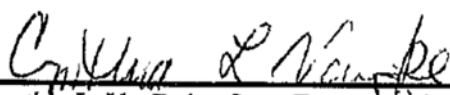
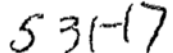
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments

Melony  

Melanie West, Interim Executive Director
Savannah-Chatham County Metropolitan Planning Commission

Thomas McQueen, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

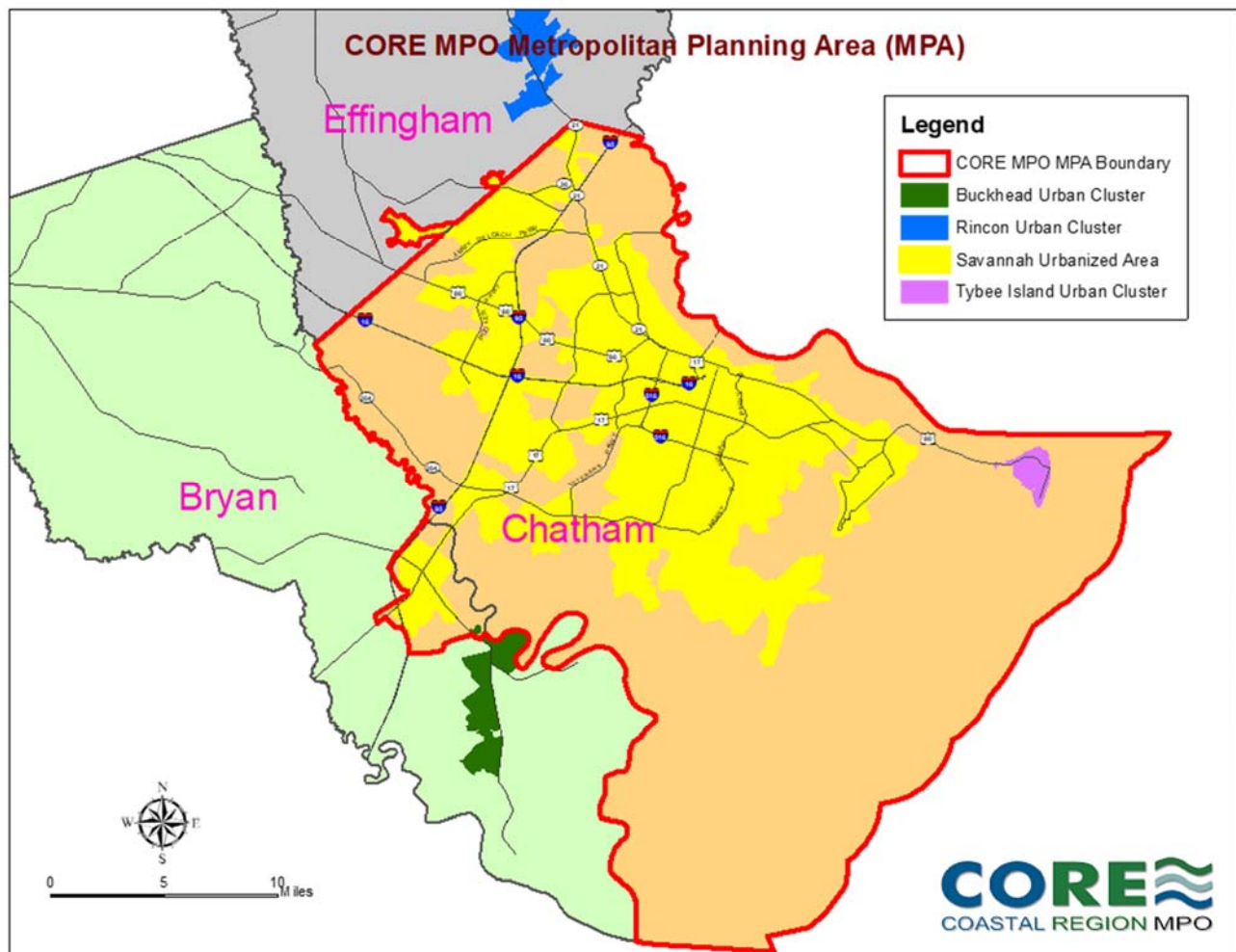
Cynthia L. VanDyke, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

CHAPTER 1: AN INTRODUCTION TO THE TRANSPORTATION IMPROVEMENT PROGRAM

1.1 CORE MPO and TIP

The Transportation Improvement Program (TIP) is a coordination and funding document of the Metropolitan Planning Organization (MPO). An MPO is a regional policy body, required in urbanized areas with a population over 50,000, and designated by the governor of the state. The MPO is responsible for administering the federally required transportation planning process in cooperation with the state, local and other transportation providers. When an urbanized area reaches a population of more than 200,000, the MPO is designated a Transportation Management Area (TMA). The TMA status imposes more stringent requirements on the MPO, and impacts the sources of funds available for transportation projects in the urbanized area.

The Coastal Region Metropolitan Planning Organization (CORE MPO) is the designated MPO for the Savannah urbanized area. The CORE MPO Metropolitan Planning Area (MPA) includes all of Chatham County and portions of Bryan and Effingham Counties as depicted below.



CORE MPO has been designated a TMA since July 2002. CORE MPO is a comprehensive, cooperative and continuing (3-C) process and is the forum for decision-making on transportation issues in the Savannah area. MPOs are required to have a decision-making “policy body”. For CORE MPO, this is the CORE MPO Board, which is primarily composed of key local elected and appointed officials, as well as modal representatives and advisory committee representatives. In the interest of carrying out the 3-C planning process with maximum inclusivity and effectiveness, CORE MPO also includes:

- MPC Executive Director and professional staff
- CORE MPO Technical Coordinating Committee (TCC)
- CORE MPO Economic Development and Freight Advisory Committee (EDFAC)
- CORE MPO Citizens Advisory Committee (CAC)
- CORE MPO Advisory Committee on Accessible Transportation (ACAT)

The MPO is responsible for developing the 20 plus year Metropolitan Transportation Plan (MTP – also known as Long Range Transportation Plan or LRTP) and the short-range Transportation Improvement Program (TIP). The MTP evaluates transportation system performance and is a source of policies, projects and actions that implement community vision of transportation improvements needed to reach the community goals. The TIP is a detailed capital program or a list of funded highway, transit and other multi-modal projects for the MPO planning area over the next four years. The TIP must be consistent with the MTP. All transportation projects must appear in an approved MTP and TIP before they may receive federal funds for implementation. It should be emphasized that the TIP is an expression of intent to implement the identified projects and not a final commitment of funds from any agency. The TIP is based on a reasonable estimate of the amount of federal, state and local funds expected to be available to the MPO planning area and is required to be financially constrained by year.

CORE MPO’s current 2045 Metropolitan Transportation Plan, called Mobility 2045, was adopted in August 2019. The FY 2021 - 2024 TIP is programmed to address the transportation needs of the Savannah area and consists of improvements recommended in Mobility 2045. As a TMA, CORE MPO has the authority to prioritize the projects in the FY 2021 - 2024 TIP, particularly those to be funded with the Surface Transportation Block Grant Program (STBG) Urban Attributable funds (Z230 funds) and Transportation Alternatives funds (TA or Z301 funds). The FY 2021 - 2024 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

The CORE MPO Technical Coordinating Committee (TCC) is responsible for reviewing the TIP and recommending it to the CORE MPO Board for adoption. The other CORE MPO advisory committees (EDFAC, CAC and ACAT) as well as the general public are also invited to review and comment on the proposed TIP. In addition, the federal legislation requires that in the TIP development process the MPO should consult with officials responsible for other types of planning activities that are affected by transportation in the area, and governmental agencies and non-profit organizations that receive federal assistance from a source other than USDOT. CORE MPO satisfies this requirement by inviting these agencies to participate in the TIP development process and by making the draft TIP available to them for review and comment.

Through adoption by the CORE MPO Board, the document becomes the official TIP for the Savannah area and then integrated into the State Transportation Improvement Program (STIP). Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available. It should be understood that the TIP is a flexible program which may be modified

in accordance with the procedures outlined in the adopted Participation Plan (PP) by resolution of the CORE MPO Board if priorities, area goals or funding levels change.

1.2 Overview of the FY 2021 – 2024 TIP Document

The format of this FY 2021 – 2024 Transportation Improvement Program (TIP) document should be easy to follow, but if you have any questions, please contact the transportation planning staff of the Chatham County - Savannah Metropolitan Planning Commission (MPC) at (912) 651-1466 for assistance.

The first section of this document includes four components. The table of contents provides a summary of the structure in which the FY 2021 - 2024 TIP is organized. The MPO organization that follows lists the CORE MPO Board, the advisory committees, and staff members who have developed this TIP. The MPO resolution certifies the CORE MPO adoption of the FY 2021 - 2024 TIP. The MPO certifications provide proof that CORE MPO has the authority to carry out the 3-C MPO transportation planning process in the Savannah area.

Chapter 1 provides background information on the TIP, including an introduction to the Metropolitan Planning Organization and the Transportation Improvement Program, the federal regulations regarding TIP, the TIP funding programs, and the public participation requirements of the TIP development / update / amendment process.

Chapter 2 outlines the development process of the FY 2021 - 2024 TIP, including expected federal / state / local funding in the next four years, transportation improvement priority establishment, correlations between TIP projects and performance-based planning, and the public participation process.

Chapter 3 lists the specific highway, transit, and non-motorized multi-modal projects programmed in the FY 2021 - 2024 TIP. The highway section includes an index of projects in the Savannah area programmed to receive funds from the Federal Highway Administration (FHWA) and other sources in fiscal years 2021 - 2024, a map showing the locations of these projects, the individual project pages that provide more detailed project information, a list of lump sum funding categories and programs in the Savannah area for the four-year period, and a financial plan that demonstrates fiscal constraints. The highway section includes some transit projects and multi-modal projects because their funding obligation will eventually go through FHWA. This section also includes some state-funded projects which had received federal funds in the past and locally-funded highway and bridge projects that are expected to receive federal and/or state funds in the future. The transit section includes the financial statement of the Chatham Area Transit Authority (CAT), the capital improvement justification, the transit projects programmed to receive funds from the Federal Transit Administration (FTA) in fiscal years 2021 to 2024, as well as a bus replacement schedule. The last section of Chapter 3 is the system performance report for the FY 2021 – 2024 TIP which shows the correlations between the investments in the TIP and performance measures and targets.

The appendix includes a list of lump sum projects in the Savannah area that have been identified and programmed by GDOT, the funding obligations for the Savannah area in FY 2018 - 2020, the priority projects that have either been implemented or have been removed from the priority list, the public participation materials related to the FY 2021 - 2024 TIP development process, and the Mobility 2045 addendum which documents the MTP/TIP consistency check.

1.3 TIP Funding Programs

As mandated by federal regulations, the Transportation Improvement Program must be financially

constrained. The cost of projects selected in the overall program must be equal to or less than estimated funding available to complete these projects. The available funds, which include federal, state and local sources, and in some instances private funds as with projects financed by public-private partnerships (PPP), are those dollars that are reasonably expected over the program timeframe. The federal funds play a major part in programming the transportation improvements while the state and the local governments or agencies provide their shares of the TIP funding, thus the “matched funds” include the total funding needed for the projects. The following section introduces the specific funding programs.

1.3.1 FAST-ACT Highway Programs

On December 4, 2015, President Obama signed into law Public Law 114-94, the Fixing America’s Surface Transportation Act (FAST Act). The FAST Act funds surface transportation programs - including, but not limited to, Federal-aid highways - at over \$305 billion for fiscal years 2016 through 2020. It is the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act was extended to fiscal year 2021 with the continuing resolution signed in October 2020. The FAST Act extension includes an additional \$13.6 billion added to the Highway Trust Fund. The summary below reviews the policies and programs of the FAST Act administered by the Federal Highway Administration (FHWA). More information is available on the FHWA website at <https://www.fhwa.dot.gov/fastact/>.

The Moving Ahead for Progress in the 21st Century Act (MAP-21), enacted in 2012, included provisions to make the Federal surface transportation more streamlined, performance-based, and multimodal, and to address challenges facing the U.S. transportation system, including improving safety, maintaining infrastructure condition, reducing traffic congestion, improving efficiency of the system and freight movement, protecting the environment, and reducing delays in project delivery. The FAST Act builds on the changes made by MAP-21.

Setting the course for transportation investment in highways, the FAST Act -

- *Improves mobility on America’s highways*

The FAST Act establishes and funds new programs to support critical transportation projects to ease congestion and facilitate the movement of freight on the Interstate System and other major roads. Examples include developing a new National Multimodal Freight Policy, apportioning funding through a new National Highway Freight Program, and authorizing a new discretionary grant program for Nationally Significant Freight and Highway Projects (FASTLANE Grants).

- *Creates jobs and supports economic growth*

The FAST Act authorizes \$226.3 billion in Federal funding for FY 2016 through 2020 for road, bridge, bicycling, and walking improvements. In addition, the FAST Act includes a number of provisions designed to improve freight movement in support of national goals.

- *Accelerates project delivery and promotes innovation*

Building on the reforms of MAP-21 and FHWA’s Every Day Counts initiative, the FAST Act incorporates changes aimed at ensuring the timely delivery of transportation projects. These changes will improve innovation and efficiency in the development of projects, through the planning and environmental review process, to project delivery.

1.3.1.1 FAST Act Highway Programs Updates

The FAST Act initiatives are achieved by planning and implementing transportation improvements using various program funds. The following summarizes some of the FAST Act highway programs related to the development of the CORE MPO's FY 2021 – 2024 TIP.

National Highway Performance Program [1106]

The FAST Act provides an estimated average of \$23.3 billion per year for the NHPP, which will support the condition and performance of the National Highway System (NHS), enable the construction of new facilities on the NHS, and ensure that investments of Federal-aid funds in highway construction are directed to support progress toward achieving performance targets established in a State's asset management plan for the NHS.

The FAST Act also makes the following changes to NHPP eligibilities:

- At a State's request, the Secretary now may use a State's NHPP apportionment to pay the subsidy and administrative costs for TIFIA credit assistance for an eligible project.
- It provides specific NHPP eligibility for vehicle-to-infrastructure (V2I) communication equipment.
- It allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a non-NHS bridge if the bridge is on a Federal-aid highway.

Surface Transportation Block Grant Program [1109]

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program (STBG), acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The FAST Act provides an estimated annual average of \$11.7 billion for STBG, which States and localities may use for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects, and public bus terminals and facilities.

The STBG program under the FAST Act continues all prior STP eligibilities and adds a few new ones. A State may now use STBG funds to create and operate a State office to help design, implement, and oversee public-private partnerships (P3) eligible to receive Federal highway or transit funding, and to pay a stipend to unsuccessful P3 bidders in certain circumstances. DOT may also, at a State's request, use the State's STBG funding to pay the subsidy and administrative costs for TIFIA credit assistance for an STBG-eligible project.

Funding for Transportation Alternatives (TA) is set aside from the overall STBG funding amount. After accounting for this set-aside, FHWA distributes a percentage of a State's STBG funds based on population (sub-allocated), and the remaining funds are available for use anywhere in the State. The sub-allocated percentage starts at 51 percent in FY 2016, and then grows each year, to 55 percent in FY 2020.

The FAST Act also continues to require FHWA to set aside a portion of a State's STBG funds (equal to 15 percent of the State's FY 2009 Highway Bridge Program apportionment) for bridges not on Federal-aid highways (off-system bridges), unless the Secretary determines that the State's needs are insufficient to justify this amount. Finally, it allows - but does not require - the Governor of a border State to designate up to five percent of the State's STBG funds for border infrastructure projects eligible under the SAFETEA-LU Coordinated Border Infrastructure Program. Funds so designated must be derived from the portion of a State's STBG apportionment available for use in any area of the State.

Transportation Alternatives [1109]

The FAST Act eliminates the MAP-21 Transportation Alternatives Program (TAP) and replaces it with a set-aside of STBG funding for transportation alternatives. These set-aside funds include all projects and activities that were previously eligible under TAP, encompassing a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. The FAST Act sets aside an average of \$844 million per year for TA. Unless a State opts out, it must use a specified portion of its TA funds for recreational trails projects.

After the set-aside for the Recreational Trails Program, the FAST Act requires FHWA to distribute 50 percent of TA funds to areas based on population (sub-allocated), with the remainder available for use anywhere in the State.

States and MPOs for urbanized areas with more than 200,000 people will conduct a competitive application process for the use of TA funds; eligible applicants include tribal governments, local governments, transit agencies, school districts, and a new eligibility for nonprofit organizations responsible for local transportation safety programs. The Act also allows each urbanized area of this size to use up to half of its sub-allocated TA funds for any STBG-eligible purpose (but still subject to the TA-wide requirement for competitive selection of projects).

Highway Safety Improvement Program [1113]

Safety throughout all transportation programs remains DOT's number one priority. Consistent with this, the FAST Act continues the successful HSIP, providing estimated average annual funding of \$2.6 billion and reserving a portion of this funding for the Railway-Highway Crossings Program. The Act also reserves \$3.5 million per year from HSIP for work zone and guardrail safety training, Operation Lifesaver, and safety clearinghouses.

The FAST Act continues to require States to pursue under HSIP a data-driven, strategic, and performance-focused approach to improving highway safety on all public roads. The Act clarifies the range of eligible HSIP projects, limiting eligibility to activities listed in statute (most of which are infrastructure safety-related). It also adds several activities to the list, including V2I communication equipment and certain pedestrian safety improvements. As under MAP-21, States may not use HSIP funds to purchase, operate, or maintain an automated traffic enforcement system that captures an image of a vehicle, except in school zones. [1401]

In order to improve data collection, MAP-21 required DOT to establish a new subset of the model inventory of roadway elements (MIRE) that are useful for the inventory of roadway safety, and to ensure that States adopted and used the subset. The FAST Act allows a State to opt out of collecting MIRE fundamental data elements for gravel or other unpaved roads. States must still collect crash data on these roads. If the State opts out, it may not use HSIP funds on projects on such roads unless or until it collects this data.

Railway-Highway Crossings Program [1108]

The FAST Act continues the Railway-Highway Crossings Program, providing funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. This funding continues as a set-aside from HSIP, which the FAST Act reserves at an average of \$235 million per year.

National Highway Freight Program [1116]

The FAST Act includes an estimated average of \$1.2 billion per year for a new National Highway Freight Program, which is focused on improving the efficient movement of freight on the National Highway Freight Network** (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NHFP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Beginning December 4, 2017, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NHFP funds.

**The FAST Act requires FHWA to establish a National Highway Freight Network, to include the Primary Highway Freight System (PHFS), critical rural and urban freight corridors (as designated by the States, and in some cases, by MPOs), and the portions of the Interstate System not included in the PHFS. After the initial designation, FHWA must re-designate the PHFS every five years, with up to three percent growth each time.

FASTLANE grants (Nationally Significant Freight and Highway Projects) [1105]

In addition to the new formula freight program, the FAST Act also establishes a discretionary competitive grant program of \$4.5 billion over five years to provide financial assistance to nationally and regionally significant highway, rail, port, and intermodal freight and highway projects. DOT refers to this program as “FASTLANE” grants (Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies).

Under the program, States, large MPOs, Tribes, localities, and Federal land management agencies may apply for grants for projects, which generally must have a total cost of at least \$100 million. Each year, a minimum amount of funds must be used for rural projects (25 percent) and projects under the \$100 million cost threshold (10 percent).

Congestion Mitigation and Air Quality Improvement (CMAQ) Program [1114]

The CMAQ program, continued in the FAST Act at an estimated average annual funding level of \$2.4 billion, provides a funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas), as well as former nonattainment areas that are now in compliance (maintenance areas). States with no nonattainment or maintenance areas may use their CMAQ funds for any CMAQ- or STBG-eligible project.

Under the FAST Act, a State with PM2.5 (fine particulate matter) nonattainment or maintenance areas must use a portion of its funds to address PM2.5 emissions in such areas. The FAST Act highlights diesel retrofits and port related equipment and vehicles as eligible projects to mitigate PM2.5. New exemptions from this PM2.5 priority set-aside are also included for certain circumstances outlined in the FAST Act. Highlighted CMAQ eligibilities include public transit, bicycle and pedestrian facilities, travel demand management strategies, alternative fuel vehicles, facilities serving electric or natural gas-fueled vehicles (except where this conflicts with prohibition on rest area commercialization) and a new explicit eligibility for V2I communication equipment.

Construction of Ferry Boats and Ferry Terminal Facilities [1112]

Distributed by formula, this program provides \$80 million annually to construct ferry boats and ferry terminal facilities. The FAST Act modifies the formula, now giving more weight to the number of ferry

passengers. It also requires FHWA to withdraw unobligated program funds after four years and distribute them to other eligible recipients.

1.3.1.2 FAST Act Highway Program Funding Codes and Federal Shares

The table below demonstrates the major highway program funding codes under FAST Act. It should be noted that almost all of the federal funds require a match. Depending on different funding categories, the federal / state / local shares of funds vary. The state and local shares for specific projects are based on agreements between the state and the local project sponsors.

FAST Act Major Highway Program Funding Codes and Federal Shares

Description	Program Code	Federal Share
National Highway Performance Program (NHPP)	Z001	80%
NHPP Exempt	Z002	80%
Surface Transportation Block Grant (STBG) Program Flex	Z240	80%
STBG Program - Urbanized Areas With Population Over 200K	Z230	80%
Transportation Alternatives (Section 133(h)) Flex	Z300	80%
Transportation Alternatives (Section 133(h)) - Urbanized Areas With Population Over 200K	Z301	80%
Transportation Alternatives (Section 133(h)) - Areas with Population Over 5K to 200K	Z302	80%
Transportation Alternatives (Section 133(h)) - Areas with Population 5K and Under	Z303	80%
Transportation Alternatives (Section 133(h)) - Areas > 200k STBG Program Eligibilities	Z304	80%
Recreational Trails Program (RTP)	Z940	80%
Highway Safety Improvement Program (HSIP)	ZS30	90%
High Risk Rural Roads Special Rule	ZS60	90%
Railway-Highway - Hazard Elimination	ZS40	90%
Railway-Highway - Protective Devices	ZS50	90%
Congestion Mitigation & Air Quality Improvement (CMAQ)	Z400	80%
Projects to Reduce PM 2.5 Emissions	Z003	80%
CMAQ Flexible Funding	Z401	80%
Metropolitan Planning Program	Z450	80%
National Highway Freight Program (NHFP)	Z460	80%
Freight Intermodal & Rail Projects	Z470	80%
Section 154 Penalties - Use for HSIP Activities	ZS31	100%
Section 164 Penalties - Use for HSIP Activities	ZS32	100%
Redistribution of Certain Authorized Funds	Z030	80%

1.3.2 FAST Act Transit Programs

FAST Act provides steady and predictable transit funding for five years, with an increase of around \$1 billion per year to the transit program. The Act re-introduces a Discretionary Bus Program; phases in

increased Buy America requirements, up to 70% by FY 2020; includes changes to the Workforce Development Program; targets funding increases towards improving state of good repair and the bus program; funds Transit Research from both the Trust & General Fund; and streamlines Vehicle Procurement & Leasing. It adds some new, repeals some old, consolidates some existing, and modifies some other grant programs. The information below summarizes the transit grant programs related to development of CORE MPO's FY 2021 - 2024 TIP. More information on FAST Act changes in transit programs is available on the FTA website at <https://www.transit.dot.gov/FAST>.

1.3.2.1 Highlights of FAST Act Transit Grant Programs

Urbanized Area Formula Program (5307) – Modified

- '100 bus rule' is modified to include non-ADA general population demand response transit service
- Allows 20% of allocation to be used for operations of ADA paratransit under certain conditions
- Eliminates requirement to spend 1% of 5307 funds on Associated Transit Improvements
- Allows use of up to 0.5% of 5307 funds for Workforce Development
- Increases the Small Transit Intensive Cities (STIC) tier starting in FY 2019

Fixed Guideway Capital Investment Grants (5309) – Modified

- New Starts: establishes a maximum 60% 5309 share, with up to 80% federal share (to be made up from other federal sources); no longer allows FTA to remove art and landscaping from the cost-effectiveness calculation
- Small Starts: raises the total project cost threshold to \$300M and raises the maximum 5309 share to \$100M; allows an optional early rating after NEPA; and changes definition for corridor based BRTs to eliminate weekend service requirement
- Program of Interrelated Projects: Makes Small Starts eligible for inclusion & clarifies which criteria to use for joint evaluations
- Establishes a framework for joint intercity rail and public transportation projects

Enhanced Mobility of Seniors & Individuals with Disabilities (5310) – Modified

- Allows states or localities that provide transit service to be direct recipients under this section
- Requires FTA to develop a best practices guide for 5310 service providers
- Introduces a new Pilot Program for Innovative Coordinated Access & Mobility
- Requires CCAM to produce a strategic plan to address coordination across the federal government

State of Good Repair (5337) – Modified

- Modifies the eligibility in the High intensity motorbus tier to cover only vehicle state of good repair costs
- Codifies the federal/local match share at 80/20, and specifies eligible local match funding

Bus and Bus Facilities (5339) - New

- Bus Formula (5339(a)) distribution is modified slightly to include a \$1.75M state allocation - \$427.8M total available for FY16
- Bus Discretionary Program re-established (5339(b)) – \$268M in funding for FY16, with \$55M set-aside for Low or No Emission Bus Deployment competition
- Remaining \$213M will be competitively distributed based on age and condition of assets

- Includes a Pilot Program for Cost Effective Capital Investment, allowing a state to share bus funding resources among voluntarily participating designated recipients in order to allow them to procure more vehicles at a time at a lower cost

1.3.2.2 FAST Act Major Transit Grant Program Funding Shares

As in highway funding programs, the state and/or local project sponsors must provide matching funds for each of the federal transit funding program. The table below lists the major transit funding programs and the respective federal and state/local shares. The specific state and local shares are based on established agreements between the state and the local project sponsors.

FAST Act Major Transit Funding Programs

Funding Code	Federal Share	State/Local Share
Section 5307 Urbanized Area Formula Program - Capital	80%	20%
Section 5307 Urbanized Area Formula Program - Operating	50%	50%
Section 5307 Program for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act, or for projects or portions of projects related to bicycles.	90%	10%
Section 5309 Fixed Guideway Capital Investment Program	80%	20%
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Capital	80%	20%
Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program - Operating	50%	50%
Section 5337 State of Good Repair Program	80%	20%
Section 5339 Bus and Bus Facilities Program	80%	20%

1.3.3 Carry over Funding

Besides the expected annual obligation of federal highway and transit funds, some carryover funds can also be used in developing the Transportation Improvement Program.

1.3.3.1 Where Carryover Funds Come From

Carryover funding describes two types of federal funds not obligated in the year appropriated. The first type of these funds results when a State is unable to fully access the annual distribution of funds due to a congressional budgetary restriction call of "obligation authority". Obligation authority restricts a state from spending total appropriated funds. Unobligated balances of appropriated funds may be utilized to fund projects in the following ways:

1. A state may choose to advance fund the construction authorization of a federal-aid project by temporarily funding the federal share with non-federal funds. Multi-year Transportation Acts allow states to advance construct up to the contract authority provided in the Act. Advance construction is a method of "pre-financing" the federal share of project costs. These costs are later converted to regular federal highway funds as Congress provides new appropriation and/or obligation authority.

2. A state can use carryover funds when obligation authority is redistributed from other states. Near the end of each federal fiscal year, the Federal Highway Administration redistributes obligation authority from states that return unused spending authority.
3. A state can use unobligated balances to fund a project if Congress appropriates additional obligation authority.

The second type of carryover funds results when a State does not fully obligate special federal-aid funding categories such as minimum guarantee, highway demonstration projects, and high priority projects. For these types of funding categories, Appropriations Acts provide obligation authority for each appropriated dollar.

1.3.3.2 How Carryover Funds Are Used

The following describes how the STIP Financial Plan (SFP) is developed. The SFP is the spending plan for allocating transportation funding to state and local projects. It addresses a time period of four years, and, by law, is financially constrained by forecasted funding levels. Forecasted funding levels are based on the historical spending authority provided to the State in the last available year. These levels are adjusted to funding estimates provided in the current multi-year transportation bill. Added to the adjusted funding ceiling are the previously appropriated/allocated Federal funds (carryover) that are unexpended and available. Both types of carryover funds are assigned to projects. However, type 2 carryover funds are not used until all the current year obligation authority has been utilized. If the advanced construction method is used, type 1 carryover funds, a conversion project is set up in the STIP for the year that federal funds are going to be used to reimburse project costs.

1.3.3.3 How Carryover Funds Are Shown For Fiscal Constraint

The federal regulations (23 CFR 450.216) require that the State Transportation Improvement Program (STIP) "... include a project, or an identified phase of a project, only if full funding can reasonably be anticipated to be available". Since both types of carryover funds can be used to fund projects in a year different than the year funds were received, they are considered reasonably available and are added to the annual estimated appropriated funds for the period covered by the STIP. The STIP financial plan fully documents the amount of carryover funds by year and category of funding, as well as estimates of future revenues.

1.3.4 Other Funding Programs

Earmarks: Some transportation improvement projects have legacy earmarked funds. These are funds provided by the Congress for projects, programs, or grants where the purported congressional direction (whether in statutory text, report language, or other communication) circumvents otherwise applicable merit-based or competitive allocation processes, or specifies the location or recipient, or otherwise curtails the ability of the executive branch to manage its statutory and constitutional responsibilities pertaining to the funds allocation process. It should be noted that the earmarks have been phased out. It is expected that after all the projects with earmarked funds have been implemented, future projects will be funded by merit-based program allocations.

Bonds: Some transportation improvement projects might be financed through the issuance of bonds, which is a debt security, in which the authorized issuer owes the holders a debt and, depending on the terms of the bond, is obliged to pay interest to use and/or to repay the principal at a later date, termed maturity.

Public-Private Partnerships: Some transportation improvement projects might be financed through public-private partnerships (P3), which involve a contract between a public sector authority and a private party, in which the private party provides a public service or project and assumes substantial financial, technical and operational risk in the project. There are different types of P3. FHWA encourages the consideration of P3 in the development of transportation improvements.

State Funds: Some transportation improvement projects might be financed through state funds in combination with federal funds. For example, HB 170 funds come from the transportation funding bill passed by the Georgia Legislature in 2015. With a combination of new taxes and fees, the bill is expected to raise about \$1 billion a year. Projects completely financed through HB 170 funds will go through the state's environmental process (Georgia Environmental Policy Act or GEPA) instead of the federal environmental process (National Environmental Policy Act or NEPA).

1.3.5 Lump Sum Funding Programs

A portion of the STIP funding is set aside for nine groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give the Department and MPO flexibility to address projects of an immediate need while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sum banks are listed for each year for the Department's convenience in managing and accounting for the funding. They can be found in the statewide or "All Counties" section of the STIP. Lump sum banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year. Individual projects are programmed, and funds are drawn from these lump sums during the year. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these nine groups and information about them. Except for rights of way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Group: Transportation Enhancement (TE)

This group is for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The Transportation Enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

Group: Transportation Alternatives Program (TAP)

This group is for transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure for improving non-driver access to public transportation and enhanced mobility, community improvement activities, environmental mitigation, recreational trails and safe routes to school.

Group: Maintenance

This group is broken into two programs: Bridge Maintenance and Maintenance.

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).

- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

Group: Rights-of-Way - Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP.

Group: Safety

This group is broken into two programs: Railroad & Safety Improvements

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

Group: Operations

This group is broken into two programs: Operational Improvements & Signal Upgrades.

- The Operational Improvement program consists of intersection improvements, turning lanes, ramp exit & interchange improvements, innovative intersection improvements like Diverging Diamond Intersections, Displaced Left Turn lanes, & Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

Group: Wetland Mitigation

This group is for wetland enhancement, restoration, and/or preservation projects that serves to offset unavoidable wetland impacts which is known as wetland mitigation or compensatory mitigation. The ecological benefits of a mitigation project should compensate for the functional loss resulting from the permitted wetland impacts on infrastructure projects. Funding allows for the planning, designing, construction, and post construction monitoring required for approved and established mitigation sites.

Group: Low Impact Bridges

Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental

impact thresholds and thus qualify as a Categorical Exclusion (CE) determination in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

- A. The safety of the traveling public is of paramount importance. It is the intent of this program to reduce risk associated with structurally deficient, scour critical, temporarily shored, or fracture critical structures.
- B. Second only to safety, the program will foster stewardship of Georgia’s environmental and financial resources. Projects developed under the Program will seek to minimize the impact to the natural environment while providing long-term cost-effective engineering solutions.
- C. The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

1.4 Public Participation Requirements for TIP

The federal legislation requires that each Metropolitan Planning Organization (MPO) adopt a formal public participation process. As the federally designated MPO for the Savannah urbanized area, CORE MPO is responsible for soliciting the participation of interested citizens and parties in the transportation planning process.

CORE MPO adopted a Public Involvement Plan (PIP) in March 2002. The plan has been implemented since its adoption, providing participation guidance in the updates of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). The PIP itself has been updated several times to reflect changing regulations and CORE MPO characteristics, and is now known as the Participation Plan. CORE MPO aims to update the Participation Plan at least every five years with annual evaluation of the participation process. The most recent update was adopted in August 2019. The update to accommodate virtual public involvement is ongoing and is expected to be adopted in February 2021. The *Participation Plan* is intended to provide CORE MPO with a framework for carrying out public participation activities. The objective is to facilitate a public dialogue at all stages of the transportation planning process including the development / update / amendment of the Transportation Improvement Program.

Described below are excerpts from the CORE MPO’s *Participation Plan*. It details the participation requirements in the TIP development and update process and the procedures that are to be followed to amend an existing approved MTP, TIP or STIP.

1.4.1 Participation in Development of the Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-range programming element of transportation planning. The TIP lists the transportation projects in the CORE MPO planning area that are programmed to receive federal funds over the next four years. Projects in the TIP are consistent with the MTP. Factors considered for a project’s inclusion in the TIP include its readiness to proceed as well as the project’s ability to positively impact/affect the regional transportation system.

Under federal transportation planning legislation, the MPO is required to annually update the listing of obligated projects. By nature of programming funds, TIPs are financially constrained. The amount of federal funds available to the MPO is subject to the state’s congressional district balancing. Only lump

sum projects which do not affect the capacity of roadways are not subject to congressional district balancing.

Federal regulations require the preparation of a TIP at least every four years in order for federal agencies to authorize the use of federal transportation funds in the region. The public involvement process for the Transportation Improvement Program (TIP) is used to satisfy the Georgia Department of Transportation public participation process for the Program of Projects (POP).

- 1) The CAC will facilitate the participation process during the development of the TIP.
- 2) As a Transportation Management Area (TMA), the MPO will host at least one public meeting on the TIP early in the development process, for the purpose of establishing project priorities. This meeting will be held at a centralized, accessible location.
- 3) A legal notice will be published in the *Savannah Morning News* at least 10 days prior to any public meeting/open house.
- 4) In addition to the *Savannah Morning News*, all other local media and the neighborhood associations as identified in Appendix H of the Plan, and the consultation agencies as identified in Appendix I of Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPO website.
- 5) Upon completion of a draft TIP, the MPO will hold a 30-day public review and comment period.
- 6) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
- 7) During the public review and comment period, copies of the draft TIP will be made available for review at the public agencies identified in Appendix J of the Plan and will be posted on the MPO website.
- 8) The MPO will host at least one public meeting during the public review and comment period at a centralized, accessible location.
- 9) Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP.
- 10) Public comments shall be accepted no later than three working days after the public review and comment period ends.
- 11) At the close of the public review and comment period, the MPO staff will review comments and identify any significant comments.
- 12) Significant comments will be reviewed by the MPO Committees at their meetings and incorporated into the final TIP.
- 13) If the final TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will re-start a 30-day public review period, whether during or after the initial 30-day public review period.
- 14) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.

1.4.2 Participation for Changes to the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP)

While the MPO updates the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP) on a regular schedule, there will be many instances during the cycle when either administrative changes or amendments are required. Generally administrative changes are minor changes which do not alter the original project intent or require financial rebalancing of the plan, while amendments are changes that do have those types of impacts on the plan.

Because the TIP focuses on an immediate four-year time frame, it includes the more active phases of projects, and therefore requests for changes tend to focus on the TIP. However, the longer range MTP is the guiding document. As one can infer from the descriptions of the MTP and the TIP above, the TIP is a subset of projects (or certain phases of projects) listed within the MTP's financially constrained plan. In order to qualify for federal funds, new projects must be consistent with the MTP before they are eligible for inclusion in the TIP. Changes to projects that are already in the TIP (and thus also in the MTP) are documented in an addendum to the MTP.

Any person requesting project revisions, additions, or deletions to the CORE MPO TIP or MTP should send to CORE MPO staff written details of the request, including:

- Project description or changes in existing descriptions;
- Project location and termini or changes in existing location and termini;
- Costs of each phase of the project (new projects) or changes in existing costs;
- Expected authorization year of each phase or changes in those (if the request involves the immediate four-year TIP window);
- Funding sources or changes in funding sources (if the request involves the immediate four-year TIP window); and
- Reason for change.

CORE MPO staff may request additional information if needed. Once all of the necessary information is received, MPO staff will use the information to determine whether the request is a TIP administrative modification (according to the description in GDOT's STIP amendment process in Appendix K), a TIP amendment that *does not* entail an MTP amendment, a TIP amendment that *does* entail an MTP amendment, or alternatively an MTP amendment that does not affect the TIP.

The guidelines below are used to distinguish between administrative modification and amendments. While most TIP amendments can be accomplished in one MPO meeting cycle (a one-step process), note that MTP amendments require MPO Board action at two separate meetings. TIP amendments which also necessitate an MTP amendment, will therefore require at least two meeting cycles in order to accomplish the necessary MTP amendment prior to action on the TIP amendment. The range of processes described below is intended to allow adequate review of requests, while recognizing that flexibility based on the context of the request will improve efficiency at multiple levels of government.

Procedures for Changes to the Transportation Improvement Program (TIP) or Metropolitan Transportation Plan (MTP)

Administrative Modification

The following types of requests are considered administrative modifications to the TIP or MTP, as long as the requested change does not require public review and comment.

- Making a *minor* revision (as defined in Appendix K: GDOT's STIP Amendment Process) to a project that is already in the MTP's financially constrained plan;
- Adding, deleting, or modifying a project in the MTP's vision (illustrative) plan, provided that any added projects come from an adopted study accepted by the CORE MPO.

When the CORE MPO staff determines that the request is an administrative modification, the process consists of the following steps:

- 1) Transmittal of Confirmation: MPO staff transmits a confirmation to GDOT.
- 2) MPO staff posts the updated portion of the document(s) on the MPO web site.
- 3) GDOT sends a monthly list of notifications about administrative modifications to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA.

Projects that use zero federal funding, and that are not expected to need federal funding in the future, are not required to be included in the CORE MPO MTP or TIP. If a requester nevertheless would like to have these projects listed, then they can be included in an addendum to the MTP, with CORE MPO Board notification. Such projects can be listed in the TIP through an administrative modification.

CORE MPO reserves the right to re-start the change process as an amendment, in cases where it is found that the modification is controversial.

One-step Amendment

The following situations are considered one-step amendments.

- The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
- The request *would not* affect the funding or timing of other projects in the MTP's financially constrained plan or TIP.

The process consists of the following steps:

- 1) CORE MPO Board Meeting: At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.
- 2) In instances where the project costs or other details differ from those listed in the adopted MTP, the updated project information will be noted in an addendum to the MTP.

Public participation procedures for one-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on the MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

Two-step Amendment

The following situations are considered two-step amendments. The second step of the process may include a TIP amendment as well, in many cases.

- The request is more than a minor revision (i.e. not eligible as an administrative modification); AND
- The request *would* affect the funding or timing of other projects in the MTP's financially constrained plan (and TIP in many cases).

The process consists of the following steps:

- 1) First CORE MPO Board meeting: The CORE MPO staff and the appropriate advisory committees will recommend to the MPO Board whether additional review of the amendment to the MTP is warranted. The CORE MPO Board will then decide either to reject the proposal or authorize further review of the proposal.
- 2) Second CORE MPO Board meeting: If further review is authorized by the CORE MPO Board in the step above, the MPO staff will obtain and review additional information and present its findings and recommendation to the appropriate CORE MPO advisory committees. The recommendations of the MPO staff and the committees will then be provided to the CORE MPO Board. A public hearing will be held at that CORE MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the amendment to the MTP, approve it, or approve it with modifications. If the proposal also affects the TIP, then the CORE MPO Board may consider the TIP amendment at this same meeting or at a later meeting.

Public participation procedures for two-step amendments include public advertisement, a public hearing, a 15-day comment period, and response to all comments, either individually or in summary form. Information about the comment period and public hearing also are posted on the MPO web site and provided to the media contacts, neighborhood associations, and consultation agencies in the MPO contact database.

TIP Amendment Only

If a project that is already consistent with the CORE MPO MTP requires a change that does not qualify as an administrative modification, as defined above, then a TIP amendment can be considered without the need for an MTP amendment. The TIP amendment process requires public advertisement, a 15-day comment period and response to all comments, either individually or in a summary form. There is no requirement for a public hearing. The amendment follows the usual MPO Committee process for action.

The use of federal funds requires completion of the environmental process in accordance with the National Environmental Policy Act (NEPA). Right-of-way negotiations may not take place until successful completion of the NEPA process. Final location and design of an amended project would be a function of the NEPA process. In Georgia, the Department of Transportation oversees the public participation in the environmental process. The MPO facilitates the participation process by providing early and continuous planning level input and by assisting GDOT in disseminating public meeting notices and project information.

1.4.3 GDOT STIP and TIP Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) with an effective date of July 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan, Transportation Improvement Program (TIP), or Statewide Transportation Improvement Program (STIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan, TIP, or STIP that involves a major change to a project included in a metropolitan transportation plan, TIP, or STIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the STIP and Metropolitan Planning Organizations (MPOs) TIPs and Long-Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorization

The following actions are eligible as Administrative Modifications to the STIP/TIP/LRTP:

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

- 1. It does not affect the air quality conformity determination.
- 2. It does not impact financial constraint.
- 3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations

The following actions are eligible as Amendments to the STIP/TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent, i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification item F.)

Amendments to the STIP/TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the STIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- 2. The date the STIP becomes effective is when FHWA and FTA approve it.
- 3. The STIP is developed on the state fiscal year which is July 1-June 30.
- 4. Funds for cost increases will come from those set aside in the STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP at all times.

Additional Funding Request After the Initial Authorization

Additional funding requests for all phases after the receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

- A. The Initial Work Authorization for the phase is older than 10 years.
- B. The additional funding request exceeds the Initial Work Authorization by greater than \$10 million.

CHAPTER 2: FY 2021 - 2024 TIP DEVELOPMENT

2.1 Expected FY 2021 - 2024 TIP Funding for the CORE MPO Metropolitan Planning Area

2.1.1 Expected Highway Funds

The matched highway funds shown below include the expected federal funds and state / local matches as well as additional state and local revenues. The table also includes lump sum funds for the next four fiscal years based on the lump sum categories. The expected local funds for currently locally sponsored projects are also listed because these projects are expected to receive federal and/or state funds in the future.

It should be noted that the expected highway revenues include STBG Urban Attributable (Z230), Transportation Alternatives (Z301) and Highway Infrastructure Program (HIP) funds. CORE MPO conducted the Calls for Projects and competitive project selection processes for these funds in 2020 based on their respective project prioritization methodology. These funds will be used to implement awarded projects/phases in the FY 2021 - 2024 TIP.

SAVANNAH TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED)							
FY 2021 - FY 2024							
FUND	CODE	LUMP DESCRIPTION	2021	2022	2023	2024	TOTAL
NHPP	Z001		\$13,663,000	\$168,688,546	\$7,810,000	\$2,000,000	\$192,161,546
STP	Z230		\$5,578,992	\$7,408,973	\$7,473,401	\$7,538,472	\$27,999,838
STP	Z240		\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
TAP	Z301		\$552,561	\$1,290,175	\$1,295,755	\$1,301,392	\$4,439,883
HIP*	Varies		\$3,264,398				\$3,264,398
State	02TFA		\$91,600,000				\$91,600,000
State	HB170		\$76,218,296	\$37,328,723	\$22,588,110		\$136,135,129
Local	LOC		\$13,598,577	\$10,399,923	\$4,400,505	\$2,198,608	\$30,597,613
TE	L220	ENHANCEMENT	\$236,000				\$236,000
NHPP	Z001	BRIDGE PAINT -	\$538,000	\$538,000	\$538,000	\$538,000	\$2,152,000
NHPP	Z001	ROADWAY LIGHTING	\$27,000	\$27,000	\$27,000	\$27,000	\$108,000
NHPP/STP	MULTI	ROAD MAINT - ANY AREA	\$6,189,000	\$6,189,000	\$6,189,000	\$6,189,000	\$24,756,000
STP	Z240	CST MGMT	\$1,399,000	\$1,399,000	\$1,399,000	\$1,399,000	\$5,596,000
STP	Z240	OPERATIONS	\$323,000	\$323,000	\$323,000	\$323,000	\$1,292,000
STP	Z240	BRIDGE PAINTING	\$269,000	\$269,000	\$269,000	\$269,000	\$1,076,000
STP	Z240	LOW IMPACT BRIDGES	\$565,000	\$565,000	\$565,000	\$565,000	\$2,260,000
STP	Z240	TRAF CONTROL DEVICES	\$807,000	\$807,000	\$807,000	\$807,000	\$3,228,000
STP	Z240	RW PROTECTIVE BUY	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
STP	Z240	WETLAND MITIGATION	\$32,000	\$32,000	\$32,000	\$32,000	\$128,000
HSIP	ZS30	SAFETY	\$2,691,000	\$2,691,000	\$2,691,000	\$2,691,000	\$10,764,000
HSIP	ZS40	RRX HAZARD ELIM	\$168,000	\$168,000	\$168,000	\$168,000	\$672,000
HSIP	ZS50	RRX PROTECTION DEV	\$141,000	\$141,000	\$141,000	\$141,000	\$564,000
TOTAL			\$217,950,824	\$238,355,340	\$56,806,771	\$26,277,472	\$539,390,407
*The HIP funds (federal portion) from FY 2018, 2019 and 2020 are \$926,709, \$1,30,5713 and \$379,096 respectively. They are immediately available for obligation. They are listed here in FY 2021 with expected 20% local match. These funds have different obligation deadlines.							

2.1.2 Expected Transit Funds

In the CORE MPO metropolitan planning area, the Chatham Area Transit Authority (CAT) is the designated recipient of the Section 5307 funds. Since the Savannah Urbanized Area is a TMA MPO area, CAT receives the funds directly from the Federal Transit Administration (FTA) and is not a sub-recipient of GDOT. CAT provides the matching funds for the transit grants. CAT is also the direct recipient of Sections 5337 and 5339 funds.

GDOT is the direct recipient of the FHWA ferry boat program funds and CAT is the sub-recipient of GDOT to receive these funds.

For the Section 5311 program, GDOT is the designated recipient and allocates these funds to eligible sub-recipients to provide rural transit capital and operational services. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds. Since CAT is providing paratransit services in Chatham County outside of the Savannah Urbanized Area (considered rural areas as defined by the US Census Bureau), it is expected that CAT will be eligible for some of these rural Section 5311 funds in the future.

The Department of Human Services (DHS) is the designated recipient of Section 5310 program funds in Georgia. These funds are used to purchase transportation services.

The following table lists the transit funds expected to be available to the CORE MPO metropolitan planning area through various funding sources in FY 2021 - 2024.

CORE MPO MPA TOTAL EXPECTED MATCHED TRANSIT FUNDS (\$) *					
FY 2021 - FY 2024					
Funding Code	FY 2021	FY 2022	FY 2023	FY 2024	Total
Section 5307	\$6,148,172	\$5,368,000	\$5,368,000	\$5,368,000	\$22,252,172
Section 5337	\$556,478	\$0	\$0	\$0	\$556,478
Section 5339 and Section 5339 ©	\$9,240,948	\$4,502,009	\$549,276	\$549,276	\$14,841,509
FHWA Flex Funds (M230, Z230)	\$7,922,305	\$0	\$0	\$0	\$7,922,305
FTA-FBD Discretionary Section 5307 (h)	\$3,218,633	\$0	\$0	\$3,200,000	\$6,418,633
FHWA Ferry Boat Program Formula Funds	\$222,395	\$211,453	\$1,130,691	\$313,638	\$1,878,177
Section 5310	\$228,828	\$228,828	\$228,828	\$228,828	\$915,312
Section 5311	\$372,298	\$846,132	\$846,132	\$0	\$2,064,562
Total	\$27,910,057	\$11,156,422	\$8,122,927	\$9,659,742	\$56,849,148
*These transit revenues are estimated from the apportionments and projections from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), as well as the state and local sources. The total amounts for each year include expected federal apportionments and state/local matching funds.					
*CAT is the direct recipient of Section 5307, 5337 and 5339 funds.					
*The Department of Human Services (DHS) is the designated recipient of Section 5310 funds in Georgia.					
*GDOT is the designated recipient of Section 5311 funds and is responsible for allocating them to eligible sub-recipients.					
*The FHWA flexed funds went through the CORE MPO's competitive project selection process. They have been awarded to CAT, got authorized by FHWA and flexed to FTA so that CAT can apply for them through the FTA grant application system. When CAT gets them, they will be used for the various transit projects as outlined in the original funding application.					
*CAT is the sub-recipient of GDOT for the FHWA ferry boat program funds.					

2.2 Establishment of Transportation Improvement Priorities

2.2.1 TIP Project Prioritization Methodology and Performance Measures

FAST Act includes an emphasis on performance-based planning and achieving the maximum benefits from expenditures of transportation projects. Under FAST Act, the federal regulations state that:

- (c) The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).
- (d) The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

FAST-Act requires USDOT to establish performance measures in a number of areas (safety, bridges/pavement, freight, congestion, air quality, transit asset management, etc.) and then requires each State to set performance targets for these measures. The MPOs will either adopt the State's targets or develop their own six (6) months after the state performance targets are set. With the continuing funding shortfalls for transportation, the FAST Act includes an emphasis on performance based planning and programming and achieving the maximum benefits from expenditures of transportation projects.

The CORE MPO's 2045 MTP (Mobility 2045) is based upon the performance-based planning and programming process (PBPP). The goals and visions identified in Mobility 2045 support performance-based planning by supporting a multimodal transportation system that is safe, connected and accessible for all users and enhances the mobility for people and goods. The plan incorporates an approach that integrates land use with transportation, complete streets/context sensitive design approach, and is focused on mobility, sustainability, and quality of life for residents and visitors. This approach is structured to ensure compliance with all federal and state requirements.

Highway Project Prioritization

Mobility 2045 utilizes a defined process for determining what projects are included in the plan, as well as developing performance measures to determine how well a plan is addressing the region's transportation needs. The CORE MPO developed the prioritization process within the framework of the identified goals and planning factors encompassing performance-based planning. The process also follows the Federal Highway Administration's guidance using the "SMART" principle which focuses on using existing data and avoids placing an unrealistic burden on staff. The project prioritization process consists of two screening tiers. The first screen is based on need and the second screen is based on sustainability. These screens are structured around the CORE MPO goals for their long-range planning efforts. Specific metrics were identified based on available data and tools.

The Project Prioritization methodology of Mobility 2045 was used as the basis to evaluate projects of all modes during the Call for Projects process for the Surface Transportation Block Grant (STBG) Urban Attributable funds (Z230 funds) and the Highway Infrastructure Program funds (HIP funds) for the FY 2021 – 2024 TIP development. The project ranking factors, emphasis areas and performance considerations include System Performance (truck traffic, Freight connections to strategic infrastructure); Safety (crash); Security (evacuation routes); Accessibility, Mobility and Connectivity (freight last mile, transit ridership, non-motorized plan priorities); State of Good Repair (bridge rating, bridge conditions, pavement conditions, benefit/cost ratios); Environment and Quality of Life (impacts to environmental,

cultural and social resources as well as EJ communities); and Intergovernmental Coordination (project status, local priority, consistency with local and regional plans, financial feasibility). The documentation is detailed in the STBG and HIP manuals at <https://www.thempc.org/Core/Call2020#gsc.tab=0>. Projects were given scores based on questions related to these factors/emphasis areas as well as associated performance measures by the CORE MPO Technical Coordinating Committee (TCC). The final rankings assisted the TCC in recommending allocations of available Z230 and HIP funds for FY 2021 - 2024 TIP.

Transit Project Prioritization

Mobility 2045 has the following policy regarding transit projects:

Transit Improvements Set Aside Policy: Any transit improvement project seeking CORE MPO highway funding in the Savannah area is considered to be consistent with the MPO's 2045 Metropolitan Transportation Plan provided that 1) the project has an eligible local sponsor with match funding commitment; 2) the project is consistent with the needs identified in the cost feasible transit plan of the 2045 MTP, or the project is approved by the CORE MPO Board for inclusion in the Transportation Improvement Program.

Chatham Area Transit (CAT) is the major transit operating agency in the Savannah area. CAT is the direct recipient of FTA funds and can also apply for the flexible urban attributable highway funds. CAT sets transit priorities based on their evaluation of the transit service needs, state of good repair, and transit asset management as documented in the Transit Development Plan and the Transit Asset Management Plan.

Non-Motorized Project Prioritization

Mobility 2045 has the following policy regarding non-motorized projects.

Non-Motorized Improvements Set Aside Policy: Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO's 2045 Metropolitan Transportation Plan provided that 1) the project is consistent with the adopted CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment.

The CORE MPO's Non-Motorized Transportation Plan developed a ranking system to evaluate bike and pedestrian projects based on various factors such as Usefulness, Current Discomfort, Network Expansion, Linkage to Transit Modes, Lack of Nearby Alternative Routes, Crash Reduction Potential, Congestion Reduction Potential, and Public Request (see Appendix G: Project Ranking Methodology at <https://www.thempc.org/Core/Bpp#gsc.tab=0> for details). A simplified version of this methodology has been used to prioritize projects during the Call for Projects process for the Transportation Alternatives Program (TA) funds in 2020 (see the Z301 manual at <https://www.thempc.org/Core/Call2020#gsc.tab=0>). The final rankings assisted the TCC in recommending allocations of available Z301 funds for FY 2021 - 2024 TIP.

Maintenance and Operational Improvement Project Prioritization

Besides the prioritization of highway, transit and non-motorized improvement projects by CORE MPO and CAT, GDOT manages and prioritizes non-capacity building lump sum projects based on identified needs as they arise. These projects are included in the TIP to give a more comprehensive picture of the TIP prioritization process. In addition, the local governments have Capital Improvement Programs (CIPs) and their project selection is based on criteria to evaluate the CIP projects. If the local government wishes to apply for federal highway funds for an eligible CIP project, the project must go through the MPO's Call for Projects and evaluation process described above.

Mobility 2045 has the following policy regarding maintenance and operational improvements.

Maintenance Policy: The Georgia Department of Transportation (GDOT) maintains the state highways in Georgia. Maintenance projects in the Savannah area which have been duly selected for funding by the State Transportation Board are considered to be consistent with the CORE MPO's 2045 Metropolitan Transportation Plan.

Operational Improvements Set Aside Policy: Any operational improvement project (traffic signals, turn lanes, intersection improvement, etc.) in the Savannah area seeking CORE MPO highway funding is considered to be consistent with the MPO's 2045 Metropolitan Transportation Plan provided that 1) the project is consistent with the MPO's plans (2045 Vision Plan, Freight Plan, Congestion Management Process, etc.) or local Capital Improvement Programs; 2) the project makes improvements to functionally-classified roadways (collectors and above); 3) the project is located within the CORE MPO's Metropolitan Planning Area (MPA); and 4) the project has a dedicated project sponsor with local match funding commitment.

It should be noted that not all of the identified priority projects can be programmed in the FY 2021 - 2024 TIP because of funding constraints, development status, and other reasons. However, the priority status ensures that these projects will take precedence in being programmed in the TIP if funding becomes available, project sponsors are actively pursuing implementation, and the project development is moving along according to established schedules.

2.2.2 TIP Priority Projects

2.2.2.1 Highway Projects

The CORE MPO Board approved the following TIP prioritization approach in August 2020.

- The specific projects already included in Cost Band One of Mobility 2045 and funded by revenues from funding sources other than Z230, HIP and Z301 should be considered priority projects. They have gone through the two-screening prioritization process of Mobility 2045 and are listed below. The list does not include projects that already have construction funds authorized or expect to have construction funds authorized by September 30, 2020.
 - PI# 0008358, I-516 @ CS 1503/DeRenne Avenue (partially funded by Z230 funds through previous Call for Projects)
 - PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY
 - PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 PKWY
 - PI# 0013741, SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH
 - PI# 0013742, SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH
 - PI# 0015704, SR 404 SPUR/US 17 @ BACK RIVER
 - PI# 0015705, SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER
 - PI# 0006700, Effingham Parkway from SR 119/Effingham to SR 30/Chatham
 - PI# 0012757, I-16 FROM I-95 TO I-516 (including P# 0012758, I-16 at I-95 Interchange Reconstruction)
 - PI# 521855, SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)
 - PI# 0006328, Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80
 - PI# TBA, I-95 at Airways Avenue

- The projects to be funded or partially funded by Z230 and/or HIP funds through the 2020 Calls for Projects processes (ranked by TCC) are priority projects. Their rankings are listed below.

PI#	Project	Z230		HIP	
		Score	Ranking	Score	Ranking
0010560	SR 26 FM JOHNNY MERCER TO OLD US 80;INC BULL RVR&LAZARETTO (PI# 0010560)	50.82	1	54.00	2
0017515	Chatham County - Interchange at I-16 and Jimmy Deloach Parkway (currently Bloomingdale Road)/Little Neck Road	50.73	2	54.43	1
0017516	Garden City - Priscilla D Thomas Way (formerly Wheathill Road)/ State Route 21 (SR 21) Signalization Project	47.64	3	44.43	3
TBA	City of Savannah - Traffic Control Center	43.00	4		
TBA	Chatham Area Transit - Electric Bus Conversion Initiative	37.60	5		
TBA	Chatham County - Old River Road Improvement Project	31.10	6		

2.2.2.2 Transit Projects

CAT identified the following transit priorities.

- Passenger Amenities - This budget line continues to invest in passenger amenities such as signage, shelters, benches, super-stops at level equal to recent budget years
- Ferry Boat Construction / Rehabilitation - Budget for normal maintenance and repair of Ferry Boat service
- Downtown Intermodal Transit Center Project - Upkeep maintenance of downtown intermodal facility
- Operations and Maintenance Facility Rehabilitation Project - Upkeep and maintenance for refurbished CAT maintenance facility and offices
- Intelligent Transit System / Unified Communication / CCTV - Software and Hardware updates and improvements
- Construction Management - Management and support for construction activities
- Transit Development Study - Budgeted for implementation support, plan maintenance and next major update at end of 5 years
- Savannah Riverwalk Intermodal Facility - Maintenance and improvements
- Satellite Location - Light Bus Maintenance and Storage
- Capital Maintenance - FTA permitted capitalized operating costs
- Park and Rides – explore new park and ride facilities
- East Downtown TAD Project - Major community investment program for capital projects
- Planning / Preliminary Engineering - Capitalized costs
- Mobility Management - Eligible FTA capital costs for Mobility Management coordination and planning
- Hire a Project Manager to ensure timeliness of capital projects

2.2.2.3 Non-Motorized Projects

Given the complete streets policies of the Georgia Department of Transportation and of the City of Savannah, numerous non-motorized transportation improvements should occur as part of larger roadway projects. Such improvements are affected by the prioritization of the “highway projects” (see Section 2.2.2.1). Priorities for “stand-alone” pedestrian and bicycle projects are discussed below.

Non-motorized Project in Cost Band One of Mobility 2045

The following stand-alone non-motorized project is included in Cost Band One of Mobility 2045.

- PI# 0015306, Truman Linear Park Trail Phase II – B

2020 Transportation Alternatives (Z301) Call for Projects Rankings

According to the TCC's compiled scores of the submitted proposals during the 2020 TA Call for Projects, the following are priorities for the TA funding available for programming at this time

PI#	Project	Z301	
		Score	Ranking
TBA	Chatham County - Chevis Road Improvement Project	37.60	1
TBA	Chatham County - Garrard Avenue Improvement Project	34.65	2

2.2.2.4 GDOT Lump Sum Projects

The following lump sum projects have been selected by the State Transportation Board for state HB 170 funding in the next several years.

- PI# 0016361, SR 21 @ SR 30
- PI# 0016441, SR 21/SR 30 FROM I-95 TO SR 30
- PI# 0015675, I-16 @ CS 647/CS 2289/CHATHAM PKWY

Other specific lump sum projects to be funded with federal funds are included in Appendix A of this document.

2.2.3 Linkage Between TIP Priorities and Performance Measures

CORE MPO has adopted the performance targets of the State of Georgia regarding safety, pavement and bridge, congestion, freight, and air quality. The MPO has also coordinated with CAT and GDOT on transit performance targets regarding transit safety and transit asset management.

Safety Performance Measures and Targets

The safety targets are updated annually. The following safety targets were adopted in October 2020.

- Number of Fatalities 1,715.0 - To maintain the 5-year moving average traffic fatalities under the projected 1,715 (2017-2021) 5-year average by December 2021.
- Number of Serious Injuries 6,407.0 - To maintain the 5-year moving average serious traffic injuries under the projected 6,407 (2017-2021) 5-year average by December 2021.
- Fatality Rate 1.230 - To maintain the 5-year moving average traffic fatalities per 100 million vehicle miles traveled under the projected 1.23 (2017-2021) 5-year average by December 2021.
- Serious Injury Rate 4.422 - To reduce the 5-year moving average serious traffic injuries for every 100 million vehicle miles traveled under the projected 4.42 (2017-2021) 5-year average by December 2021.
- Total Number of Non-Motorized Fatalities and Serious Injuries 686.5 - To maintain the 5- year moving average non-motorized fatalities and serious injuries under the projected 687 (2017- 2021) 5-year average by December 2021.

PM2 Performance Measures and Targets

GDOT established the current statewide two-year and four-year PM2 targets on May 16, 2018. The CORE MPO adopted the Georgia statewide PM2 targets on August 22, 2018. The table below presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of Interstate pavements in good condition	60%	N/A	≥50%
Percent of Interstate pavements in poor condition	4%	N/A	≤5%
Percent of non-Interstate NHS pavements in good condition	44%	≥40%	≥40%
Percent of non-Interstate NHS pavements in poor condition	10%	≤12%	≤12%
Percent of NHS bridges (by deck area) in good condition	49.1%	≥60%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

PM3 Performance Measures and Targets

GDOT established the statewide PM3 targets on May 16, 2018. The CORE MPO adopted the Georgia statewide PM3 targets on August 22, 2018. The table below presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline)	Georgia 2-year Target (2019)	Georgia 4-year Target (2021)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.0%	67.0%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	N/A	81.0%
Truck Travel Time Reliability Index	1.44	1.66	1.78

Transit Safety Performance Measures and Targets

The Chatham Area Transit Authority (CAT) Board adopted the CAT's Public Transit Agency Safety Plan (PTASP) in December 2020. CORE MPO is coordinating with CAT on incorporating the transit safety targets into the MPO's transportation planning process. Adoption of the transit safety targets is expected to take place in 2021.

Transit Asset Management Performance Measures and Targets

The CORE MPO adopted the Transit Asset Management (TAM) Targets in August 2018. These targets took into consideration the TAM targets developed in both the GDOT statewide TAM Plan and the Chatham Area Transit Authority's TAM Plan. The table below presents the MPO adopted TAM targets.

Asset Category	Vehicle Class	Regional Target (% in State of Good Repair)
Rolling Stock	Bus (BU)	85%
	Cutaway bus (CU)	79%
	Minivan (MV)	50%
	Van (VN)	50%
	School Bus (SB)	50%
	Ferryboat (FB)	100%
Equipment	Automobile (AO)	26%
	Trucks and other Rubber Tire Vehicles	45%
	Maintenance	100%
Facilities	Admin/Maintenance Facility	50%
	Passenger & Parking	90%

Linkage Between TIP Priorities and Performance Measures

The priority projects identified in the FY 2021 – 2024 TIP development will help to achieve the performance targets. The following table serves as a visualization tool to show how the priority projects relate to federal performance measures, underscoring the strong alignment between CORE MPO's planning and TIP programing process and federal transportation planning priorities.

GDOT PI Number	Project Name	From	To	Federal Performance Measures						
				Safety	Pavement and Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
0008358	I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	I-516	White Bluff Road	✓		✓	✓			
0008359	East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	Abercorn St	Truman Pkwy	✓		✓	✓			
0010236	SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	Mildred Street	Abercorn St	✓	✓	✓	✓			
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Savannah River		✓	✓		✓			
0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Middle River		✓	✓		✓			

GDOT PI Number	Project Name	From	To	Federal Performance Measures						
				Safety	Pavement and Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
0015704	SR 404 SPUR/US 17 @ BACK RIVER	Back River		✓	✓		✓			
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	NE of Savannah Harbor Pkwy	Back River	✓	✓		✓			
0006700	Effingham Parkway from SR 119/Effingham to SR 30/Chatham	Effingham County	Meinhard Road			✓				
0006328	Brampton Road Connector	SR 25	Georgia Ports Authority			✓	✓			
0012757	I-16 FROM I-95 TO I-516	I-95	I-516	✓	✓	✓	✓			
0012758	I-16 at I-95 Interchange Reconstruction	---	---	✓	✓	✓	✓			
521855	SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)	4 Ln E Lynes Pkwy	Victory Dr	✓	✓	✓	✓			
0010560	SR 26/US 80 @ Bull River and @ Lazaretto Creek (split into three projects)	West of Bull River	East of Lazaretto Creek	✓	✓	✓				
0017515	I-16 Interchange at Little Neck Road	Little Neck Road		✓	✓	✓	✓			
TBA	City of Savannah - Traffic Control Center			✓		✓	✓	✓	✓	
TBA	Chatham Area Transit - Electric Bus Conversion Initiative							✓	✓	✓
TBA	Old River Road Widening	SR 204	Effingham County / Chatham County line	✓	✓		✓			
0015306	Truman Linear Park Trail Phase II – B			✓				✓		
TBA	Chatham County - Chevis Road Improvement Project			✓				✓		
TBA	Chatham County - Garrard Avenue Improvement Project			✓				✓		
0016361	SR 21 @ SR 30			✓		✓	✓	✓		
0016441	SR 21/SR 30 FROM I-95 TO SR 30			✓		✓	✓	✓		
0015675	I-16 @ CS 647/CS 2289/CHATHAM PKWY			✓		✓	✓	✓		
None	Other Lump Sum Project			✓	✓	✓	✓	✓		

GDOT PI Number	Project Name	From	To	Federal Performance Measures						
				Safety	Pavement and Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
None	Transit Priorities to be programmed in Section 5307, 5337, 5339, 5310, 5311 and other programs			✓		✓		✓	✓	✓

2.3 FY 2021 - 2024 TIP Development Public Participation Process

The development of the CORE MPO's FY 2021 - 2024 Transportation Improvement Program revolved around two rounds of public participation: one for the TIP priority establishment and the other for the draft TIP development.

2.3.1 Participation in TIP Prioritization

To solicit participation from the general public and interested parties in the early TIP development process, CORE MPO presented the TIP prioritization methodology as well as the scores and rankings of Z230, HIP and Z301 project applications to the CORE MPO Board and its advisory committees in August 2020. The MPO held a virtual public meeting on August 26, 2020 in conjunction with the CORE MPO Board meeting on TIP priority establishment. The advertisement for the public meeting started with a legal notice published in the *Savannah Morning News* on Sunday, August 16, 2020 followed by sending the meeting notice to the other local news media, the people in the CORE MPO contact database, the neighborhood associations and the consultation agencies identified in the MPO's *Participation Plan*. The notice was published on the CORE MPO website as well.

The comments received during the TIP priority establishment process were addressed at the August 2020 meetings. No written comments have been received.

2.3.2 Participation in Draft TIP Development

The preliminary Draft FY 2021 - 2024 TIP document was made available for review and comment by FHWA, FTA and GDOT from September 24 to October 23, 2020. The FHWA and GDOT comments are included in Appendix D. Responses to these comments have been incorporated throughout the revised draft document. FTA did not have any comments on the preliminary draft.

The revised Draft FY 2021 - 2024 TIP document with FHWA/GDOT comments incorporated has been made available for public review and comment from November 4 to December 3, 2020 at the public review agencies as well as on the CORE MPO website at <https://www.thempc.org/Core#gsc.tab=0>. The

interested citizens and parties were able to participate in the draft TIP development process in several ways – sending or emailing written comments on the draft TIP document to the MPO, attending the virtual public meetings held in December 2020 in conjunction with the Citizens Advisory Committee (CAC) and the CORE MPO Board meetings, and attending the other CORE MPO committee (EDFAC, TCC and ACAT) virtual meetings in December 2020.

The MPO published a legal notice on the *Savannah Morning News* on Sunday, November 1, 2020 to advertise for the public review and comment period and the public meetings for the draft TIP. The notice was also sent to the other local media, all the people in the CORE MPO contact database, all the neighborhood associations and all the consultation agencies identified in the MPO's *Participation Plan*. The notice has been published on the MPO website as well.

The written comments received during the 30-day public review period have been included in Appendix D of the final TIP document. The comments regarding specific project programming information have been incorporated into the project pages and throughout the TIP document. To provide a better response to the received comments, the CORE MPO staff have coordinate with the project sponsors and project managers where necessary to obtain the accurate project information.

The FY 2021 - 2024 TIP was endorsed by the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC) and the Economic Development and Freight Advisory Committee (EDFAC) on December 3, 2020, and by the Advisory Committee on Accessible Transportation (ACAT) on December 7, 2020. The TIP was adopted by the CORE MPO Board on December 9, 2020.

CHAPTER 3: FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROJECTS

3.1 FY 2021 - 2024 Highway Improvement Projects

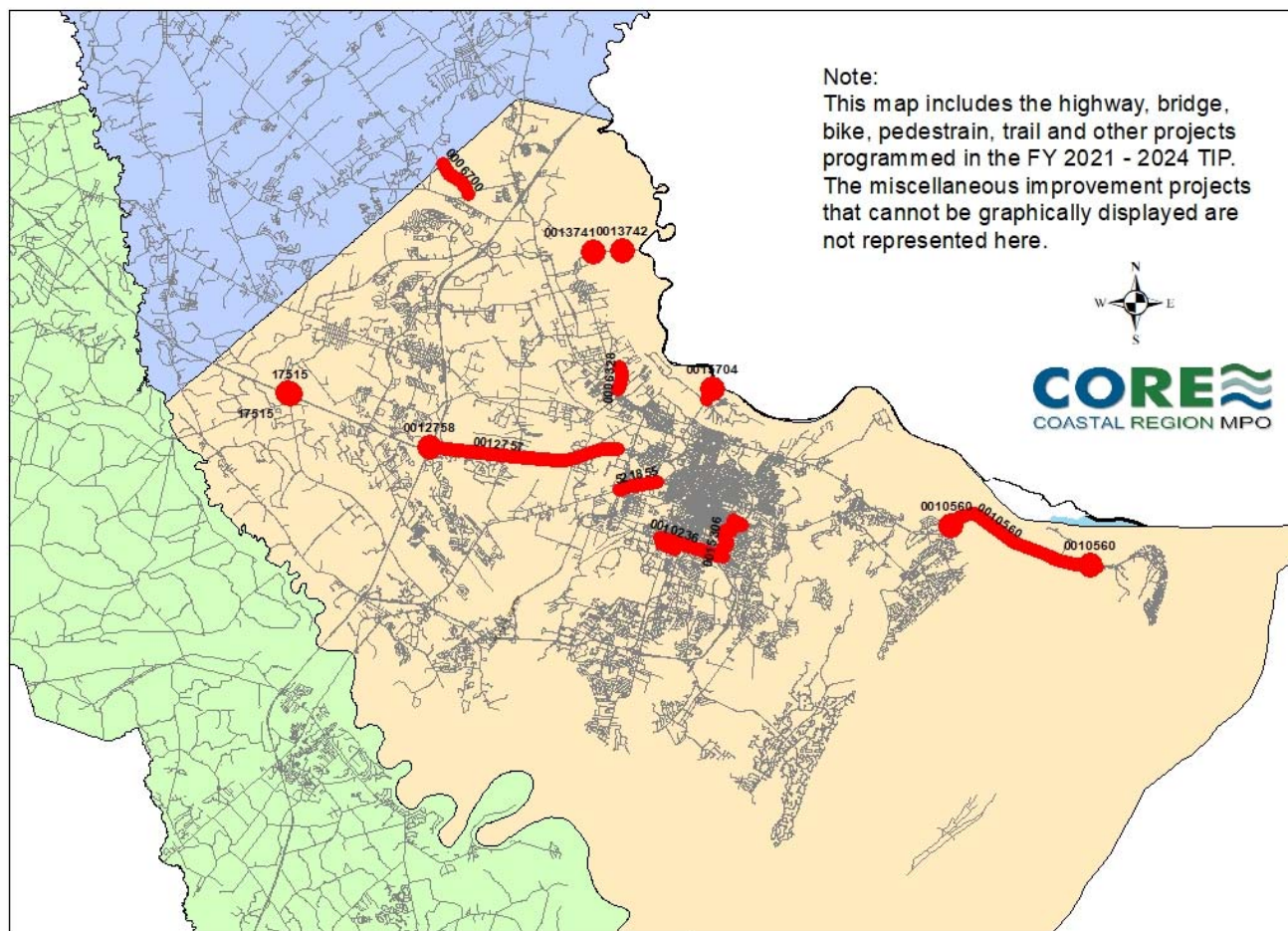
3.1.1 Index of Highway Projects

PI #	DESCRIPTION	FUNDING	SPONSOR	FY CST	PAGE
0012757	I-16 FROM I-95 TO I-516	Z001, 02TFA	GDOT	2021 - 2022	36
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Z001	GDOT	2022	37
0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Z001	GDOT	2022	38
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	Z001	GDOT/SCDOT	2024	39
0017411	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	Z001	GDOT	2023	40
0008358	I-516 @ CS 1503/DERENNE AVE	Z230, Local	City of Savannah	Long Range	41
TBA	City of Savannah - Traffic Control Center	Z230	City of Savannah	2021	42
TBA	CAT - Electric Bus Conversion Initiative	Z230	CAT	2021	43
TBA	Old River Road Improvement Project	Z230	Chatham County/Effing- ham County	Long Range	44
0013464	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2021	Z240	GDOT	NA	45
0013465	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2022	Z240	GDOT	NA	45
0013466	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2023	Z240	GDOT	NA	45
0013467	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2024	Z240	GDOT	NA	45
0015306	TRUMAN LINEAR PARK TRAIL - PHASE II – B	Z301, Local	City of Savannah	2022	46
TBA	CHEVIS ROAD IMPROVEMENT PROJECT	Z301, Local	Chatham County	2023	47
TBA	GARRARD AVENUE IMPROVEMENT PROJECT	Z301, Local	Chatham County	2024	48
0017515	I-16 @ SR 17	HIP	Chatham County	Long Range	49
0010560	SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO	HB 170	GDOT/Tybee Island	NA	50
0017414	SR 26/US 80 @ BULL RIVER	HIP, Z001	GDOT/Tybee Island	2022	51
0017415	SR 26/US 80 @ LAZARETTO CREEK	HIP, HB 170	GDOT/Tybee Island	2023	52
0006328	BRAMPTON ROAD CONN FROM SR 21/SR 25 TO SR 21 SPUR	HB 170	GPA, GDOT	2021	53
0006700	EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM	HB 170, Local	Effingham County, GDOT	2022	54
521855	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	HB 170	GDOT	2022	55
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	Local	City of Savannah	Long Range	56
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Local	City of Savannah	Long Range	57

3.1.2 FY 2021 - 2024 TIP Highway Project Locations

The map below depicts most of the specific highway projects programmed for FY 2021 - 2024 in the Savannah area. The map includes some bicycle, pedestrian and trail projects that utilize highway funds. The lump sum projects and other miscellaneous improvement projects that cannot be displayed in maps are not included. The map shows where the projects are located. For detailed project information and funding sources, please refer to the individual project pages that follow.

CORE MPO FY 2021 - 2024 Transportation Improvement Program



3.1.3 FY 2021 - 2024 TIP Highway Project Pages

The highway projects are grouped according to their sources of funding and project sponsors. The state and local match funds to federal funds are listed according to their respective shares. The types of highway projects being funded over the next four fiscal years include roadway widening, new roadway construction, interchange construction and/or reconstruction, bridge replacements, transportation enhancements and others. Some projects with all state funds or all local funds are listed because these projects had federal funds programmed for them in previous TIPs and their inclusion in the FY 2021 - 2024 TIP provides a continuity for project development. Some other locally-funded projects are included due to their expected federal/state funding in the future. The funding information for the state and local projects is used for highway financial balance as well.

The individual page descriptions for the highway projects include several important items. The MPO TIP Number is assigned for administrative use by various government agencies. The State PI Number is assigned by the GDOT Office of Programming and is used to identify a specific project. The Congressional District (CD) demonstrates where the project is located – the Savannah area is located in Congressional District One (1). Regional Commission (RC) wise, the Savannah region is located in the Coastal Georgia (CG) area, within the boundary of the Coastal Regional Commission (CRC).

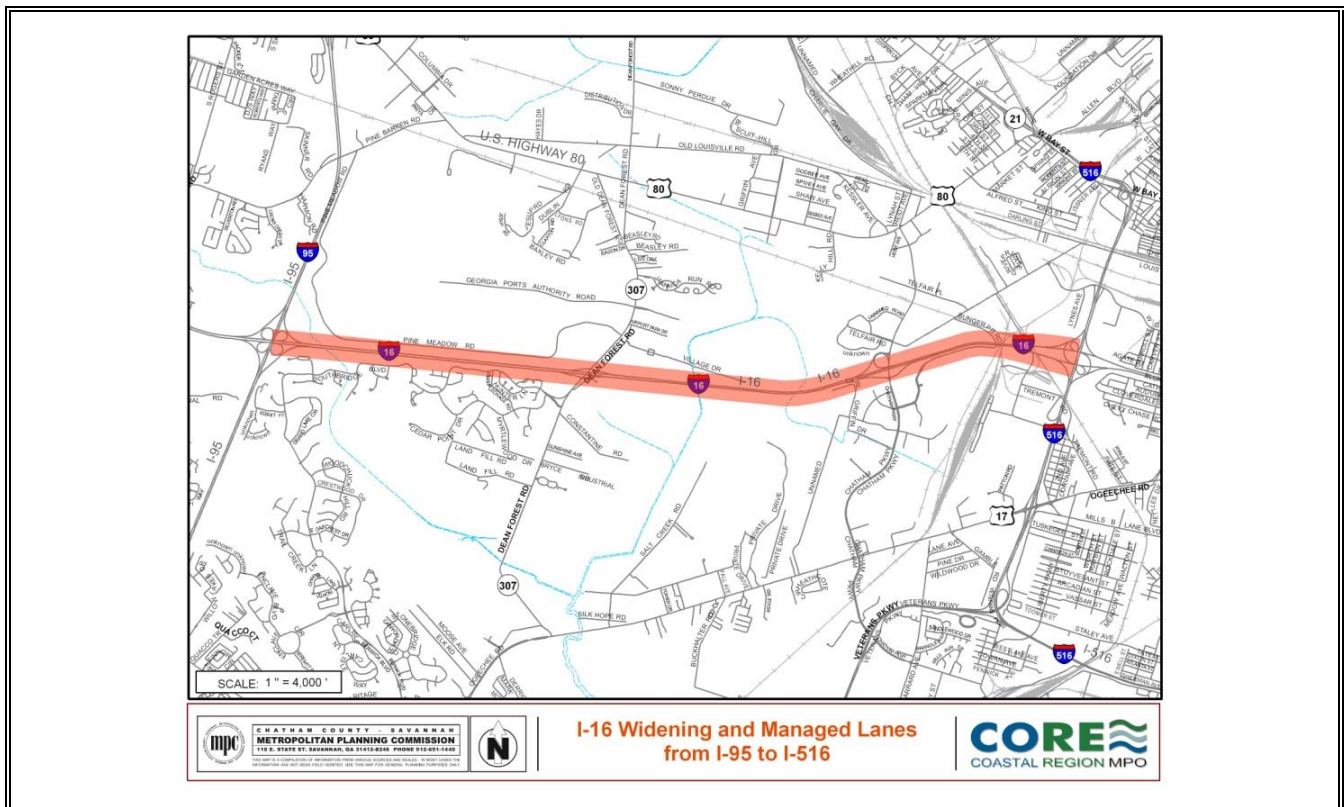
Preliminary Engineering (PE) includes field surveys, project concepts and designs. GDOT has implemented a two-phase PE that includes Scoping and the rest of the PE phase. Right-of-way (ROW) involves land acquisition. Utility (UTL) involves utility relocation and related work. Construction (CST) involves the final stage of the project implementation.

The project description is a summary of the concept report developed for the project. The map on each page shows where the project is located but does not depict the exact alignments.

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT DESCRIPTION: Widen I-16 from I-95 to I-516. Specific scope of work is developed by GDOT. This is a design-build project. The project is twinned with the interchange reconstruction at I-95/I-16.					P.I. #:	0012757		
					TIP #:	2016-GDOT-01		
					COUNTY:	CHATHAM		
					PROJ. #:			
					FUND:	Z001, 02TFA		
					GDOT DISTRICT:	5		
TRAFFIC VOL.	2015 AADT:	59,500	2045:		CONG. DISTRICT:	1		
NO. OF LANES	EXISTING:	4	PLANNED:		6	RC:	CRC	
LOCAL ROAD #:		STATE/US ROAD #:			I-16		LENGTH (MI):	7.50
COMMENTS/REMARKS: This is a much-needed widening project identified in both CORE MPO’s Mobility 2045 (Cost Band One) and GDOT’s Major Mobility Investment Program (MMIP). Preliminary Engineering (PE) funds have been authorized. Right-of-way (ROW) funds were programmed in FY 2020 and have been authorized. Construction (CST) funds programmed in FY 2018, 2019 and 2020 have been authorized. CST is programmed in FY 2021 with Z001 funds (\$13,350,000) and state 02TFA funds (\$91,600,000), and in FY 2022 with Z001 funds (\$38,000,000).								
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL		
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0		
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0		
CONSTRUCTION	Federal/State	\$104,950,000	\$38,000,000	\$0	\$0	\$142,950,000		
PROJECT COST		\$104,950,000	\$38,000,000	\$0	\$0	\$142,950,000		
FEDERAL COST		\$10,680,000	\$30,400,000	\$0	\$0	\$41,080,000		
STATE COST		\$94,270,000	\$7,600,000	\$0	\$0	\$101,870,000		
LOCAL COST		\$0	\$0	\$0	\$0	\$0		

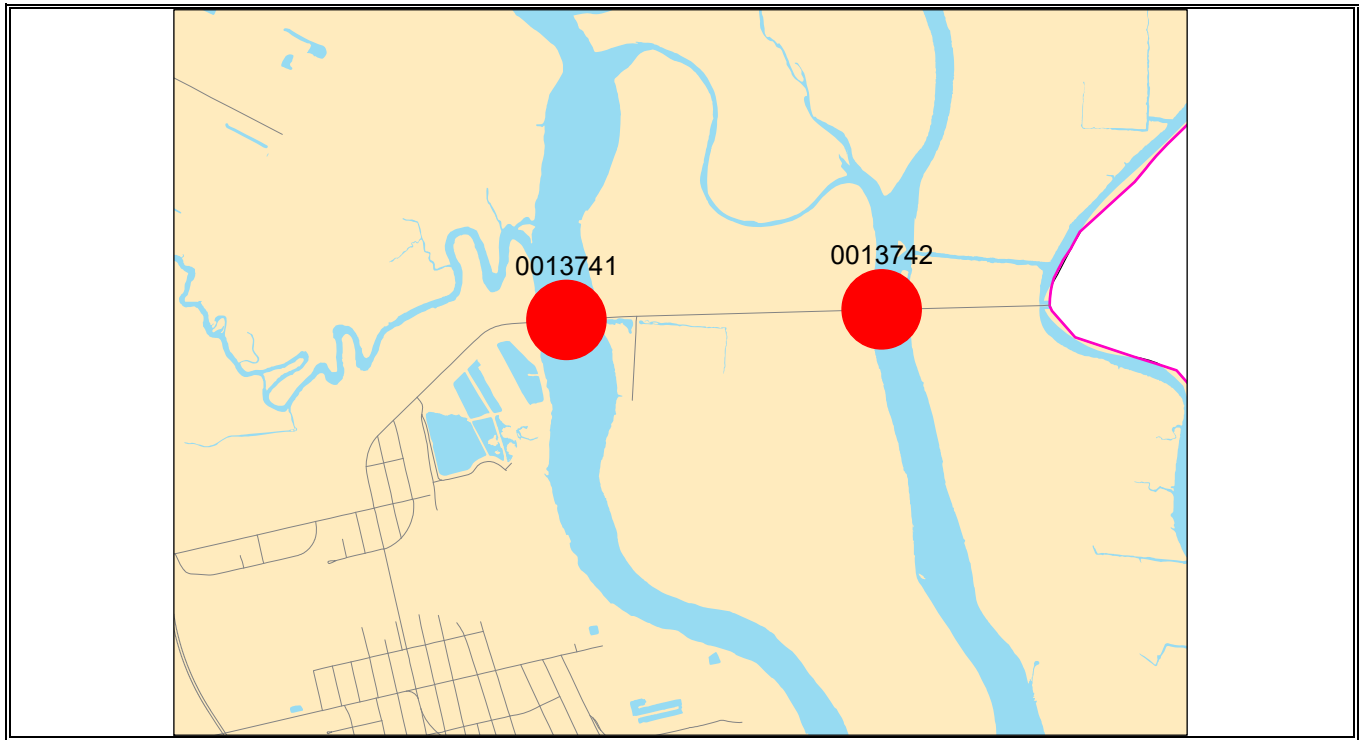
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH PROJECT DESCRIPTION: Bridge Replacement. This is a design-build project.				P.I. #: 0013741		
				TIP #: 2016-Bridge-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT: 3,850		2045:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: SR 25/US 17		LENGTH (MI): 0.76		
COMMENTS/REMARKS: The project is included in CORE MPO’s Mobility 2045, Cost Band One. Preliminary Engineering (PE) funds were programmed in FY 2016 and have been authorized. Right-of-way (ROW) is programmed in FY 2021 with Z001 funds. Construction (CST) is programmed in FY 2022 with Z001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/State	\$79,000	\$0	\$0	\$0	\$79,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$55,647,414	\$0	\$0	\$55,647,414
PROJECT COST		\$79,000	\$55,647,414	\$0	\$0	\$55,726,414
FEDERAL COST		\$63,200	\$44,517,931	\$0	\$0	\$44,581,131
STATE COST		\$15,800	\$11,129,483	\$0	\$0	\$11,145,283
LOCAL COST		\$0	\$0	\$0	\$0	\$0

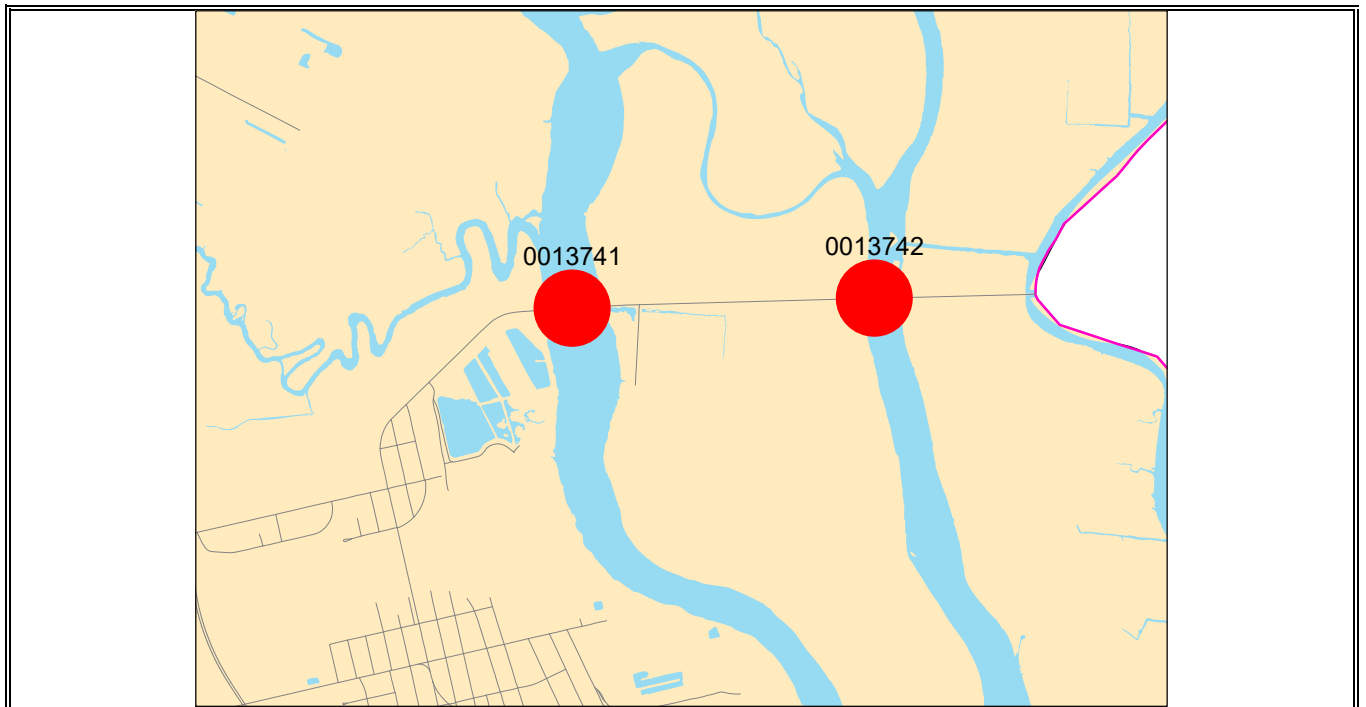
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH				P.I. #:			0013742		
				TIP #:			2016-Bridge-02		
				COUNTY:			CHATHAM		
				PROJ. #:					
				FUND:			Z001		
PROJECT DESCRIPTION: Bridge Replacement. This is a design-build project.				GDOT DISTRICT:			5		
				CONG. DISTRICT:			1		
TRAFFIC VOL. 2015 AADT:		3,850	2045:						
NO. OF LANES EXISTING:		2	PLANNED:		2	RC:		CRC	
LOCAL ROAD #:		STATE/US ROAD #:			SR 25/US 17		LENGTH (MI):		0.4
COMMENTS/REMARKS: The project is included in CORE MPO’s Mobility 2045, Cost Band One. Preliminary Engineering (PE) funds were programmed in FY 2016 and have been authorized. Right-of-way (ROW) is programmed in FY 2021 with Z001 funds. Construction (CST) is programmed in FY 2022 with Z001 funds.									
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL			
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0			
RIGHT-OF-WAY	Federal/State	\$69,000	\$0	\$0	\$0	\$69,000			
CONSTRUCTION	Federal/State	\$0	\$32,649,698	\$0	\$0	\$32,649,698			
PROJECT COST		\$69,000	\$32,649,698	\$0	\$0	\$32,718,698			
FEDERAL COST		\$55,200	\$26,119,758	\$0	\$0	\$26,174,958			
STATE COST		\$13,800	\$6,529,940	\$0	\$0	\$6,543,740			
LOCAL COST		\$0	\$0	\$0	\$0	\$0			

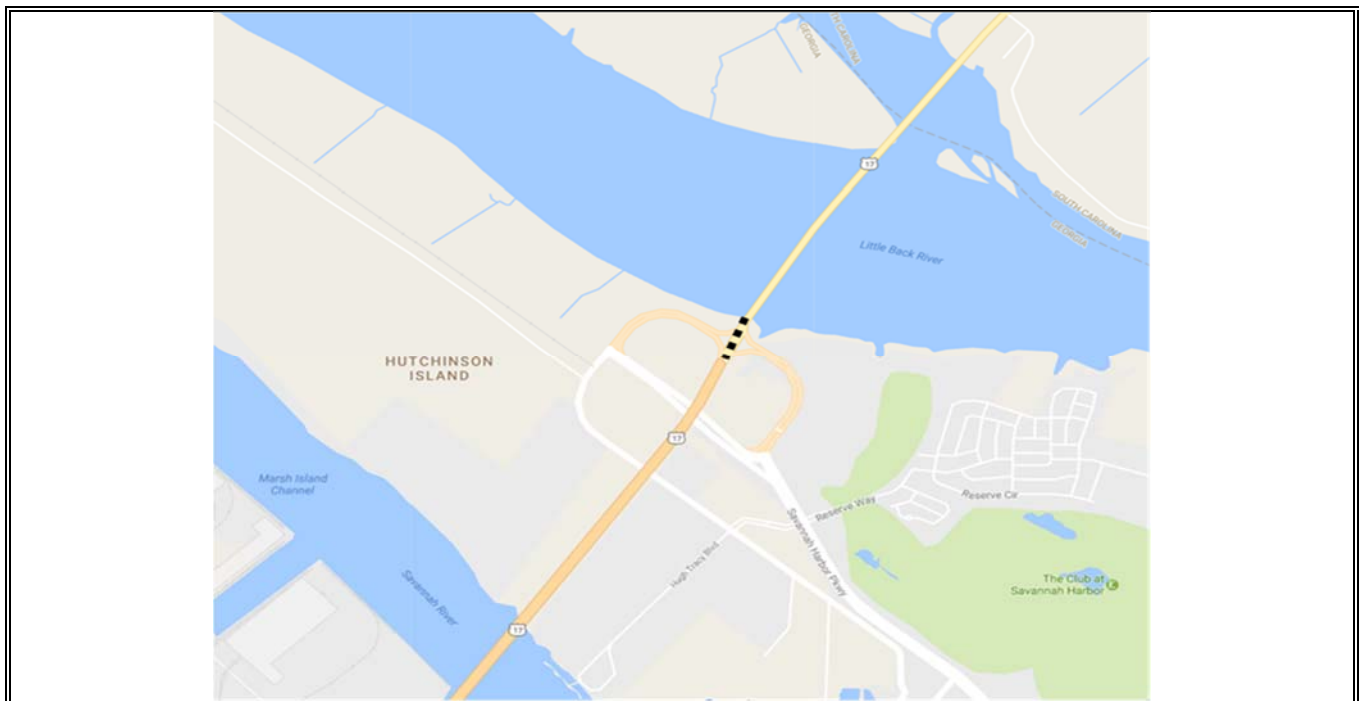
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER					P.I. #: 0015705	
					TIP #: 2017-H-02	
					COUNTY: CHATHAM	
					PROJ. #:	
					FUND: Z001	
PROJECT DESCRIPTION: SCDOT in cooperation with FHWA and GDOT, proposes widening and improvements of U.S. 17 from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median.					GDOT DISTRICT: 5	
					CONG. DISTRICT: 1	
					RC: CG	
					LOCAL ROAD #: STATE/US ROAD #: SR 404 Spur/US 17	
					LENGTH (MI): 0.46	
COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is widneing US 17 in coordination with the Georgia Department of Transportation (GDOT). This portion is located in Chatham County, Georgia. The project is included in CORE MPO’s Mobility 2045, Cost Band One. Preliminary Engineering funds were programmed in FY 2018 and have been authorized. ROW is programmed in FY 2022 with Z001 funds. CST is programmed in FY 2024 with Z001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/State	\$0	\$500,000	\$0	\$0	\$500,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/State	\$0	\$0	\$0	\$2,000,000	\$2,000,000
PROJECT COST		\$0	\$500,000	\$0	\$2,000,000	\$2,500,000
FEDERAL COST	0	\$0	\$400,000	\$0	\$1,600,000	\$2,000,000
STATE COST	0	\$0	\$100,000	\$0	\$400,000	\$500,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

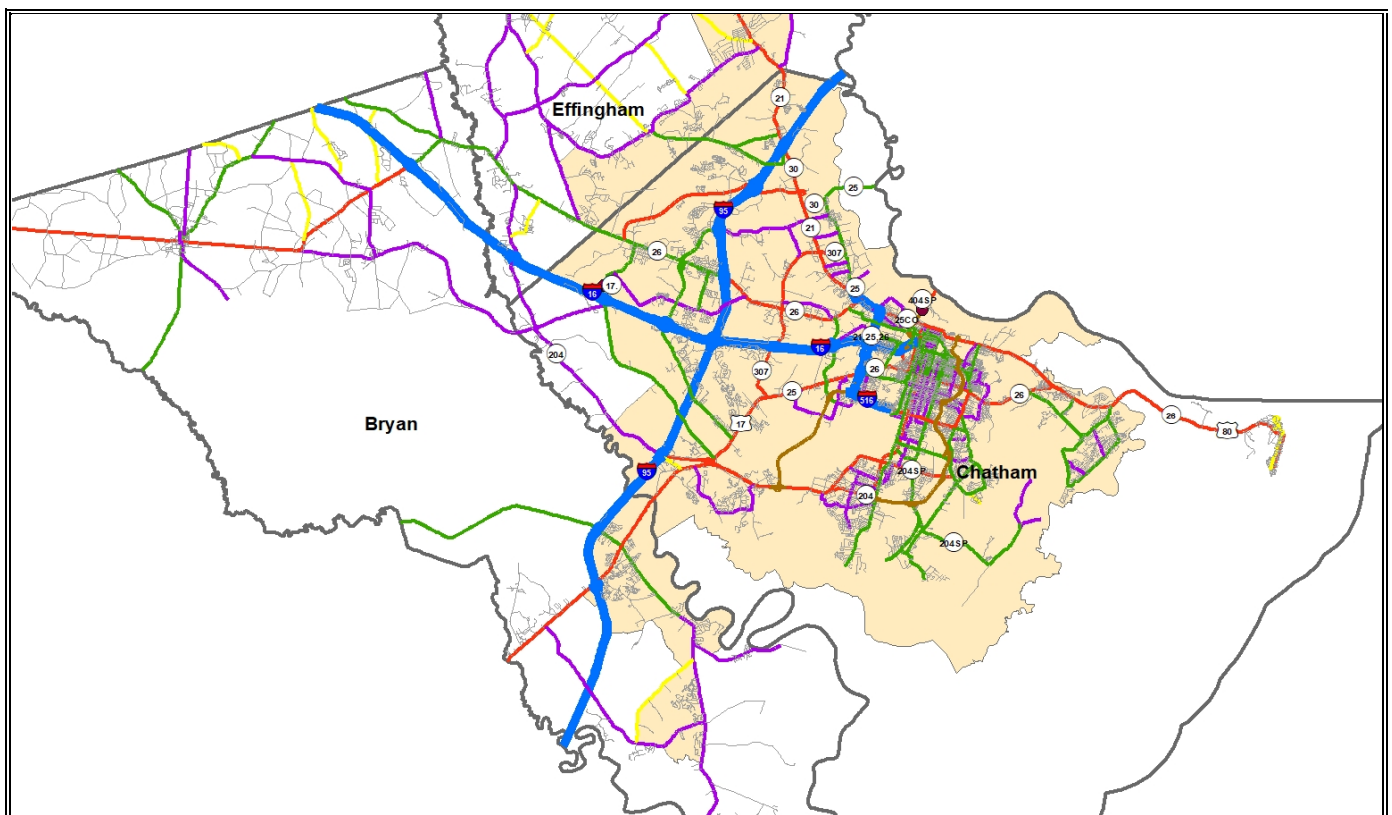
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP 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:		Varies	2045 AADT:		Varies	CONG. DISTRICT:	1
NO. OF LANES EXISTING:		6	PLANNED:		6	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #				LENGTH (MI):	
COMMENTS/REMARKS: This is a new project. Preliminary Engineering (PE) phase is programmed in FY 2021 with Z001 funds. Construction (CST) phase is programmed in FY 2023 with Z001 funds. The cost estimates included here are for the portion located within the CORE MPO planning area.							
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL	
PRELIM. ENGR.	Federal/State	\$165,000	\$0	\$0	\$0	\$165,000	
RIGHT-OF-WAY	Federal/State	\$0	\$0	\$0	\$0	\$0	
UTILITY	None	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	None	\$0	\$0	\$7,810,000	\$0	\$7,810,000	
PROJECT COST		\$165,000	\$0	\$7,810,000	\$0	\$7,975,000	
FEDERAL COST		\$132,000	\$0	\$6,248,000	\$0	\$6,380,000	
STATE COST		\$33,000	\$0	\$1,562,000	\$0	\$1,595,000	
LOCAL COST		\$0	\$0	\$0	\$0	\$0	

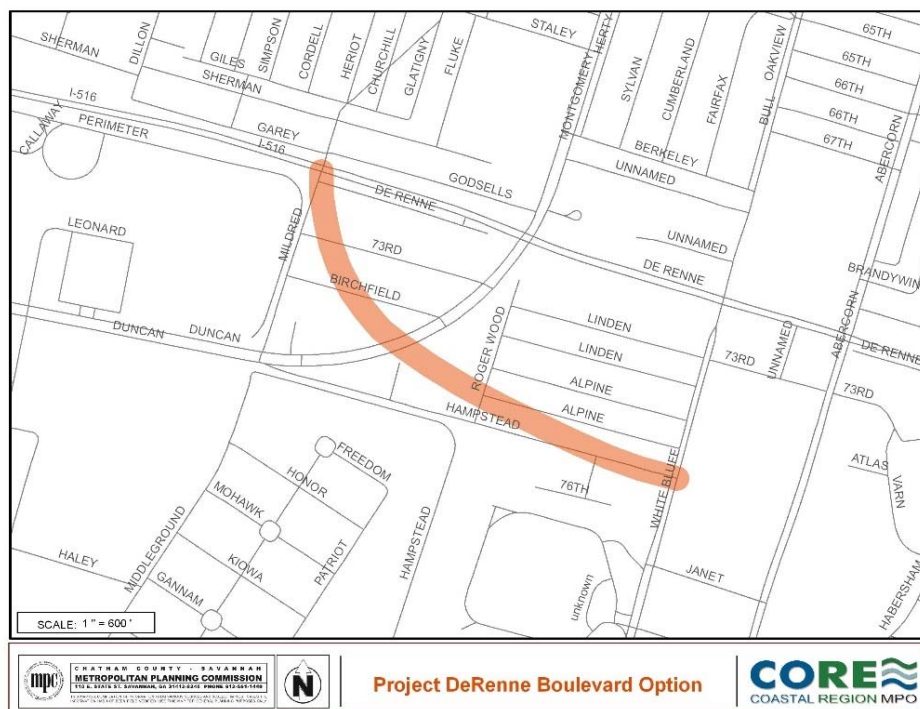
PROJECT LOCATION




**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

I-516 @ CS 1503/DERENNE AVE					P.I. #:	0008358
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.					TIP #:	2006-H-06
					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Z230, Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2015 AADT:	0	2040 AADT:	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 project is included in CORE MPO's Mobility 2045, Cost Band One. Preliminary Engineering was programmed in FY 2018 and 2019 with Z230 funds, and funds have been authorized. Right-of-Way (ROW) phase is programmed in FY 2021 and 2022 with Z230 funds. City of Savannah will provide the local match and additional local funds. Utility (UTL) and Construction (CST) phases are in long range. The project ranked #2 during the 2017 STBG Call for Projects.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Federal/Local	\$6,782,400	\$10,173,600	\$0	\$0	\$16,956,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$6,782,400	\$10,173,600	\$0	\$0	\$16,956,000
FEDERAL COST		\$2,175,186	\$5,127,178	\$0	\$0	\$7,302,364
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$4,607,214	\$5,046,422	\$0	\$0	\$9,653,636

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

City of Savannah - Traffic Control Center PROJECT DESCRIPTION: The City of Savannah is relocating their operations from the city lot on Gwinnett St to a new facility on Interchange Court. This will require that the existing TCC be moved to the new site. The City is partnering with GDOT to make the new facility connected to the GDOT system to provide a more regional operation that incorporates data from the City's TCC. The costs associated with the project are for equipment, fiber installation extensions, consulting and software to make the new operation compatible with the GDOT system. This new facility will place the City of Savannah more in line with other agencies in the Savannah MSA and allow for future growth of the system into a regional center. The new TCC will encompass approximately 2,500 square feet.				P.I. #: TBA		
				TIP #: 2020-IT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT: N/A				2045 AADT: N/A		CONG. DISTRICT: 1
NO. OF LANES EXISTING: N/A				PLANNED: N/A		RC: CRC
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: The project ranked #4 during the 2020 STBG Call for Projects. Urban attributable (Z230) funds will be used for the PE, UTL and CST (Equipment and software acquisitions and installation) phases in FY 2021. The City of Savannah will provide the 20% local match.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Federal/Local	\$30,000	\$0	\$0	\$0	\$30,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
UTILITY	Federal/Local	\$125,000	\$0	\$0	\$0	\$125,000
CONSTRUCTION	Federal/Local	\$170,850	\$0	\$0	\$0	\$170,850
PROJECT COST		\$325,850	\$0	\$0	\$0	\$325,850
FEDERAL COST		\$260,680	\$0	\$0	\$0	\$260,680
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$65,170	\$0	\$0	\$0	\$65,170
PROJECT LOCATION						
						

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

CAT - Electric Bus Conversion Initiative PROJECT DESCRIPTION: Chatham Area Transit Authority (CAT) is requesting funds to retire and replace one heavy-duty diesel transit vehicles with one zero-emission, battery-powered electric transit vehicle and a fast-charger. Converting CAT's fleet to battery-powered electric vehicles will not only reduce the community's carbon footprint, but it will also reduce maintenance costs over the lifespan of the vehicles. CAT proposes to use the funding to replace the oldest and least reliable buses in its fleet, which were delivered in 2003. The EV fast-charger will be installed at one of CAT's primary transfer locations for maximum deployment flexibility. *The replacement bus will be ADA compliant.				P.I. #: TBA		
				TIP #: 2020-CAT-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Z230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT: N/A		2045 AADT: N/A		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: N/A		PLANNED: N/A		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: The project ranked #5 during the 2020 STBG Call for Projects. Urban attributable (Z230) funds will be used for the electric transit vehicle purchase and electric charger in FY 2021. CAT's access to these funds will require funding transfer from FHWA to FTA. CAT will provide the 20% local match.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Federal/Local	\$1,409,160	\$0	\$0	\$0	\$1,409,160
PROJECT COST		\$1,409,160	\$0	\$0	\$0	\$1,409,160
FEDERAL COST		\$1,127,328	\$0	\$0	\$0	\$1,127,328
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$281,832	\$0	\$0	\$0	\$281,832

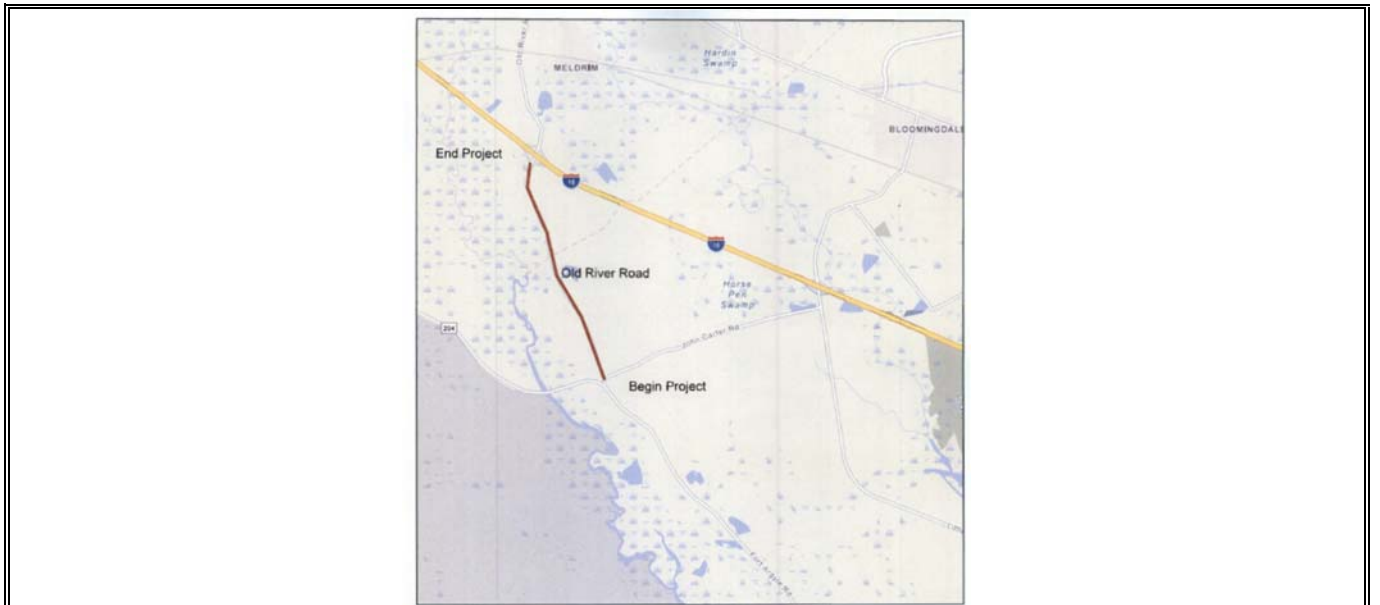
PROJECT LOCATION

CAT - Electric Bus Conversion Initiative

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

<div>Old River Road Improvement Project</div> <div>PROJECT DESCRIPTION: The existing Old River Road was not designed for heavy truck traffic and will require new pavement structure as well as additional turn lanes and intersection improvements to safely accommodate the expected increase in the size and volume of vehicles associated with development in the area. This proposed project will upgrade the existing, two-lane rural collector road with additional pavement thickness, safety and operational improvements including access control and intersection traffic control features. A traffic study will be done to specify where improvements are needed. Accommodations for non-motorized users will be considered and included as appropriate based on a study. Right of way will be purchased for a future four-lane, divided corridor when warranted by traffic volumes.</div>				P.I. #:		TBA	
				TIP #:		2020-H-04	
				COUNTY:		CHATHAM	
				PROJ. #:			
				FUND:		Z230	
				GDOT DISTRICT:		5	
TRAFFIC VOL. 2015 AADT:		N/A	2045 AADT:		N/A	CONG. DISTRICT:	1
NO. OF LANES EXISTING:		N/A	PLANNED:		N/A	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:				LENGTH (MI):	
COMMENTS/REMARKS: The project ranked #6 during the 2020 STBG Call for Projects. Urban attributable (Z230) funds will be used for the Chatham portion of the PE phase in FY 2022 and for the ROW phase in FY 2023. *Chatham County will provide the 20% local match. **Effingham County will fund the PE and ROW costs with local funds for the portion located outside of the CORE MPO’s planning area boundary. Construction is in long range.							
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL	
PRELIM. ENGR.	Federal/Local	\$0	\$1,000,000	\$0	\$0	\$1,000,000	
RIGHT-OF-WAY	Federal/Local	\$0	\$0	\$3,500,000	\$0	\$3,500,000	
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$0	\$1,000,000	\$3,500,000	\$0	\$4,500,000	
FEDERAL COST		\$0	\$560,000	\$2,000,000	\$0	\$2,560,000	
STATE COST		\$0	\$0	\$0	\$0	\$0	
Chatham Match*		\$0	\$140,000	\$500,000	\$0	\$640,000	
Effingham Cost**		\$0	\$300,000	\$1,000,000	\$0	\$1,300,000	

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Oversight Services for Z230, Z301, CMAQ & HIP – FY 2021 - 2024				P.I. #:		0013464, 0013465, 0013466, 0013467	
				TIP #:		2017-GDOT-04 2020-GDOT-01 2020-GDOT-02 2020-GDOT-03	
				COUNTY:		CHATHAM BRYAN EFFINGHAM	
				PROJ. #:			
				FUND:		Z240	
				GDOT DISTRICT:		5	
PROJECT DESCRIPTION: GDOT oversight.				CONG. DISTRICT:		1	
				RC:		CRC	
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):			
COMMENTS/REMARKS: GDOT set up these oversight funds to manage Z230 and CMAQ funded TIP projects in the CORE MPO Metropolitan Planning Area.							
PROJECT PHASE		\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PI#			0013464	0013465	0013466	0013467	
TIP#			2017-GDOT-04	2020-GDOT-01	2020-GDOT-02	2020-GDOT-03	
PRELIM. ENGR.		Federal/State	\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
RIGHT-OF-WAY		None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION		None	\$0	\$0	\$0	\$0	\$0
PROJECT COST			\$50,000	\$50,000	\$50,000	\$50,000	\$200,000
FEDERAL COST			\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
STATE COST			\$10,000	\$10,000	\$10,000	\$10,000	\$40,000
LOCAL COST			\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION

PI# 0013464, Oversight Services for Z230, Z301, CMAQ & HIP – FY 2021

PI# 0013465, Oversight Services for Z230, Z301, CMAQ & HIP - FY 2022

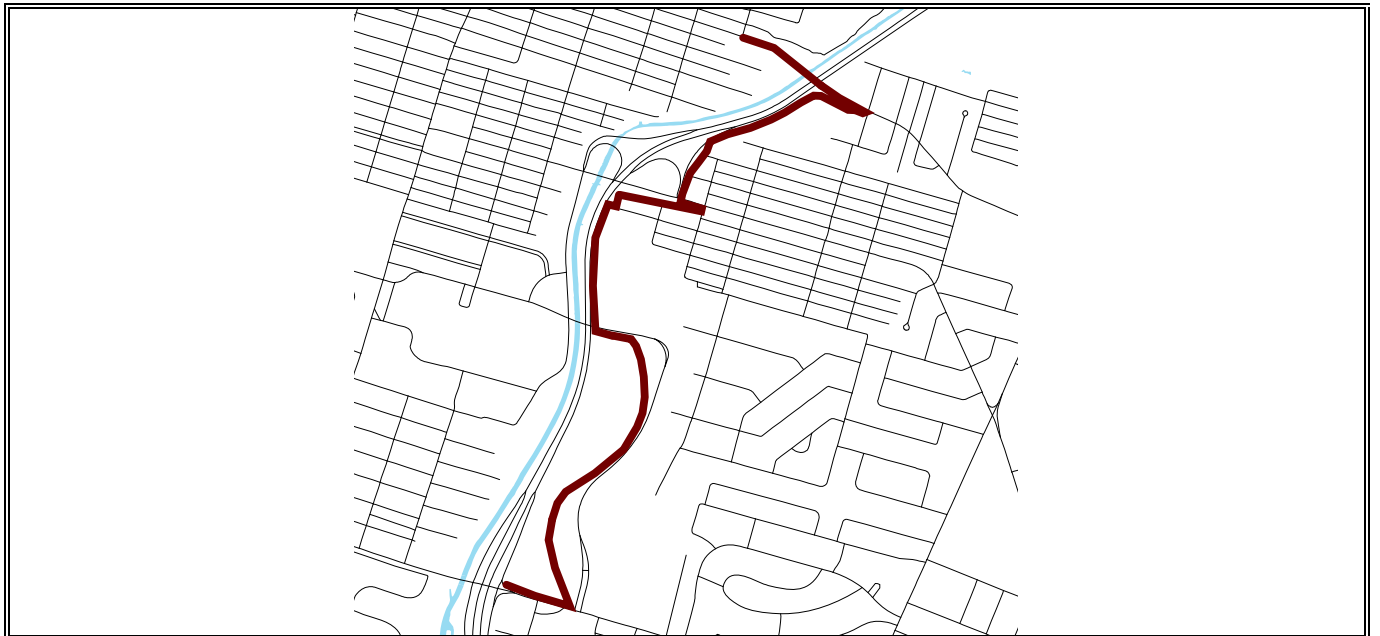
PI# 0013466, Oversight Services for Z230, Z301, CMAQ & HIP – FY 2023

PI# 0013467, Oversight Services for Z230, Z301, CMAQ & HIP – FY 2024

**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT DESCRIPTION: The Truman Linear Park Trail is the demonstration project for initial implementation under the Coastal Georgia Greenway Master Plan. Phase I trail construction is completed. Phase II is proposed as a development of a multiuse trail from Phase I at 52 nd Street and Bee Road to Lake Mayer Community Park. Phase II-B will complete the multiuse trail from DeRenne Avenue to 52 nd Street/Bee Road, to be implemented by the City of Savannah. *ADA compliant trail.				P.I. #:	0015306		
				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):	0.76
COMMENTS/REMARKS: The preliminary engineering (PE) funds programmed in FY 2017 for concept development as well as additional PE funds programmed in FY 2019 have been authorized. City of Savannah is the local sponsor. The project ranked #2 during the December 2018 – January 2019 Z301 Call for Projects. The City was awarded \$1,032,140 of Z301 funds for construction in October 2020. The City will provide the required 20% match in the amount of \$258,035, plus additional local funds of \$3,144,050. The CST phase is programmed in FY 2022.							
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL	
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0	
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	Federal/Local	\$0	\$4,434,225	\$0	\$0	\$4,434,225	
PROJECT COST		\$0	\$4,434,225	\$0	\$0	\$4,434,225	
FEDERAL COST		\$0	\$1,032,140	\$0	\$0	\$1,032,140	
STATE COST		\$0	\$0	\$0	\$0	\$0	
LOCAL COST		\$0	\$3,402,085	\$0	\$0	\$3,402,085	

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Chevis Road Improvement Project PROJECT DESCRIPTION: This project will consider motorized and non-motorized transportation improvements on Chevis Road from State Route 25/Ogeechee Road to Wild Heron Road. A portion of the road in the high-density area will be converted to an urban section with 5-foot sidewalks on both sides of the road. The more rural portions of the project will consider installing a 10-foot multi-purpose trail on one side of the road. Project will also consider water quality and storm water infrastructure improvements, as well as provide a safe route to access area schools and commercial businesses for non-motorized commuters.				P.I. #: TBA		
				TIP #: 2020-TA-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 project ranked #1 during the 2020 Z301 Call for Projects. Chatham County is the local sponsor and is using local SPLOST funds for the preliminary engineering phase (FY 2021) and right-of-way phase (2022). In October 2020 Chatham County was awarded \$1,036,604 of Z301 funds for construction in FY 2023. The County will provide the required 20% match in the amount of \$259,151, plus additional local funds of \$2,900,505.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Local	\$341,160	\$0	\$0	\$0	\$341,160
RIGHT-OF-WAY	Local	\$0	\$250,000	\$0	\$0	\$250,000
CONSTRUCTION	Federal/Local	\$0	\$0	\$4,196,260	\$0	\$4,196,260
PROJECT COST		\$341,160	\$250,000	\$4,196,260	\$0	\$4,787,420
FEDERAL COST		\$0	\$0	\$1,036,604	\$0	\$1,036,604
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$341,160	\$250,000	\$3,159,656	\$0	\$3,750,816

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

Garrard Avenue Improvement Project					P.I. #: TBA	
					TIP #: 2020-TA-02	
					COUNTY: CHATHAM	
					PROJ. #:	
					FUND: Z301, Local	
PROJECT DESCRIPTION: The Garrard Avenue Improvement Project proposes to construct operational and safety improvements for non-motorized and motorized roadway users from its intersection at Gamble Road to its intersection with Chatham Parkway, approximately 1.2 miles in length. This project will convert Garrard Avenue from a rural, two-lane roadway section without pedestrian improvements to a new two-lane, urban section with 5-foot sidewalks on both sides of the roadway. The project will also install curb and gutter as well as stormwater and water quality improvements. The project will benefit the densely populated, lower income area where many residents do not have vehicles to get to their destinations.					GDOT DISTRICT: 5	
					CONG. DISTRICT: 1	
					RC: CRC	
					LENGTH (MI): 1.2	
					COMMENTS/REMARKS: The project ranked #2 during the 2020 Z301 Call for Projects. Chatham County is the local sponsor. Chatham County was awarded \$280,000 of Z301 funds for preliminary engineering in FY 2021 and \$1,041,114 of Z301 funds for construction in FY 2024. The County will provide the required 20% match plus additional local funds needed. The County is using the local SPLOST funds for the right-of-way phase in FY 2023.	
TRAFFIC VOL.	2015 AADT:	N/A	2040:	N/A		
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A		
LOCAL ROAD #:		STATE/US ROAD #:				
COMMENTS/REMARKS: The project ranked #2 during the 2020 Z301 Call for Projects. Chatham County is the local sponsor. Chatham County was awarded \$280,000 of Z301 funds for preliminary engineering in FY 2021 and \$1,041,114 of Z301 funds for construction in FY 2024. The County will provide the required 20% match plus additional local funds needed. The County is using the local SPLOST funds for the right-of-way phase in FY 2023.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Federal/Local	\$350,000	\$0	\$0	\$0	\$350,000
RIGHT-OF-WAY	Local	\$0	\$0	\$250,000	\$0	\$250,000
CONSTRUCTION	Federal/Local	\$0	\$0	\$0	\$3,500,000	\$3,500,000
PROJECT COST		\$350,000	\$0	\$250,000	\$3,500,000	\$4,100,000
FEDERAL COST		\$280,000	\$0	\$0	\$1,041,114	\$1,321,114
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$70,000	\$0	\$250,000	\$2,458,886	\$2,778,886

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

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 I-16. In a study completed by CORE 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 I-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. #:		0017515		
				TIP #:		2020-H-01		
				COUNTY:		CHATHAM		
				PROJ. #:				
				FUND:		HIP		
				GDOT DISTRICT:		5		
TRAFFIC VOL. 2015 AADT:		N/A	2045 AADT:		N/A	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:		N/A	PLANNED:		N/A	RC:	CRC	
LOCAL ROAD #:		STATE/US ROAD #:				I-16/SR 17	LENGTH (MI):	0.40
COMMENTS/REMARKS: The project ranked #1 and #2 during the 2020 HIP and Z230 Calls for Projects respectively. Chatham County is the local sponsor. The project was awarded HIP funds in FY 2021 for preliminary engineering and in FY 2023 for right-of-way. Chatham County will provide the 20% local match. Construction is in long range.								
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL		
PRELIM. ENGR.	Federal/Local	\$2,406,824	\$0	\$0	\$0	\$2,406,824		
RIGHT-OF-WAY	Federal/Local	\$0	\$0	\$300,000	\$0	\$300,000		
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0		
PROJECT COST		\$2,406,824	\$0	\$300,000	\$0	\$2,706,824		
FEDERAL COST		\$1,925,459	\$0	\$240,000	\$0	\$2,165,459		
STATE COST		\$0	\$0	\$0	\$0	\$0		
LOCAL COST		\$481,365	\$0	\$60,000	\$0	\$541,365		

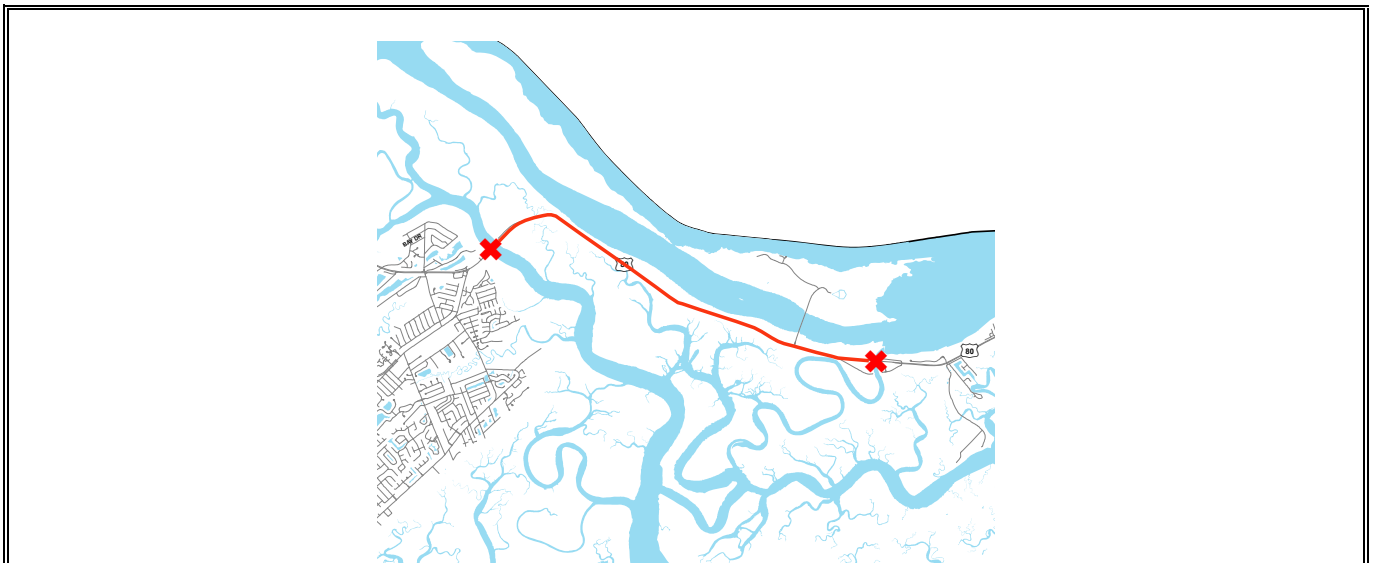
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO					P.I. #: 0010560	
					TIP #: 2012-Bri-01	
					COUNTY: CHATHAM	
					PROJ. #:	
					FUND: HB 170	
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.					GDOT DISTRICT: 5	
					CONG. DISTRICT: 1	
					RC: CG	
					LENGTH (MI): 5.8	
TRAFFIC VOL. 2005 AADT:					2045 AADT:	
NO. OF LANES EXISTING: 2			PLANNED: 2			
LOCAL ROAD #:		STATE/US ROAD #: US 80				
COMMENTS/REMARKS: Scoping funds were authorized in 2013. PE funds programmed in FY 2017, FY 2019 and FY 2020 were authorized. Additional PE is programmed in FY 2021 with state HB 170 funds. The project has been split into four separate projects with PI# 0010560 being the overall umbrella project. The other three projects are PI# 0017414, SR 26/US 80 @ BULL RIVER; PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK; and another project for road improvements between these two bridges. The project ranked #1 and #2 for Z230 and HIP funds respectively during the 2020 Calls for Projects. HIP funds have been awarded to the two bridge replacement projects for the right-of-way phase.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	State	\$1,000,000	\$0	\$0	\$0	\$1,000,000
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$1,000,000	\$0	\$0	\$0	\$1,000,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$1,000,000	\$0	\$0	\$0	\$1,000,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

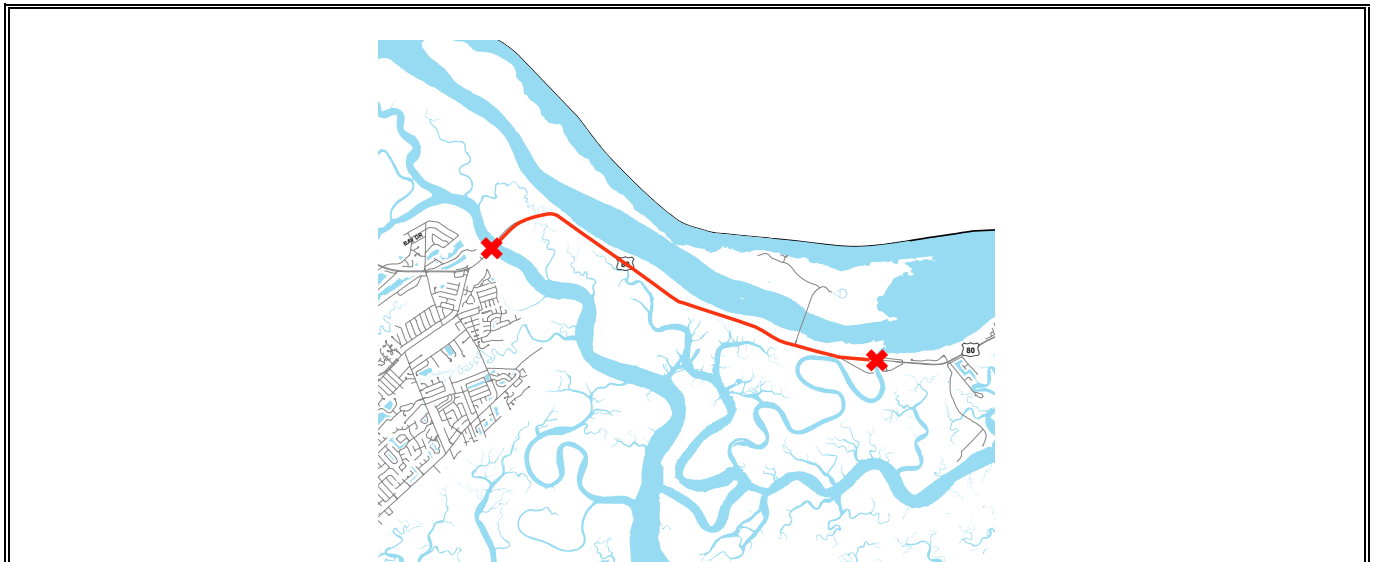
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT DESCRIPTION: The project would replace the bridge at Bull River with a two-lane bridge that includes bike and pedestrian improvements.				P.I. #: 0017414		
				TIP #: 2012-Bri-01-A		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: HIP, Z001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #: US 80		LENGTH (MI): 0.68		
COMMENTS/REMARKS: This project is split from PI# 0010560. It was awarded HIP funds in FY 2022 for the right-of-way phase. The City of Tybee Island will provide the 20% local match. Other phases – preliminary engineering, utility and construction – are programmed in FY 2022 as well with Z001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Federal/State	\$0	\$94,056	\$0	\$0	\$94,056
RIGHT-OF-WAY	Federal/Local	\$0	\$180,450	\$0	\$0	\$180,450
UTILITY	Federal/State	\$0	\$3,700,000	\$0	\$0	\$3,700,000
CONSTRUCTION	Federal/State	\$0	\$38,097,378	\$0	\$0	\$38,097,378
PROJECT COST		\$0	\$42,071,884	\$0	\$0	\$42,071,884
FEDERAL COST		\$0	\$33,657,507	\$0	\$0	\$33,657,507
STATE COST		\$0	\$8,378,287	\$0	\$0	\$8,378,287
LOCAL COST		\$0	\$36,090	\$0	\$0	\$36,090

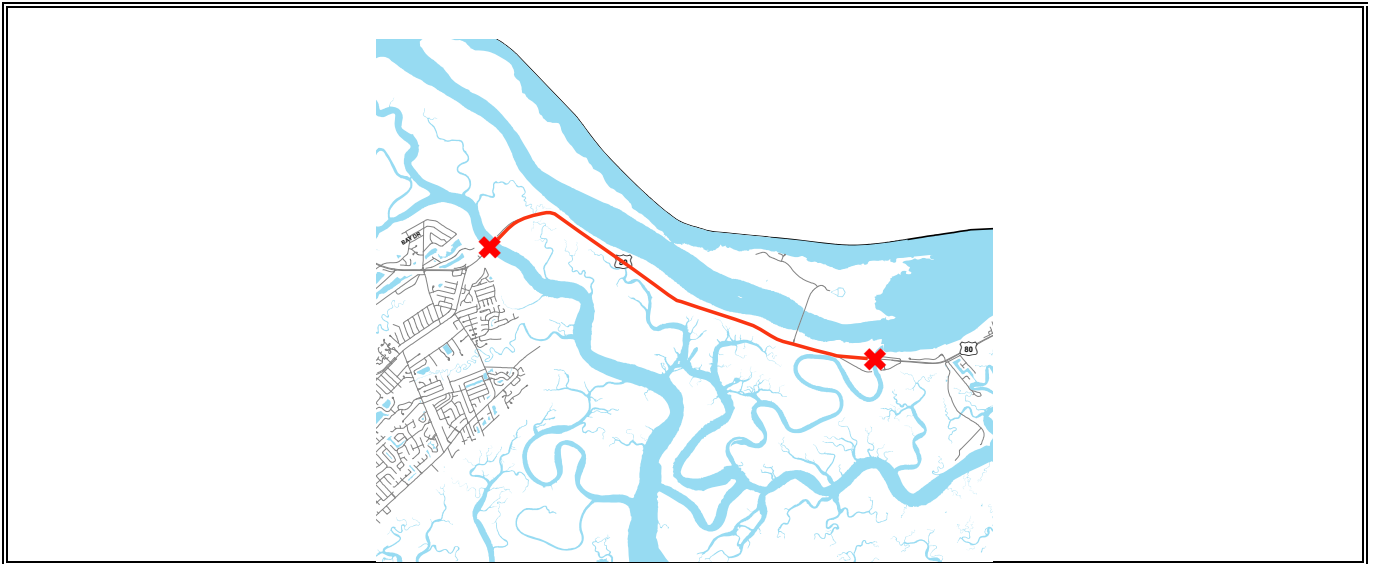
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 26/US 80 @ LAZARETTO CREEK				P.I. #: 0017415		
				TIP #: 2012-Bri-01-B		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: HIP, HB 170		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2005 AADT:		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #: US 80		LENGTH (MI): 0.68		
COMMENTS/REMARKS: This project is split from PI# 0010560. It was awarded HIP funds in FY 2023 for the right-of-way phase. The City of Tybee Island will provide the 20% local match. Other phases – preliminary engineering and construction – are programmed in FY 2023 as well with state HB 170 funds.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	State	\$0	\$0	\$50,810	\$0	\$50,810
RIGHT-OF-WAY	Federal/Local	\$0	\$0	\$120,300	\$0	\$120,300
CONSTRUCTION	State	\$0	\$0	\$20,798,754	\$0	\$20,798,754
PROJECT COST		\$0	\$0	\$20,969,864	\$0	\$20,969,864
FEDERAL COST		\$0	\$0	\$96,240	\$0	\$96,240
STATE COST		\$0	\$0	\$20,849,564	\$0	\$20,849,564
LOCAL COST		\$0	\$0	\$24,060	\$0	\$24,060

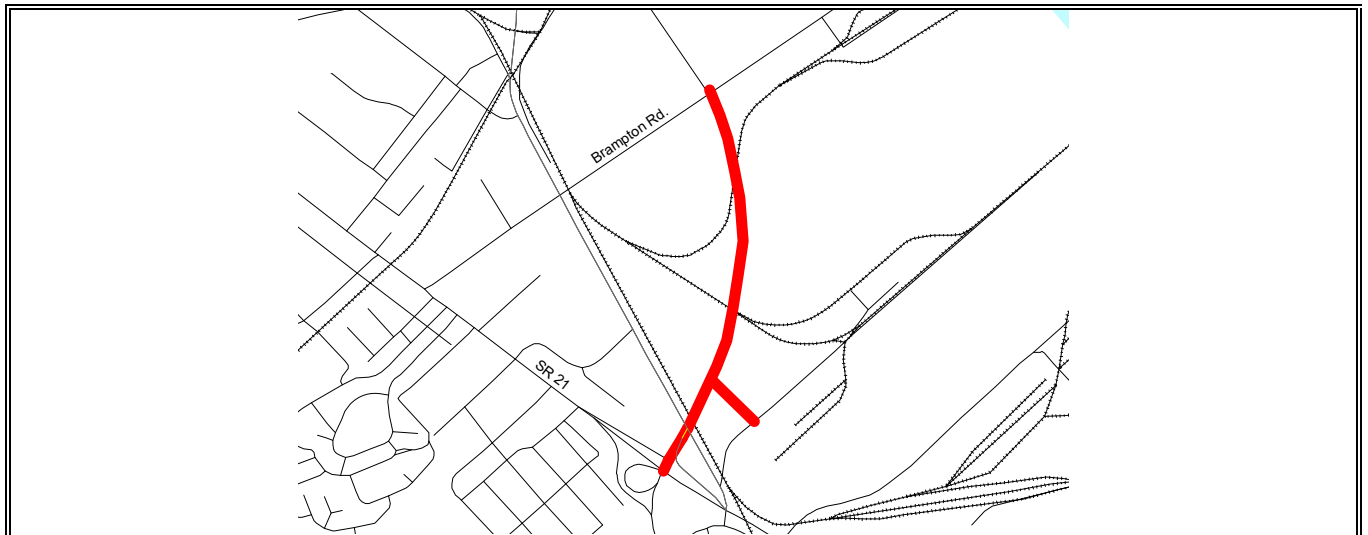
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 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							
				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):		0.30	
COMMENTS/REMARKS: The Georgia Ports Authority (GPA) is the local project sponsor. PE funds and ROW funds have been authorized. ROW acquisition is ongoing. Utility (UTL) and Construction (CST) phases are programmed in FY 2021 with state HB 170 funds.											
PROJECT PHASE	\$ SOURCE	FY 2021		FY 2022		FY 2023		FY 2024		TOTAL	
PRELIM. ENGR.	Authorized	\$0		\$0		\$0		\$0		\$0	
RIGHT-OF-WAY	Authorized	\$0		\$0		\$0		\$0		\$0	
UTILITY	State	\$27,266,800		\$0		\$0		\$0		\$27,266,800	
CONSTRUCTION	State	\$46,468,826		\$0		\$0		\$0		\$46,468,826	
PROJECT COST		\$73,735,626		\$0		\$0		\$0		\$73,735,626	
FEDERAL COST		\$0		\$0		\$0		\$0		\$0	
STATE COST		\$73,735,626		\$0		\$0		\$0		\$73,735,626	
LOCAL COST		\$0		\$0		\$0		\$0		\$0	

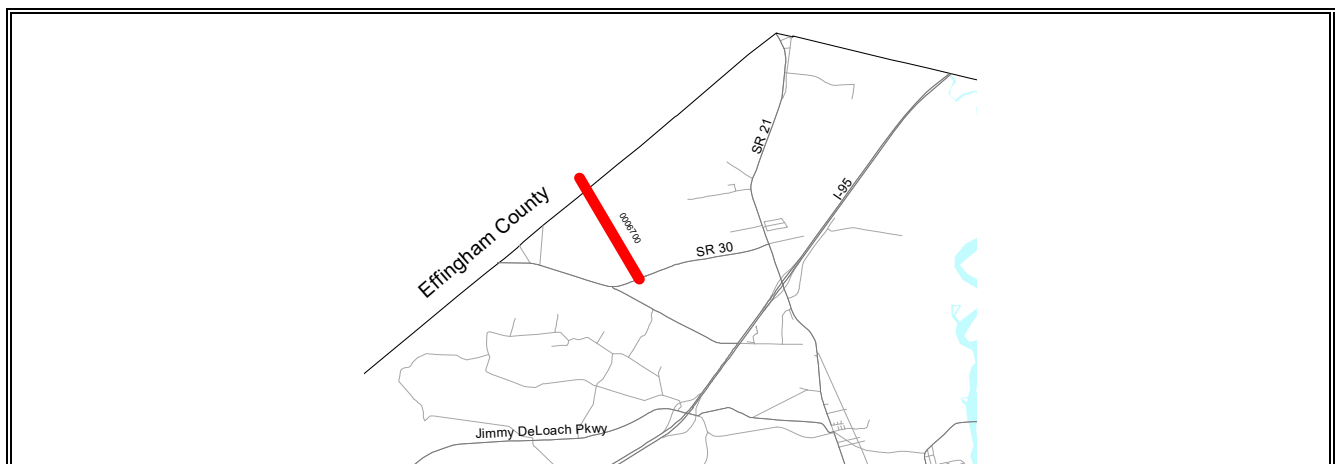
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM PROJECT DESCRIPTION: The proposed project would consist of constructing a two-lane new location roadway from SR 30 to Blue Jay Road. The project would begin at SR 30 approximately 1.5 miles west of SR 21 and be located across from Chatham County’s Benton Boulevard Extension project. The end of the project would terminate at Blue Jay Road, approximately 3.2 miles west of SR 21. The intersection of Effingham Parkway at Blue Jay Road would be realigned to have Effingham Parkway tie into the east side of Blue Jay Road and the west side of Blue Jay Road would form a T-intersection with Effingham Parkway. The typical section is proposed to have 12-foot lanes with 10-foot outside shoulders (including 6.5-foot paved) on an 80-foot right-of-way. Right-turn and left-turn lanes would be provided at the intersections of SR 30, Goshen Road, Walter Tuten Road and Blue Jay Road. The total length of the project is approximately 6.4 miles. 23% of the project will be located within the CORE MPO planning area.				P.I. #: 0006700		
				TIP #: 2004-H-06		
				COUNTY: CHATHAM		
				PROJ. #: CSMSL-0006-00(700)		
				FUND: HB 170, Local*		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2015 AADT:		N/A	2045 AADT:		9,000	
NO. OF LANES EXISTING:		0	PLANNED:		2	
LOCAL ROAD #:		STATE/US RD #:			LENGTH (MI): 1.53	
COMMENTS/REMARKS: Effingham County is the local project sponsor. PE funds and ROW funds have been authorized. ROW acquisition is ongoing. Utility (UTL) phase is programmed in FY 2022 with local funds. Construction (CST) is programmed in FY 2022 with state HB 170 funds (\$8,796,415) and local funds (\$2,712,876). The cost estimates shown here are for the Chatham County portion.						
* Effingham County local SPLOST funds						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0
UTILITY	Local	\$0	\$228,370	\$0	\$0	\$228,370
CONSTRUCTION	State/Local	\$0	\$11,509,291	\$0	\$0	\$11,509,291
PROJECT COST		\$0	\$11,737,661	\$0	\$0	\$11,737,661
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$8,796,415	\$0	\$0	\$8,796,415
LOCAL COST*		\$0	\$2,941,246	\$0	\$0	\$2,941,246

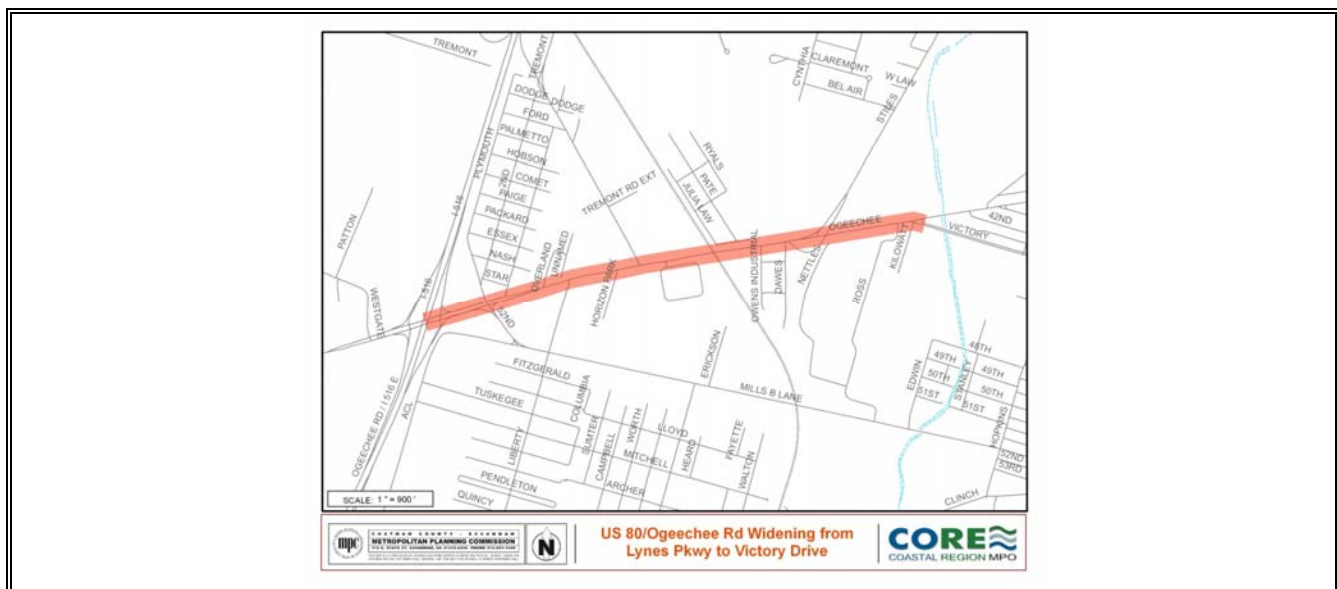
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 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. PE funds and ROW funds have been authorized. ROW acquisition is ongoing. Both the utility (UTL) and construction (CST) phases are programmed in FY 2022 with state HB 170 funds.								
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL		
PRELIM. ENGR.	Authorized	\$	\$0	\$0	\$0	\$0		
RIGHT-OF-WAY	Authorized	\$0	\$0	\$0	\$0	\$0		
UTILITY	State	\$0	\$3,145,317	\$0	\$0	\$3,145,317		
CONSTRUCTION	State	\$0	\$25,386,991	\$0	\$0	\$25,386,991		
PROJECT COST		\$	\$28,532,308	\$0	\$0	\$28,532,308		
FEDERAL COST		\$0	\$0	\$0	\$0	\$0		
STATE COST		\$	\$28,532,308	\$0	\$0	\$28,532,308		
LOCAL COST		\$0	\$0	\$0	\$0	\$0		

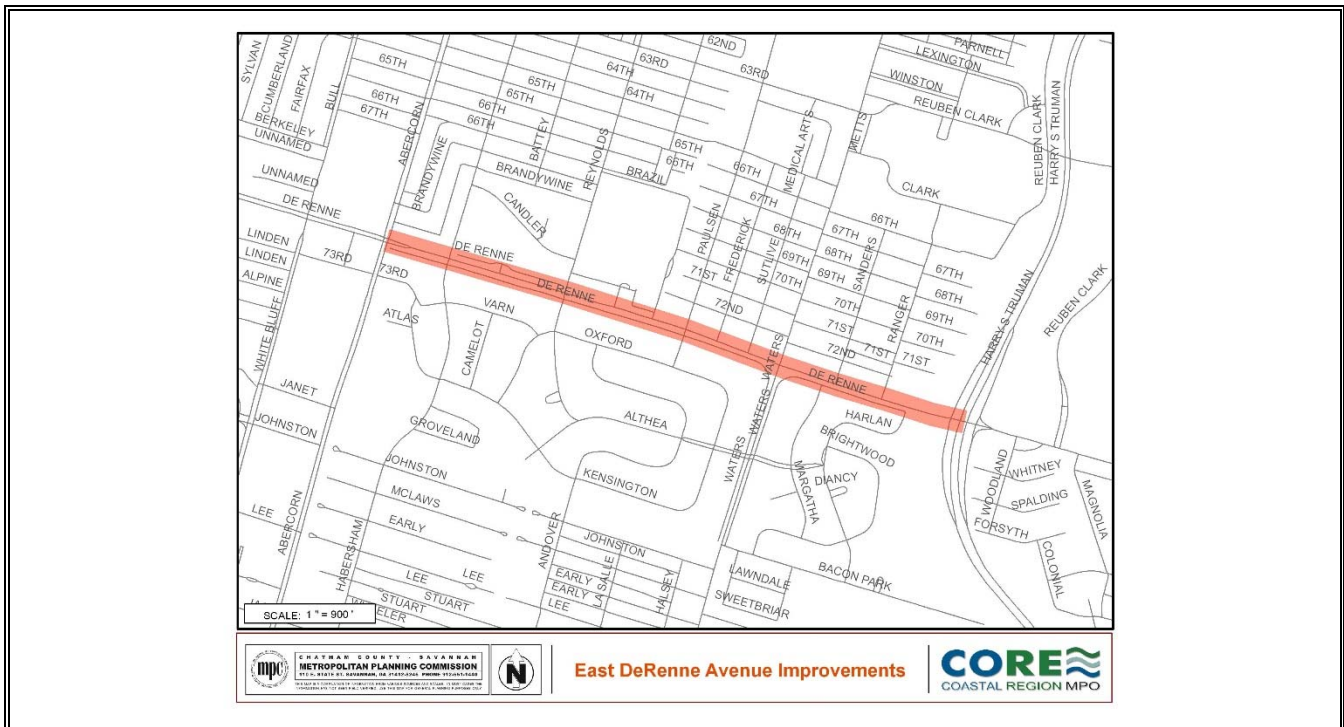
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY				P.I. #: 0008359		
PROJECT DESCRIPTION: Replace the existing two way left turn lane along DeRenne Avenue between SR 204/Abercorn Street and the Truman Parkway with a landscaped median to create a four-lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks.				TIP #: 2011-H-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2012 AADT: 41,000		2045 AADT: 46,310		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 4		PLANNED: 4		RC: CRC		
LOCAL ROAD #: DeRenne Avenue		STATE/US ROAD #:		LENGTH (MI): 1.20		
COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. Right-of-Way (ROW) is programmed in FY 2021 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$4,350,000	\$0	\$0	\$0	\$4,350,000
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$4,350,000	\$0	\$0	\$0	\$4,350,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$4,350,000	\$0	\$0	\$0	\$4,350,000

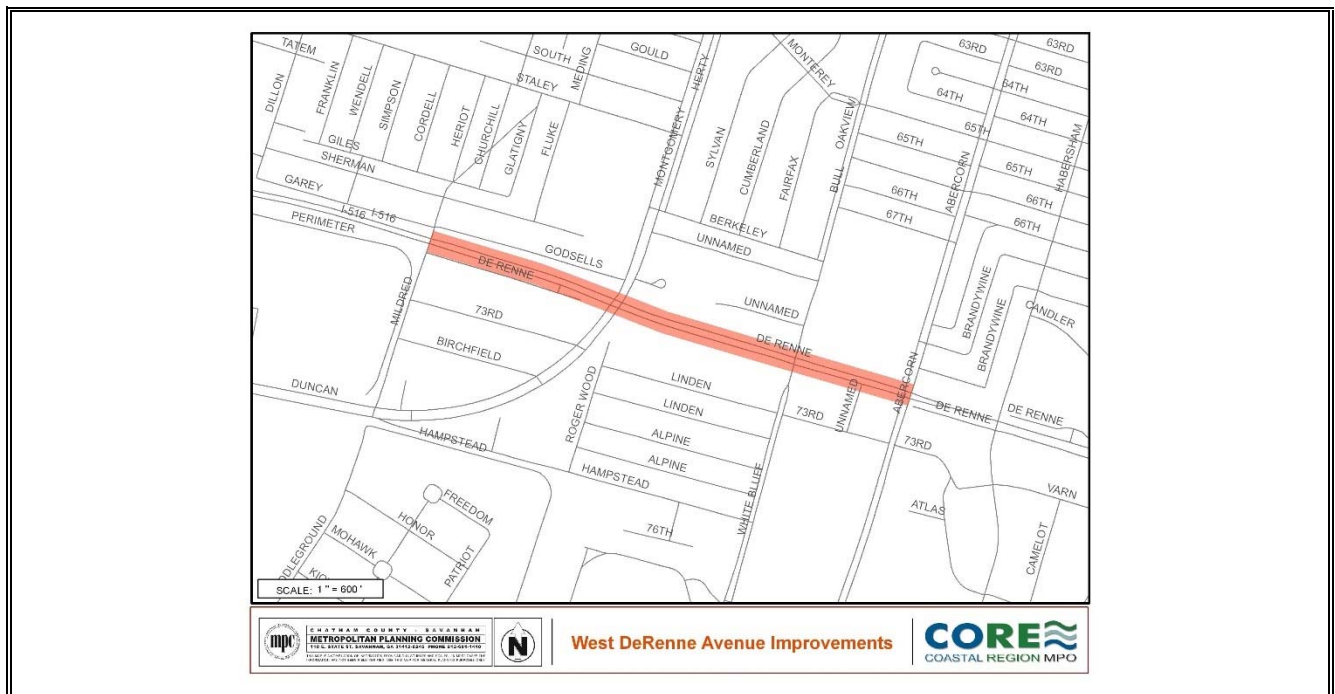
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM**

PROJECT DESCRIPTION: Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks.				P.I. #:		0010236	
				TIP #:		2011-H-02	
				COUNTY:		CHATHAM	
				PROJ. #:			
				FUND:		Local	
				GDOT DISTRICT:		5	
TRAFFIC VOL. 2012 AADT:		59,380	2045 AADT:		37,720	CONG. DISTRICT:	1
NO. OF LANES EXISTING:		6	PLANNED:		6	RC:	CRC
LOCAL ROAD #: DeRenne Avenue		STATE/US ROAD #: SR 21				LENGTH (MI): 0.60	
COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. Right-of-Way (ROW) is programmed in FY 2021 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project.							
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL	
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0	
RIGHT-OF-WAY	Local	\$4,844,000	\$0	\$0	\$0	\$4,844,000	
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$4,844,000	\$0	\$0	\$0	\$4,844,000	
FEDERAL COST		\$0	\$0	\$0	\$0	\$0	
STATE COST		\$0	\$0	\$0	\$0	\$0	
LOCAL COST		\$4,844,000	\$0	\$0	\$0	\$4,844,000	

PROJECT LOCATION



3.1.4 FY 2021 - 2024 TIP Highway Lump Sum Program

The table below shows the three stated HB 170-funded projects for FY 2021 – 2024. They come from the State Funded Program and they are not a Federal Lump Sum. The MPO considers them the state lump sum projects and lists them separately from the federal lump sum project list. They are included in the Financial Plan so that the MPO has a more comprehensive understanding of the Savannah region’s overall transportation investment projects.

PI #	Description	Prim Work Type	Year	Phase	Fund Code	State	Total
0016361	SR 21 @ SR 30	Operational Improvement	2021	CST	HB 170	\$796,836	\$796,836
0016441	SR 21/SR 30 FROM I-95 TO SR 30	Operational Improvement	2021	CST	HB 170	\$685,834	\$685,834
0015675	I-16 @ CS 647/CS 2289/CHATHAM PKWY	Operational Improvement	2023	CST	HB 170	\$1,738,546	\$1,738,546

The lump sum section on the next page lists the federal lump sum funding categories and the kinds of projects to be programmed within each category for fiscal years 2021 to 2024. The funding for these project categories is used for calculation of the CORE MPO’s FY 2021 - 2024 TIP financial balance. Specific lump sum projects, when identified, will be funded from these funding categories.

**FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
LUMP SUM FUNDING CATEGORIES**

PROJECT NAME:	VARIOUS LUMP SUM IMPROVEMENT PROJECTS		CST. YEAR:	FY 2021 - 2024			
PROJECT DESCRIPTION: LUMP SUM RESURFACING, REPAIRS & MAINTENANCE, TRAFFIC SIGNALS, PLANNING & MANAGEMENT, FACILITY MAINTENANCE, WETLAND MITIGATION, RIGHT-OF-WAY, SAFETY IMPROVEMENTS USING VARIOUS FUNDS.			P.L. NOS:				
			TIP#	LUMP SUMS			
			COUNTY	CHATHAM			
LENGTH (MI): NA	# OF LANES – EXISTING: NA	# OF LANES - PLANNED: NA					
TRAFFIC VOLUMES (ADT)	2015: NA		2045: NA				
LOCAL ROAD #:	STATE/US ROAD #:	PROJECT #:		NA			
DISTRICT: 5	CONGRESSIONAL DISTRICT: 1	RC: CG					
COMMENTS/REMARKS: SEE BELOW							
Lump Sum Funding Program	Funding Code - Federal /Match Split (%)	Project	Total Funding				
			FY 2021	FY 2022	FY 2023	FY 2024	
Lump Sum - National Highway Performance Program (NHPP)	Z001 - 80/20	BRIDGE PAINT - INTERSTATE	\$538,000	\$538,000	\$538,000	\$538,000	
		ROADWAY LIGHTING	\$27,000	\$27,000	\$27,000	\$27,000	
Lump Sum - Surface Transportation Program (STP)	L220 - 80/20	ENHANCEMENT	\$236,000	\$0	\$0	\$0	
	MULTI - 80/20	ROAD MAINT - ANY AREA	\$6,189,000	\$6,189,000	\$6,189,000	\$6,189,000	
		Z240 - 80/20	CST MGMT	\$1,399,000	\$1,399,000	\$1,399,000	\$1,399,000
			OPERATIONS	\$323,000	\$323,000	\$323,000	\$323,000
			BRIDGE PAINTING	\$269,000	\$269,000	\$269,000	\$269,000
			LOW IMPACT BRIDGES	\$565,000	\$565,000	\$565,000	\$565,000
			TRAF CONTROL DEVICES	\$807,000	\$807,000	\$807,000	\$807,000
			RW PROTECTIVE BUY	\$40,000	\$40,000	\$40,000	\$40,000
			WETLAND MITIGATION	\$32,000	\$32,000	\$32,000	\$32,000
Lump Sum - Highway Safety Improvement Program (HSIP)	ZS30 - 90/10		SAFETY	\$2,691,000	\$2,691,000	\$2,691,000	\$2,691,000
	ZS40 - 90/10	RRX HAZARD ELIM	\$168,000	\$168,000	\$168,000	\$168,000	
	ZS50 - 90/10	RRX PROTECTION DEV	\$141,000	\$141,000	\$141,000	\$141,000	
FUNDING SUMMARY							
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL	
LUMPS CST	Federal/State	\$13,425,000	\$13,189,000	\$13,189,000	\$13,189,000	\$52,992,000	
PROJECT COST	Federal/State	\$13,425,000	\$13,189,000	\$13,189,000	\$13,189,000	\$52,992,000	
FEDERAL COST		\$11,040,000	\$10,851,200	\$10,851,200	\$10,851,200	\$43,593,600	
STATE COST		\$2,337,800	\$2,337,800	\$2,337,800	\$2,337,800	\$9,351,200	
LOCAL COST		\$47,200	\$0	\$0	\$0	\$47,200	

3.1.5 FY 2021 - 2024 TIP Highway Financial Balance

The summary sheet lists the total financial figures for the projects programmed in the FY 2021 - 2024 TIP with funds from the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the local sources. The financial plan groups all the projects in the TIP by funding sources and demonstrates that the FY 2021 - 2024 TIP is financially balanced by year.

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2021 - 2024 TRANSPORTATION IMPROVEMENT PROGRAM - PROJECTS						
SUMMARY SHEET - TIP HIGHWAY PROJECTS PROJECT DESCRIPTION: Summary Costs				P.I. #: TIP #: COUNTY: CHATHAM BRYAN EFFINGHAM PROJ. #: FUND: GDOT DISTRICT: 5 CONG. DISTRICT: 1 RC: CG LENGTH (MI):		
TRAFFIC VOL. 2015 AADT: N/A		2045 AADT: N/A				
NO. OF LANES EXISTING: N/A		PLANNED: N/A				
LOCAL ROAD:		STATE/US ROAD:				
COMMENTS/REMARKS: Summary costs of projects to be funded through the Federal Highway Administration, the Georgia Department of Transportation and local funding sources.						
PROJECT PHASE	\$ SOURCE	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
PRELIM. ENGR.	Sum	\$4,342,984	\$1,144,056	\$100,810	\$50,000	\$5,637,850
RIGHT-OF-WAY	Sum	\$16,124,400	\$11,104,050	\$4,420,300	\$0	\$31,648,750
UTILITIES	Sum	\$27,391,800	\$7,073,687	\$0	\$0	\$34,465,487
CONSTRUCTION	Sum	\$167,906,506	\$218,913,997	\$47,732,560	\$18,689,000	\$453,242,063
PROJECT COST	Sum	\$215,765,690	\$238,235,790	\$52,253,670	\$18,739,000	\$524,994,150
FEDERAL COST	Sum	\$27,779,053	\$152,705,714	\$20,512,044	\$13,532,314	\$214,529,125
STATE COST	Sum	\$172,898,696	\$73,414,233	\$26,497,910	\$2,747,800	\$275,558,639
LOCAL COST	Sum	\$15,087,941	\$12,115,843	\$5,243,716	\$2,458,886	\$34,906,386
SUMMARY SHEET						

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – HIGHWAY PROJECT LIST FY 2021 - 2024*

TRANSPORTATION IMPROVEMENT PROGRAM																							
FINANCIAL PLAN - HIGHWAY PROJECT LIST																							
FY 2021 - 2024																							
Updated December 2020																							
STATE FUNDS (HB 170)																							
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2021				FY 2022				FY 2023				FY 2024							
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR				
0006328	2004-H-08	BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR	New Roadway			\$27,266,800	\$46,468,826																
0006700	2004-H-06	EFFINGHAM PKWY FROM SR 119/EFFINGHAM TO SR	Road Widening								\$8,796,415												
0010560	2012-Bri-01	SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL	Bridge Replacement	\$1,000,000																			
0017415	2012-Bri-01-B	SR 26/US 80 @ LAZARETTO CREEK	Bridge Replacement									\$50,810			\$20,798,754								
0015675	2020-GDOT-04	I-16 @ CS 647/CS 2289/CHATHAM PKWY	Operational Improvement												\$1,738,546								
0016361	2020-GDOT-05	SR 21 @ SR 30	Operational Improvement				\$796,836																
0016441	2020-GDOT-06	SR 21/SR 30 FROM I-95 TO SR 30	Operational Improvement				\$685,834																
521855	87-H-18B	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	Road Widening							\$3,145,317	\$25,386,991												
			SUBTOTAL HB 170 COSTS	\$1,000,000	\$0	\$27,266,800	\$47,951,496	\$0	\$0	\$3,145,317	\$34,183,406	\$50,810	\$0	\$0	\$22,537,300	\$0	\$0	\$0	\$0				
			TOTAL HB 170 COSTS					\$76,218,296					\$37,328,723					\$22,588,110					\$0
			EXPECTED HB 170 FUNDS					\$76,218,296					\$37,328,723					\$22,588,110					\$0
STATE FUNDS (02TFA)																							
PI#	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2021				FY 2022				FY 2023				FY 2024							
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR				
0012757	2016-GDOT-01	I-16 WIDENING FROM I-95 TO I- 516	Road Widening				\$91,600,000																
			SUBTOTAL 02TFA COSTS	\$0	\$0	\$0	\$91,600,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0				
			TOTAL 02TFA COSTS					\$91,600,000					\$0					\$0					\$0
			EXPECTED 02TFA FUNDS					\$91,600,000					\$0					\$0					\$0

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) (Z001)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0012757	2016-GDOT-01	I-16 WIDENING FROM I-95 TO I-516	Road Widening				\$13,350,000				\$38,000,000								
0013741	2016-Bridge-01	SR 25/US 17 @ SAVANNAH RIVER IN PORT	Bridge Replacement		\$79,000						\$55,647,414								
0013742	2016-Bridge-02	SR 25/US 17 @ MIDDLE RIVER IN PORT	Bridge Replacement		\$69,000						\$32,649,698								
0017411	2020-H-03	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	ITS	\$165,000											\$7,810,000				
0017414	2012-Bri-01-A	SR 26/US 80 @ BULL RIVER	Bridge Replacement					\$94,056		\$3,700,000	\$38,097,378								
0015705	2017-H-02	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO	Roadway Improvement						\$500,000										\$2,000,000
		Lump Sum	BRIDGE PAINT - INTERSTATE				\$538,000				\$538,000				\$538,000				\$538,000
		Lump Sum	ROADWAY LIGHTING				\$27,000				\$27,000				\$27,000				\$27,000
			SUBTOTAL Z001 COSTS	\$165,000	\$148,000	\$0	\$13,915,000	\$94,056	\$500,000	\$3,700,000	\$164,959,490	\$0	\$0	\$0	\$8,375,000	\$0	\$0	\$0	\$2,565,000
			TOTAL Z001 COSTS				\$14,228,000				\$169,253,546				\$8,375,000				\$2,565,000
			EXPECTED Z001 FUNDS				\$14,228,000				\$169,253,546				\$8,375,000				\$2,565,000
SURFACE TRANSPORTATION Block Grant PROGRAM (STBG) FOR MPOs WITH POPULATION LARGER THAN 200,000 (Z230)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0008358	2006-H-06	I-516 @ CS 1503/DERENNE AVENUE	New Roadway		\$2,718,983				\$6,408,973										
TBA	2020-IT-01	City of Savannah - Traffic Control Center	ITS	\$30,000		\$125,000	\$170,850												
TBA	2020-H-04	Old River Road Improvement Project	Road Widening					\$700,000					\$2,500,000						
TBA	2020-CAT-01	CAT - ELECTRIC BUS CONVERSION INITIATIVE	Transit				\$1,409,160												
			SUBTOTAL Z230 COSTS	\$30,000	\$2,718,983	\$125,000	\$1,580,010	\$700,000	\$6,408,973	\$0	\$0	\$0	\$2,500,000	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL Z230 COSTS				\$4,453,993				\$7,108,973				\$2,500,000				\$0
			EXPECTED Z230 FUNDS				\$5,578,992				\$7,408,973				\$7,473,401				\$7,538,472

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

SURFACE TRANSPORTATION PROGRAM (STP) STATE FLEXIBLE (Z240)																			
PI#	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0013464	2017-GDOT-01	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2021	Oversight	\$50,000															
0013465	2020-GDOT-01	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2022	Oversight					\$50,000											
0013466	2020-GDOT-02	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2023	Oversight									\$50,000							
0013467	2020-GDOT-03	Oversight Services for Z230, Z301, CMAQ & HIP - FY 2024	Oversight													\$50,000			
		Lump Sum	CST MGMT				\$1,399,000				\$1,399,000				\$1,399,000				\$1,399,000
		Lump Sum	OPERATIONS				\$323,000				\$323,000				\$323,000				\$323,000
		Lump Sum	BRIDGE PAINTING				\$269,000				\$269,000				\$269,000				\$269,000
		Lump Sum	LOW IMPACT BRIDGES				\$565,000				\$565,000				\$565,000				\$565,000
		Lump Sum	TRAF CONTROL DEVICES				\$807,000				\$807,000				\$807,000				\$807,000
		Lump Sum	RW PROTECTIVE BUY				\$40,000				\$40,000				\$40,000				\$40,000
		Lump Sum	WETLAND MITIGATION				\$32,000				\$32,000				\$32,000				\$32,000
			SUBTOTAL Z240 COSTS	\$50,000	\$0	\$0	\$3,435,000	\$50,000	\$0	\$0	\$3,435,000	\$50,000	\$0	\$0	\$3,435,000	\$50,000	\$0	\$0	\$3,435,000
			TOTAL Z240 COSTS				\$3,485,000				\$3,485,000				\$3,485,000				\$3,485,000
			EXPECTED Z240 FUNDS				\$3,485,000				\$3,485,000				\$3,485,000				\$3,485,000
TRANSPORTATION ALTERNATIVE PROGRAM (TAP) (Z301)																			
PI#	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0015306	2015-M-01	TRUMAN LINEAR PARK TRAIL - PHASE II Part B	Transportation Enhancement								\$1,290,175								
TBA	2020-TA-01	Chevis Road Improvement Project	Bike/Ped/Trail												\$1,295,755				
TBA	2020-TA-02	Garrard Avenue Improvement Project	Bike/Ped/Trail	\$350,000															\$1,301,392
			SUBTOTAL Z301 COSTS	\$350,000	\$0	\$0	\$0	\$0	\$0	\$0	\$1,290,175	\$0	\$0	\$0	\$1,295,755	\$0	\$0	\$0	\$1,301,392
			TOTAL Z301 COSTS				\$350,000				\$1,290,175				\$1,295,755				\$1,301,392
			EXPECTED Z301 FUNDS				\$552,561				\$1,290,175				\$1,295,755				\$1,301,392
HIGHWAY INFRASTRUCTURE PROGRAM (HIP)																			
PI#	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0017414	2012-Bri-01-A	SR 26/US 80 @ BULL RIVER	Bridge Replacement						\$180,450										
0017415	2012-Bri-01-B	SR 26/US 80 @ LAZARETTO CREEK	Bridge Replacement										\$120,300						
0017515	2020-H-01	I-16 @ SR 17 (I-16 at Jimmy DeLoach Interchange Improvements)	Interchange Construction	\$2,406,824									\$300,000						
			SUBTOTAL Z301 COSTS	\$2,406,824	\$0	\$0	\$0	\$0	\$180,450	\$0	\$0	\$0	\$420,300	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL Z301 COSTS				\$2,406,824				\$180,450				\$420,300				\$0
			EXPECTED Z301 FUNDS				\$2,663,648				\$180,450				\$420,300				\$0

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

NATIONAL HIGHWAY PERFORMANCE PROGRAM/SURFACE TRANSPORTATION PROGRAM (NHPP/STP) ROAD MAINT - ANY AREA (MULTI)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Roadway Maitenance				\$6,189,000				\$6,189,000				\$6,189,000				\$6,189,000
			SUBTOTAL Z940 COSTS	\$0	\$0	\$0	\$6,189,000	\$0	\$0	\$0	\$6,189,000	\$0	\$0	\$0	\$6,189,000	\$0	\$0	\$0	\$6,189,000
			TOTAL Z940 COSTS				\$6,189,000				\$6,189,000				\$6,189,000				\$6,189,000
			EXPECTED Z940 FUNDS				\$6,189,000				\$6,189,000				\$6,189,000				\$6,189,000
SURFACE TRANSPORTATION PROGRAM (STP) ENHANCEMENT (L220)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	Enhancement				\$236,000				\$0				\$0				\$0
			SUBTOTAL L220 COSTS	\$0	\$0		\$236,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
			TOTAL L220 COSTS				\$236,000				\$0				\$0				\$0
			EXPECTED L220 FUNDS				\$236,000				\$0				\$0				\$0
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SAFETY (ZS30)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	SAFETY				\$2,691,000				\$2,691,000				\$2,691,000				\$2,691,000
			SUBTOTAL ZS30 COSTS	\$0	\$0	\$0	\$2,691,000	\$0	\$0	\$0	\$2,691,000	\$0	\$0	\$0	\$2,691,000	\$0	\$0	\$0	\$2,691,000
			TOTAL ZS30 COSTS				\$2,691,000				\$2,691,000				\$2,691,000				\$2,691,000
			EXPECTED ZS30 FUNDS				\$2,691,000				\$2,691,000				\$2,691,000				\$2,691,000
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) RAIL/HIGHWAY HAZARD ELIMINATION (ZS40)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	RRX HAZARD ELIM				\$168,000				\$168,000				\$168,000				\$168,000
			SUBTOTAL ZS40 COSTS	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$168,000	\$0	\$0	\$0	\$168,000
			TOTAL ZS40 COSTS				\$168,000				\$168,000				\$168,000				\$168,000
			EXPECTED ZS40 FUNDS				\$168,000				\$168,000				\$168,000				\$168,000
HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) RAIL/HIGHWAY PROTECTIVE DEVICE (ZS50)																			
PI #	TIP #	PROJECT	TYPE	FY 2021				FY 2022				FY 2023				FY 2024			
		DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	RRX PROTECTION DEV				\$141,000				\$141,000				\$141,000				\$141,000
			SUBTOTAL ZS50 COSTS	\$0	\$0	\$0	\$141,000	\$0	\$0	\$0	\$141,000	\$0	\$0	\$0	\$141,000	\$0	\$0	\$0	\$141,000
			TOTAL ZS50 COSTS				\$141,000				\$141,000				\$141,000				\$141,000
			EXPECTED ZS50 FUNDS				\$141,000				\$141,000				\$141,000				\$141,000

*The expected funds are corresponding to the funding amounts listed in the table of Chapter 2, Section 2.1.1.

3.2 FY 2021 - 2024 Transit Improvement Program

3.2.1 Financial Capacity Statement of the Chatham Area Transit Authority

PURPOSE

The purpose of this statement is to demonstrate that Chatham Area Transit (CAT) has the financial capacity to undertake the four-year (FY 2021 - 2024) program of projects as outlined in the Transportation Improvement Program (TIP). FTA requires this analysis to insure that the local transit entity possesses the financial capacity to complete the TIP projects for which federal assistance is being requested.

SCOPE

The FTA circular provides that this assessment address two specific aspects of financial capacity. These are: (1) the financial condition of CAT; and (2) the financial capability of CAT. This assessment is to include all of the funding sources that support the CAT system. The following sections address these areas.

FINANCIAL CONDITION

Chatham Area Transit became a functional entity on January 1, 1987 as a result of the signing of Georgia House Bill Number 1699 on March 28, 1986 by Governor Frank Harris. On December 19, 1986, the Commissioners of Chatham County created a Special Transit Tax District and levied a 1.3 mill property tax for the sole purpose of funding public transit within this district. In 1992, a 0.1 mill tax was levied county-wide to fund CAT's paratransit services. Currently, the transit district tax is 1.00 mills and the county-wide paratransit tax is fully funded from Chatham County's M&O fund.

CAT's fiscal year runs from July through June. The information under Non-Federal Operating Funds and Capital Funds is stated for the period of July 1, 2018 through June 20, 2019.

2019 Non-Federal Operating Funds		
entity	funds	percent
State of GA	\$0	0.0%
Local Tax District	\$11,849,863	44.7%
System Revenue	\$9,864,640	37.2%
County Contribution	\$4,807,913	18.1%
TOTAL	\$26,522,416	100.0%

2019 Non-Federal Capital Funds		
entity	funds	percent
State of GA	\$4,684,800	72.9%
Local Tax District	\$1,741,200	27.1%
TOTAL	\$6,426,000	100.0%

The funds generated by the local dedicated transit tax and special purpose local option sales tax allocations, along with State and Federal funds, together with revenues from system operations, cover the operating and capital costs of the system. There is no cap on the allowable millage rate. The rate can be raised to cover unanticipated costs, or service cuts and fare increases can be made as determined by the CAT Board.

FINANCIAL CAPABILITY

CAT is maintaining the financial capability to continue to provide quality transit service.

Federal operating assistance continues to decline requiring CAT to allocate more of the Federal formula funds to preventive maintenance. This may delay some small capital projects but will allow CAT to maintain the financial capability to provide quality transit service. Other grant funds will be requested for the needed major capital projects.

3.2.2 FY 2019 Capital Improvement Justification for the Chatham Area Transit

Preventative Maintenance (PM) – This line item includes the purchase of tires, major component rebuilding, body work, electrical and other system investments to be valued at ½ of 1% of the depreciated value of the bus.

Operating Assistance – FTA allows transit operators with fewer than 100 vehicles in maximum service to use 5307 funds to cover operating expenses.

Security and Safety – Purchase cameras for the facility and parking lots to enhance security and safety.

Facility Enhancement – This line item provides funds for needed facility modifications in order to improve CAT's facility layout. These facility modifications and improvements will improve CAT's safety and efficiency.

Intelligent Transportation System (ITS) – This line item will be used to purchase information technology applications and equipment.

Passenger Amenities – Funding for shelters, benches, signage, and other passenger amenities are included in this line item. The development of enhanced transfer stops to include bike racks is anticipated.

Vehicle Purchases -This line item will be used to purchase replacement vehicles with related equipment through leasing and purchase. Funding buses will have a positive impact on providing transportation to persons with disabilities, as all buses will be lift-equipped.

Water Ferry - Funding for water ferry facilities and equipment.

Planning – The development of a five-year strategic transportation development plan (TDP).

3.2.3 FY 2021 - 2024 Transit Improvement Projects

The transit projects are grouped according to their sources of federal funding. The state and local match amounts are listed according to their required shares. The types of projects being funded over the next four fiscal years include transit capital improvements, transit operations, and others. It should be noted that the federal funding sources included in this section are FTA funds and FHWA ferry funds. Transit projects programmed with FHWA's STBG funds are included in the highway section of this TIP document.

**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2021 - 2024**

CAPITAL SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY

URBANIZED AREA FORMULA FUNDS SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY (\$)							
Funding	Description	Unit Cost	FY2021	FY2022	FY2023	FY2024	Total
	STIP#						
Section 5307	PM	VARIES	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$6,000,000
Section 5307	Operating Assistance	VARIES	\$3,975,823	\$3,868,000	\$3,868,000	\$3,868,000	\$15,579,823
Section 5307	Safety and Security	VARIES	\$0	\$0	\$0	\$0	\$0
Section 5307	Vehicle Replacement	VARIES	\$215,000	\$0	\$0	\$0	\$215,000
Section 5307	Facilities Modifications	VARIES	\$457,349	\$0	\$0	\$0	\$457,349
Section 5307	Passenger Amenities	VARIES	\$0	\$0	\$0	\$0	\$0
Section 5307	Planning	VARIES	\$0	\$0	\$0	\$0	\$0
	PROJECT COST		\$6,148,172	\$5,368,000	\$5,368,000	\$5,368,000	\$22,252,172
	FEDERAL COST		\$3,671,879	\$3,671,879	\$3,671,879	\$3,671,879	\$14,687,516
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$2,476,293	\$2,207,046	\$2,207,046	\$2,207,046	\$9,097,431
BUS AND BUS FACILITY 5339/ (MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT AUTHORITY (\$)							
Funding	Description	Unit Cost	FY2021	FY2022	FY2023	FY2024	Total
	STIP#						
Section 5337	Ferry Boat Rehab	VARIES	\$556,478	\$0	\$0	\$0	\$556,478
Section 5339	ITS	VARIES	\$1,555,434	\$0	\$0	\$0	\$1,555,434
Section 5339	Vehicle Purchases	VARIES	\$49,276	\$439,421	\$439,421	\$439,421	\$1,367,539
Section 5339	Facility Enhancements	VARIES	\$500,000	\$0	\$0	\$0	\$500,000
Section 5339	Ferry Boat Rehab	VARIES	\$0	\$175,211	\$0	\$0	\$175,211
Section 5339c	Electric Bus Purchase		\$4,052,000	\$3,742,480	\$0	\$0	\$7,794,480
	PROJECT COST		\$9,797,426	\$4,502,009	\$549,276	\$549,276	\$15,397,987
	FEDERAL COST		\$6,713,188	\$4,357,112	\$439,421	\$439,421	\$11,949,142
	STATE COST		\$2,359,634	\$0	\$0	\$0	\$2,359,634
	LOCAL COST		\$724,604	\$144,897	\$109,855	\$109,855	\$1,089,211

FHWA FUNDS (\$)							
Funding	Description	Unit Cost	FY2021	FY2022	FY2023	FY2024	Total
	STIP#						
M230	Vehicle Purchase	VARIES	\$2,736,992	\$0	\$0	\$0	\$2,736,992
M301	ITS	VARIES	\$225,810	\$0	\$0	\$0	\$225,810
Z230	Acquire Electric Bus Equip	VARIES	\$1,875,000	\$0	\$0	\$0	\$1,875,000
z230	Facilities Rehab	VARIES	\$729,801	\$0	\$0	\$0	\$729,801
Z230	Vehicle Purchase	VARIES	\$1,582,031	\$0	\$0	\$0	\$1,582,031
Z230	ITS	VARIES	\$772,671	\$0	\$0	\$0	\$772,671
	PROJECT COST		\$7,922,305	\$0	\$0	\$0	\$7,922,305
	FEDERAL COST		\$6,321,723	\$0	\$0	\$0	\$6,321,723
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$1,597,582	\$0	\$0	\$0	\$1,597,582
FTA FERRY BOAT DISCRETIONARY (FBD) FUNDS (\$)							
Funding	Description	Unit Cost	FY2021	FY2022	FY2023	FY2024	Total
	STIP#						
Section 5307(h)	Facility Enhancements	VARIES	\$3,218,633	\$0	\$0	\$0	\$3,218,633
Section 5307(h)	Passenger Ferry Purchase	VARIES	\$0	\$0	\$0	\$3,200,000	\$3,200,000
Section 5307(h)	ITS	VARIES	\$0	\$0	\$0	\$0	\$0
	PROJECT COST		\$3,218,633	\$0	\$0	\$3,200,000	\$6,418,633
	FEDERAL COST		\$2,070,577	\$0	\$0	\$2,560,000	\$4,630,577
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$1,148,056	\$0	\$0	\$640,000	\$1,788,056
FHWA FERRY BOAT PROGRAM FORMULA FUNDS (\$)							
Funding	Description	Unit Cost	FY2021	FY2022	FY2023	FY2024	Total
	STIP#		T007426				
FHWA FBP	Water Ferry	VARIES	\$222,395	\$211,453	\$1,130,691	\$313,638	\$1,878,177
	PROJECT COST		\$222,395	\$211,453	\$1,130,691	\$313,638	\$1,878,177
	FEDERAL COST		\$177,916	\$169,162	\$904,553	\$226,868	\$1,478,499
	STATE COST		\$0	\$0	\$0	\$0	\$0
	LOCAL COST		\$44,479	\$42,291	\$226,138	\$86,770	\$399,678

COASTAL REGION CAPITAL AND OPERATIONS FUNDS						
FUNDING	DESCRIPTION	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
Section 5310	DHS Purchase of Transportation Services	\$228,828	\$228,828	\$228,828	\$228,828	\$915,312
	PROJECT COST	\$228,828	\$228,828	\$228,828	\$228,828	\$915,312
	FEDERAL COST	\$183,062	\$183,062	\$183,062	\$183,062	\$732,250
	STATE COST	\$45,766	\$45,766	\$45,766	\$45,766	\$183,062
	LOCAL COST	\$0	\$0	\$0	\$0	\$0
	DOT DISTRICT # 5	CONG.DIST 1		CRC	CG	

COASTAL REGION RURAL CAPITAL AND OPERATIONS FUNDS						
FUNDING	DESCRIPTION	FY 2021	FY 2022	FY 2023	FY 2024	TOTAL
	TIP#	T006420	T007138	T007220		
Section 5311	Capital and Operations	\$372,298	\$846,132	\$846,132	\$0	\$2,064,562
	PROJECT COST	\$372,298	\$846,132	\$846,132	\$0	\$2,064,562
	FEDERAL COST	\$186,149	\$676,906	\$676,906	\$0	\$1,539,961
	STATE COST	\$0	\$0	\$0	\$0	\$0
	LOCAL COST	\$186,149	\$169,226	\$169,226	\$0	\$524,601
	DOT DISTRICT # 5	CONG.DIST 1		CRC	CG	

CAT BUS AND VAN REPLACEMENT SCHEDULE

Unit Number	Useful Life Miles	LTD Miles as 3/8/20	Avg. LTD Miles	Useful Miles Remaining	Rehab?	Year	Age of Unit in Years	Useful years	Useful years remaining	Model	Replacement Year
601	350,000	401,368		-51,368	2017	2006	14	10	-4	29 ft. Gillig Lowfloor	2021
602	350,000	492,044		-142,044	Yes	2006	14	10	-4	29 ft. Gillig Lowfloor	2021
603	350,000	411,359		-61,359	Yes	2006	14	10	-4	29 ft. Gillig Lowfloor	2021
604	350,000	491,320		-141,320	2016	2006	14	10	-4	29 ft. Gillig Lowfloor	2021
605	350,000	444,829		-94,829	2017	2006	14	10	-4	29 ft. Gillig Lowfloor	2021
Total Miles on fleet		2,240,920	448,184								
606	500,000	563,214		-63,214	2017	2006	14	12	-2	35 ft. Gillig Lowfloor	2021
607	500,000	681,377		-181,377	2016	2006	14	12	-2	35 ft. Gillig Lowfloor	2021
608	500,000	677,015		-177,015	2017	2006	14	12	-2	35 ft. Gillig Lowfloor	2021
609	500,000	738,175		-238,175	2017	2006	14	12	-2	35 ft. Gillig Lowfloor	2021
610	500,000	663,275		-163,275	2016	2006	14	12	-2	35 ft. Gillig Lowfloor	2021
Total Miles on fleet		3,323,056	664,611								
901	350,000	340,423		9,577		2009	11	10	-1	29 ft. Gillig Hybrid Lowfloor	2019
902	350,000	349,320		680		2009	11	10	-1	29 ft. Gillig Hybrid Lowfloor	2019
Total Miles on fleet		689,743	344,872								
903	500,000	417,745		82,255		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
904	500,000	543,384		-43,384		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
905	500,000	487,305		12,695		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
906	500,000	529,767		-29,767		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
907	500,000	550,111		-50,111		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
908	500,000	510,333		-10,333		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
909	500,000	447,532		52,468		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
910	500,000	427,565		72,435		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
911	500,000	497,101		2,899		2009	11	12	1	35 Ft. Gillig Hybrid Lowfloor	2021
Total Miles on fleet		4,410,843	490,094								
1101	500,000	428,601		71,399		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1102	500,000	459,884		40,116		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1103	500,000	430,731		69,269		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023

1104	500,000	436,386		63,614		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1105	500,000	439,909		60,091		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1106	500,000	373,201		126,799		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1107	500,000	404,742		95,258		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1108	500,000	464,104		35,896		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
1109	500,000	435,827		64,173		2011	9	12	3	35 Ft. Gillig Hybrid Lowfloor	2023
Total Miles on fleet		3,873,385	430,376								
3005	500000	828,712		-328,712	Yes	2003	17	12	-5	35 ft. Gillig Lowfloor	2021
3007	500000	809,073		-309,073	2016	2003	17	12	-5	35 ft. Gillig Lowfloor	2021
3027	500000	836,190		-336,190	2016	2003	17	12	-5	35 ft. Gillig Lowfloor	2021
Total Miles on fleet		2,473,975	824,658								
1830	500000	114,451		385,549		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1831	500000	101,704		398,296		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1832	500000	102,489		397,511		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1833	500000	88,740		411,260		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1834	500000	110,670		389,330		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1835	500000	102,317		397,683		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1836	500000	107,577		392,423		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1837	500000	75,350		424,650		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1838	500000	109,791		390,209		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1839	500000	91,243		408,757		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1840	500000	111,119		388,881		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1841	500000	106,825		393,175		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1842	500000	84,677		415,323		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1843	500000	90,025		409,975		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1844	500000	98,405		401,595		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1845	500000	105,300		394,700		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1848	500000	79,990		420,010		2018	2	12	10	35 ft. Gillig Lowfloor	2030
1849	500000	75,572		424,428		2018	2	12	10	35 ft. Gillig Lowfloor	2030
Total Miles on fleet		1,756,245	97,569								
1110	500,000	356485		143,515		2011	9	12	3	40 Ft. Gillig Hybrid Lowfloor	2023
1111	500,000	355007		144,993		2011	9	12	3	40 Ft. Gillig Hybrid Lowfloor	2023
1112	500,000	330601		169,399		2011	9	12	3	40 Ft. Gillig Hybrid Lowfloor	2023

1113	500,000	360245		139,755		2011	9	12	3	40 Ft. Gillig Hybrid Lowfloor	2023
1114	500,000	387871		112,129		2011	9	12	3	40 Ft. Gillig Hybrid Lowfloor	2023
Total Miles on fleet		1790209	358042								
1905	350,000	3092		346908		2019	1	10	9	Gillig Trolley	2029
1906	350,000	2950		347050		2019	1	10	9	Gillig Trolley	2029
Total Miles on fleet		6,042	1510.5								
1402	100,000					2014	6	4	-2	Goshen GCII	2018
1403	100,000					2014	6	4	-2	Goshen GCII	2018
Total Miles on fleet		0	0								
1601	350,000	91,660		258,340		2016	4	10	6	Gillig Trolley	2026
1602	350,000	92,535		257,465		2016	4	10	6	Gillig Trolley	2026
Total Miles on fleet		184,195	92097.5								
1846	350000	50,444		299,556		2018	2	10	8	Gillig Trolley	2028
1847	350000	51,990		298,010		2018	2	10	8	Gillig Trolley	2028
Total Miles on fleet		102,434	51217								
Grand Total Miles on fleet		20,851,047	315,925				500				

RED NEEDS REPLACEMENT UNITS

BLUE UNITS NEEDS TO REHAB GREEN MID LIFE

ORANGE SET FOR REPLACEMENT O EMISSION BUSES

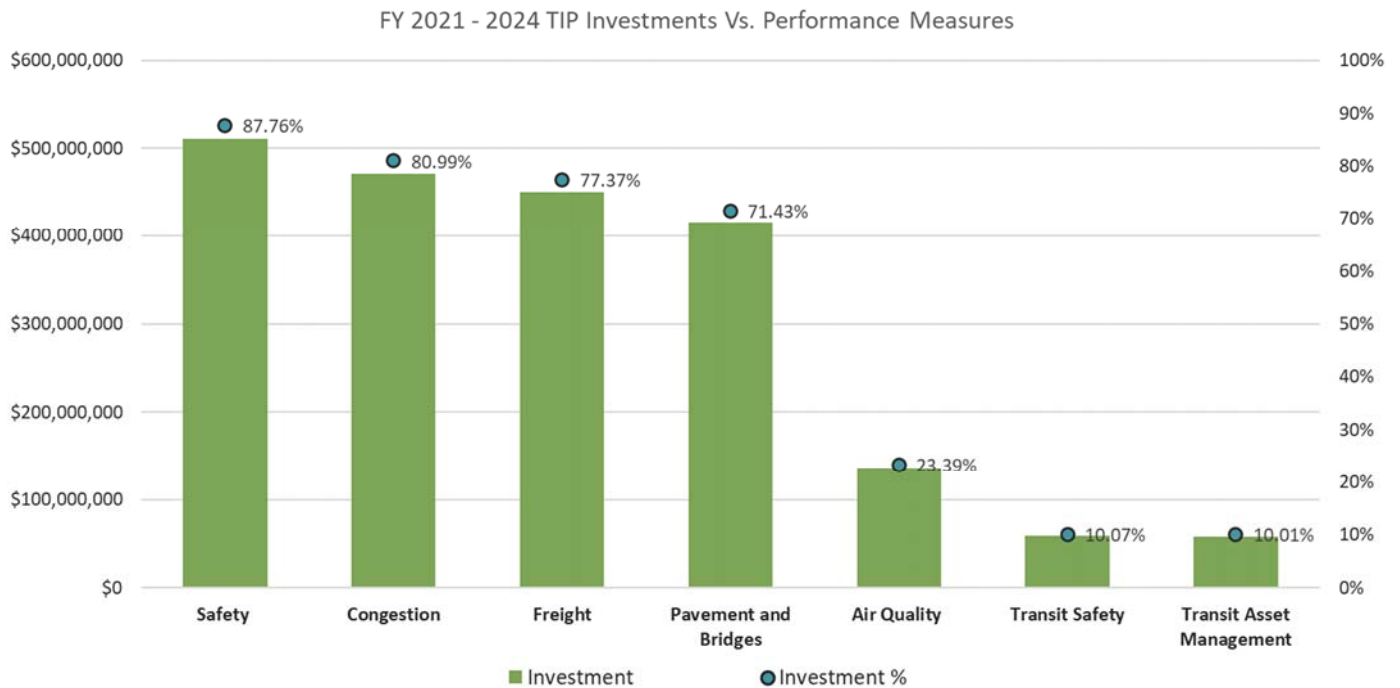
3.3 FY 2021 - 2024 TIP System Performance Report

The figures and charts below demonstrate the investments in the FY 2021 – 2024 TIP vs. the established performance measures. Of the total investments, more than 90% are for highway improvements (including some transit and bike/ped projects with funding sources from FHWA) and around 10% are for transit improvements.

FY 2021 - 2024 TIP Investments			
Highway Pct	90.23%	Highway Total	\$524,994,150
Transit Pct	9.77%	Transit Total	\$56,848,148
		Total Investments	\$581,842,298

Normally each project addresses several performance measures and contributes to achieving the performance targets for various categories (as indicated in Chapter 2.2.3, Linkage Between TIP Priorities and Performance Measures).

Of all the investments programmed in the FY 2021 – 2024 TIP, high percentages of projects are addressing safety (87.76%), freight (77.37%), congestion (80.99%), and pavement and bridges (71.43%). ITS, maintenance, transit and non-motorized projects help to improve air quality (23.39%). Transit improvements from both FTA and FHWA sources are helping to achieve transit targets – transit safety (10.07% of total investment) and transit asset management (10.01%). Overall, the TIP as a whole contributes to the economic development of the Savannah region.



APPENDIX

Appendix A: Identified Lump Sum Projects

The following table lists specific lump sum projects that have been identified by GDOT in the CORE MPO Transportation Management Area but have not been fully implemented yet. The project list shows the project ID, description, and project status. These projects are shown here for information and reference purposes. Those lump sum projects that have been completed or are under construction are not included in this list.

IDENTIFIED LUMP SUM PROJECTS IN THE SAVANNAH TMA

Bryan

		PE		ROW		CST		UTL	
PROJ	DESCRIPTION								
0016167	SR 144 @ LONGWOOD DRIVE & LOUIS C GILL BLVD	PE	PRECST	ROW	PRECST	CST	PRECST		

Bulloch

		PE		ROW		CST		UTL	
PROJ	DESCRIPTION								
M005870	I-16 FROM SR 67/BULLOCH TO 0.07 MI W OF I-95/CHATHAM								

Chatham

		PE		ROW		CST		UTL	
PROJ	DESCRIPTION								
0015151	SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 25 LOCS	PE	AUTHORIZED			CST	PRECST		
0015675	I-16 @ CS 647/CS 2289/CHATHAM PKWY	PE	AUTHORIZED			CST	PRECST		
0016462	SR 25/US 17 FROM SR 307 TO I-516	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0016800	RAILROAD CROSSINGS @ 6 LOCS IN BRANTLEY; CHATHAM & WAYNE	PE	AUTHORIZED			CST	PRECST		
0017179	SIGNING & MARKING @ 79 GCR & SVHO LOCS IN DIST 5					CST	PRECST		
0017273	CS 636/E 39TH STREET @ SVHO #641105H IN SAVANNAH					CST	PRECST		
0017274	CS 657/E 35TH STREET @ SVHO #641122Y IN SAVANNAH					CST	PRECST		
0017275	CS 764/E PARK AVE @ SVHO #641127H IN SAVANNAH					CST	PRECST		
0017276	CS 769/E WALDBURG STREET @ SVHO #641128P IN SAVANNAH					CST	PRECST		

0017277	CS 772/E BOLTON STREET @ SVHO #641129W IN SAVANNAH					CST	PRECST		
0017456	CS 1419/ALFRED STREET @ NS #734175G IN SAVANNAH					CST	PRECST		
M004518	I-516 @ 8 LOCS - SIGN UPGRADES								
M005712	SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE								
M005720	SR 25 @SIDNEY LANIER & SR 404 SPUR @TALMADGE MEMORIAL BRIDGE								
M005863	SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE-CABLE DAMPING SYSTEM								
M005875	I-516 FROM CS 347/MILDRED ST/HERIOT ST TO W OF CSX #957151K								
M006035	I-95 FROM CSX #637581M TO 1 MI N OF CS 565/QUACCO ROAD								
M006078	SR 307 FROM 0.27 MI N OF I-16 TO CSX #6324734								
M006082	SR 204 FROM BRYAN COUNTY LINE TO E OF CR 774/GATEWAY BLVD								
M006165	JIMMY DELOACH PKWY FROM SR 21 TO CS 160/PRESOTT ROAD								

Effingham

		PE		ROW		CST		UTL	
PROJ	DESCRIPTION								
0016465	SR 30 FROM MIDLAND RD/EFFINGHAM TO HODGESVILLE RD/CHATHAM	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST

Appendix B: Funding Obligations in FY 2018 - 2020

The funding obligations information demonstrates how well the programmed projects in the FY 2018 – 2021 TIP and STIP are implemented. As funding for more projects are authorized, the obligation tables will be updated.

The highway funding obligations table on the next pages shows which projects in the CORE MPO's FY 2018 – 2021 Transportation Improvement Program (TIP) and the GDOT's FY 2018 - 2021 State Transportation Improvement Program (STIP) and what phases of their development have been authorized in fiscal years 2018 - 2020 for the Savannah area as of September 2020. The stand-alone bike/pedestrian improvement projects or those projects with bike/pedestrian improvement features are also listed. The funding authorization of these projects went through the FHWA funding obligation process.

It should be noted that the highway funding obligations table includes some maintenance and signal projects which are directly managed by GDOT and do not go through the CORE MPO planning process. Their inclusion in the table is to reflect a comprehensive picture of all of the related transportation improvements going on in the Savannah region.

The transit grant close out table below shows which transit programs have received funding during fiscal years 2018 - 2020. The funding authorization of these transit programs went through the FTA funding obligation process. The transit projects that went through funding transfer from FHWA to FTA (CAT Vehicle Purchase, e.g.) are listed in the highway funding obligation table and are not repeated here.

Transit Funding Obligations – 2018 - 2020 FTA Grant Awards

Transit Funding Obligations -- 2018 - 2020 Grant Awards			
Federal (FTA)	Source	Date Executed/ Closed/ Extended	FTA Grant Amount
GA-2020-032-01	FY18 Low-No 5339c	9/15/2020	\$1,500,000.00
GA-2020-032-04	FFY 17, 18, 19 5339	9/15/2020	\$1,244,347
GA-2020-032-02	FFY18 & FFY19 FHWA z230	9/15/2020	\$1,500,000.00
GA-2020-032-02	FY18 & FY19 z230 FWHA	9/15/2020	\$2,467,603.00
GA-2020-034-01-00	FY20 5307	9/17/2020	\$3,671,879.00
GA-2020-034-03	FY20 5339	9/17/2020	\$439,421

Highway Funding Obligations for the Savannah Area in FY 2018 - 2020

Primary County: Bryan

PROJ	DESCRIPTION	Phase Code	Program Year	% in MPO	Authorized Amount
010739	R 144 @ I-95 SB & NB OFF RAMPS A	CST	2019	100	\$6,422,476.74
		ROW	2018	100	\$2,430,000.00
532370-	SR 144 EB FROM S OF CR 100 TO S OF CR 154	CST	2018	58	\$17,027,505.57
M005622	SR 144 FROM CS 615/CHEROKEE STREET TO DEAD END	MCST	2018	20	\$206,397.64
M005774	SR 25 FM 0.03 MI S OF CS 620/PONDEROSA RD TO OGEECHEE RIVER	MCST	2018	100	\$2,145,354.23

Primary County: Chatham

PROJ	DESCRIPTION	Phase Code	Program Year	% in MPO	Authorized Amount
0006328	BRAMPTON ROAD CONN FROM SR 21/SR 25 TO SR 21 SPUR	PE	2019	100	\$4,000,000.00
			2020	100	\$1,665,671.00
0007128	CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE	CST	2018	100	\$63,877,690.22
		UTL	2018	100	\$322,000.00
0007259	JIMMY DELOACH PARKWAY @ SR 17/SR 26 - INTERCHANGE	CST	2018	100	\$25,908,867.53
		UTL	2018	100	\$514,128.31
0007631	TRUMAN LINEAR PARK TRAIL - PHASE II-A	CST	2018	100	\$5,363,888.00
		UTL	2018	100	\$230,000.00
0008358	I-516 @ CS 1503/DERENNE AVE	PE	2018	100	\$1,375,611.00
		PE	2019	100	\$1,625,000.00
0010028	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	PE	2020	100	\$25,000.00
		CST	2021	100	\$4,000,000.00
0010560	SR 26 FM JOHNNY MERCER TO OLD US 80; INC BULL RVR&LAZARETTO	PE	2019	100	\$500,000.00
			2020	100	\$1,000,000.00
0012757	I-16 FROM I-95 TO I-516	ROW	2020	100	\$650,000.00
		CST	2018	100	\$3,912,101.25
			2019	100	\$49,500,000.00
			2020	100	\$106,300,000.00
0012843	SR 25 @ 3 LOC; SR 26 @ 4 LOC & SR 204 @ 2 LOC-SIGNAL UPGRADES	CST	2019	100	\$3,675,814.75
		ROW	2018	100	\$190,000.00
0013280	CAT VEHICLE PURCHASE - FY 2018	CST	2018	100	\$637,500.00
0013282	SR 25 @ PIPEMAKER CANAL - CULVERT REPLACEMENT	CST	2019	100	\$12,420,592.11

		ROW	2018	100	\$676,000.00
0013727	I-16 @ SR 307	CST	2020	100	\$28,325,972.97
		PE	2018	100	\$980,494.00
		ROW	2018	100	\$6,977,933.83
0015306	TRUMAN LINEAR PARK TRAIL - PHASE II-B	PE	2019	100	\$194,479.00
0015469	PL SAVANNAH - FY 2018	PLN	2018	100	\$393,032.71
0015704	SR 404 SPUR/US 17 @ BACK RIVER	PE	2018	100	\$700,000.00
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RVR	PE	2018	100	\$300,000.00
0015721	CS 659/CS 2352/TREMONT ROAD @ CSX #641177L	CST	2018	100	\$431,664.42
		PE	2018	100	\$28,500.00
0015736	OFF-SYSTEM SAFETY IMPROVEMENTS @ 2 LOC IN CHATHAM COUNTY	CST	2018	100	\$384,259.07
		PE	2018	100	\$2,011.53
0015818	CS 1418/KING STREET @ NS #734176N IN SAVANNAH	CST	2018	100	\$274,594.00
0015820	CS 91/MAGAZINE AVE @ NS #734189P IN SAVANNAH	CST	2018	100	\$295,550.00
0015828	CS 1106/STILES AVE @ NS #728974X IN SAVANNAH	CST	2018	100	\$164,364.68
0015849	SAVANNAH MPO INTERCHANGE TRAFFIC STUDY I-95 AIRWAYS FY 2018	PLN	2018	100	\$400,000.00
0015850	SAVANNAH MPO INTERCHANGE TRAFFIC STUDY I-16 LITTLE NECK 2018	PLN	2018	100	\$400,000.00
0015875	PL SAVANNAH- FY 2019	PLN	2019	100	\$414,206.82
0015881	SR 26/US 80 @ NS #734168W	CST	2019	100	\$447,934.00
0015977	CAT BUS RELIABILITY INITIATIVE	CST	2019	100	\$1,687,500.00
0015978	CAT MAINTENANCE EQUIPMENT UPGRADES	CST	2019	100	\$752,923.00
0015979	CAT ELECTRIC BUS CONVERSION INITIATIVE	CST	2019	100	\$2,000,000.00
0016361	SR 21 @ SR 30	PE	2019	100	\$650,000.00
0016383	CS 2355/TELFAIR STREET @ NS #734184F IN SAVANNAH	CST	2020	100	\$307,647.00
0016392	CS 535/NELSON AVE @ CSX #641187S IN GARDEN CITY	CST	2020	100	\$295,725.00
		PE	2019	100	\$18,000.00
0016441	SR 21/SR 30 FROM I-95 TO SR 30	PE	2019	100	\$465,000.00
0016561	PL SAVANNAH FY 2020	PLN	2020	100	\$444,676.33
0016790	CS 2355/TELFAIR RD @ CSX #734184F IN SAVANNAH	CST	2020	100	\$28,696.00
		PE	2019	100	\$23,000.00
0016793	CAT INTELLIGENT TRANSPORTATION SYSTEMS	CST	2019	100	\$796,610.00
0016800	RAILROAD CROSSINGS @ 6 LOCS IN BRANTLEY; CHATHAM & WAYNE	PE	2019	63	\$14,490.00
0016889	SR 30 FROM CS 611/WARREN DRIVE TO CS 614/CHISWICK STREET	PE	2019	100	\$140,000.00
0016952	SR 21 @ PIPEMAKERS CANAL - CST OVERSIGHT ONLY	CST	2020	100	\$153,600.00

521855-	SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	PE	2018	100	\$1,290,000.00
		ROW	2019	100	\$8,691,000.00
522790-	JIMMY DELOACH PARKWAY EXTENSION FM I-16 TO SR 26/US 80	CST	2018	100	\$24,181,698.19
		UTL	2018	100	\$154,000.00
M005618	SR 21 SPUR FROM SR 21 TO DEAD END	MCST	2018	100	\$363,589.27
M005624	SR 204 SPUR FROM 0.40 MI W OF PIN POINT RD TO MCWORTER RD	MCST	2018	100	\$584,295.35
M005675	SR 26 @ 1 LOC & SR 404 SPUR @ 2 LOCS - BRIDGE PRESERVATION	MCST	2019	100	\$598,230.00
M005719	SR 26/US 80 FROM BULL RIVER TO LAZARETTO CREEK	MCST	2018	100	\$2,107,200.75
M005725	I-16 @ 6 LOCS - BRIDGE PRESERVATION	MCST	2020	55	\$626,227.49
		MPE	2018	55	\$19,250.00
M005763	SR 25 FROM N OF DUNDEE CANAL TO 0.07 MI N OF SMITH AVE	MCST	2018	100	\$609,348.95
M005767	SR 204 FROM 0.02 MI E OF CS 1143/STEPHENSON AVE TO SR 26	MCST	2019	100	\$3,972,962.87
M005768	SR 26 FROM S OF CS 446/WILKES STREET TO SR 17	MCST	2018	100	\$2,675,041.36
M005863	SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE-CABLE DAMPING SYSTEM	MPE	2018	100	\$368,694.74
M005897	SR 25 FROM BRYAN COUNTY LINE TO I-516	MCST	2020	100	\$4,704,649.94
M005898	SR 30 FROM EFFINGHAM COUNTY LINE TO W OF SR 21	MCST	2020	100	\$800,773.49
M005919	SR 21 FROM N OF CS 590/SMITH AVE TO CS 661/HENDLEY ROAD	MCST	2020	100	\$2,414,496.51
S014914	TRAFFIC SIGNAL US71/SR25/OCEAN HWY@CR774/CANE BREAK RD	TSA	2018	100	\$193,285.00
S014941	OVRHD CMS US80/SR26/ISLANDS XPRESSWY EB@CR167/OLD US 80	TSA	2018	100	\$135,900.00
S014943	PED HAWK SR 204/ABERCORN ST@CS 2388/E.73RD ST IN SAVANNAH	TSA	2018	100	\$151,170.50
S014944	UPGRADE SIGNAL SR 204/ABERCORN ST@OGLETHORPE PLAZA	TSA	2018	100	\$160,717.00
S014968	RESTRIPE US 80/SR 26 BRIDGE OVER LAZERETTO CREEK 3' MED SEP	TSA	2018	100	\$78,040.00
S014981	EEE LMIG PROJ SAVANNAH YACHT CTR LATHROP AVE & CAROLAN ST	PR	2018	100	\$350,000.00
S015186	EEE ADDL LMIG OP. IMPROVEMENTS FOR US 17/SR 25 AT QUACCO RD	PR	2019	100	\$500,000.00
S015217	Chatham Co - install HAWK system on SR 21 at Groves High Sch	TSA	2019	100	\$152,492.00
S015241	HAWK system on SR 26 @ Cedar St. & med. closing @ Downing Av	TSA	2019	100	\$172,992.15
S015268	EEE ADDL LMIG SIDEWALK AT RICE MILL ROAD & SR 21	PR	2020	100	\$26,000.00
S015299	extend left turn lanes on SR21 at O-Leary & Hendley Ave	TSA	2020	100	\$142,360.92
S015302	Widen NB Ramp on SR 405 at SR 26	TSA	2020	100	\$173,855.00
S015342	overhead Regulatory Signage & strain pole on SR21 SB @ SR307	TSA	2020	100	\$26,237.50
S015387	extend 2 right turn lanes on SR17 at Benton Blvd	TSA	2020	100	\$175,939.80
S015392	extend SB turn lane on SR 21 at Grange Road	TSA	2020	100	\$100,416.00

T005139	FY 2018-SAVANNAH MPO-SEC.5303-PLANNING	442A1	2018	100	\$0.00
T005997	FY 2019-SAVANNAH MPO-SEC.5303-PLANNING	442A1	2019	100	\$0.00
T006008	FY 2020-SAVANNAH MPO-SEC.5303-PLANNING	442A1	2020	100	\$0.00
T006653	SAVANNAH – FEDERAL INSPECTION SERVICE FACILITY – SITEWORK	AVIA	2018	100	\$0.00
T006668	TYBEE ISLAND-BEACH RE-NOURISHMENT EVALUATION STUDY	HARB	2018	100	\$0.00
T006823	SAVANNAH – TERMINAL APRON EXPANSION	AVIA	2019	100	\$0.00

Primary County: Effingham

PROJ	DESCRIPTION	Phase Code	Program Year	% in MPO	Authorized Amount
0006700	EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM	PE	2019	23	\$75,210.00
M005766	SR 21 FROM 0.02 MI S OF SR 30 TO 0.24 MI S OF NS #916917C	MCST	2019	34	\$1,287,645.72

Appendix C: Implemented or Removed TIP Priority Projects

Implemented Priority Projects

The CORE MPO's TIP prioritization process started in 2006 when the MPO established the transportation improvement prioritization policy and project lists. Since then the prioritization methodology has been revised and refined. Many of the original priority projects have been implemented or are being implemented. The implementation here means that either the projects have been constructed, are under construction or the construction funds have been authorized. The information listed here is for reference only.

- PI# 0000345, SR 307 Overpass over new Port Authority rail line - the road is open to traffic.
- 0000836, Savannah River Water Taxi Ferry System - construction is complete.
- PI# 0000690, I-95 southbound welcome center - the center is open to the public.
- PI# 0001075, Truman Parkway interchange lighting - construction is complete.
- PI# 0002140, SR 307 widening from US 17 to I-16 – the roadway is open to traffic.
- PI# 0002921, Truman Parkway Phase V - the road is open to traffic.
- PI# 0002923: SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT – the roadway is open to traffic.
- PI# 0007148, I-95 Operational Improvements at SR 204 – the road is open to traffic.
- PI# 0007400, update of the Congestion Management Process (CMP) - the CMP update is complete and has been updated several times since its completion.
- PI# 0007401, update of 2030 Long Range Transportation Plan - the updated MTP, the CORE Connections 2035 Framework Mobility Plan, was adopted in 2009. The plan was updated twice since then with the latest being Mobility 2045.
- PI# 0007482, SR 25/US 17 @ SR 307/Bourne Avenue Operational Improvements – the road is open to traffic.
- PI# 0008089, MLK Blvd Streetscapes in Savannah, Phase II – project is complete.
- PI# 0008090, AASU Bicycle/Pedestrian Path – project is complete.
- PI# 0008316, PI# 0008317, PI# 0008318, PI# 0008559, PI# 0008560, PI# 0008561, PI# 0008562, PI# 0008607, PI# 0008608, PI# 0010562, MPO Strategic Planning Studies - the various studies are completed.
- PI# 0008651, Bridge Replacement at SR 204 Spur/Diamond Causeway @ Skidaway Narrows - the bridge is open to traffic.
- PI# 0008995, AASU Bicycle/Pedestrian Path, Phase II – project is complete.
- PI# 0008996, Broughton Street from SR 25 Conn to East Broad Street - project is complete.
- PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD – construction funds have been authorized. Letting is scheduled in November 2020.
- PI# 0010232, SR 204/Abercorn Street Operational Improvements from Veterans Parkway to Rio Road – the road is open to traffic.
- PI# 0010522, Georgia Ports Authority Rail Tie-in to the Mason Intermodal Container Transfer Facility – construction is complete.

- PI# 0010559: SR 204 from Forest River to Harry S Truman Pkwy – study is complete.
- PI# 0010738, I-95 NB Ramp @ Airways Avenue Operational Improvements – road is open to traffic.
- PI# 0011743: SR 21 from I-516 to Effingham County line – study is complete.
- PI# 0011832, SR 26 from McKenzie Street to Tybrisa Street @ 15 locations – RRFB. project is complete.
- PI# 0012689, I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY - project is complete.
- PI# 0007128, CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE – the project is under construction.
- PI# 0007631, TRUMAN LINEAR PARK TRAIL – PHASE II-A – the project is substantially complete and is expected to be open to the public soon.
- 0013727, I-16 @ SR 307 – the project has been let for construction.
- PI# 0007259, CR 984/JIMMY DELOACH PARKWAY @ SR 17 – INTERCHANGE – the project is under construction.
- PI# 522790, JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80- the project is under construction.
- PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD – construction funds are expected to be authorized by September 30, 2020.
- PI# 522870, SR 204/Abercorn Street Interchange Construction at King George Blvd – the roadway is open to traffic.
- PI# 532750, Abercorn Street intersection improvement at Tibet Avenue - the road is open to traffic.
- PI# 532780, SR 204/Abercorn Street intersection improvement at Largo Drive – the road is open to traffic.
- PI# 533200, Abercorn Street Bridge Replacement at Harmon Canal – the road is open to traffic.
- 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154 – the project is under construction.
- PI# 550560, SR 204 Spur/Whitefield Avenue Widening from Haney's Creek to Ferguson Avenue – and the road is open to traffic.
- T002486, Norfolk Southern – Port Junction Wye Construction - construction is complete.
- PI# M004603, I-95 NB Exit Ramp @ SR 21; INC SR 21 @ I-95 NB Right Turn Lane – project is complete.
- PI# M004608, SR 404 Spur @ Talmadge Memorial Bridge - Maintenance Repairs – project is complete.
- PI# M004632, SR 26 from W of CR 1111/Coleman Blvd to E of CSX #641194C – project is complete.
- PI# M004633, SR 204 from E of Gateway Blvd to E of King George Blvd – project is complete.
- PI# M004634, SR 26 from Gary Creek to Bull River – project is complete.
- M004903, SR 204 FROM CS 645/37TH STREET TO I-16 – maintenance project is complete.
- Purchase of buses – Some hybrid buses and paratransit vans have been acquired and are now a part of the CAT bus fleet.
- Electric Bus Conversion Initiative, Bus Reliability Initiative, Transit Maintenance Equipment Upgrades – funds have been authorized and flexed to FTA.
- CAT Intelligent Transportation System – funds have been authorized and flexed to FTA.

- JARC program – program has rolled into other human services transportation grant, though CAT continued services for the Job Access and Reverse Commute to provide welfare recipients and low-income populations with reliable employment-related transportation.
- Bus Shelters – construction of bus shelters at various bus stops in Chatham County is complete and more is forth-coming.
- Transit Signage – some bus stop signs along the CAT bus routes have been upgraded.
- Complete the Park and Ride Lot Study – Study is complete.

Projects Removed from the Original Priority List due to Other Reasons

The following project has been removed from the original priority list.

- PI# 571060, Skidaway Road improvements from Rowland Avenue to Ferguson Avenue – Chatham County is implementing this project with local SPLOST funds.

Appendix D: Public Participation Materials

The attached public participation materials provide proof of compliance with the participation process of the CORE MPO's FY 2021 - 2024 TIP development.

August 2020

MEETING NOTICE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, will host a virtual public meeting in conjunction with the CORE MPO Board meeting for the development of the FY 2021 - 2024 Transportation Improvement Program (TIP). The purpose of the TIP prioritization meeting is for the public to provide input on the transportation improvement project prioritization methodology and priority project lists for the CORE MPO planning area. Materials related to the TIP prioritization will be available for review by COB on August 21, 2020 on the CORE MPO website at <https://www.thempc.org/Core#gsc.tab=0>.

The TIP is the short-range programming document of the CORE MPO transportation planning process and will list the multi-modal transportation projects in the CORE MPO planning area that are programmed to receive funds over the next four years.

The TIP prioritization public meeting information is listed below.

TIP Prioritization Public Meeting
Wednesday, August 26, 2020
10:00 am.

The virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required. Please register here <https://register.gotowebinar.com/register/5253363611988711182>. After registering, you will receive a confirmation email containing information about joining the webinar.

For additional information, 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.

October 2020

PUBLIC NOTICE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on a report titled: Draft FY 2021 – 2024 Transportation Improvement Program (TIP). The draft report includes descriptions of highway, transit, bike/pedestrian, as well as other multi-modal projects in the Savannah area programmed to receive funds in fiscal years 2021 to 2024. Copies of the draft TIP will be available for review at the Live Oak public libraries, the Chatham County-Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <https://www.thempc.org/Core#gsc.tab=0>, and other public review agencies. Any changes to the draft report will be posted on the website.

The comment period will start on **November 4, 2020** and written comments on the draft TIP will be accepted until the close of business on **December 3, 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.

CORE MPO will host two virtual public meetings to answer questions and accept comments on the draft TIP in conjunction with the December 2020 Citizens Advisory Committee (CAC) and CORE MPO Board meetings. Meeting times are listed below. The links to join the meetings will be posted on the MPC website when they become available.

CORE MPO Citizens Advisory Committee (CAC) Meeting
Thursday, December 3, 2020
5:30 p.m.

CORE MPO Board Meeting
Wednesday, December 9, 2020
10:00 a.m.

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

For a complete list of public review agencies, additional information regarding the draft TIP, and information regarding the public meetings, please call (912) 651-1466.

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November 2020

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Written comments on the draft TIP will be accepted until the close of business on **December 3, 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.

CORE MPO will host two virtual public meetings to answer questions and accept comments on the draft TIP in conjunction with the December 2020 Citizens Advisory Committee (CAC) and CORE MPO Board meetings. Meeting times and links are listed below.

CORE MPO Citizens Advisory Committee (CAC) Meeting

Thursday, December 3, 2020

5:30 p.m.

This virtual meeting will be utilizing GotoMeeting software. No registration is required. Please join the meeting by clicking <https://global.gotomeeting.com/join/110130213>.

CORE MPO Board Meeting

Wednesday, December 9, 2020

10:00 a.m.

This virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required. Please register here <https://register.gotowebinar.com/register/3457656617271962895>. After registering, you will receive a confirmation email containing information about joining the webinar.

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

For a complete list of public review agencies, additional information regarding the draft TIP, and information regarding the virtual public meetings, please call (912) 651-1466.

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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.

FHWA Comments and CORE MPO Responses

<p>Please revise the Resolution to include language stating that the FY 2021 – 2024 TIP is consistent with the 2045 MTP</p>	<p>Done. One of the clause has been changed to “WHEREAS, the TIP is consistent with the 2045 Metropolitan Transportation Plan and all other plans, goals and objectives of the Coastal Region Metropolitan Planning Organization, and shall be updated at least annually with revisions to reflect changes in program emphasis and funding availability”.</p>
<p>Since the draft TIP was not transmitted with the MTP listing of the projects in the 2021 – 2024 band, how does this TIP demonstrates consistency between the current MTP to MPO partners, citizens, and stakeholders?</p>	<p>As a consistency check, Appendix E shows the Addendum to 2045 MTP. This is a way agreed upon by FHWA and GDOT in previous years to track TIP projects’ consistencies with the MTP projects and policies. The format of this addendum has been approved by FHWA and GDOT.</p>
<p>Additionally, while reviewing the current MTP, I didn’t see the following TIP projects in current MTP and/or inconsistencies between the two documents for fiscal constraint:</p> <ul style="list-style-type: none"> ○ 0015704 (in 6th network. Also at the top of pg. 172 in the MTP (\$1.6m), this funding amount is vastly different from what in programmed in the draft TIP \$16.2m) ○ 0017411 not in the MTP ○ 0008358 not in the MTP list of projects ○ 0017515 not in the MTP ○ 0017516 not in the MTP ○ 0017414 not in the MTP ○ 0017415 not in the MTP ○ 0006328 not in the MTP ○ 521588 on the MTP fiscally constraint project listing (pg. 158), the amount is over 40% more in the TIP) 	<ul style="list-style-type: none"> ○ PI# 0015704 – the 2045 MTP cost estimates are based on GDOT estimates for the Georgia portion of the project costs at the time when the project first started development. The cost estimates in the TIP reflect GDOT’s and SCDOT’s latest cost estimates based on the concept report and other known issues. ○ PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP – consistent with the Operational Improvements set aside policy of the 2045 MTP. ○ PI# 0008358, I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option) – the project is included in Cost Band One of 2045 MTP. There is ROW cost estimate update for this project after 2045 MTP was adopted. The 2045 Addendum shows the difference. ○ P# 0017515, I-16 @ SR 17 – this project is consistent with the I-16 Interchange at Little Neck Road project included in Cost Band One of 2045 MTP. GDOT re-named the project. ○ PI# 0017516, Priscilla D Thomas Way/SR 21) Signalization Project - consistent with the Operational Improvements set aside policy of the 2045 MTP. ○ 0017414, SR 26/US 80 @ BULL – this project has been split from PI# 0010560 (SR 26/US 80 @ Bull River and @ Lazaretto Creek) which is included in Cost Band One of 2045 MTP. The Addendum to 2045 MTP shows this consistency check in Appendix E. ○ PI# 0017405, SR 26/US 80 @ LAZARETTO CREEK - this project has been split from PI# 0010560 (SR 26/US 80 @ Bull River and @ Lazaretto Creek) which is included in Cost Band One of 2045 MTP. The Addendum to 2045 MTP shows this consistency check in Appendix E.

	<ul style="list-style-type: none"> o PI# 0006328, Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80 – this project is included in Cost Band One of 2045 MTP. o PI# 521588, SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening) – this project is included in Cost Band One of 2045 MTP. The cost estimates have been updated by GDOT and the 2045 Addendum reflects the updates. The addendum is the way agreed upon by FHWA and GDOT to keep track of cost estimates changes. It's not feasible to update the financial plan of the long range document constantly to reflect the ever-changing projects' cost estimates in the TIP.
To make TIP review process seamless, more transparent, and to further demonstrate compliance (consistency and fiscal constraint), I recommend that the MPO staff submit in addition, an acceptable MTP fiscal constraint, project listing of the FY 2021 – 2024 projects with the TIP during review and public comment period.	Appendix E shows the 2045 MTP and FY 2021 – 2024 TIP consistency check. If this is not sufficient, we can include the financial plan of the 2045 MTP in the Revised Draft TIP for public review and comment.
GDOT Intermodal Comments and CORE MPO Reponses	
Please revise the language in Section 1.4.1 from “The public involvement process for the Transportation Improvement Program (TIP) is used to satisfy the Georgia Department of Transportation public participation process for the Program of Projects (POP)” to read more like this – “The MPO’s public participation process for the development of the TIP meet the Federal Transit Administration (FTA) public participation requirements related to the development of the Section 5307 Program of Projects.”	The language in the draft TIP is a direct excerpt from the Participation Plan which was adopted in August 2019. The MPO is currently updating the Participation Plan and Title VI Plan to include language related to virtual public involvement. The updates are expected to be adopted in February 2021. We will make sure to include the transit public participation requirements during this update. The TIP document will be revised later in this regard after the updated Participation Plan becomes official. For now, we are making sure that the recommended language regarding FTA transit public participation requirements are included in all of our public notices that are advertised.
Please use the correct PI# and funding amount in the attached file for the Federal Highway Ferry Boat Program funding to prevent the need for future TIP amendments. We can use PI# T007426 but we will need to match up the appropriate funding amount with an eligible project identified by CAT. After everything is finalized, the MPO will need to send a flex request letter.	The MPO staff has coordinated with the Chatham Area Transit staff to address these issues. The funding amount for the FBP program has been corrected and the PI# has been added. After the funds are authorized, the MPO will assist CAT in accessing these funds through the flex request letter and other necessary steps.
GDOT Planning Comments and CORE MPO Responses	
Resolution – Please revise to read “NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the attached four-year Transportation Improvement Program for the period FY 2021 – 2024. “	The language in the resolution has been updated to reflect the requested change.
Please make sure page numbers in Table of Contents are correct.	The page numbers have been double checked and corrected where appropriate.

Page IV - MPO Technical Coordinating Committee List - Correct the Spelling of Ned Green's name in the list.	The misspelling has been corrected. Other membership updates since the Preliminary Draft TIP's development have been made as well – new members for MPO Board and TCC due election and staff turn-over, etc.
Page 14 – Participation in the Development of Public Participation Program - Add verbiage related to virtual public involvement as with the Participation Plan	The language in the draft TIP is a direct excerpt from the Participation Plan which was adopted in August 2019. The MPO is currently updating the Participation Plan and Title VI Plan to include language related to virtual public involvement. The updates are expected to be adopted in February 2021. The TIP document will be revised later in this regard after the updated Participation Plan becomes official. For now, we are including virtual public involvement opportunities in all of the public notices.
Page 27 - GDOT Lump Sum Projects – PI 0016361 and PI 0016441 are listed as lump sum but are not in lump sum list sent to MPO - We are checking to confirm that these are not lump sum. If they aren't, MPO needs to still show these projects in the document.	Since this comment, the MPO staff has been informed by GDOT that these two projects are 100% HB170 funded and don't need a TIP sheet for authorization. They come from the State Funded Program and they are not a Federal Lump Sum. The MPO considers them the state lump sum projects and will list them separately from the federal lump sum project list. They are also included in the Financial Plan so that the MPO has a more comprehensive understanding of the Savannah region's transportation investment projects.
Page 36 – update Costs for PI 0013742 <ul style="list-style-type: none"> o ROW FY 2021 Z001 (\$69,000) o CST FY 2022 Z001 (\$32,649,698) 	The project's cost estimates have been updated in both the project page and in the TIP's Financial Plan. The impacts of these changes have been reflected in the Revenue Projections for Z001 funds as well.
Page 43 – Chatham County Old River Road Improvement <ul style="list-style-type: none"> o Please clarify if these costs are the total project costs or the MPO portion. Should the project costs be revised to only include the portion of the project located in the MPO area? (Similar to PI# 0006700 Effingham Parkway Project?) How is the portion of the project not in the MPO area being funded? o Please correct the project map to show MPO boundary and the portion of project in MPO 	The MPO staff has reached out to Chatham County to get some clarifications. The TIP project information has been updated – Z230 funds are allocated to only the Chatham County portion of the project with the County to provide the 20% local match. The staff has decided to include total costs in the TIP for a comprehensive understanding of the full project scope but has made the clarification that the Effingham County portion of the project will be funded by Effingham County with their local funds. The map will still show the whole project since it does not stop at the county line.
Page 61 – Financial Plan – Please make the font size larger to make it easier to read the financial plan document	The MPO staff has increased the font size of the Financial Plan to make it more readable.
Page 76 – Appendix B - Funding Obligations in FY 2018 -2020 <ul style="list-style-type: none"> o Transit Funding Obligations – 2018 -2020 FTA Grant Awards – Is there supposed to be a table or chart here? Nothing is showing on the page 	The MPO staff has reached out to Chatham Area Transit to get the transit funding obligation information for the past three years. The information has been added to the Revised Draft TIP.
Page 82 – Appendix C - Implemented or Removed TIP Priority Projects <ul style="list-style-type: none"> o PI 0010028 – Please update verbiage to show that CST funds were authorized in September 2020 	This section of the TIP document has been updated to reflect this latest change. The funding authorization information has been added to Appendix B as well.

Please add System Performance report to MPO's draft TIP document	Some language in reference to the MPO's System Performance Report and target setting process has been added in Chapter Two.
Make sure all projects in the TIP have individual TIP numbers. o Ex. The Chatham County – Old River Road Project has the same TIP number as PI 0017411 (TIP ID 2020-H-03)	The TIP numbers have been corrected to make them unique to the corresponding projects.
Make sure project names match GDOT Database; incorrect project names will result in “non-AUTH” of projects per federal approval o PI 0017516 - SR 21 @ CS 610/PRISCILLA THOMAS WAY o PI # 0017411 - I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	The project names in the Preliminary Draft TIP come from information previously received from GDOT. The Revised Draft TIP has been updated to reflect the correct project names sent with this request. PI#0017516 has been removed from the draft TIP as the new development brought to light that the project sponsor (Garden City) is not LAP certified. After the LAP certification is achieved, the project can be brought back into the TIP.
Planning will provide new Lump Sum and Authorized Projects lists before adoption to display latest information in the adopted TIP	We thank GDOT for continued coordination with us. The TIP is a living document and will be maintained and updated continuously to reflect the latest project programming and funding authorization information.
Additional Comments and CORE MPO Responses	
See Email Below	Addressed throughout the final TIP document

From: Green, Nedric D <NGreen@dot.ga.gov>
Sent: Thursday, December 3, 2020 11:57 AM
To: Wykoda Wang <wangw@thempc.org>
Cc: Vivian Canizares <mcanizares@dot.ga.gov>
Subject: FW: FY 2021 - 2024 Draft TIP - Additional Comments

Good morning Wykoda,

Please see the additional comments on the CORE Draft FY 2021 – 2024 TIP document, including comments from the GDOT Office of Financial Management. Please let me know if you have any questions. Thanks!

General Comments

- Page 19 – Update Information related to Administrative Mods/Amendments process
- Page 35. PI 0012757 – Update Project Length to 7.50 miles; update fund code for CST (02TFA instead of 01TFA)
- Page 36. PI 0013741 – Update project length to 0.76 miles
- Page 41. PI 0008358 – Project length is 0.20 miles; Project description should be 6 lane instead of 4
- Page 45. PI 0013464, 0013465, 0013466, 0013467
 - o Update Title and project description to “ Oversight Services for Z230, Z301, CMAQ & HIP – FY 2021 - 2024
- Page 46. PI 0015306 – project length 0.76 miles; Federal Cost should be \$1,012,204 instead of the \$1,032,140 listed in the chart
- Page 49. PI 0017515 – Project length is 0.40 miles
- Page 51. PI 0017414 – Project length is 0.68 miles

- Page 52. PI 0017415 – Project length is 0.68 miles
- Page 53. PI 0006328 – Project length is 0.30 miles
- Page 54. PI 0006700 – Project length is 1.53 miles
- Page 56. PI 0008359 – Project length is 1.20 miles

Revisions to GDOT Projects:

- ☐ Page 36. PI 0013741. CST phase is \$55,647,414.06, Delete UTL phase (UTL phase is incorporated to CST)
- ☐ Page 38. PI 0015704. CST has moved to LR
- ☐ Page 54. PI 0006700. UTL phase is \$ 228,369.76 and not \$149,500

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Appendix E: MTP Addendum for MTP/TIP Consistency Check

The TIP is a subset of MTP. Each project or project phase included in the TIP shall be consistent with the approved Metropolitan Transportation Plan. The table below is an addendum to document consistency check between the CORE MPO's Mobility 2045 and the FY 2021 - 2024 Transportation Improvement Program.

Addendum to Mobility 2045								
GDOT PI #	Identified Projects	Original Mobility 2045				December 2020 Addendum		
	NAME	Phase	Current MTP Cost Band	Cost	NEW PROJECT NAME	Phase	New MTP Cost Band	New Cost
0008358	I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	ROW, CST	One	\$51,400,000	NA	ROW, CST	One	\$49,956,000
0008359	East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	ROW, CST	One	\$10,300,000	NA	ROW, CST	One	\$9,950,000
0010236	SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	ROW, CST	One	\$10,900,000	NA	ROW, CST	One	\$8,944,000
0013741	SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	ROW, CST	One	\$30,645,255	NA	ROW, CST	One	\$55,726,414
0013742	SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	ROW, CST	One	\$30,310,695	NA	ROW, CST	One	\$32,718,698
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	ROW, CST	One	\$2,500,000	NA	ROW, CST	One	\$2,500,000
0006700	Effingham Parkway from SR 119/Effingham to SR 30/Chatham	CST	One	\$41,879,134	NA	CST	One	\$11,737,661
0012757	I-16 FROM I-95 TO I-516	ROW, CST	One	\$211,900,000	NA	ROW, CST	One	\$261,450,000
0012758	I-16 at I-95 Interchange Reconstruction			\$0				
521855	SR 26 From I-516 to CS 188/Victory Drive (US 80 / Ogeechee Rd Widening)	CST	One	\$16,497,481	NA	CST	One	\$28,532,308
0006328	Brampton Road Connector from Foundation Drive to SR 21/SR 25/US 80	PE, CST	One	\$62,016,094	NA	PE, CST	One	\$75,401,297
0010560	SR 26/US 80 @ Bull River and @ Lazaretto Creek	PE, ROW, CST	One	\$94,999,688	SR 26/US 80 @ Bull River and @ Lazaretto Creek	PE	One	\$3,000,000
					PI# 0017414, SR 26/US 80 @ BULL	PE, ROW, CST	One	\$42,071,884
					PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK	PE, ROW, CST	One	\$20,969,864
					PI# TBA, Roadway Between Bridges	TBA	TBA	TBA

None	I-16 Interchange at Little Neck Road	PE, ROW, CST	One	\$32,813,717	PI# 0017515, I-16 @ SR 17	PE, ROW, CST	One	\$35,056,824
None	Old River Road Widening	PE, ROW, CST	Two	\$16,796,887	PI# TBA, Old River Road Widening	PE, ROW	One	\$4,500,000
					PI# TBA, Old River Road Widening	CST	Two	\$11,870,426
TBA	Operational Improvements with project sponsors (set aside)	PE, ROW, CST	One	\$58,271,837	PI# TBA, City of Savannah - Traffic Control Center	PE, CST	One	\$325,850
					PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	PE, CST	One	\$7,975,000
					PI# 0016361, SR 21 @ SR 30	CST	One	\$796,836
					0016441, SR 21/SR 30 FROM I-95 TO SR 30	CST	One	\$685,834
					PI# 0015675, I-16 @ CS 647/CS 2289/CHATHAM PKWY	CST	One	\$1,738,546
					Others TBA	PE, ROW, CST	One	TBA
TBA	Transit Improvements/Bus Replacements (transit set aside)	CST	One	\$5,600,000	PI# TBA, Chatham Area Transit - Electric Bus Conversion Initiative	CST	One	\$1,409,160
					Others TBA	CST	One	TBA
0015306	TRUMAN LINEAR PARK TRAIL – PHASE II-B	CST	One	\$4,405,623	NA	CST	One	\$4,434,225
TBA	Priority bike/ped projects in the Non-Motorized Transportation Plan with local sponsors (non-motorized set aside)	PE, ROW, CST	One	\$3,000,000	PI# TBA, Chatham County - Chevis Road Improvement Project	PE, ROW, CST	One	\$4,787,420
					PI# TBA, Chatham County - Garrard Avenue Improvement Project	PE, ROW, CST	One	\$4,350,000
					Others TBA	PE, ROW, CST	One	TBA