

Transportation Improvement Program

For the Coastal Region Metropolitan Planning Organization

Fiscal Year 2024 – 2027

Adopted November 1, 2023

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 2024 - 2027

Adopted November 1, 2023

**Coastal Region Metropolitan Planning Organization
Chatham County - Savannah Metropolitan Planning Commission
P.O. Box 8246, 110 East State Street
Savannah, Georgia 31412-8246
Phone: (912) 651.1440
www.thempc.org**

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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Savannah Airport Commission

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City of Richmond Hill

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Vision

Executive Secretary
NAACP - Savannah Branch

President and CEO
Goodwill Industries of the Coastal Empire

Representative
Savannah Council of the Blind

Executive Director
Kicklighter Resource Center

Representative
Coastal Center for Development Services

Representative
Intermodal Program District Representative
Georgia Department of Transportation

Representative
Georgia Association of the Deaf

Representative
City of Richmond Hill

Representative
Effingham County

Representative
Interested Citizen

Representative
Interested Citizen

Representative
Interested Citizen

Representative
Interested Citizen

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STAFF MEMBERS**

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

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Asia Hernton, Planner
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Anna McQuarrie, 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 2024 - 2027 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 and regionally significant 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 2024 – 2027 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 2024 – 2027.

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 November 1, 2023.



Chester Ellis, Chairman
Coastal Region Metropolitan Planning Organization

FEDERAL CERTIFICATION



U.S. Department
of Transportation
**Federal Highway
Administration**

Georgia Division

March 31, 2021

61 Forsyth Street
Suite 17T100
Atlanta, Georgia 30303
Phone: 404-562-3630
Fax: 404-562-3703
www.fhwa.dot.gov/gadiv

In Reply Refer To:
HIP-GA

Ms. Melanie Wilson, Executive Director
Chatham County – Savannah Metropolitan Planning Commission
110 East State Street
P.O. Box 8246
Savannah, GA 31412

Dear Ms. Wilson:

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have completed the 2020-2021 Certification Review of the transportation planning process for the Coastal Region (CORE) Metropolitan Organization Transportation Management Area (TMA). FHWA and FTA jointly certify the planning process for the CORE TMA, based on observations and findings from on-going work with the MPO, a Desk Review, and a Certification Review virtual site visit conducted on January 19 – 20, 2021.

The planning process at the CORE MPO is continuous, cooperative, and comprehensive and reflects a significant professional commitment to deliver quality in transportation planning. The attached report summarizes observations, findings, commendations, and recommendations from the Certification Review. The report did not identify any corrective actions. The overall conclusion of the Certification Review is that the planning process for the CORE MPO complies with the spirit and intent of the Federal metropolitan planning laws and regulations under 23 USC 134 and 49 USC 5303.

In consideration of ongoing and proposed planning activities for the CORE MPO, and based on the results of the Certification Review, the metropolitan planning process is certified until March 31, 2025. If you have any questions, please contact Ms. Ann-Marie Day, FHWA GA Division, at (404) 562-3639 or Ms. Aviance Webb, FTA Region IV, at (404) 865-5489.

Sincerely,

Yvette G. Taylor
Regional Administrator
Federal Transit Administration

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MARRERO

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Moises Marrero
Georgia Division Administrator
Federal Highway Administration

GDOT-CORE MPO JOINT CERTIFICATION

CERTIFICATION OF THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

Be it known to all, the below signees do hereby endorse and certify 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 5035](#), and [this subpart](#)

- a) 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).
- b) All major modes of transportation are members of the MPO.
- c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
- d) 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.
- e) Roles and responsibilities are defined for the development of the Long-Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
- f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
- g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

I. **UPWP (23 CFR Part 450.308)**

- a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
- c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
- d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

2. LRTP/MTP (23 CFR Part 450.324)

- a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
- b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- c) The LRTP/MTP is fiscally constrained.
- d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
- e) All of the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) planning factors were considered in the planning process.
- f) The LRTP/MTP 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.
- g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
- h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- i) The transit authority's planning process is coordinated with the MPO's planning process.
- j) 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/MTP in accordance with 40 CFR Part 93.

3. TIP (23 CFR Part 450.326)

- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- b) Each project included in the TIP is consistent with the LRTP/MTP.
- c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- f) The MPO TIP is included in the STIP by reference, without modification.
- g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- h) 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.

4. Participation Plan (23 CFR Part 450.316)

- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
- b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
- d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- e) The transportation planning process identifies and addresses the needs of those traditionally

underserved, including low-income and minority households.

- f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
- g) Additional time is provided if the “final” document is significantly different from the draft originally made available for public review.
- h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full and open access for all.

5. List of Obligated Projects (23 CFR Part 450.334)

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

II. In nonattainment 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

- a) 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.
- b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- e) The MPO’s TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- f) 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

- a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- b) 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.
- c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- d) The MPO has a documented policy on how Title VI complaints will be handled.
- e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
- f) 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](#)
 - a) 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 U.S. DOT funded projects](#)
 - a) 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](#)
 - a) 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](#)
 - a) 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 Old Americans Act, as amended \(42 U.S.C 6101\), prohibiting discrimination on the basis of age in programs and activities receiving Federal financial assistance](#)
 - a) 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](#)
 - a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
 - b) 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](#)
 - a) 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.

Chester A. Ellis

09-14-2023

Chester A. Ellis, Chairman
Coastal Region Metropolitan Planning Organization

Date

Vivian Canizares

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Vivian Canizares, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

Date

Matt Markham

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Matthew Markham, Deputy Director of Planning
Georgia Department of Transportation, Office of Planning

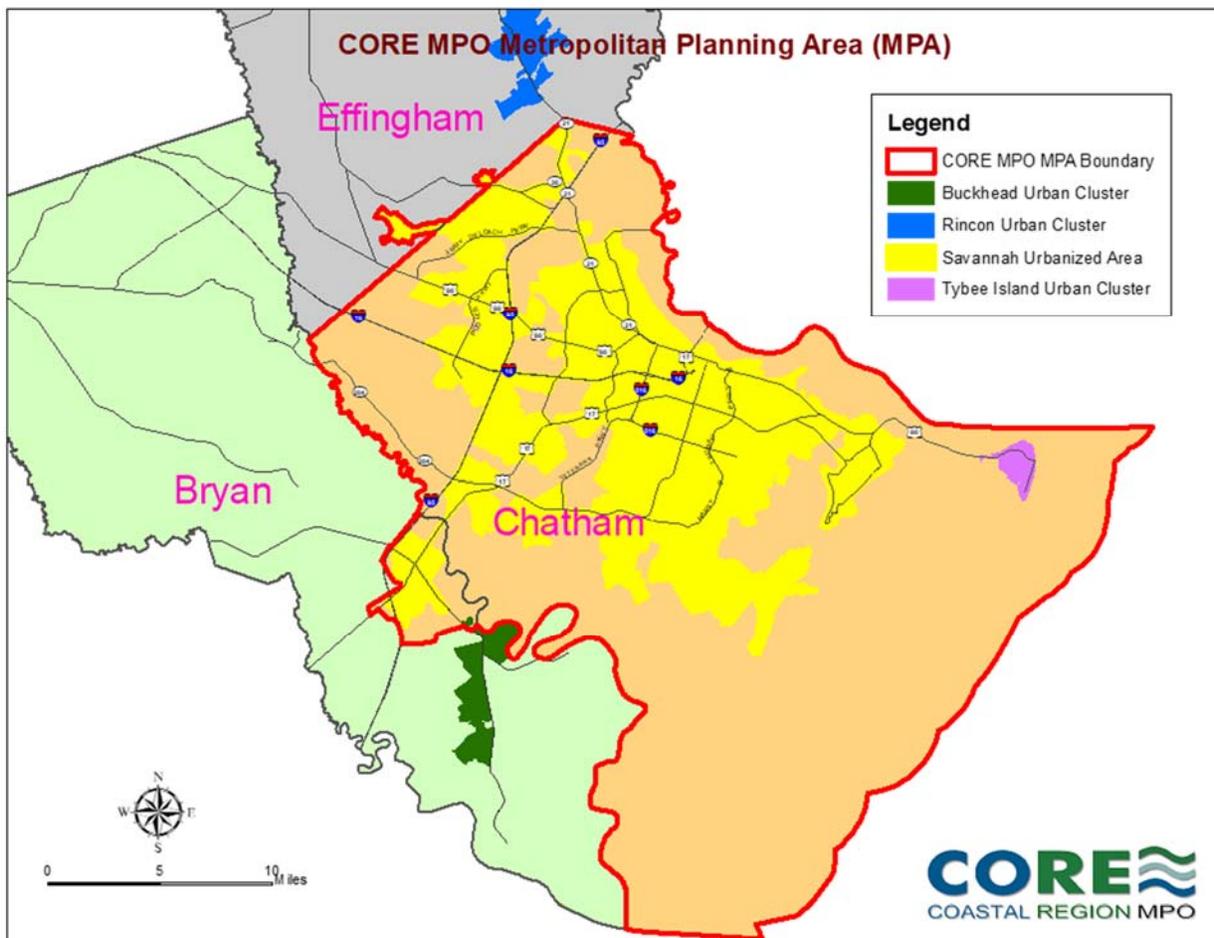
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CHAPTER 1: AN INTRODUCTION TO THE TRANSPORTATION IMPROVEMENT PROGRAM

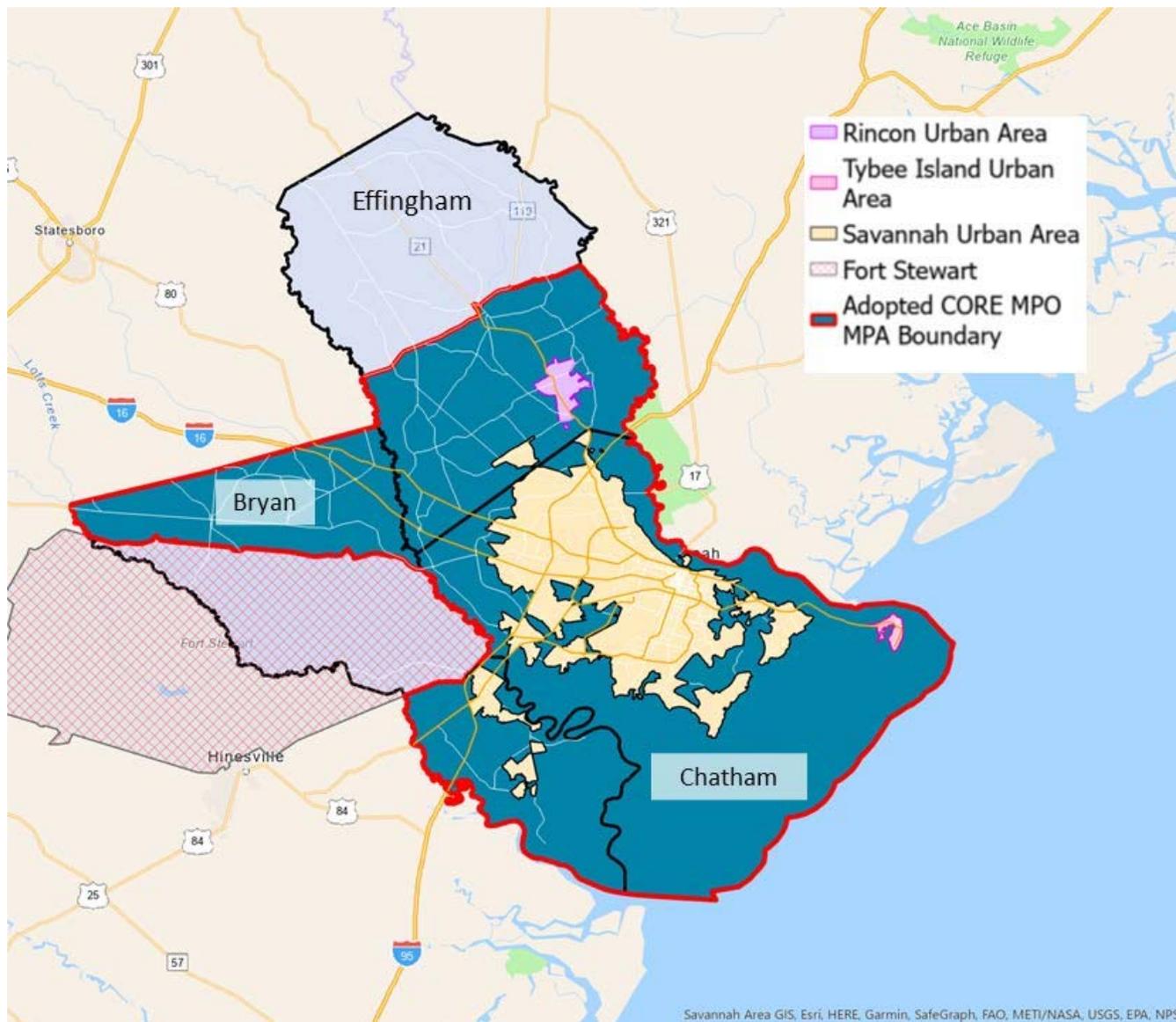
1.1 CORE MPO and TIP

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 urban area. The current CORE MPO Metropolitan Planning Area (MPA), based on the 2010 census data, includes all of Chatham County and portions of Bryan and Effingham Counties as depicted below.



In June 2023, the CORE MPO Board adopted the updated MPA boundary based on the 2020 census data and the current and projected developments in the Savannah region. The updated MPA boundary includes more areas in Bryan and Effingham Counties (see map below). The updated MPA boundary is expected to be approved by the Governor of Georgia and federal agencies in 2024.



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 the professional staff and several advisory committees. The current composition includes the following.

- 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)

In association with the CORE MPO MPA boundary update, the MPO is in the process of updating the Memorandum of Understanding (MOU) and Bylaws to revise its committee structure. It is expected that ACAT and CAC will be consolidated into the Transportation Equity and Public Involvement Advisory Committee (TEPIAC) with a focus on equity planning and public participation in the CORE MPO's transportation planning process. A new Bicycle and Pedestrian Advisory Committee (BPAC) will be established to advise in the planning, project selection and implementation of bike, pedestrian, and trail projects in the CORE MPO planning area. The updated MOU and Bylaws are expected to be adopted in 2024. The revised committee structure is expected to provide more inclusive and better tailored public involvement for the transportation planning process.

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 (<https://www.thempc.org/Core/Mtp2045>), was adopted in August 2019 and has been maintained and updated since then. CORE MPO is in the process of developing the 2050 Metropolitan Transportation Plan, called Moving Forward Together 2050 (<https://www.thempc.org/Core/Mtp2050>). The 2050 MTP is expected to be adopted in August 2024. The FY 2024 - 2027 TIP is programmed to address the transportation needs of the Savannah area and consists of priority improvements recommended in the MTP. It coincides with Cost Band One of 2045 MTP (2020 – 2027) and will overlap with Cost Band One of 2050 MTP (2025 – 2032). Thus, it is expected that the FY 2024 – 2027 TIP will be amended after August 2024 to incorporate projects in the adopted 2050 MTP.

As a TMA, CORE MPO has the authority to prioritize the projects in the FY 2024 - 2027 TIP, particularly those to be funded with the Surface Transportation Block Grant Program (STBG) Urban Attributable funds (Y230 funds), Transportation Alternatives funds (TA or Y301 funds), and the newly available Carbon Reduction Program funds (Y601 funds) under the latest Infrastructure Investment and Jobs Act (IIJA, also known as the “Bipartisan Infrastructure Law” (BIL)).

The FY 2024 - 2027 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 (current EDFAC, CAC and ACAT and future EDFAC, TEPIAC and BPAC) 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 region and then is 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 2024 – 2027 TIP Document

The format of this FY 2024 – 2027 Transportation Improvement Program (TIP) document is summarized below. 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 2024 - 2027 TIP is organized. The MPO organization that follows lists the CORE MPO Board, the current advisory committees, and staff members who have developed this TIP. The MPO resolution certifies the CORE MPO adoption of the FY 2024 - 2027 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 2024 - 2027 TIP, including expected federal / state / local funding in the next four years, and the transportation improvement priority establishment process.

Chapter 3 lists the specific highway, transit, and non-motorized multi-modal projects programmed in the FY 2024 - 2027 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 2024 - 2027, 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. 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 2024 to 2027, as well as a bus replacement schedule. The last section of Chapter 3 is the System Performance Report for the FY 2024 – 2027 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 2021 - 2023, the priority projects that have either been implemented or have been removed from the priority list, the public participation materials related to the FY 2024 - 2027 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 available funds 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 related to the FY 2024 – 2027 TIP.

1.3.1 IIJA/BIL Highway Programs

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law”) into law. IIJA is the largest long-term investment in infrastructure and economy in America’s history. It provides \$550 billion over fiscal years 2022 through 2026 in new Federal investment in infrastructure, including in roads, bridges, mass transit, water infrastructure, resilience, and broadband.

IIJA provides approximately \$350 billion for Federal highway programs over fiscal years 2022 through 2026. Most of this funding is apportioned (distributed) to States based on formulas specified in Federal law. However, IIJA also provides funding through a wide range of competitive grant programs. More information is available on the FHWA website at <https://www.fhwa.dot.gov/bipartisan-infrastructure-law/>. It should be noted that many programs are still being rolled out, so the website is constantly updated.

The summary below reviews some of the **formula programs** of IIJA administered by the Federal Highway Administration (FHWA). CORE MPO is eligible for some of these program funds but not the others.

CORE MPO and its planning partners are also eligible for many **discretionary programs** through competitive project selection processes. If those program funds are awarded to the Savannah region in the future, the specific program details will be introduced at that time, and the CORE MPO’s FY 2024 – 2027 TIP will be amended.

1.3.1.1 IIJA Highway Formula Programs

National Highway Performance Program (NHPP) – Continued

IIJA continues the National Highway Performance Program (NHPP). The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase

the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

Highway Safety Improvement Program (HSIP) - Continued

IIJA continues the Highway Safety Improvement Program (HSIP) to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

National Highway Freight Program (NHFP) – Continued

IIJA continues the National Highway Freight Program (NHFP) to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including:

- investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
- improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
- improving the state of good repair of the NHFN;
- using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
- improving the efficiency and productivity of the NHFN;
- improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
- reducing the environmental impacts of freight movement on the NHFN.

Surface Transportation Block Grant Program (STBG) – Continued

IIJA continues the Surface Transportation Block Grant Program (STBG) which promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. The STBG program under IIJA continues all prior eligibilities and adds a few new ones. **CORE MPO has project prioritization and selection authority for the STBG Urban Attributable funds allocated to the Savannah area.**

Transportation Alternatives (TA) – Continued

IIJA continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses 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. **CORE MPO has project prioritization and selection authority for the TA funds allocated to the Savannah area.**

Ferry Boat Program (FBP) – Continued

IIJA continues the FBP, which funds the construction of ferry boats and ferry terminal facilities by ferry systems in the States, Puerto Rico, and U.S. territories. **The Chatham Area Transit Authority (CAT) is eligible for the FBP funds as CAT operates a water ferry system across the Savannah River between Downtown Savannah and Hutchinson Island.**

Railway-Highway Crossings Program (RHCP) – Continued

IIJA continues the Railway-Highway Crossings Program (RHCP), which provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.

Congestion Mitigation and Air Quality Improvement Program (CMAQ) - Continued

IIJA continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible 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) and for former nonattainment areas that are now in compliance (maintenance areas). **CORE MPO does not receive CMAQ funds since the Savannah region is categorized as an air quality attainment area.**

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) - New

IIJA establishes the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk coastal infrastructure.

Bridge Formula Program (BFP) - News

IIJA establishes the Bridge Formula Program (BFP) to replace, rehabilitate, preserve, protect, and construct highway bridges.

Carbon Reduction Program (CRP) - New

IIJA establishes the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO₂) emissions from on-road highway sources. **CORE MPO has project prioritization and selection authority for the CRP funds allocated to the Savannah area.**

National Electric Vehicle Infrastructure Formula Program (NEVI) - New

IIJA establishes a National Electric Vehicle Infrastructure Formula Program (“NEVI Formula”) to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

1.3.1.2 IIJA Highway Program Funding Codes and Federal Shares

The table below demonstrates the major highway program funding codes under IIJA/BIL. Those program funding codes that correspond directly to the CORE MPO’s TIP are highlighted in **bold**. 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 upon agreements between the state and the local project sponsors.

IIJA/BIL Major Highway Program Funding Codes and Federal Shares

Fund Code	STIP Class	Description	Federal %	State %	Other %
Y001	NHPP	National Highway Performance Program (NHPP)	80	20	0
Y002	NHPPX	NHPP Exempt	80	20	0
Y003	CMAQ	Projects to Reduce PM 2.5 Emissions	80	0	20
Y008	NHPPX	Protective Features	80	20	0
Y100	TAP	TAP Improving Accessibility and Efficiency - Any Area Flex	80	20	0
Y101	TAP	TAP Improving Accessibility and Efficiency - Urbanized Areas With Population Over 200K	80	20	0
Y110	BFP	HIGHWAY INFRA BRIDGE IIJA	80	20	0
Y113	BFP	HIP BRIDGE FORMULA PROGRAM	80	20	0
Y120	BFP	HWY INFRA BRIDGE-OFF SYS IIJA	100	0	0
Y123	BFP	HIP BRIDGE FORMULA PGM OFF-SYS	100	0	0
Y130	NEVI	HIP NATL ELECTRIC VHCLE INFRA	80	20	0
Y133	NEVI	HIP NATL ELECTRIC VHCLE INFRA	80	20	0
Y140	HIP	HWY INFRA APP DEV HWY SYS IIJA	80	20	0
Y143	HIP	HIP APPALACHIAN DEV HWY SYS	100	0	0
Y230	STBG	STBG Program - Urbanized Areas With Population Over 200K	80	0	20
Y230S	STBG	STBG Program - Urbanized Areas With Population Over 200K	80	20	0
Y233	STBG	STBG Program Off-System Bridge	80	20	0
Y240	STBG	Surface Transportation Block Grant (STBG) Program Flex	80	20	0
Y301	TAP	Transportation Alternatives (TAP) - Urbanized Areas With Population Over 200K	80	0	20
Y304	TAP	Transportation Alternatives (TAP) - Areas > 200k STBG Program Eligibilities	80	0	20
Y400	CMAQ	Congestion Mitigation & Air Quality Improvement (CMAQ)	80	0	20
Y460	NHFP	National Highway Freight Program (NHFP)	80	20	0
Y470	NHFP	Freight Intermodal & Rail Projects	80	20	0
Y600	Carbon	Carbon Reduction Program (CRP) Flex [NEW]	80	20	0
Y601	Carbon	CRP Program - Areas With Pop Over 200K	80	0	20
Y800	PROTECT	PROTECT Program	80	20	0
Y820	PROTECT	Construction of New Capacity	80	20	0
Y830	PROTECT	Development Phase Activities and Other Preconstruction Activities	80	20	0
Y908	HIP	HIGHWAY INFRA BRIDGE REPLACEMENT	80	20	0
Y914	HIP	HWY INFR APP HWY SYS IIJA	100		
Y928	HPP	HIP COMMNTY PROJ CONG-DIRECTED	80		20
Y940	Trails	Recreational Trails Program (RTP)	80	20	0
YS30	HSIP	Highway Safety Improvement Program (HSIP)	90	10	0
YS40	RRX	Railway-Highway Crossings Program	100	0	0

1.3.2 IIJA/BIL Transit Programs

IIJA authorized up to \$108 billion for public transportation, including \$91 billion in guaranteed funding. It is the largest federal investment in public transportation in the nation's history. The legislation will advance public transportation in America's communities through four key priorities: safety, modernization, climate, and equity. The funds are divided into formula programs and discretionary grants. More information is available on the FTA website at <https://www.transit.dot.gov/BIL>. The summary below reviews some of the IIJA programs administered by the Federal Transit Administration (FTA) relevant to the CORE MPO planning area.

1.3.2.1 IIJA Transit Grant Programs

Urbanized Area Formula Program (5307) – Continued

IIJA continues, without change, the Urbanized Area Formula Funding program that makes federal resources available to urbanized areas and governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. **The Chatham Area Transit Authority (CAT) is the designated recipient of Section 5307 funds in the Savannah region. This is a major funding source for the capital improvements and operations of CAT.**

Fixed Guideway Capital Investment Grants (5309) – Continued

IIJA continues the discretionary Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity.

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

IIJA continues, without change, the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Formula Grants for Rural Areas (Section 5311) - Continued

IIJA continues the Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

State of Good Repair (5337) – Continued

IIJA continues the State of Good Repair grants program. This program provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transportation operates safely, efficiently, reliably, and sustainably so

communities can offer balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development.

Bus and Bus Facilities (Section 5339) – Continued

IIJA continues the Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

Pilot Program for Transit-Oriented Development Planning

IIJA continues the competitive Transit Oriented Development (TOD) planning program, that provides funding for efforts associated with an eligible transit project for which the project sponsor will seek funding through FTA’s Capital Investment Grants Program. TOD focuses growth around transit stations to create compact, mixed-use communities with easy access to jobs and services. TOD capitalizes on public investments in transit and supports transit systems by increasing ridership and fare revenue.

Public Transportation Safety Program

IIJA continues the public transportation safety program, which includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a State Safety Oversight (SSO) program. **The Transit Safety targets are required to be included in the System Performance Report of the TIP.**

Transit Asset Management

IIJA continues, without change, FTA’s Transit Asset Management (TAM) program. The TAM program enables transit agencies to implement strategic approaches to monitoring, maintaining, and replacing transit assets. FTA’s TAM rule (49 CFR Part 625) requires transit agencies to develop a compliant TAM plan, set performance targets for capital assets, create data and narrative reports on performance measures, and coordinate with their planning partners. **The TAM targets are required to be included in the System Performance Report of the TIP.**

1.3.2.2 IIJA 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 state and local shares for specific projects are based upon agreements between the state and the local project sponsors.

IIJA 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 Lump Sum Funding Programs

A portion of the STIP funding is set aside for certain groups of projects that do not substantially increase roadway capacity. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of an immediate concern while fulfilling the requirements of the STIP. Funds are set up in lump sum banks to undertake improvements that emerge and are developed after the STIP is approved. These lump sum banks are listed for each year for 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 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 required in that category.

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.

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

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 (ROW) 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, ROW 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, and Continuous Flow Intersections.
- The Signal Upgrades program consists of signal designs, specifications, upgrades, signal operations, maintenance and signal asset replacements.

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.

- 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.
- 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.
- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

1.3.4 Other Funding Programs

Earmarks: Some transportation improvement projects are awarded 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. The earmarks have been phased out in previous years but have been brought back.

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 estimated 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).

Local Funds: As mentioned previously, most of the federal funding programs require matching funds. The local project sponsors can provide these funds through the general operating budget or Special Purpose Local Option Sales Tax (SPLOST) or Transportation Special Purpose Local Option Sales Tax (TSPLOST). Some sponsors can develop and implement a project with all local funds. Projects completely financed through local funds don’t need to go through the state’s environmental process (Georgia Environmental Policy Act or GEPA) or the federal environmental process (National Environmental Policy Act or NEPA).

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 urban 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. It has been updated to the Participation Plan (PP). 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 February 2021. CORE MPO plans to update the PP again associated with the CORE MPO Metropolitan Planning Area (MPA) boundary and bylaws update as well as the 2050 MTP update. This update is expected to be adopted in 2024.

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 current 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. There will be some updates to this process in 2024 as a part of the Participation Plan update to reflect the new GDOT Amendment and Administrative Modification process.

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 timeframe, 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 2024 - 2027 TIP DEVELOPMENT

2.1 Expected FY 2024 - 2027 TIP Funding for the CORE MPO Metropolitan Planning Area

2.1.1 Expected Highway Funds

The highway funds are allocated to the CORE MPO planning area through the Federal Highway Administration (FHWA). 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 highway revenues include STBG Urban Attributable (Y230), Transportation Alternatives (Y301), Highway Infrastructure Program (HIP) and Carbon Reduction Program (CRP) funds. CORE MPO has prioritization, project selection and funding allocation authority for these funds. CORE MPO conducts Calls for Projects and competitive project selection processes for these funds based on their respective project prioritization methodology. These funds are used to implement awarded projects/phases in the FY 2024 - 2027 TIP.

SAVANNAH							
TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED)							
FY 2024 - FY 2027							
FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		\$ 175,000,000	\$ 57,997,378	\$ 3,272,500	\$ -	\$ 236,269,878
STBG	Y230		\$ 6,485,319	\$ 9,904,587	\$ 10,049,943	\$ 10,049,943	\$ 36,489,791
TAP	Y301		\$ 1,116,492	\$ 1,391,334	\$ 1,414,111	\$ 1,414,111	\$ 5,336,048
NHFP	Y460		\$ -	\$ -	\$ 4,537,500	\$ -	\$ 4,537,500
Carbon	Y601		\$ 903,873	\$ 1,500,546	\$ 1,500,546	\$ 1,500,546	\$ 5,405,511
PROTECT	Y800		\$ -	\$ 22,798,854	\$ -	\$ -	\$ 22,798,854
HIP	Z919		\$ 386,218	\$ -	\$ -	\$ -	\$ 386,218
Earmark*			\$ 900,000				\$ 900,000
Local**	LOC		\$ -	\$ 19,708,161	\$ 32,350,000	\$ 6,834,400	\$ 58,892,561
NHPP	Y001	LIGHTING	\$ 27,000	\$ 27,000	\$ 27,000	\$ 27,000	\$ 108,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 1,211,000	\$ 1,211,000	\$ 1,211,000	\$ 1,211,000	\$ 4,844,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 7,534,000	\$ 6,727,000	\$ 6,727,000	\$ 6,727,000	\$ 27,715,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 565,000	\$ 565,000	\$ 565,000	\$ 565,000	\$ 2,260,000
STBG	Y240	OPERATIONS	\$ 323,000	\$ 323,000	\$ 323,000	\$ 323,000	\$ 1,292,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 807,000	\$ 807,000	\$ 807,000	\$ 807,000	\$ 3,228,000
STBG	Y240	RW PROTECTIVE BUY	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
HSIP	YS30	SAFETY	\$ 2,691,000	\$ 2,691,000	\$ 2,691,000	\$ 2,691,000	\$ 10,764,000
RRX	YS40	RAILROAD CROSSINGS	\$ 309,000	\$ 309,000	\$ 309,000	\$ 309,000	\$ 1,236,000
TOTAL			\$ 198,298,901	\$ 126,000,860	\$ 65,824,600	\$ 32,499,000	\$ 422,623,360

* Matched earmark funds that the City of Savannah received has been added to the original revenues provided by GDOT.

**The local funds for OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP is not included as that project is not an official part of the TIP.

2.1.2 Expected Transit Funds

The transit funds are allocated to the CORE MPO planning area through the Federal Transit Administration (FTA). 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 Urban Area is a TMA MPO area, CAT receives the funds directly from 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 Urban 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 as well.

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 2024 - 2027.

CORE MPO MPA TOTAL EXPECTED MATCHED TRANSIT FUNDS *					
FY 2024 - FY 2027					
Funding Code	FY 2024	FY 2025	FY 2026	FY 2027	Total
Section 5307	\$13,769,335	\$11,006,694	\$8,507,094	\$5,684,608	\$38,967,731
Section 5307 (h)	\$6,835,000	\$200,000	\$200,000	\$200,000	\$7,435,000
Section 5337	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Section 5339 and Section 5339 C	\$1,800,000	\$1,700,000	\$1,700,000	\$1,700,000	\$6,900,000
FHWA Ferry Boat Program Formula Funds	\$445,561	\$445,561	\$445,561	\$445,561	\$1,782,244
Section 5310	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Section 5311	\$1,229,599	\$1,229,599	\$1,229,599	\$1,229,599	\$4,918,396
T-HUD	\$0	\$14,508,472	\$0	\$0	\$14,508,472
Flexed FHWA Funds	\$7,324,981	\$729,801	\$1,670,000	\$0	\$9,724,782
Total	\$31,804,476	\$30,220,127	\$14,152,254	\$9,659,768	\$85,836,625
*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.					
*CAT is the sub-recipient of GDOT for the FHWA ferry boat program funds.					
*The M230, M301, Z230 and Z301 funds that are programmed for transit projects in previous years can be counted as transit revenues after they are authorized by FHWA and flexed from FHWA to FTA.					

2.2 Establishment of Transportation Improvement Priorities

2.2.1 TIP Project Prioritization Methodology and Performance Measures

The federal legislation includes an emphasis on performance-based planning and achieving the maximum benefits from expenditures of transportation projects, stating 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.

The federal regulation 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 infrastructure improvements, the federal regulation 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 FHWA'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 are identified based on available data and tools.

The Project Prioritization methodology of Mobility 2045 has been 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 (Y230 funds), the Highway Infrastructure Program funds (HIP funds) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds in support of 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 Call for Projects manuals at <https://www.thempc.org/Core/Call2022>. Projects have been 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 Y230, HIP and CRRSAA funds for TIP development.

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.

The Chatham Area Transit Authority (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 Master Transit Plan, the Transit Development Plan (TDP), the Transit Asset Management Plan (TAM), as well as the Public Transportation Agency Safety Plan (PTASP).

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/docs/lit/corempo/plans/nonmotorizedtransportation/2014/oct/appendixg.pdf> 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 (see the Y301 manual at <https://www.thempc.org/Core/Call2022>). The final rankings assisted the TCC in recommending allocations of available Y301 funds for TIP development.

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 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 Priority Establishment for FY 2024 – 2027 TIP

The CORE MPO Board approved the following prioritization approach for development of the FY 2024 – 2027 TIP.

- The specific projects already included in Cost Band One of Mobility 2045 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 by June 30, 2023.
 - PI# 0008358, I-516 @ CS 1503/DeRenne Avenue
 - PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY
 - PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 PKWY
 - PI# 0015704, SR 404 SPUR/US 17 @ BACK RIVER
 - PI# 0015705, SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER
 - PI# 0017414, SR 26/US 80 @ BULL RIVER
 - PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK
 - PI# 0017515, I-16 @ SR 17 (I-16 Interchange at Little Neck Road)
 - PI# 0018402, I-95 @ Airways Avenue Interchange Improvements
 - PI# 0019219, SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE (amended into Cost Band One in December 2022)

- CORE MPO has prioritization authority over HIP-funded projects and CRRSSA-funded projects. These funds have lapsing dates. The MPO conducted Calls for Projects in 2020 and 2021 to award these funds. The projects programmed with HIP or CRRSAA funds should be considered TIP priority projects as they have gone through the competitive project selection process. Those projects with construction funds authorized are not included in the list.
 - PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK – awarded HIP funds
 - PI# 0017515, I-16 @ SR 17 (I-16 Interchange at Little Neck Road) – awarded HIP funds
 - PI# 0017975, Chevis Road Improvement Project - awarded CRRSAA funds
- CORE MPO has prioritization authority over the Surface Transportation Block Group (STBG - Y230)- and Transportation Alternatives (Y301)- funded projects. The MPO conducted Calls for Projects for these funding sources in 2020 - 2022 and built up a priority project list as well as a waiting list for the FY 2024 – 2027 TIP. The MPO’s Technical Coordinating Committee (TCC) has reviewed and evaluated the applications and ranked them based on their scores. Since the eligibility overlaps with each other, some projects may be awarded multiple funding sources. The following table lists the rankings during the 2022 competitive project selection process. The awarded studies have had funds authorized in FY 2023, so they are not considered priorities for the FY 2024 - 2027 TIP.

Project	Y230 Rank	Y301 Rank	Comment
City of Savannah - I-516 @ CS 1503 DeRenne Avenue (PI#0008358)	1		Awarded Y230 funds for FY 2024.
Chatham County - I-95 at Airways Ave Interchange Improvements (PI#0018402)	2		Awarded Y230 funds for FY 2023.
Chatham County - State Route 204 Access Study	3		Funding authorized
Chatham County - I-16 at SR17 (PI#0017515)	4		
Chatham Area Transit-State of Good Repair Fleet Replacement	5		Awarded Y230 funds for FY 2024.
Chatham County - State Route 25 Corridor Study	6		Funding authorized
Chatham County - President Street Railroad Crossing Elimination Project	7		Funding authorized
City of Tybee Island - SR 26.US80 Over the Bull River (PI# 0017414)	8		Awarded Y230 funds for FY 2024.
City of Savannah - Tide to Town/ Middleground Rd Phase	9	1	Awarded Y301 funds for FY 2023.
Chatham County - Chevis Road Improvement Project(PI#0017975)	10	2	
Chatham County - Garrard Avenue (PI#0017976)	11	3	Awarded Y230 funds for FY 2024.
Chatham County - Green Island Multipurpose Trail	12	4	Awarded Y301 funds for FY 2023.
City of Richmond Hill - Ivey and Linwood Sidewalks*		5	Awarded Y230 funds for FY 2024.

*Richmond Hill has requested to cancel the project after the ranking was developed. The project is not included in the final TIP.

- CORE MPO has prioritization authority over projects programmed with the newly established Carbon Reduction Program under IIJA. Many sidewalk and bike projects are eligible for these program funds. For FY 2024 – 2027 TIP, the final rankings for allocation of Y230 and Y301 funds were used to allocate the CRP funds to eligible projects because these projects have gone through the project evaluation and prioritization process.
- CAT has identified the following transit priorities.
 - Completion and associated implementation steps for Master Transit Plan and Comprehensive Operational Analysis and Transit Development Plan (COA/TDP) efforts
 - Sustainability aims in growth of the EV, diesel and hybrid fleet for surface and marine transport

- Passenger Amenities - continue 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
 - Ferry Replacement – in addition to normal maintenance and repairs, replacements are underway for two ferries with a third expected during this TIP cycle.
 - 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
 - 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
 - Microtransit and Paratransit development and implementation – development of existing para services with new first/mile last mile/microtransit on demand services
 - Mobility Management - Eligible FTA capital costs for Mobility Management coordination and planning
- The priority bicycle, sidewalk or trail projects for TIP consideration are those that 1) are consistent with the CORE MPO’s Non-Motorized Transportation Plan; 2) have a dedicated local sponsor with local match funding commitment; and 3) have gone through the Call for Projects process.
 - The priority maintenance projects for TIP consideration are those that have been duly selected for funding by the State Transportation Board and are consistent with the Maintenance Set Aside in the CORE MPO’s 2045 MTP.
 - The priority operational improvement projects for TIP consideration are those that are consistent with the Operational Improvement Set Aside in the CORE MPO’s 2045 MTP and have a dedicated project sponsor with local match funding commitment.
 - PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP (ITS project)

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. CORE MPO has also adopted the performance targets of CAT regarding transit safety and transit asset management. The priority projects identified in the FY 2024 – 2027 TIP development will help to achieve the performance targets. Chapter Three of this TIP document includes the System Performance Report which demonstrates how the TIP priorities and programmed projects are contributing to the performance measures.

2.3 FY 2024 - 2027 TIP Development Public Participation Process

The development of the CORE MPO's FY 2024 - 2027 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 approach to the CORE MPO Board and its advisory committees in April 2023. The MPO held a virtual/in person hybrid public meeting on April 26, 2023 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, April 16, 2023 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 April 2023 meetings. No written comments have been received.

2.3.2 Participation in Draft TIP Development

The Preliminary Draft FY 2024 - 2027 TIP document was made available for review and comment by FHWA, FTA and GDOT from June to July 2023. The FHWA and GDOT comments are included in Appendix D. Responses to these comments have been incorporated throughout the Revised Draft TIP document as well as Appendix D.

The Revised Draft FY 2024 - 2027 TIP document with FHWA/FTA/GDOT comments incorporated were made available for a 30-day public review and comment period in September - October 2023. The written comments received during the 30-day public review period have been included in Appendix D. 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 coordinated with the project sponsors and project managers where necessary to obtain accurate project information.

The FY 2024 - 2027 TIP was endorsed by the Citizens Advisory Committee (CAC), the Technical Coordinating Committee (TCC) and the Economic Development and Freight Advisory Committee (EDFAC) on October 19, 2023 and by the Advisory Committee on Accessible Transportation (ACAT) on October 23, 2023. The Final TIP was adopted by the CORE MPO Board on November 1, 2023.

CHAPTER 3: FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROJECTS

3.1 FY 2024 - 2027 Highway Improvement Projects

3.1.1 Index of Highway Projects

PI #	DESCRIPTION	FUNDING	SPONSOR	FY CST	PAGE
0015704	SR 404 SPUR/US 17 @ BACK RIVER	Y001	GDOT/SCDOT	2025	31
0019219	SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE	Y001	GDOT	2024	32
0017414	SR 26/US 80 @ Bull River	Y001, Y230	GDOT/Tybee Island	2025	33
0017411	I-95 FM Florida State Line to S Carolina State Line -ITS EXP	Y001, Y460	GDOT	2026	34
0019013	Chatham Area Transit - State of Good Repair Fleet Replacement	Y230	Chatman Area Transit	2024	35
0008358	I-516 @ CS 1503/DeRenne Avenue	Y230, Local	City of Savannah	Long Range	36
0017975	Chevis Road Improvement Project	Y230, Y301, Y601, Local	Chatham County	2027	37
0017976	Garrard Avenue Improvement Project	Y230, Y301, Y601	Chatham County	2026	38
0019015	Green Island Road Multipurpose Trail off Diamond Causeway	Y230, Local	Chatham County	2027	39
0015705	SR 404 SPUR/US 17 from NE of Savannah Harbor Pkwy to Back River	Y800	GDOT/SCDOT	2025	40
0017415	SR 26/US 80 @ Lazaretto Creek	Y800, Z919	GDOT/Tybee Island	2025	41
0017515	I-16 @ SR 17	Z919, Local	Chatham County	2026	42
0011744	I-16 Exit Ramp Removal IMR Update	Earmark	City of Savannah	Long Range	43
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Local	City of Savannah	Long Range	44
Lump Sum	VARIOUS LUMP SUM IMPROVEMENT PROJECTS	Various	GDOT	2024 - 2027	45-46

Illustrative Project for Information					
0019716	OCEAN TERMINAL @ CS 2356 /LOUISVILLE RD & @ SR 25/US 17 RAMP	Local	GPA	2025	47

3.1.2 FY 2024 - 2027 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, bridge replacements, bike/ped/trail projects and others. Some projects with all local funds are listed because these projects had federal funds programmed for them in previous TIPs and will pursue federal funds in the future, so their inclusion in the FY 2024 - 2027 TIP provides continuity for project development. The funding information for these local projects is used for highway financial balance as well. Other local projects are not included in the official TIP or the highway financial balance; instead, they are listed as Illustrative Projects because they are 100% locally funded and will not pursue federal funds. Inclusion of these projects with significant impacts to the Savannah region is for information only. Some transit projects are included in the highway section of the TIP because they have received FHWA funds. These funds will be flexed to FTA after FHWA funding authorization.

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).

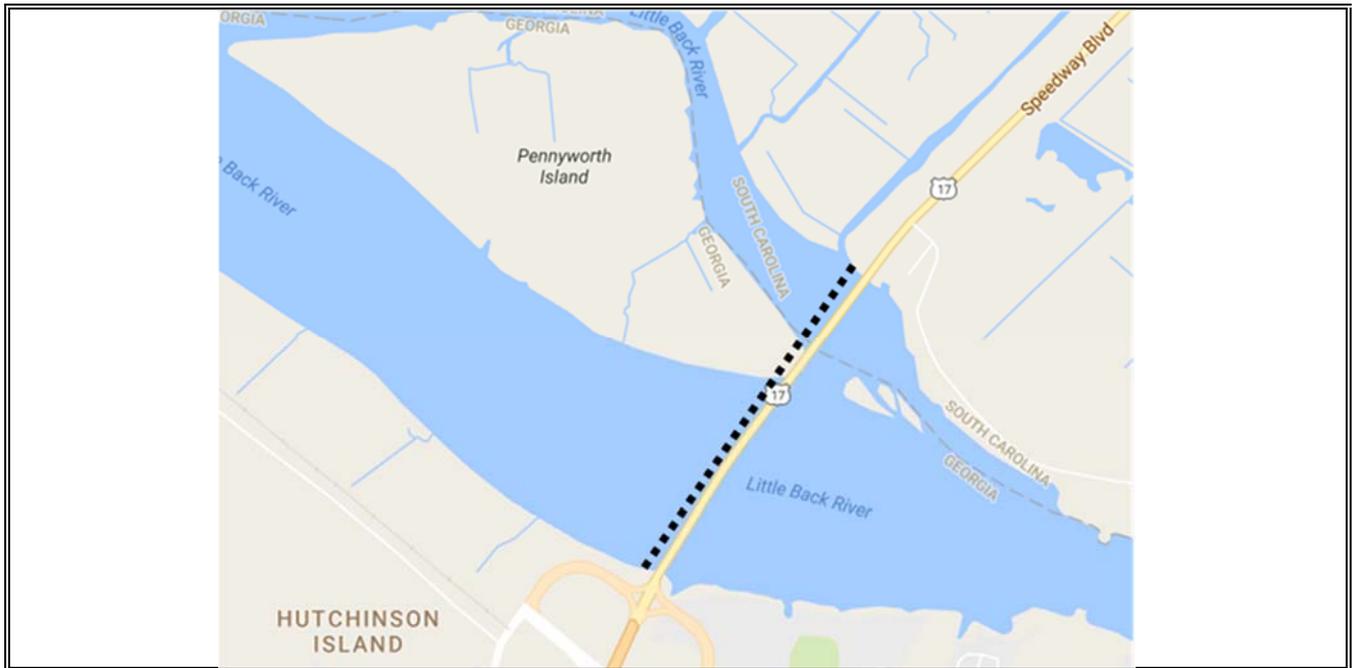
Preliminary Engineering (PE) includes field surveys, project concepts and designs. GDOT has implemented a two-phase PE that includes Scoping and the rest of the PE phase. Right-of-way (ROW) involves land acquisition. Utility (UTL) involves utility relocation and related work. Construction (CST) involves 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 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 404 SPUR/US 17 @ BACK RIVER				P.I. #: 0015704		
<p>PROJECT DESCRIPTION: A new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. The proposed bridge will consist of a 58.5-foot bridge cross section that features two 12-foot lanes, two 10-foot shoulders, a 10-foot multi-use path, and three 1.5-foot parapets. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic.</p>				TIP #: 2017-Bridge-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT: NA		2045:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 0		PLANNED: 2		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: SR 404 Spur/US 17		LENGTH (MI): 0.2		
<p>COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is developing this new bridge project in coordination with the Georgia Department of Transportation (GDOT) as a part of the US 17 Widening project. The bridge is located within Chatham County. PE and CST phases were amended into the financially constrained portion of the 2040 MTP in August 2017 and later included in 2045 MTP. PE funds have been authorized. No ROW is required. CST is programmed in FY 2025 with Y001 funds.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y001/State	\$0	\$16,200,000	\$0	\$0	\$16,200,000
PROJECT COST		\$0	\$16,200,000	\$0	\$0	\$16,200,000
FEDERAL COST		\$0	\$15,876,000	\$0	\$0	\$15,876,000
STATE COST		\$0	\$324,000	\$0	\$0	\$324,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE				P.I. #: 0019219		
<p>PROJECT DESCRIPTION: The US 17 / SR 404 Spur Bridge Major Maintenance Project includes the replacement of the existing cables, bridge bearings, and joints of the cable stayed bridge as a part of planned maintenance, while shortening the new cables in an effort to change the bridge profile and provide additional vertical clearance under the US 17 / SR 404 Spur Bridge in Chatham County, Georgia. This is GDOT's first CM/GC (Construction Manager/General Contractor) project.</p>				TIP #: 2022-GDOT-GPA-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y001		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT: 22,500		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 4		PLANNED: 4		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: SR 404 Spur		LENGTH (MI): 0.4		
COMMENTS/REMARKS: In 2022 GDOT requested to add the project to the 2045 MTP and the FY 2021 – 2024 TIP. PE funds have been authorized. No ROW is required. CST is programmed in FY 2024 with Y001 funds.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y001/State	\$175,000,000	\$0	\$0	\$0	\$175,000,000
PROJECT COST		\$175,000,000	\$0	\$0	\$0	\$175,000,000
FEDERAL COST		\$140,000,000	\$0	\$0	\$0	\$140,000,000
STATE COST		\$35,000,000	\$0	\$0	\$0	\$35,000,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

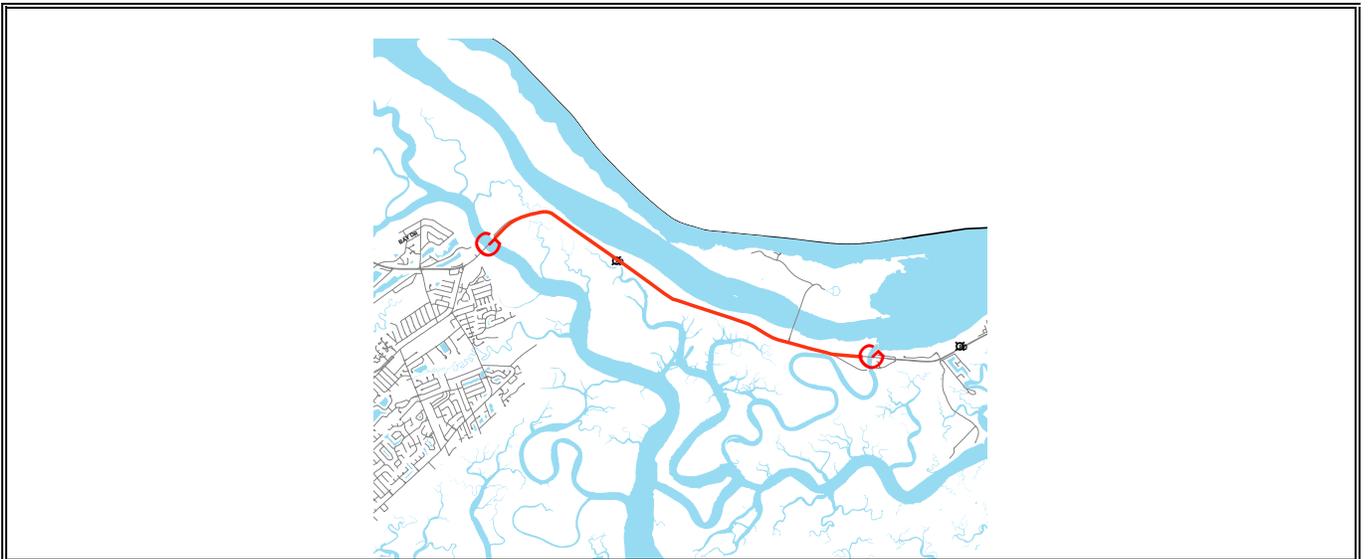
PROJECT LOCATION

<p>SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE</p>						
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**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 26/US 80 @ BULL RIVER				P.I. #: 0017414		
PROJECT DESCRIPTION: The project would replace the bridge at Bull River with a two-lane bridge that includes bike and pedestrian improvements.				TIP #: 2012-Bri-01-A		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y001, Y230		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT: 9,230		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: US 80		LENGTH (MI): 0.68		
COMMENTS/REMARKS: This project is split from PI# 0010560. PE funds have been authorized. The project was awarded HIP funds for ROW previously, but the funds have been re-allocated to Project DeRenne as this bridge replacement project has had a delay in implementation. ROW cost estimate has since been updated. The City of Tybee Island applied for Y230 funds for ROW during the August-September 2022 Call for Projects and got the award. ROW is now programmed in FY 2024 with Y230 funds and Tybee will provide the local match. UTL and CST are programmed in FY 2025 with Y001 fund.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Y230/Local	\$1,483,000	\$0	\$0	\$0	\$1,483,000
UTILITY	Y001/State	\$0	\$2,960,000/\$740,000	\$0	\$0	\$3,700,000
CONSTRUCTION	Y001/State	\$0	\$30,477,903/\$7,619,476	\$0	\$0	\$38,097,378
PROJECT COST		\$1,483,000	\$41,797,378	\$0	\$0	\$43,280,378
FEDERAL COST		\$1,186,400	\$33,437,903	\$0	\$0	\$34,624,303
STATE COST		\$0	\$8,359,476	\$0	\$0	\$8,359,476
LOCAL COST		\$296,600	\$0	\$0	\$0	\$296,600

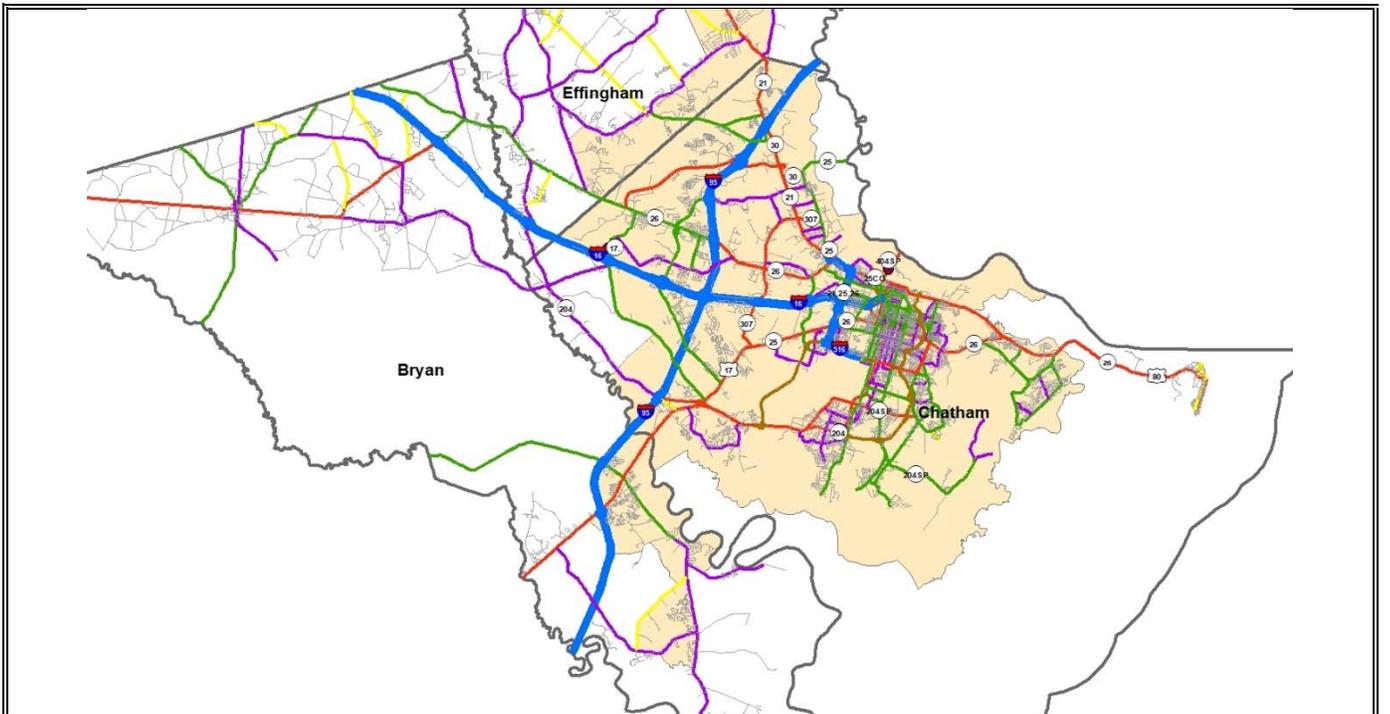
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP				P.I. #:	0017411	
PROJECT DESCRIPTION: ITS development along I-95. The cost here covers the portion in Chatham County and Bryan County.				TIP #:	2020-H-03	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Y001, Y460	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2022 AADT:	Varies	2045 AADT:	Varies	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	6	PLANNED:	6	RC:	CRC	
LOCAL ROAD #:	STATE/US RO:			LENGTH (MI):		
COMMENTS/REMARKS: PE funds have been authorized. No ROW is required. CST is programmed in FY 2026 with Y001 and Y460 funds. The cost estimates included here are for the portion located within the CORE MPO planning area.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y001/State	\$0	\$0	\$2,618,000/\$654,500	\$0	\$3,272,500
	Y460/State	\$0	\$0	\$3,630,000/\$907,500	\$0	\$4,537,500
PROJECT COST		\$0	\$0	\$7,810,000	\$0	\$7,810,000
FEDERAL COST		\$0	\$0	\$6,248,000	\$0	\$6,248,000
STATE COST		\$0	\$0	\$1,562,000	\$0	\$1,562,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

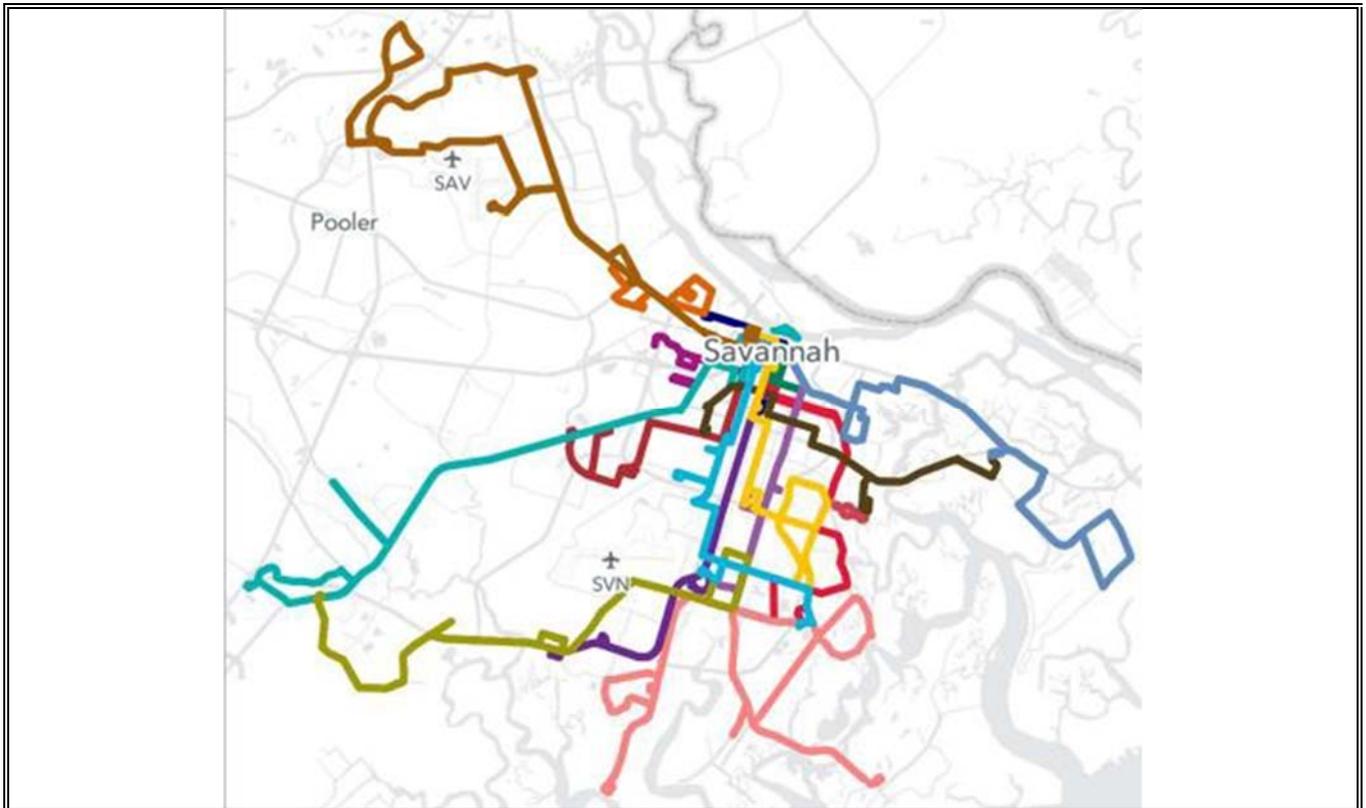
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

Chatham Area Transit - State of Good Repair Fleet Replacement				P.I. #: 0019013		
				TIP #: 2022-FTA-01		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y230		
TRAFFIC VOL. 2022 AADT: NA		2045 AADT: NA		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: The project ranked #5 during the 2022 Call for Projects. Y230 funds were awarded for vehicle replacements in FY 2024. Chatham Area Transit will provide the local match.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	NA	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y230/Local	\$2,872,800	\$0	\$0	\$0	\$2,872,800
PROJECT COST		\$2,872,800	\$0	\$0	\$0	\$2,872,800
FEDERAL COST		\$2,298,240	\$0	\$0	\$0	\$2,298,240
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$574,560	\$0	\$0	\$0	\$574,560

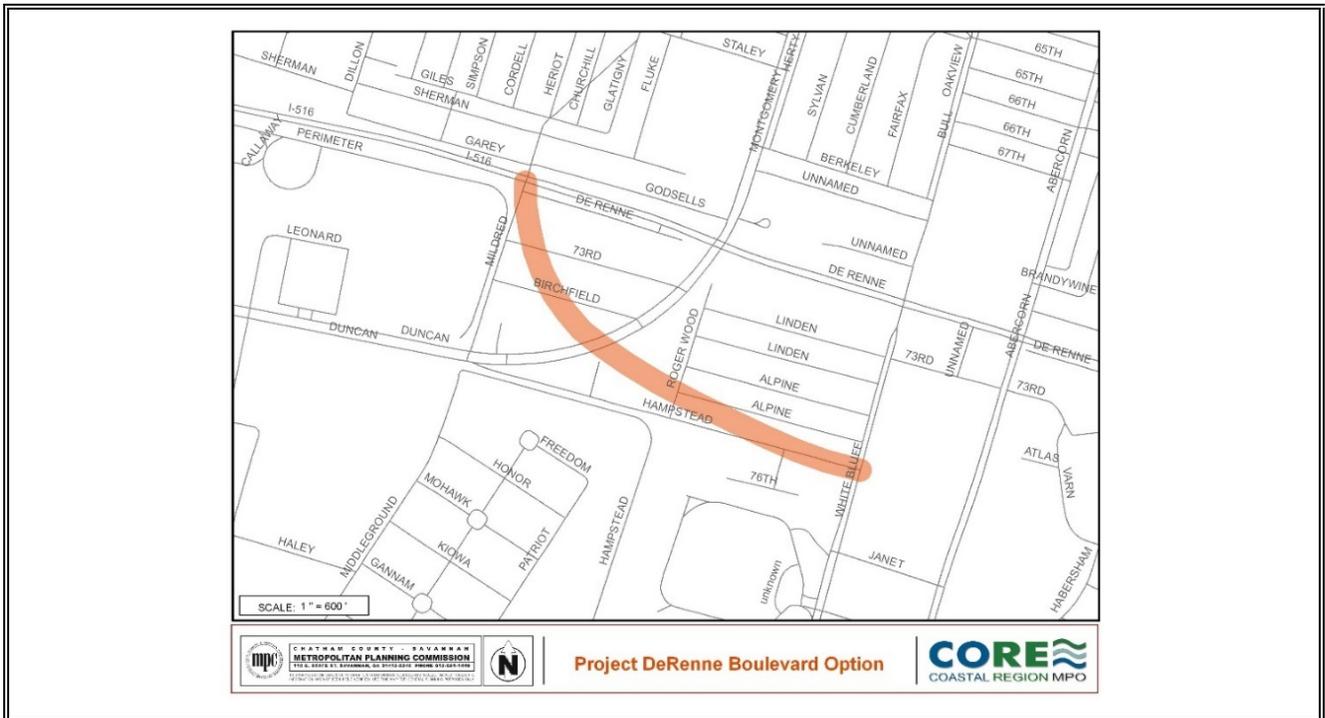
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 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	
TRAFFIC VOL. 2022 AADT: NA				2045 AADT:	29,250	
NO. OF LANES EXISTING: 0				PLANNED:	4	
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):	0.91	
COMMENTS/REMARKS: The project is included in CORE MPO's Mobility 2045, Cost Band One. The project ranked #2 during the 2017 STBG Call for Projects and #1 during the 2022 Call for Projects. PE funds have been authorized in previous year. Y230 funds are programmed in FY 2024 for additional environmental justice analysis and outreach and in FY 2025 for ROW. The City of Savannah will provide the local match. The City will also provide additional local funds to cover the ROW balance. UTL and CST are in long range.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$1,202,000/\$300,500	\$0	\$0	\$0	\$1,502,500
RIGHT-OF-WAY	Y230/Local	\$0	\$7,302,364/\$1,825,591	\$0	\$0	\$9,127,955
	Local	\$0	\$16,482,045	\$0	\$0	\$16,482,045
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$1,502,500	\$25,610,000	\$0	\$0	\$27,112,500
FEDERAL COST		\$1,202,000	\$7,302,364	\$0	\$0	\$8,504,364
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$300,500	\$18,307,636	\$0	\$0	\$18,608,136

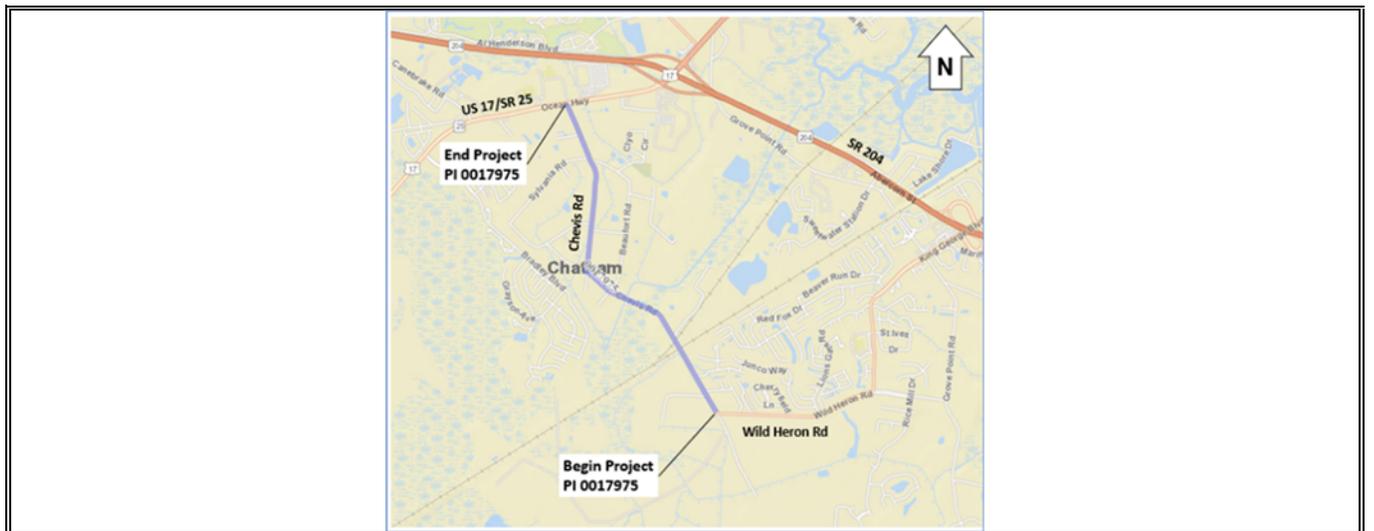
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

Chevis Road Improvement Project				P.I. #:	0017975	
<p>PROJECT DESCRIPTION: This project will consider motorized and nonmotorized transportation improvements on Chevis Road from Wild Heron Road to State Route 25/Ogeechee Road. A portion of the road in the high- density area will be converted to an urban section with 5-foot sidewalks on both sides of the road. The more rural portions of the project will consider installing a 10-foot multi-purpose trail on one side of the road. Project will also consider water quality and storm water infrastructure improvements, as well as provide a safe route to access area schools and commercial businesses for non-motorized commuters.</p>				TIP #:	2020-TA-01	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Y230, Y301, Y601, Local	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2022 AADT:	N/A	2045:	N/A	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC:	CRC	
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):		
<p>COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. The County applied for Y230, Y301 and CRRSAA funds during the various Calls for Projects in previous years and has been awarded these funds for implementation. PE funds have been authorized. ROW is programmed in FY 2025 with matched Y301 and Y601 funds and additional local funds. UTL is programmed in FY 2026 with matched Y301 funds. CST is programmed in FY 2027 with matched Y230, Y301 and Y601 funds.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Y601/Local	\$0	\$1,200,437/\$300,109	\$0	\$0	\$1,500,546
	Y301/Local	\$0	\$1,113,067/\$278,267	\$0	\$0	\$1,391,334
	Local	\$0	\$468,666	\$0	\$0	\$468,666
UTILITY	Y301/Local	\$0	\$0	\$800,000/\$200,000	\$0	\$1,000,000
CONSTRUCTION	Y601/Local	\$0	\$0	\$0	\$1,200,437/\$300,109	\$1,500,546
	Y301/Local	\$0	\$0	\$0	\$1,131,289/\$282,822	\$1,414,111
	Y230/Local	\$0	\$0	\$0	\$7,268,274/\$1,817,069	\$9,085,343
PROJECT COST		\$0	\$3,360,546	\$1,000,000	\$12,000,000	\$16,360,546
FEDERAL COST		\$0	\$2,313,504	\$800,000	\$9,600,000	\$12,713,504
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$1,047,042	\$200,000	\$2,400,000	\$

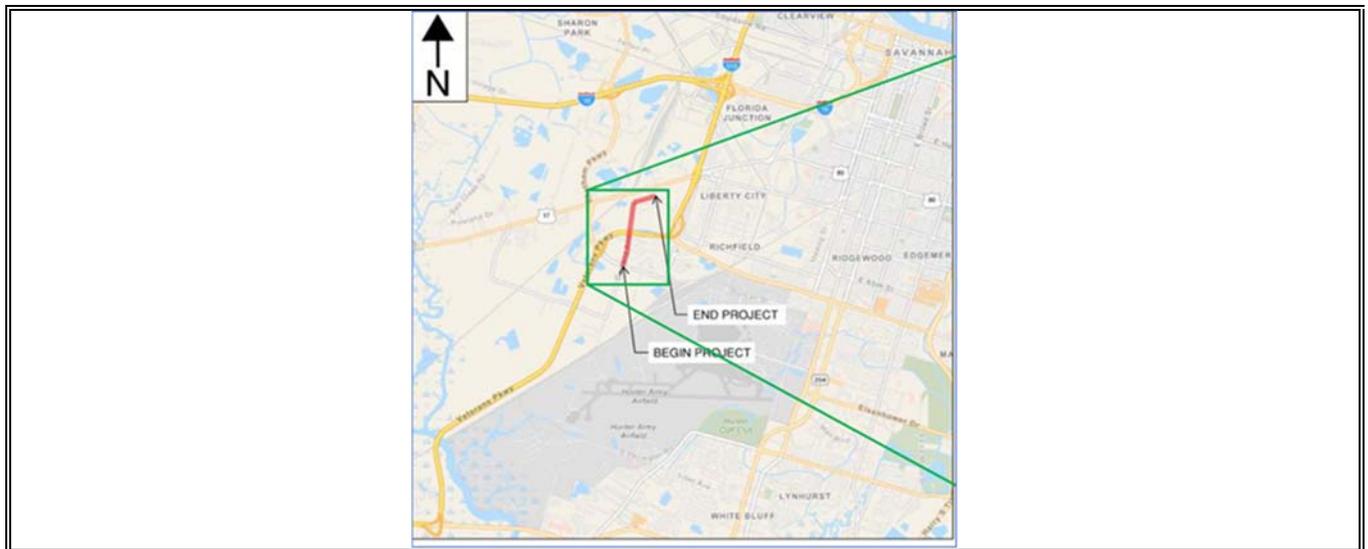
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

Garrard Avenue Improvement Project				P.I. #:	0017976	
<p>PROJECT DESCRIPTION: The Garrard Avenue Improvement Project proposes to construct operational and safety improvements for non-motorized and motorized roadway users from its intersection with Chatham Parkway to its intersection at Gamble Road, approximately 1.2 miles in length. This project will convert Garrard Avenue from a rural, two-lane roadway section without pedestrian improvements to a new two-lane, urban section with 5-foot sidewalks on both sides of the roadway. The project will also install curb and gutter as well as stormwater and water quality improvements. The project will benefit the densely populated, lower income area where many residents do not have vehicles to get to their destinations.</p>				TIP #:	2020-TA-02	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Y230, Y301, Y601	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2022 AADT:	N/A	2045:	N/A	CONG. DISTRICT:	1	
NO. OF LANES EXISTING:	N/A	PLANNED:	N/A	RC:	CRC	
LOCAL ROAD #:	STATE/US ROAD #:			LENGTH (MI):	1.2	
<p>COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. The County applied for Y230 and Y301 funds during the various Calls for Projects in previous years and has been awarded these funds for implementation. PE funds have been authorized. ROW is programmed in FY 2024 with Y301 and Y601 funds. CST is programmed in FY 2026 with Y230, Y301 and Y600 funds.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Y601/Local	\$706,806/\$176,701	\$0	\$0	\$0	\$883,507
	Y301/Local	\$893,194/\$223,299	\$0	\$0	\$0	\$1,116,493
CONSTRUCTION	Y601/Local	\$0	\$0	\$1,200,437/\$300,109	\$0	\$1,500,546
	Y301/Local	\$0	\$0	\$331,289/\$82,822	\$0	\$414,111
	Y203/Local	\$0	\$0	\$5,508,274/\$1,377,069	\$0	\$6,885,343
PROJECT COST		\$2,000,000	\$0	\$8,800,000	\$0	\$10,800,000
FEDERAL COST		\$1,600,000	\$0	\$7,040,000	\$0	\$8,640,000
STATE COST		\$0	\$0	\$	\$0	\$0
LOCAL COST		\$400,000	\$0	\$1,760,000	\$0	\$2,160,000

PROJECT LOCATION



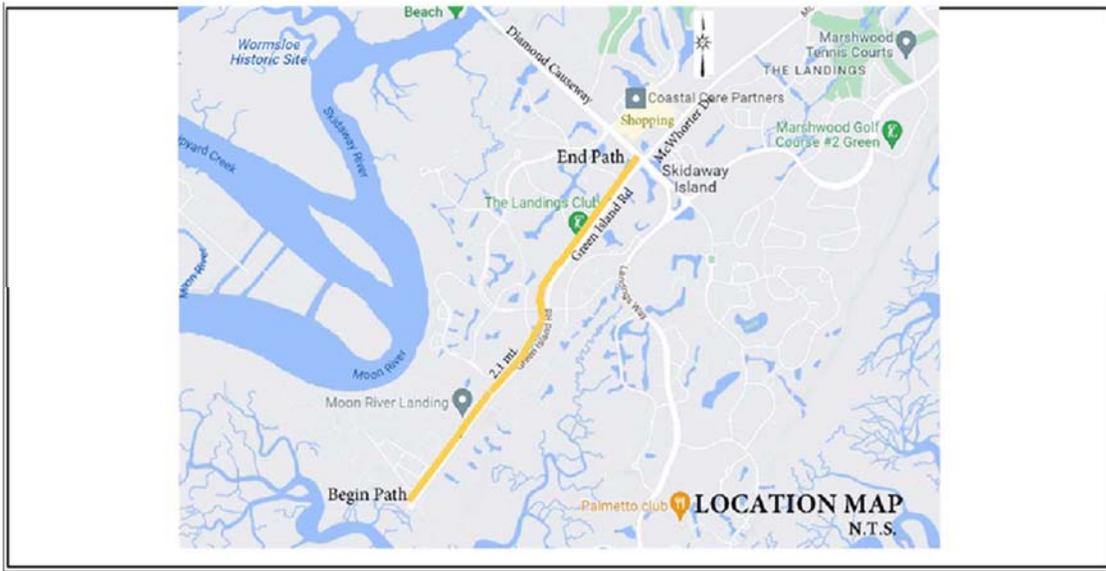
**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

Green Island Road Multipurpose Path off Diamond Causeway		P.I. #: 0019015
PROJECT DESCRIPTION: The Green Island Road path project will be a multi-purpose trail that runs 2.1 miles adjacent to Green Island Road and connects with an existing multi-purpose trail on Diamond Causeway linking neighborhoods and a commercial center. The design is to utilize "Complete Streets" criteria to enable safe, attractive and comfortable access and travel for users such as pedestrians, bicyclists, golf carts and those with a disability. This enhanced connectivity will encourage non-motorized transportation alternatives and provide a better quality of life for residents.		TIP #: 2022-PROJ-02
		COUNTY: CHATHAM
		PROJ. #:
		FUND: Y230, Local
		GDOT DISTRICT: 5
TRAFFIC VOL. 2022 AADT:	2045 AADT:	CONG. DISTRICT: 1
NO. OF LANES EXISTING:	PLANNED:	RC: CRC
LOCAL ROAD #:	STATE/US ROAD #: SR 204	LENGTH (MI): 2.1

COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. Y301 and Y972 funds were awarded and authorized for PE phase in FY 2023. Y230 funds are programmed for additional PE in FY 2024. CST is programmed in FY 2027 with matched Y230 funds and additional local funds from Chatham County

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$270,160/\$67,540	\$0	\$0	\$0	\$337,700
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y230/Local	\$0	\$0	\$0	\$771,680/\$192,920	\$964,600
	Local	\$0	\$0	\$0	\$1,535,400	\$1,535,400
PROJECT COST		\$337,700	\$0	\$0	\$2,500,000	\$2,837,700
FEDERAL COST		\$270,160	\$0	\$0	\$771,680	\$1,041,840
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$67,540	\$0	\$0	\$1,728,320	\$1,795,860

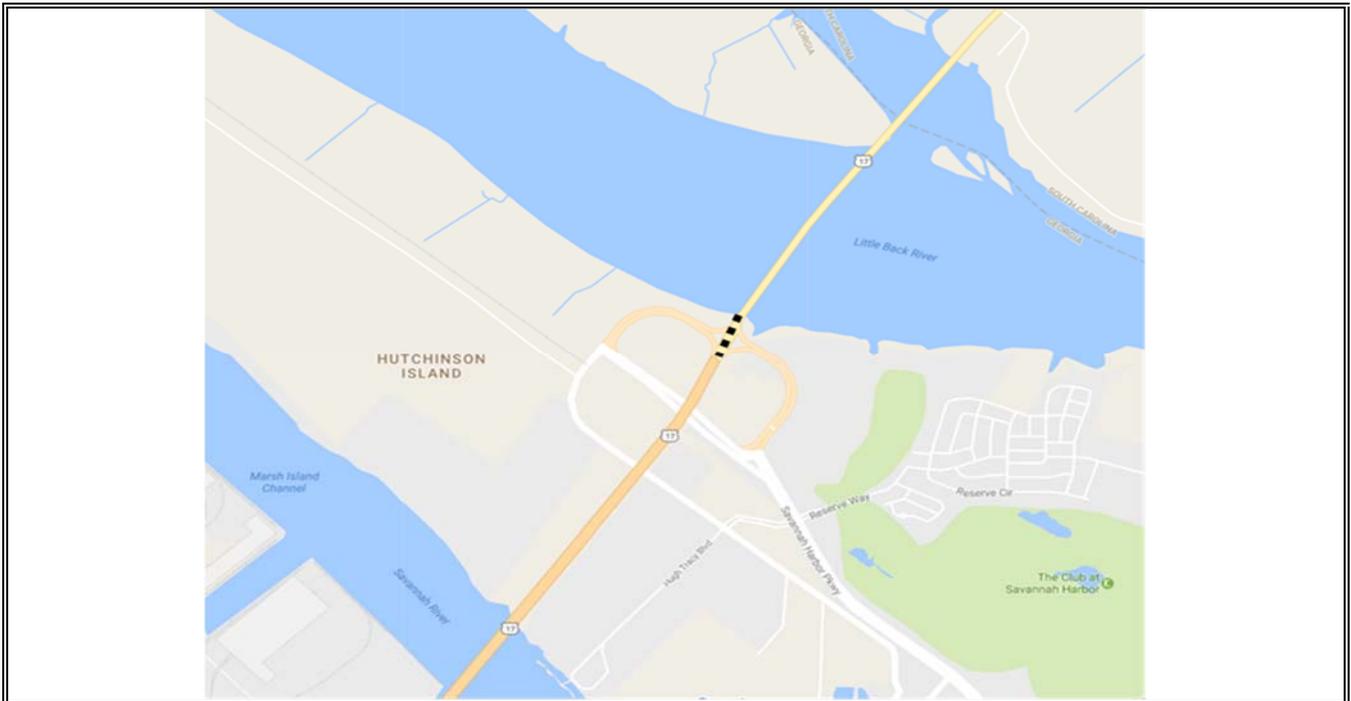
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER				P.I. #: 0015705		
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.				TIP #: 2017-H-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y800		
TRAFFIC VOL. 2022 AADT: 20,800 2045 AADT:				GDOT DISTRICT: 5		
NO. OF LANES EXISTING: 2 PLANNED: 4				CONG. DISTRICT: 1		
LOCAL ROAD #:		STATE/US ROAD #: SR 404 Spur/US 17		RC: CRC		
				LENGTH (MI): 0.46		
COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is widening US 17 in coordination with the Georgia Department of Transportation (GDOT). This portion is located in Chatham County, Georgia. The project is included in CORE MPO's Mobility 2045, Cost Band One. PE funds have been authorized. ROW is to be determined. CST is programmed in FY 2025 with Y800 funds.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	TBD	\$0	\$0	\$0	\$0	\$
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y800/State	\$0	\$2,000,000	\$0	\$0	\$2,000,000
PROJECT COST		\$0	\$2,000,000	\$0	\$0	\$2,000,000
FEDERAL COST		\$0	\$1,600,000	\$0	\$0	\$1,600,000
STATE COST		\$0	\$400,000	\$0	\$0	\$400,000
LOCAL COST		\$0	\$0	\$0	\$0	\$0

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 26/US 80 @ LAZARETTO CREEK				P.I. #: 0017415		
PROJECT DESCRIPTION: The project would replace the bridge at Lazaretto Creek with a two-lane bridge that includes bike and pedestrian improvements.				TIP #: 2012-Bri-01-B		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y800, Z919		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT: 9,810		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING: 2		PLANNED: 2		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #: US 80		LENGTH (MI): 0.68		
COMMENTS/REMARKS: This project is split from PI# 0010560. PE funds have been authorized. It was awarded HIP (Z919) funds in FY 2023 for ROW, but the ROW phase has been moved to FY 2024. The City of Tybee Island will provide the 20% local match. CST is programmed in FY 2025 with Y800 funds.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Z919/Local	\$96,240/\$24,060	\$0	\$0	\$0	\$120,300
CONSTRUCTION	Y800/State	\$0	\$16,639,083/\$4,159,771	\$0	\$0	\$20,798,854
PROJECT COST		\$120,300	\$20,798,854	\$0	\$0	\$20,919,154
FEDERAL COST		\$96,240	\$16,639,083	\$0	\$0	\$16,735,323
STATE COST		\$0	\$4,159,771	\$0	\$0	\$4,159,771
LOCAL COST		\$24,060	\$0	\$0	\$0	\$24,060

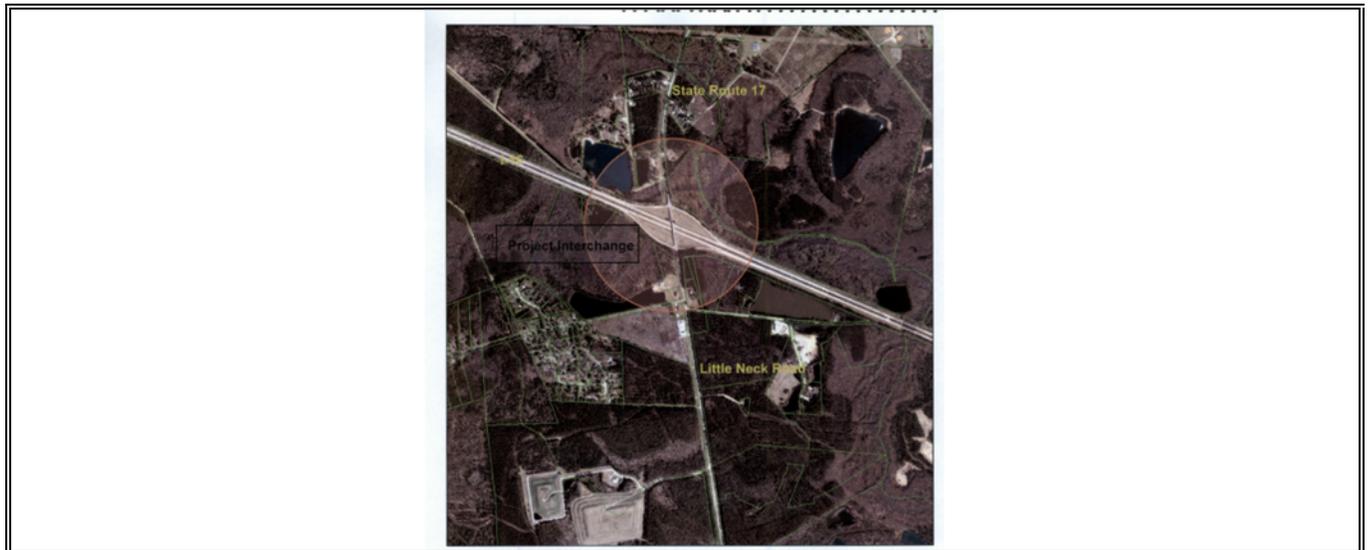
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

I-16 @ SR 17				P.I. #:	0017515	
<p>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>				TIP #:	2020-H-01	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Z919, , Y230, Local	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2022 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	
<p>COMMENTS/REMARKS: The project ranked #1 and #2 during the 2020 HIP (Z919) and Z230 Calls for Projects respectively. Chatham County is the local sponsor. The project was awarded HIP funds for PE and ROW. PE funds have been authorized. ROW is now programmed in FY 2025 with Z919 and Y230 funds. Chatham County will provide the 20% local match and additional local funds. The HIP funds will lapse in September 2024, so they are subject to re-allocation if they cannot be authorized in a timely manner. The UTL and CST are programmed in FY 2026 with local funds.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Z919/Local	\$0	\$212,734/\$53,184	\$0	\$0	\$265,918
	Y230/Local	\$0	\$621,306/\$155,327	\$0	\$0	\$776,633
	Local		\$2,757,449	\$0	\$0	\$2,757,449
UTILITY	Local	\$0	\$0	\$350,000	\$0	\$350,000
CONSTRUCTION	Local	\$0	\$0	\$32,000,000	\$0	\$32,000,000
PROJECT COST		\$0	\$3,800,000	\$32,350,000	\$0	\$36,150,000
FEDERAL COST		\$0	\$834,040	\$0	\$0	\$834,040
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$2,965,960	\$32,350,000	\$0	\$35,315,960

PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS				P.I. #: 0011744		
<p>PROJECT DESCRIPTION: The project is to remove and replace the I-16 exit ramps and overpass at Montgomery Street and MLK Jr. Blvd in Savannah in order to restore part of the original grid system removed when I-16 was constructed. Major objectives are to restore efficient connections between the city center, the Downtown Expansion Area to the west, and surrounding neighborhoods; and recreate viable, pedestrian-friendly urban form.</p>				TIP #: 2013-H-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Earmark		
				GDOT DISTRICT: 5		
TRAFFIC VOL.	2022 AADT:	21,600	2045:	N/A		
NO. OF LANES	EXISTING:	2	PLANNED:	0		
LOCAL ROAD #:		STATE/US ROAD #:		I-16		LENGTH (MI):
<p>COMMENTS/REMARKS: CORE MPO completed the original I-16 Exit Ramp Removal Study in 2015 but the project was on hold for several years. The City of Savannah was awarded some earmark funds in 2023 and would like to update the IMR report. GDOT will take the lead in the IMR update and later Project Development Process. The Scoping (SCP) phase will be programmed in FY 2024 with the earmark funds with local match to be provided by the City of Savannah. The CST phase is in long range.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING	Earmark/Local	\$720,000/\$180,000	\$0	\$0	\$0	\$900,000
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$900,000	\$0	\$0	\$0	\$900,000
FEDERAL COST		\$720,000	\$0	\$0	\$0	\$720,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$180,000	\$0	\$0	\$0	\$180,000

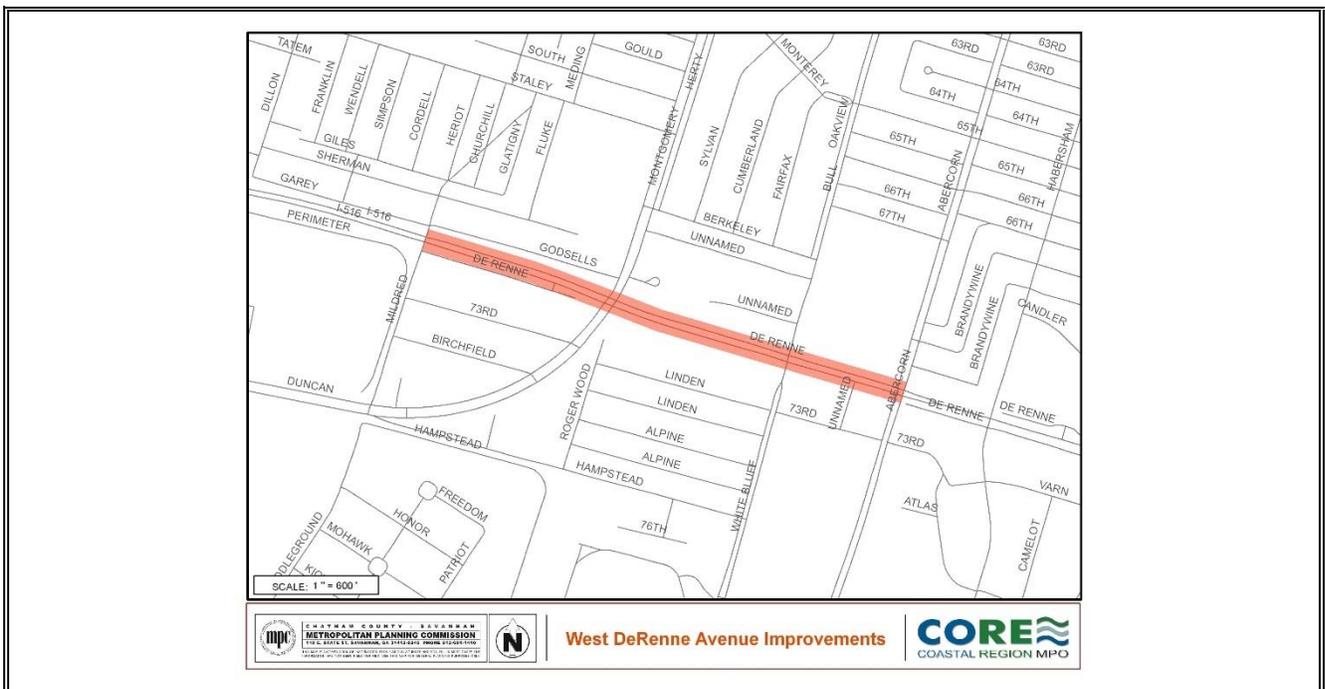
PROJECT LOCATION



**COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM**

SR 21 FROM CS 346/MILDRED STREET TO SR 204				P.I. #:	0010236	
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.				TIP #:	2011-H-02	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Local	
				GDOT DISTRICT:	5	
TRAFFIC VOL. 2022 AADT:	50,200	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 PE activities. Matched urban attributable funds have been authorized for GDOT PE oversight. ROW is programmed in FY 2027 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 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	Local	\$0	\$0	\$0	\$5,299,000	\$5,299,000
CONSTRUCTION	NA	\$0	\$0	\$0	\$0	\$0
PROJECT COST		\$0	\$0	\$0	\$5,299,000	\$5,299,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$0	\$0	\$5,299,000	\$5,299,000

PROJECT LOCATION



3.1.3 FY 2024 - 2027 TIP Highway Lump Sum Program

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 2024 to 2027. The funding for these project categories is used for calculation of the CORE MPO's FY 2024 - 2027 TIP financial balance. Specific lump sum projects, when identified, will be funded from these funding categories.

**FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
LUMP SUM FUNDING CATEGORIES**

PROJECT NAME:	VARIOUS LUMP SUM IMPROVEMENT PROJECTS	CST. YEAR:	FY 2024 - 2027
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-Bryan-Effingham	
LENGTH (MI): NA	# OF LANES – EXISTING: NA	# OF LANES - PLANNED: NA	
TRAFFIC VOLUMES (ADT)	2020: NA	2045: NA	
LOCAL ROAD #:	STATE/US ROAD #:	PROJECT #:	NA
DISTRICT: 5	CONGRESSIONAL DISTRICT: 1	RC: CRC	

COMMENTS/REMARKS: SEE BELOW

Lump Sum Funding Program	Funding Code - Federal /Match Split (%)	Project	Total Funding				
			FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
Lump Sum - National Highway Performance Program (NHPP)	Y001 - 80/20	LIGHTING	\$27,000	\$27,000	\$27,000	\$27,000	\$108,000
Lump Sum - National Highway Performance Program/Surface Transportation Block Group (NHPP/STBG)	Various	BRIDGE MAINTENANCE	\$1,211,000	\$1,211,000	\$1,211,000	\$1,211,000	\$4,844,000
		ROAD MAINTENANCE	\$7,534,000	\$6,727,000	\$6,727,000	\$6,727,000	\$27,715,000
Lump Sum - Surface Transportation Block Group (STBG)	Y240 - 80/20	LOW IMPACT BRIDGES	\$565,000	\$565,000	\$565,000	\$565,000	\$2,260,000
		OPERATIONS	\$323,000	\$323,000	\$323,000	\$323,000	\$1,292,000
		TRAF CONTROL DEVICES	\$807,000	\$807,000	\$807,000	\$807,000	\$3,228,000
		RW PROTECTIVE BUY	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
Highway Safety Improvement Program (HSIP)	YS30 - 90/10	SAFETY	\$2,691,000	\$2,691,000	\$2,691,000	\$2,691,000	\$10,764,000
RAILROAD CROSSINGS (RRX)	YS40 - 100/0	RRX HAZARD ELIM	\$309,000	\$309,000	\$309,000	\$309,000	\$1,236,000

FUNDING SUMMARY

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
LUMPS CST	Federal/State	\$13,507,000	\$12,700,000	\$12,700,000	\$12,700,000	\$51,607,000
PROJECT COST	Federal/State	\$13,507,000	\$12,700,000	\$12,700,000	\$12,700,000	\$51,607,000
FEDERAL COST		\$11,136,500	\$10,490,900	\$10,490,900	\$10,490,900	\$42,609,200
STATE COST		\$2,370,500	\$2,209,100	\$2,209,100	\$2,209,100	\$8,997,800
LOCAL COST		\$0	\$0	\$0	\$0	\$0

ILLUSTRATIVE PROJECT

OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP				P.I. #: 0019716		
				TIP #: 2023-GPA-01		
PROJECT DESCRIPTION: The proposed project starts from GPA Ocean Terminal and ends at the merge between 1-16 WB and US 17 / SR 404 Spur SB. The project proposes the construction of an exit ramp dedicated to trucks from Ocean Terminal to bridge over Louisville Rd and merge with the entrance ramp to southbound (SB) US 17 / SR 404 Spur.				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT:		2045 AADT:		CONG. DISTRICT: 1		
NO. OF LANES EXISTING:		PLANNED:		RC: CRC		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 0.73		
COMMENTS/REMARKS: This is a new project sponsored by GPA that will have significant impact to the Savannah region. The project is locally funded. PE funds have been authorized. No ROW is needed. CST is programmed in FY 2025 with local funds. This project is not a part of the official TIP and is only included here for informational purposes. The project funding is not included in the financial balance of the TIP either.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Local	\$0	\$9,000,000	\$0	\$0	\$9,000,000
PROJECT COST		\$0	\$9,000,000	\$0	\$0	\$9,000,000
FEDERAL COST		\$0	\$0	\$0	\$0	\$0
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$9,000,000	\$0	\$0	\$9,000,000

PROJECT LOCATION

OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP

3.1.4 FY 2024 - 2027 TIP Highway Financial Balance

The summary sheet lists the total financial figures for the projects programmed in the FY 2024 - 2027 TIP with funds from the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the local sources. The financial plan groups all of the projects in the TIP by funding sources and demonstrates that the FY 2024 - 2027 TIP is financially balanced by year.

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM - PROJECTS						
SUMMARY SHEET - TIP HIGHWAY PROJECTS				P.I. #:		
				TIP #:		
PROJECT DESCRIPTION: Summary Costs				COUNTY: CHATHAM BRYAN EFFINGHAM		
				PROJ. #:		
				FUND:		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 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: Summary costs of programmed projects to be funded through the Federal Highway Administration, the Georgia Department of Transportation and local funding sources.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Sum	\$2,740,200	\$0	\$0	\$0	\$2,740,200
RIGHT-OF-WAY	Sum	\$3,603,300	\$32,770,546	\$0	\$5,299,000	\$41,672,846
UTILITIES	Sum	\$0	\$3,700,000	\$1,350,000	\$0	\$5,050,000
CONSTRUCTION	Sum	\$191,379,800	\$89,796,232	\$61,310,000	\$27,200,000	\$369,686,032
PROJECT COST	Sum	\$197,723,300	\$126,266,778	\$62,660,000	\$32,499,000	\$419,149,078
FEDERAL COST	Sum	\$158,509,540	\$88,493,794	\$24,578,900	\$20,862,580	\$292,444,814
STATE COST	Sum	\$37,370,500	\$16,030,723	\$3,971,100	\$4,609,100	\$61,981,423
LOCAL COST	Sum	\$1,843,260	\$21,742,262	\$34,110,000	\$7,027,320	\$64,722,842
SUMMARY SHEET						

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – HIGHWAY PROJECT LIST FY 2024 - 2027*

**TRANSPORTATION IMPROVEMENT PROGRAM
FINANCIAL PLAN - HIGHWAY PROJECT LIST
FY 2024 - 2027
Updated November 2023**

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) - Y001

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0015704	2017-Bridge-01	SR 404 SPUR/US 17 @ BACK RIVER	Bridges									\$16,200,000							
0017411	2020-H-03	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE- ITS EXP	ITS																\$3,272,500
0017414	2012-Bri-01-A	SR 26/US 80 @ BULL RIVER	Bridge Replacement								\$3,700,000	\$38,097,378							
0019219	2022-GDOT-GPA-01	SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE	Bridges				\$175,000,000												
		Lump Sum	ROADWAY LIGHTING				\$27,000					\$27,000							\$27,000
SUBTOTAL Y001 COSTS				\$0	\$0	\$0	\$175,027,000	\$0	\$0	\$3,700,000	\$54,324,378	\$0	\$0	\$0	\$3,299,500	\$0	\$0	\$0	\$27,000
TOTAL Y001 COSTS								\$175,027,000					\$58,024,378					\$3,299,500	\$27,000
EXPECTED Y001 FUNDS								\$175,027,000					\$58,024,378					\$3,299,500	\$27,000

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) FOR MPOs WITH POPULATION LARGER THAN 200,000 - Y230

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027				
				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	\$1,502,500					\$9,127,955											
0017414	2012-Bri-01-A	SR 26/US 80 @ BULL RIVER	Bridge Replacement		\$1,483,000															
0017515	2020-H-01	I-16 @ SR 17 (I-16 at Jimmy DeLoach Interchange Improvements)	Interchange Construction						\$776,632											
0017975	2020-TA-01	Chevis Road Improvement Project	Bike/Ped/Trail																\$9,085,343	
0017976	2020-TA-02	Garrard Avenue Improvement Project	Bike/Ped/Trail																\$6,885,343	
0019013	2022-FTA-01	Chatham Area Transit - State of Good Repair Fleet Replacement	Transit				\$2,872,800													
0019015	2022-PROJ-02	Green Island Road Multipurpose Path off Diamond Causeway	Bike/Ped/Trail	\$337,700															\$964,600	
SUBTOTAL Y230 COSTS				\$1,840,200	\$1,483,000	\$0	\$2,872,800	\$0	\$9,904,587	\$0	\$0	\$0	\$6,885,343	\$0	\$0	\$0	\$0	\$0	\$0	\$10,049,943
TOTAL Y230 COSTS								\$6,196,000					\$9,904,587					\$6,885,343	\$10,049,943	
EXPECTED Y230 FUNDS								\$6,485,319					\$9,904,587					\$10,049,943	\$10,049,943	

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

SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (STBG) STATE FLEXIBLE - Y240

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR												
		Lump Sum	LOW IMPACT BRIDGES				\$565,000				\$565,000				\$565,000				\$565,000
		Lump Sum	OPERATIONS				\$323,000				\$323,000				\$323,000				\$323,000
		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
			SUBTOTAL Y240 COSTS	\$0	\$0	\$0	\$1,735,000	\$0	\$0	\$0	\$1,735,000	\$0	\$0	\$0	\$1,735,000	\$0	\$0	\$0	\$1,735,000
			TOTAL Y240 COSTS				\$1,735,000				\$1,735,000				\$1,735,000				\$1,735,000
			EXPECTED Y240 FUNDS				\$1,735,000				\$1,735,000				\$1,735,000				\$1,735,000

TRANSPORTATION ALTERNATIVE PROGRAM (TAP) - Y301

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0017975	2020-TA-01	Chevis Road Improvement Project	Bike/Ped/Trail						\$1,391,334					\$1,000,000					\$1,414,111
0017976	2020-TA-02	Garrard Avenue Improvement Project	Bike/Ped/Trail		\$1,116,492										\$414,111				
			SUBTOTAL Y301 COSTS	\$0	\$1,116,492	\$0	\$0	\$0	\$1,391,334	\$0	\$0	\$0	\$0	\$1,000,000	\$414,111	\$0	\$0	\$0	\$1,414,111
			TOTAL Y301 COSTS				\$1,116,492				\$1,391,334			\$1,414,111					\$1,414,111
			EXPECTED Y301 FUNDS				\$1,116,492				\$1,391,334			\$1,414,111					\$1,414,111

National Highway Freight Program (NHFP) - Y460

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0017411	2020-H-03	I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	ITS											\$4,537,500					
			SUBTOTAL Y460 COSTS	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,537,500	\$0	\$0	\$0	\$0	\$0
			TOTAL Y460 COSTS				\$0				\$0			\$4,537,500					\$0
			EXPECTED Y460 FUNDS				\$0				\$0			\$4,537,500					\$0

Carbon Reduction Program (CRP) - Y601

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0017975	2020-TA-01	Chevis Road Improvement Project	Bike/Ped/Trail						\$1,500,546										\$1,500,546
0017976	2020-TA-02	Garrard Avenue Improvement Project	Bike/Ped/Trail		\$883,507									\$1,500,546					
			SUBTOTAL Y601 COSTS	\$0	\$883,507	\$0	\$0	\$0	\$1,500,546	\$0	\$0	\$0	\$0	\$1,500,546	\$0	\$0	\$0	\$0	\$1,500,546
			TOTAL Y601 COSTS				\$883,507				\$1,500,546			\$1,500,546					\$1,500,546
			EXPECTED Y601 FUNDS				\$903,873				\$1,500,546			\$1,500,546					\$1,500,546

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

Promoting Resilient Operations for Transformative, Efficient and Cost-Saving Transportation (PROTECT) - Y800

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0015705	2017-H-02	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO	Roadway Improvement																
0017415	2012-Bri-01-B	SR 26/US 80 @ LAZARETTO CREEK	Bridge Replacement																
SUBTOTAL Y800 COSTS				\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$22,798,854	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL Y800 COSTS								\$0					\$22,798,854					\$0	
EXPECTED Y800 FUNDS								\$0					\$22,798,854					\$0	

HIGHWAY INFRASTRUCTURE PROGRAM (HIP) - Z919*

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
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						\$265,918										
SUBTOTAL Z919 COSTS				\$0	\$120,300	\$0	\$0	\$0	\$265,918	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL Z919 COSTS								\$120,300					\$265,918					\$0	
EXPECTED Z919 FUNDS*								\$120,300					\$265,918					\$0	

*The total available Z919 funds are \$386,218 and can be authorized anytime in FY 2024 and 2025, by September 30, 2024.

EARMARK

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		I-16 Exit Ramp Removal IMR	IMR Update	\$900,000															
SUBTOTAL Earmark COSTS				\$900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL Earmark COSTS								\$900,000					\$0					\$0	
EXPECTED Earmark FUNDS								\$900,000					\$0					\$0	

NATIONAL HIGHWAY PERFORMANCE PROGRAM/SURFACE TRANSPORTATION BLOCK GRANT PROGRAM (NHPP/STBG)

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2024				FY 2025				FY 2026				FY 2027			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	BRIDGE MAINTENANCE				\$1,211,000				\$1,211,000				\$1,211,000				\$1,211,000
		Lump Sum	ROAD MAINTENANCE				\$7,534,000				\$6,727,000				\$6,727,000				\$6,727,000
SUBTOTAL NHPP/STBG COSTS				\$0	\$0	\$0	\$8,745,000	\$0	\$0	\$0	\$7,938,000	\$0	\$0	\$0	\$7,938,000	\$0	\$0	\$0	\$7,938,000
TOTAL NHPP/STBG COSTS								\$8,745,000					\$7,938,000					\$7,938,000	
EXPECTED NHPP/STBG FUNDS								\$8,745,000					\$7,938,000					\$7,938,000	

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

3.2 FY 2024 - 2027 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 the Chatham Area Transit Authority (CAT) has the financial capacity to undertake the four-year (FY 2024 - 2027) program of projects as outlined in the Transportation Improvement Program (TIP). FTA requires this analysis to ensure 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 1.056 mills and the county-wide paratransit tax is fully funded from Chatham County's M&O fund.

CAT's fiscal year runs from July 1 through June 30. The information under Non-Federal Operating Funds and Capital Funds is stated for the period of July 1, 2023 through June 30, 2024.

2024 Non-Federal Operating Funds		
Entity	Funds	Percent
State of GA	\$0	0.0%
Local Tax District	14,000,000	54.8%
System Revenue	5,476,895	21.4%
County Contribution	6,084,640	23.8%
TOTAL	\$25,561,535	100.0%

2024 Non-Federal Capital Funds		
Entity	Funds	Percent
State of GA	\$4,190,694	45.6%
Local Tax District	\$5,000,000	54.4%
TOTAL	\$9,190,694	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 2023 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), the development of the long-range Master Transit Plan, the maintenance and update of the Transit Asset Management Plan (TAM) and the Public Transportation Agency Safety Plan (PTASP), as well as the development and update of other plans and studies (AOPP- and ARP- funded studies, etc.).

3.2.3 FY 2024 - 2027 Transit Improvement Projects

The transit improvement 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. They will be listed under the transit section only after FHWA funding authorization and funding flexing from FHWA to FTA.

**TRANSPORTATION IMPROVEMENT PROGRAM
FY 2024 - 2027**

Funding	Description	FY 2024	FY 2025	FY 2026	FY 2027	Total Cost
Section 5307	Planning*					
	Federal Cost	\$1,319,740	0	0	0	\$1,319,740
	State	794,030	0	0	0	794,030
	Local Cost	29,506	0	0	0	29,506
	ITS					
	Federal Cost	\$615,304	\$100,000	\$0	\$0	\$715,304
	Local Cost	124,061	20,000	0	0	144,061
	Preventative Maintenance					
	Federal Cost	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$4,800,000
	Local Cost	240,000	240,000	240,000	240,000	960,000
	Safety & Security					
	Federal Cost	\$0	\$0	\$0	\$0	\$0
	Local Cost	0	\$0	\$0	\$0	\$0
	Facility Enhancements					
	Federal Cost	0	0	0	0	0
	Local Cost	0	0	0	0	0
	Operating Assistance					
	Federal Cost	\$3,166,694	\$3,166,694	\$3,166,694	\$0	\$9,500,082
	GDOT Transit Trust Fund Program	\$396,664	\$396,664	\$396,664	\$396,664	\$1,586,656
	Local Cost	0	0	0	0	0
Vehicle Replacement						
Federal Cost	\$4,900,000	\$4,900,000	\$2,917,000	\$3,203,823	\$15,920,823	
Local Cost	980,000	980,000	583,400	640,785	3,184,185	
Total		\$13,769,335	\$11,006,694	\$8,507,094	\$5,684,608	\$38,967,731
Federal Cost		\$11,201,738	\$9,366,694	\$7,283,694	\$4,403,823	\$32,255,949
State Cost		\$1,194,030	\$400,000	\$400,000	\$400,000	\$2,394,030
Local Cost		\$1,373,567	\$1,240,000	\$823,400	\$880,785	\$4,317,752

*Includes Smart Grant funding from DOT & GDOT State Transit Trust Fund.

FTA FERRY BOAT DISCRETIONARY (FBD) FUNDS (\$)				
Funding	Section 5307 (h)			
Description	Facility Enhancements	Passenger Ferry Purchase	Passenger Ferry Rehabilitation	Total
FY 2024	*\$635,000	\$6,000,000	\$200,000	\$6,835,000
FY 2025	\$0	\$0	\$200,000	\$200,000
FY 2026	\$0	\$0	\$200,000	\$200,000
FY 2027	\$0	\$0	\$200,000	\$200,000
Federal Cost	\$0	\$1,800,000	\$640,000	\$2,440,000
State Cost	\$0	\$3,000,000	\$0	\$3,000,000
Local Cost	\$635,000	\$1,200,000	\$160,000	\$1,995,000

* Funds to include in kind land donation local match from City of Savannah

BUS AND BUS FACILITY 5339/ (MAP-21) SCHEDULE FOR CHATHAM AREA TRANSIT (\$)						
Funding	Description	FY 2024	FY2025	FY2026	FY 2027	Total
	STIP#					
Section 5337	Ferry Boat Rehab	\$200,000	\$200,00	\$200,00	\$200,000	\$800,000
Section 5339	ITS	\$0	\$0	\$0	\$0	\$0
	Vehicle Purchases	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	\$6,400,000
	Facility Enhancements	\$0	\$0	\$0	\$0	\$0
	Ferry Boat Rehab	\$200,000	\$100,000	\$100,000	\$100,000	\$500,000
Section 5339c*	Electric Bus Purchase	\$0	\$0	\$0	\$0	\$0
	Project Cost	\$2,000,000	\$1,900,000	\$1,900,000	\$1,900,000	\$7,700,000
	Federal Cost	1,600,000	1,520,000	1,520,000	1,520,000	6,160,000
	State Cost	0	0	0	0	0
	Local Cost	\$400,000	\$380,000	\$380,000	\$380,000	\$1,540,000

*A new project page is added below to provide more information on the Electric Bus Initiative program.

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

COASTAL REGION CAPITAL & OPERATIONS FUNDS

Funding	Description	TIP # T004972 Capital & Operations				
		FY 2024	FY 2025	FY 2026	FY 2027	Total
Section 5310	DHS Purchase of Transportation Services					
	Project Cost	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
	Federal Cost	160,000	160,000	160,000	160,000	\$640,000
	State Cost	40,000	40,000	40,000	40,000	160,000
	Local Cost	\$0	\$0	\$0	\$0	\$0

COASTAL REGION RURAL CAPITAL & OPERATIONS FUNDS

Funding	Description	Capital & Operations				
		FY 2024	FY 2025	FY 2026	FY 2027	Total
Section 5311	TIP #	T007303	T008226	T008230	T008245	
	Project Cost	\$1,229,599	\$1,229,599	\$1,229,599	\$1,229,599	\$4,918,396
	Federal Cost	\$653,734	\$653,734	\$653,734	\$653,734	\$2,614,936
	State Cost	\$12,978	\$12,978	\$12,978	\$12,978	\$51,912
	Local Cost	\$562,886	\$562,886	\$562,886	\$562,886	\$2,251,544

Ferry Vessel Construction*

Funding	Description	FY 2024	FY2025	FY2026	FY 2027	Total
	STIP#					
T-HUD	Ferry Vessel Construction	\$0	\$6,000,000			\$6,000,000
	Project Cost	\$0	\$6,000,000			\$6,000,000
	Federal Cost	\$0	1,800,000			\$1,800,000
	State Cost	\$0	3,000,000			\$3,000,000
	Local Cost	\$0	1,200,000			\$1,200,000

* CAT was awarded \$1,800,000 T-HUD funds for the construction of a hybrid vessel in March 2023. The vessel is the third of three that will begin construction in Calendar Year 2023. CAT will receive funding at 32.7% federal level, 54.5% state level and will provide the 12.8% local match. The Savannah Belles Ferry System provides water transportation services across the Savannah River to Hutchinson Island. It provides water transportation to jobs, the Savannah Convention Center, and other places of business in addition to enhancing the tourism experience.

Paratransit Maintenance Facility*

Funding	Description	FY 2024	FY2025	FY2026	FY 2027	Total
	STIP#					
T-HUD	Paratransit Maintenance Facility	\$0	\$8,508,472		\$0	\$8,508,472
	Project Cost	\$0	\$8,508,472		\$0	\$8,508,472
	Federal Cost	\$0	\$2,250,000		\$0	\$2,250,000
	State Cost	\$0	\$0	\$0	\$0	\$0
	Local Cost	\$0	\$6,258,472		\$0	\$6,258,472

*Chatham Area Transit will locate a new paratransit and maintenance facility in the southern to western portion of Chatham County, which will improve access, reduce wait time, decrease congestion, and improve upon preventative maintenance for our paratransit customers and citizens. It would afford space for additional bus parking, expanded travel training, and future low emissions electrification of the Chatham Area Transit vehicle fleet.

FHWA FUNDS (\$) – Flexing from FHWA to FTA

Funding	M230	M301	Z230						Total
Description	Vehicle Purchase	ITS	Electric Bus Conversion Initiative: Acquire Equipment	Facilities Rehab	Bus Reliability Initiative: Vehicle Purchase	ITS	(2) 35 ft. Fixed Route Diesel Buses	Bus Stop Improvement Program	
FY 2024	\$2,720,590	\$225,810	\$2,000,000	\$0	\$1,582,031	\$796,550	\$0	\$0	\$7,324,981
FY 2025	\$0	\$0	\$0	\$729,801	\$0	\$0	\$0	\$0	\$729,801
FY 2026	\$0	\$0	\$0	\$0	\$0	\$0	\$1,170,000	\$500,000	\$1,670,000
FY 2027	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Cost	\$2,176,472	\$180,648	\$1,500,000	\$583,841	\$1,265,625	\$637,228	\$936,000	\$400,000	\$7,679,814
State Cost	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Cost	\$544,118	\$45,162	\$500,000	\$145,960	\$316,406	\$159,322	\$234,000	\$100,000	\$2,044,968

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 2024 - 2027 TIP System Performance Report

As indicated in Chapter Two, the federal legislation emphasizes performance-based planning and programming and requires that TIP projects contribute to achieving highway and transit performance targets. This section demonstrates the linkage between performance targets and the projects programmed in the FY 2024 – 2027 TIP.

3.3.1 Performance Measures and Targets

CORE MPO has adopted the following performance targets.

PM1 Safety Performance Measures and Targets

The safety targets are updated annually. The following safety targets were adopted in February 2023.

Highway Safety/PM1, System Conditions and Performance

Performance Measures	2021 Statewide Target (2017-2021)	2022 Statewide Target (2018-2022)	2023 Statewide Target (2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.61	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793	802

PM2 Performance Measures and Targets

GDOT established current statewide two-year and four-year PM2 targets on December 12, 2022. CORE MPO adopted the Georgia statewide PM2 targets on February 22, 2023. 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 2year Target (2021)	Georgia 4year Target (2023)
Percent of Interstate pavements in good condition	60%	≥50%	≥50%
Percent of Interstate pavements in poor condition	4%	≤5%	≤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%	≥50%	≥60%
Percent of NHS bridges (by deck area) in poor condition	1.35%	≤10%	≤10%

PM3 Performance Measures and Targets

GDOT established the current PM3 targets on December 12, 2022. CORE MPO adopted the updated Georgia statewide PM3 targets on February 22, 2023. The table below presents the 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 2year Target (2021)	Georgia 4year Target (2023)
Percent of person-miles on the Interstate system that are reliable	80.4%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	84.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.44	1.62	1.65
Annual Hours of Peak Hour Excessive Delay (PHED) Per Captia*	N/A	23.7 hours	27.2 hours
Percent of Non-Single Occupancy Vehicle (SOV) Travel	N/A	22.7%	22.7%
Total Emissions Reduction	N/A	VOC:157.200 kg/day; NOx: 510.900 kg/day	VOC:257.100 kg/day; NOx 904.200 kg/day

Transit Asset Management Performance Measures and Targets

CAT established the latest TAM targets on July 1, 2022. CORE MPO adopted these updated TAM targets on February 22, 2023 (see table below). Establishing the same targets as CAT ensures a common goal and consistency between the two organizations.

Regional Transit Asset Management Targets

ASSET CATEGORY	VEHICLE CLASS	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) FY23	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) FY24	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) (FY25)	REGIONAL TARGET (% IN STATE OF GOOD REPAIR) (FY26)
ROLLING STOCK	Bus (BU)	74%	65%	65%	65%
	Cutaway bus (CU)	100%	100%	100%	100%
	Minivan(MV)	100%	100%	100%	0%
	Van (VN)	100%			
	School Bus (SB)	50%			
	Ferryboat (FB)	100%	100%	100%	100%
	Automobile (AO)	40%	53%	40%	53%
EQUIPMENT	Trucks and Other Rubber Tire Vehicles	86%	71%	57%	100%
	Maintenance	100%	100%	100%	100%
	Admin Maintenance Facility	50%	50%	100%	100%
FACILITIES	Passenger & Parking	100%	100%	100%	100%

Transit Safety Performance Measures and Targets

The Chatham Area Transit (CAT) is the designated and direct recipient of FTA funds and the major public transportation operator in the Savannah area. On December 28, 2022 CAT shared their latest Public Transportation Agency Safety Plan (PTASP) and transit safety targets with CORE MPO. The MPO adopted these regional transit safety performance targets on February 22, 2023 (see table below). Establishing the same targets as CAT ensures a common goal and consistency between the two organizations.

Transit Safety Performance Targets for 2023

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Fixed Route Bus	0	0	13	0.63	13	0.54	11,842
Demand Response ADA Paratransit	0	0		0.30	3	0.30	87,686

MDBF = Mean Distance Between Failures. Rate
= Per 100,000 Vehicle Revenue Miles.

3.3.2 TIP Projects and Performance Measures

The programmed projects in the FY 2024 – 2027 TIP will help to achieve the performance targets. The following table serves as a visualization tool to show how the programmed 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	Project Cost in the TIP	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)	\$27,112,500	✓		✓	✓			
0010236	SR 21/West DeRenne Avenue	\$5,299,000	✓		✓	✓			
0011744	I-16 Exit Ramp Removal Interchange Modification Report (IMR)	\$900,000	✓				✓		
0015704	SR 404 SPUR/US 17	\$16,200,000	✓	✓		✓			
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	\$2,000,000	✓	✓		✓			
0017411	I-95 -ITS EXP	\$7,810,000	✓		✓	✓	✓		
0017414	SR 26/US 80 @ Bull River	\$43,280,378	✓	✓	✓				
0017415	SR 26/US 80 @ Lazaretto Creek	\$20,919,154	✓	✓	✓				
0017515	I-16 Interchange at Little Neck Road	\$36,150,000	✓	✓	✓	✓			
0017975	Chevis Road Improvement Project	\$16,360,546	✓				✓		
0017976	Garrard Avenue Improvement Project	\$10,800,000	✓				✓		
0019013	Chatham Area Transit-State of Good Repair Fleet Replacement	\$2,872,800					✓	✓	✓
0019015	Green Island Road Multipurpose Trail off Diamond Causeway	\$2,837,700	✓				✓		
0019219	SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE	\$175,000,000		✓					
TBA	Lump Sum Project	\$51,607,000	✓	✓	✓	✓	✓		
NA	Transit projects programmed with Sections 5307, 5337, 5339, 5310, 5311 and other programs	\$85,836,625	✓		✓		✓	✓	✓

3.3.3 System Performance Report

The figures below demonstrate the investments in the FY 2024 – 2027 TIP vs. the established performance measures.

- Of the total investments, **82.43%** of funds are for **highway** improvements and **17.57%** are for **transit** improvements.
- Normally each project addresses several performance measures and contributes to achieving the performance targets for various categories. Of all the investments programmed in the FY 2024 – 2027 TIP, the following percentages correspond to each performance category.
 - Safety – 64.78%
 - Pavement and Bridges – 68.35%
 - Freight – 28.95%
 - Congestion - 55.05%
 - Air Quality – 35.45%
 - Transit Asset Management – 17.57%
 - Transit Safety – 17.57%

Of all of the programmed project funds, higher percentages are addressing safety (64.78%), pavement and bridges (68.35%), and congestion (55.05%). ITS, maintenance, transit and non-motorized projects help to improve air quality (35.45%). Transit improvements from both FTA and FHWA sources are helping to achieve transit targets – transit safety (17.57% of total investment) and transit asset management (17.57%). 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.

MPO Lump Sum Projects - Savannah TMA

Bryan

				PE		ROW		CST		UTL	
PROJ NO.	TIP NO.	DESCRIPTION									
0016167		SR 144 @ LONGWOOD DRIVE & LOUIS C GILL BLVD	PE	PRECST	ROW	PRECST	CST	PRECST			
0018366		I-95 @ SR 25/US 17	PE	AUTHORIZED							
0019073		SR 25/US 17 @ I-95	PE	AUTHORIZED							
M006311		I-95 @ SR 25 & I-95 SB & NB @ OGEECHEE RIVER - BRIDGE REHAB									

Chatham

				PE		ROW		CST		UTL	
PROJ NO.	TIP NO.	DESCRIPTION									
0015151		SR 204 FROM SR 21 TO CS 1201/RIO ROAD @ 23 LOCS - VRU	PE	AUTHORIZED			CST	PRECST	UTL	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 - VRU	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST	
0018023		SR 30 @ CS 673/HODGEVILLE ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST	
0019138		SR 17 @ I-95 EB & WB RAMPS	PE	AUTHORIZED			CST	PRECST	UTL	PRECST	
0019140		SR 204 @ I-95 EB & WB RAMPS	PE	AUTHORIZED			CST	PRECST	UTL	PRECST	
0019578		I-516 @ CS 1435/LIBERTY PKWY IN CHATHAM COUNTY	PE	AUTHORIZED			CST	PRECST	UTL	PRECST	
0019699		SR 26 FROM LAZARETTO CREEK TO TYBRISA STREET - SCOPING ONLY									
M004518		I-516 @ 8 LOCS - SIGN UPGRADES									
M005720		SR 25 @SIDNEY LANIER & SR 404 SPUR @TALMADGE MEMORIAL BRIDGE									
M005863		SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE- CABLE DAMPING SYSTEM									
M006356		SR 23 @ALTAMAHA RVR &SR 30 @CSX #937669N-BRIDGE PRESERVATION									
M006385		I-95 FM CS 511/PINE BARREN ROAD TO SOUTH CAROLINA STATE LINE									

Appendix B: Funding Obligations in FY 2021 - 2023

The funding obligations information demonstrates how well the programmed projects in the FY 2021 – 2024 TIP and STIP have been implemented. As funds for more projects are authorized, the obligation tables will be updated.

The highway funding obligations table shows which highway projects in the CORE MPO’s FY 2021 – 2024 Transportation Improvement Program (TIP) and the GDOT’s FY 2021 - 2024 State Transportation Improvement Program (STIP) and what phases of their development have been authorized in fiscal years 2021 - 2023 for the Savannah area as of June 2023. 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. The transit projects that have received FHWA funds are included as well. The inclusion of these projects 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 shows which transit programs have received funding during fiscal years 2021 - 2023. The funding authorization of these transit programs went through the FTA funding obligation process. The transit projects that have received funds flexed from FHWA to FTA are included in this table. Once transferred, these funds became FTA funds and their final obligation went through the FTA process.

FHWA Highway Funding Obligations – 2021 - 2023

Bryan									
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0018277			SR 25/US 17 @ SR 144	AUTH	CST	2023	\$152,000.00	100	\$152,000.00
0018366			I-95 @ SR 25/US 17	AUTH	PE	2022	\$41,234.00	47	\$19,379.98
0019073			SR 25/US 17 @ I-95	AUTH	PE	2022	\$139,578.00	100	\$139,578.00
S015868			Shifting Median Opening on SR 144 to Laurel St	AUTH	TSA	2023	\$144,582.48	100	\$144,582.48
Chatham									
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0006328	CSSTP-0006-00(328)	2004-H-08	SR 26 SPUR FROM SR 21/SR 25 TO SR 21 SPUR	AUTH	CST	2021	\$115,129,226.47	100	\$115,129,226.47
0008358	CSSTP-0008-00(358)	2006-H-06	I-516 @ CS 1503/DERENNE AVE	AUTH	PE	2022	\$1,000,000.00	100	\$1,000,000.00
0010028		2012-BP-01	CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	AUTH	CST	2021	\$5,004,960.53	100	\$5,004,960.53
0010560		2012-BRI-01	SR 26 FM JOHNNY MERCER TO OLD US 80;INC BULL RVR&LAZARETTO	AUTH	PE	2021	\$1,000,000.00	100	\$1,000,000.00
0012757		2016-GDOT-01	I-16 FROM I-95 TO I-516	AUTH	CST	2021	\$104,950,000.00	100	\$104,950,000.00
						2022	\$38,000,000.00	100	\$38,000,000.00
0013741		2016-Bridge-01	SR 25 @ SAVANNAH RIVER IN PORT WENTWORTH	AUTH	CST	2022	\$66,533,876.00	100	\$66,533,876.00
					ROW	2022	\$50,000.00	100	\$50,000.00
0013742		2016-Bridge-02	SR 25 @ MIDDLE RIVER IN PORT WENTWORTH	AUTH	CST	2022	\$20,500,000.00	100	\$20,500,000.00
					ROW	2022	\$60,000.00	100	\$60,000.00
0015306		2015-M-01	TRUMAN LINEAR PARK TRAIL - PHASE II-B	AUTH	ROW	2022	\$155,000.00	100	\$155,000.00
					CST	2023	\$3,884,522.5	100	\$3,750,000
								100	\$134,522.59
0015675			I-16 @ CS 647/CS 2289/CHATHAM PKWY	AUTH	PE	2022	\$200,000.00	100	\$200,000.00
0016361			SR 21 @ SR 30	AUTH	CST	2021	\$1,335,121.96	100	\$1,335,121.96
0016441			SR 21/SR 30 FROM I-95 TO SR 30	AUTH	CST	2021	\$1,041,795.00	100	\$1,041,795.00
0017163			PL SAVANNAH - FY 2021	AUTH	PLN	2021	\$352,913.30	100	\$352,913.30
0017179			SIGNING & MARKING @ 79 GCR & SVHO LOCS IN DIST 5	AUTH	CST	2021	\$331,523.13	35	\$116,033.10
0017183			FEASIBILITY STUDY & CONCEPTUAL ENG - SAVANNAH RIVER CROSSING	AUTH	SCP	2021	\$10,000,000.00	100	\$10,000,000.00
0017271			I-95 @ SR 21	AUTH	SCP	2022	\$1,000,000.00	100	\$1,000,000.00
0017273			CS 655 @ SVHO #641121S & CS 636 @ SVHO #641105H IN SAVANNAH	AUTH	CST	2021	\$319,784.00	100	\$319,784.00
0017274			CS 666 @ SVHO #641123F & CS 657 @ SVHO #641122Y IN SAVANNAH	AUTH	CST	2021	\$294,467.00	100	\$294,467.00
0017275			CS 764/E PARK AVE @ SVHO #641127H IN SAVANNAH	AUTH	CST	2021	\$269,270.00	100	\$269,270.00
0017276			CS 769/E WALDBURG STREET @ SVHO #641128P IN SAVANNAH	AUTH	CST	2021	\$231,503.00	100	\$231,503.00
0017277			CS 772/E BOLTON STREET @ SVHO #641129W IN SAVANNAH	AUTH	CST	2021	\$231,503.00	100	\$231,503.00

0017389			STATEWIDE ITS DYNAMIC MESSAGE SIGN (DMS) DEPLOYMENT - PH I	AUTH	CST	2021	\$1,863,790.30	53	\$987,808.86
0017414			SR 26/US 80 @ BULL RIVER	AUTH	PE	2022	\$94,055.95	100	\$94,055.95
0017415			SR 26/US 80 @ LAZARETTO CREEK	AUTH	PE	2023	\$50,810.00	100	\$50,810.00
0017427			SR 21 ACCESS MANAGEMENT STUDY - GARDEN CITY	AUTH	PLN	2021	\$149,728.78	100	\$149,728.78
0017456			CS 1419/ALFRED STREET @ NS #734175G IN SAVANNAH	AUTH	CST	2022	\$417,399.00	100	\$417,399.00
0017515		2020-H-01	I-16 @ SR 17	AUTH	PE	2021	\$2,406,824.00	100	\$2,406,824.00
0017726			SIGNING & MARKING @ 27 NS LOC IN APPLING; CHATHAM & GLYNN CO	AUTH	CST	2021	\$169,954.04	85	\$144,460.93
0017903			PL SAVANNAH - FY 2022	AUTH	PLN	2022	\$363,265.95	100	\$363,265.95
0017906			SR 307 CORRIDOR STUDY (CORE MPO) - FY 2021-2023	AUTH	PLN	2021	\$250,000.00	100	\$250,000.00
0017922			I-95 FROM S OF CSX #635042S TO S OF EFFINGHAM COUNTY LINE	AUTH	CST	2022	\$6,378,384.35	94	\$5,995,681.29
					PE	2021	\$50,000.00	94	\$47,000.00
0017955			I-95 FROM CS 565/POOLER PKWY TO CS 2223/JIMMY DELOACH PKWY	AUTH	CST	2022	\$318,048.53	100	\$318,048.53
					PE	2022	\$30,000.00	100	\$30,000.00
0017972			SAVANNAH BELLES FERRY BOAT - MAINTENANCE	AUTH	CST	2021	\$645,300.00	100	\$645,300.00
0017974		2020-CAT-01	CAT ELECTRIC BUS CONVERSION - 2021	AUTH	CST	2021	\$1,409,160.00	100	\$1,409,160.00
0017975		2020-TA-01	CR 76/CHEVIS ROAD FROM SR 25 TO CR 73/WILD HERON ROAD	AUTH	PE	2021	\$400,000.00	100	\$400,000.00
						2022	\$1,912,500.00	100	\$1,912,500.00
0017976		2020-TA-02	CR 585/CR 777/GARRARD AVE FROM GAMBLE ROAD TO CHATHAM PKWY	AUTH	PE	2021	\$1,487,500.00	100	\$1,487,500.00
0018015			SR 21 @ SR 204	AUTH	CST	2022	\$129,000.00	100	\$129,000.00
0018023			SR 30 @ CS 673/HODGEVILLE ROAD	AUTH	PE	2022	\$1,040,000.00	100	\$1,040,000.00
0018278			SR 204 @ CS 1149/LARGO DRIVE	AUTH	CST	2023	\$191,000.00	100	\$191,000.00
0018337			FREIGHT TRANSPORTATION PLAN UPDATE - FY 2022 SAVANNAH UPWP	AUTH	PLN	2022	\$300,000.00	100	\$300,000.00
0018338			URBAN FLOODING DYNAMIC MODELING TOOLS-FY 2022 SAVANNAH UPWP	AUTH	PLN	2022	\$150,000.00	100	\$150,000.00
0018344		2021-STUDY-01	SR 26 FROM CHATHAM COUNTY LINE TO SR 21	AUTH	PE	2022	\$285,000.00	100	\$285,000.00
0018378		2021-CAT-01	Fixed Route Diesel Buses 35ft. (2)	AUTH	CST	2023	\$1,170,000.00	100	\$1,170,000.00
0018379		2021-CAT-02	Bus Stop Improvement Program	AUTH	CST	2023	\$500,000.00	100	\$500,000.00
0018402			I-95 @ AIRWAYS AVENUE/POOLER PARKWAY INTERCHANGE	AUTH	SCP	2023	\$2,000,000.00	100	\$2,000,000.00
0018425			PL SAVANNAH - FY 2023	AUTH	PLN	2023	\$535,856.85	100	\$535,856.85
0019010		2022-SRSTUDY-01	SR 204 @ CR 67/FORD AVE & @ CR 68/PINE GROVE DRIVE	AUTH	PE	2023	\$300,000.00	100	\$300,000.00
0019011		2022-SRSTUDY-02	SR 25/US 17 FROM OGEECHEE RIVER TO I-516	AUTH	PE	2023	\$500,000.00	100	\$500,000.00
0019012		2022-SRSTUDY-03	PRESIDENT STREET @ SVHO #641134T & @ HARRY TRUMAN PKWY	AUTH	PE	2023	\$300,000.00	100	\$300,000.00

0019015		2022- PROJ-02	GREEN ISLAND PATH TRAIL EXTENSION	AUTH	PE	2023	\$495,000	100	\$185,477.41 \$309,522.59
0019016		2022-TA- 01	MIDDLEGROUND ROAD FM MONTGOMERY CROSS ROAD TO SCIENCE DRIVE	AUTH	PE	2023	\$1,100,000.00	100	\$1,100,000.00
0019138			SR 17 @ I-95 EB & WB RAMPS	AUTH	PE	2023	\$30,000.00	100	\$30,000.00
0019140			SR 204 @ I-95 EB & WB RAMPS	AUTH	PE	2023	\$490,000.00	100	\$490,000.00
0019219			SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE	AUTH	PE	2023	\$14,000,000.00	100	\$14,000,000.00
0019250			COASTAL ENVIRONMENTAL SENSOR STATIONS @ 3 LOCS IN DISTRICT 5	AUTH	PE	2023	\$20,000.00	53	\$10,600.00
0019309			PL SAVANNAH - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTH	PLN	2023	\$13,181.34	100	\$13,181.34
0019578			I-516 @ CS 1435/LIBERTY PKWY IN CHATHAM COUNTY	AUTH	PE	2023	\$10,000.00	100	\$10,000.00
0019666			I-95 SB RAMP @ SR 26	AUTH	PE	2023	\$412,547.00	100	\$412,547.00
0019699			SR 26 FROM LAZARETTO CREEK TO TYBRISA STREET - SCOPING ONLY	AUTH	SCP	2023	\$200,000.00	100	\$200,000.00
0019716			OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP	AUTH	PE	2023	\$1,800,000.00	100	\$1,800,000.00
521855-	STP00- 0064- 01(040)	87-H-18B	SR 26 FROM I-516 TO CS 188/OGEECHEE ROAD	AUTH	CST	2023	\$40,790,893.77	100	\$40,790,893.77
M005875			I-516 FROM CS 347/MILDRED ST/HERIOT ST TO W OF CSX #957151K	AUTH	MCST	2021	\$11,774,658.43	100	\$11,774,658.43
M006035			I-95 FROM CSX #637581M TO 1 MI N OF CS 565/QUACCO ROAD	AUTH	MCST	2021	\$349,453.52	87	\$304,024.56
M006078			SR 307 FROM 0.27 MI N OF I- 16 TO CSX #6324734	AUTH	MCST	2022	\$2,258,790.51	100	\$2,258,790.51
M006082			SR 204 FROM BRYAN COUNTY LINE TO E OF CR 774/GATEWAY BLVD	AUTH	MCST	2022	\$2,700,852.11	100	\$2,700,852.11
M006165			JIMMY DELOACH PKWY FROM SR 21 TO CS 160/PRESCOTT ROAD	AUTH	MCST	2021	\$3,367,552.58	100	\$3,367,552.58
M006213			SR 26 FROM E OF CS 446/WILKE ST TO E OF CS 771/BOURNE AVE	AUTH	MCST	2022	\$1,664,103.13	100	\$1,664,103.13
M006214			SR 26 FROM E OF CS 188/OGEECHEE ROAD TO WILMINGTON RIVER	AUTH	MCST	2023	\$3,573,251.52	100	\$3,573,251.52
M006216			SR 204 FROM E OF KING GEORGE BLVD TO E OF STEPHENSON AVE	AUTH	MCST	2023	\$7,977,195.58	100	\$7,977,195.58
S015421			SR17 -extend left turn lane at Benton Blvd.	AUTH	TSA	2021	\$70,932.00	100	\$70,932.00
S015426			HAWK Pedestrian system on SR 26 at Atlantic Avenue	AUTH	TSA	2021	\$103,481.90	100	\$103,481.90
S015480			extend left turn lane on SR21 at OLeary Road	AUTH	TSA	2021	\$120,078.00	100	\$120,078.00
S015532			CONSTRUCT ROAD & INSTALL SIGNAL AT CHATHAM CO DEVL P SITE	AUTH	PR	2021	\$3,126,000.00	100	\$3,126,000.00
S015690			Extend Left Turn Lane on SR 25 at I-516 WB on ramp	AUTH	TSA	2022	\$61,331.50	100	\$61,331.50
S015700			Widening SB Off Ramp on I-95 @ SR 26 & Ext left turn lanes	AUTH	TSA	2022	\$196,676.54	100	\$196,676.54

S015751			Widening and Extending I-16 WB Off Ramp at Pooler Pkwy	AUTH	TSA	2022	\$199,817.01	100	\$199,817.01
S015752			Widening and Extending I-16 EB Off Ramp at Pooler Pkwy	AUTH	TSA	2022	\$199,475.16	100	\$199,475.16
S015779			Extend the EB Left Turn Lane on SR 204 & Largo Dr	AUTH	TSA	2023	\$87,644.35	100	\$87,644.35
S015844			Construct an EB Right Turn Lane along SR 204 at Largo Dr	AUTH	TSA	2023	\$132,430.11	100	\$132,430.11
S015867			Install Left Turn Lane on SR 30 at Hodgeville Rd	AUTH	TSA	2023	\$180,220.00	100	\$180,220.00
Effingham									
PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0006700	CSMSL-0006-00(700)	2004-H-06	EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM	AUTH	CST	2022	\$58,695,945.45	23	\$13,500,067.45

Transit Funding Obligations – 2021 - 2023 FTA Grant Awards

Federal (FTA)	Source	Date Executed/Closed/Extended	FTA Grant Amount (\$)
GA-2021-024-00	FFY 2018, FFY 2019, and FFY 2020 FHWA Z950 Flex funds	9/7/2021	516,240
GA-2021-028-00	FFY 2021 FHWA STBG Flex Z230 Funds	9/23/2021	1,127,328
GA-2022-007-00	FY 2021 5307 ARP Act Funds	6/7/2022	12,667,863
GA-2022-008-00	5307h Capital: Ferryboat Discretionary	3/11/2022	2,560,000
GA-2022-026-00	FFY 2020 Section 5339c	8/24/2022	3,742,480
GA-2022-031-00	FFY 2021 Section 5307	9/23/2022	8,738,561
GA-2023-013-00	FY 2021 American Rescue Plan	9/11/2023	550,000
GA-2023-032-00	FY 2021 and FY 2022 FHWA Ferry Boat Program Flex Funds	9/7/2023	356,449
GA-2023-019-00	FY2017 5307(h) Passenger Ferry Grant Program	7/10/2023	2,070,577

Appendix C: Implemented, Removed and Delayed TIP Priority Projects

Implemented Priority Projects

The CORE MPO's TIP prioritization process started in 2006 when the MPO established its first 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.
- PI# 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# 0006328, SR 26 SPUR FROM SR 21/SR 25 TO SR 21 SPUR – under construction.
- PI# 0006700, EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM – under construction.
- PI# 0007128, CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE – under construction.
- PI# 0007148, I-95 Operational Improvements at SR 204 – the road is open to traffic.
- PI# 0007259, CR 984/JIMMY DELOACH PARKWAY @ SR 17 – INTERCHANGE – the roadway 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# 0007631, TRUMAN LINEAR PARK TRAIL – PHASE II-A – the project is completed and open to the public.
- 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 – under construction.
- 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 – the 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# 0012757, I-16 FROM I-95 TO I-516 – under construction.
- PI# 0013727, I-16 @ SR 307 – under construction.
- PI# 0013741, SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH – under construction.
- PI# 0013742, SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH – under construction.
- PI# 0015306, TRUMAN LINEAR PARK TRAIL - PHASE II – B – CST funds have been authorized. Project is expected to start construction soon.
- PI# 0017973, CITY OF SAVANNAH – TRAFFIC CONTROL CENTER – open for operation.
- PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE – project let for construction.
- PI# 522790, JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80 - the road is open to traffic.
- PI# 522870, SR 204/Abercorn Street Interchange Construction at King George Blvd – the road is open to traffic.
- PI# 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154 – the road 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.
- PI# 550560, SR 204 Spur/Whitefield Avenue Widening from Haney's Creek to Ferguson Avenue – the road is open to traffic.
- 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.
- T002486, Norfolk Southern – Port Junction Wye Construction - construction 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 by FHWA and flexed to FTA. CAT is implementing projects.
- CAT Intelligent Transportation System – funds have been authorized by FHWA and flexed to FTA. CAT is implementing projects.
- 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.

Projects that got delayed

The following projects have been significantly delayed for implementation due to various reasons.

- PI# 0008358, I-516 @ CS 1503/DeRenne Avenue – additional Environmental Justice analysis required by FHWA.
- PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY – additional Environmental Justice analysis required by FHWA.
- PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 PKWY – additional Environmental Justice analysis required by FHWA.
- PI# 0017414, SR 26/US 80 @ BULL RIVER – environmental process takes longer time than expected.
- PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK – environmental process takes longer time than expected.

Appendix D: Public Participation Materials

The attached public participation materials provide proof of compliance with the participation process of the CORE MPO's FY 2024 - 2027 TIP development.

April 2023

MEETING NOTICE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, will host a public meeting in conjunction with the CORE MPO Board meeting for the development of the FY 2024 - 2027 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 on the CORE MPO website at <https://www.thempc.org/Core>.

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.

CORE MPO Board Meeting

Wednesday, April 26, 2023

10:00 a.m.

Metropolitan Planning Commission

110 E. State Street, Savannah, GA 31401

The public can choose to participate and provide comments via virtual meeting. The virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required.

Please register at <https://register.gotowebinar.com/register/4131410973319578198>.

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 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.

September 2023

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 2024 – 2027 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 2024 to 2027. Copies of the draft TIP are available for review at the Live Oak public libraries, the Chatham County - Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <https://www.thempc.org/Core>, and other public review agencies. Any changes to the draft report will be posted on the website.

The comment period for the draft TIP starts on **September 27, 2023**. Written comments will be accepted until the close of business on **October 26, 2023**. Comments are accepted via text, email, or mail. Please send your comments to Wykoda Wang via:

Text: Send texts to wangw@thempc.org

Email: wange@thempc.org

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

CORE MPO will host two virtual/in person public meetings to answer questions and accept comments on the draft TIP in conjunction with the October 2023 Citizens Advisory Committee (CAC) and November 2023 CORE MPO Board meetings. Meeting times, locations and links are listed below.

CORE MPO Citizens Advisory Committee (CAC) Meeting

Thursday, October 19, 2023

5:30 p.m.

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

This virtual meeting will be conducted with Go-to-Webinar, so advanced registration is required.

Please register here - <https://register.gotowebinar.com/register/714003493822637407>. After registering, you will receive a confirmation email containing information about joining the webinar.

CORE MPO Board Meeting

Wednesday, November 1, 2023

10:00 a.m.

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

This virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required.

Please register here - <https://register.gotowebinar.com/register/1585097074529892951>. 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 public meetings, 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.

FHWA Comments – July 11, 2023

Document Title:		CORE MPO FY24-27 TIP		Project Number:	Savannah	
Document Date:		Preliminary Draft		Comment Date:	7-11-23	
Comm. #	Page #	Section	Comment	Response		New Page
1	13	Resolution	Please incorporate language about “regionally significant projects” in the resolution as this is part of the federal requirements for the TIP.	Language has been added to Paragraph 3 of the resolution.		i
2	22, 23	Introduction	When introducing/referencing other CORE MPO products, consider providing a hyperlink or explaining where the products are located on the website.	Links to the CORE MPO website for 2045 MTP, 2050 MTP and Non-Motorized Transportation Plan have been added throughout the revised document.		
3	23	Introduction	The phrase “... format should be easy to follow” may be offensive to a person that doesn’t find the format easy to follow. Please revise accordingly.	The language has been revised to “The format of the TIP document is summarized below”.		
4	32	Introduction	1.3.3.3 – is this the process for carryover funds in Georgia? This language is not consistent with the current STIP.	In consultation with GDOT, the section regarding carryover funds has been deleted from the TIP document. GDOT provided the following response – the current STIP does not provide any reference to carryover apportionment or a carryover process. The language referenced in 1.3.3.3. of the attachment that Savannah provided must be from much earlier versions of the STIP and those sections appear to have been discontinued in the STIP a long time ago.		
5	56-71	Project Pages	Please update AADT volumes and the MTP year in the project pages as needed.	All of the updated project pages include the latest AADT volumes and MTP year (2045) in the revised document.		
6	58	Project Pages	PI 0015705 – based on the comments/remarks, the CST is now programmed with PROTECT funds. If this is the case, please revise this project page to reflect all fund codes. Additionally, if there are multiple funding sources, please reflect a breakdown of the amounts.	The preliminary draft of the TIP did not contain updated project information. Chapter 3 was work in progress. The MPO was still waiting for some information at that time. The revised TIP document contains updated information for all projects. The funding table has been revised to include funding breakdowns for easy tracking where multiple sources are used to fund a project.		
7	79	Appendix C	Are there projects from the previous TIP that were significantly delayed? If so, there is the opportunity to address 23 CFR 450.326(n)(2) in Appendix C.	The significantly delayed projects have been added and the reasons for the delay have been noted.		
8	16-20	Reminder	Reminder to have the self-certification signed in the final TIP.	The self-certification was routed for signature once the TIP document was near final. Both the MPO Chairman’s signature and the two signatures from GDOT have been acquired and included as a part of the TIP.		
9		Reminder	When developing the financial plan, please ensure to identify system-level operations and maintenance costs, YOE, local revenue sources, etc.	The operations and maintenance costs are included in the various NHPP/STBG lump sum programs in the financial plan.		

				<p>The local revenues and projects are included in the financial plan as a separate section.</p> <p>The YOE is not applicable for TIP. It is more related to MTP financial plan. For the TIP, the revenues are tied to specific projects. The costs are based on the latest estimates or available bidding information.</p>	
GDOT Comments					
Comment			Response		
Page 39 to 41 - We will replace the GDOT STIP amendment process once we obtain FHWA final approval.			The MPO will replace the section regarding the TIP amendment process once we receive the final version from GDOT that has been approved by FHWA.		
Chapter 2. Page 42 -" Expected Highway STIP Funds". Please update table 42 with the information provided on July 20th.			The information in that section has been updated with the latest information from GDOT (received on July 20).		
Chapter 3 "Project Sheets and Index". Page 54 to 74, is still a work in progress, right? The index does not match the TIP Sheets.			Chapter 3 was a working progress in the preliminary draft. It has been updated in both index and project pages.		
Page 58. "If there are multiple funding sources, please reflect a breakdown of the amounts." Provide an alternative that makes sense to facilitate understanding funding sources. For the PI 0015705, updating the funding source on the top-right from Z001 to Y800 should be enough if time is of the essence.			The MPO has made an attempt to break down the funding sources for the projects in the TIP project sheets. We would like to get input from GDOT on this approach.		
Page 7-9 - Should the fund code list be consolidated? Certain programs, like SPR/PL, are not applicable to the TIP and should probably be removed. Also - The fund codes with suffixes (e.g. F, L, N, X, etc.) are not actual IJJA/BIL fund codes. These are used for GDOT's internal programming purposes only.			The MPO has updated the funding code table to consolidate the programs. Many of the program codes not related to CORE MPO (funding codes for smaller MPOs with less than 200,000 people or for rural areas, e.g.) have been removed. Any funding codes with suffixes have been removed.		
Did not see a fact sheet for 0019716; This project has an \$9M Local CST phase programmed for FY 2025 (included in the MPO sheets).			Chapter 3 in the preliminary draft was a work in progress and did not include all of the project updates. The final TIP has the updated project information. For PI# 0019716, the project is not included in the 2045 MTP. It is shown as an Illustrative Project in the final TIP as this is a locally funded project with regional significance and no federal funding is needed.		
Page 44-45 - Based on the HIP >200K revenue estimates provided on the MPO sheets, Z919 is overprogrammed in the TIP for FY 2024 (PI# 0017414); Also - PI# 0017515 - The RW phase programmed with Z919 was shifted to FY 2025 due to PCRFF. Z919 funds must be obligated before September 30, 2024, so the MPO may need to switch the fund source.			Chapter 3 in the preliminary draft TIP was a work in progress and did not include all of the project updates. The final TIP has the updated project information. The MPO has re-balanced the Z919 funds.		
No Carbon Reduction >200K (Y601) programmed for the STIP years. Please make sure Planning is working with the MPO to identify eligible projects.			The MPO evaluated this program and decided to allocate the CRP funds to existing eligible projects based on the rankings from the Y230 and Y301 Calls for Projects.		

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 2024 - 2027 Transportation Improvement Program.

Addendum to Mobility 2045								
GDOT PI #	Identified Projects	Original Mobility 2045			June 2023 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
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
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
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
TBA	Operational Improvements with project sponsors (set aside)	PE, ROW, CST	One	\$58,271,837	PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	PE, CST	One	\$7,975,000
					Others TBA	PE, ROW, CST	One	TBA
TBA	Transit Improvements/Bus Replacements (transit set aside)	CST	One	\$5,600,000	PI# 0019013, Chatham Area Transit - State of Good Repair Fleet Replacement	CST	One	\$2,872,800
					Others TBA	CST	One	TBA
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# 0017975, Chevis Road Improvement Project	PE, ROW, CST	One	\$16,360,546
					PI# 0017976, Garrard Avenue Improvement Project	PE, ROW, CST	One	\$10,800,000
					PI# 0019015, Green Island Road Multipurpose Trail off Diamond Causeway	PE, ROW, UTL, CST	One	\$2,837,700
					Others TBA	PE, ROW, CST	One	TBA