



METROPOLITAN PLANNING ORGANIZATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION DECEMBER 2024 MPO MEETINGS

Agenda Item: Amendments to FY 2024 – 2027 Transportation Improvement Program

Presenter: Asia Hernton, CORE MPO Staff

Summary: The Transportation Improvement Program (TIP) is the MPO’s short-range programming document and is a staged, multi-year listing of surface transportation projects proposed for federal, state, and local funding within the metropolitan area. The TIP may be modified in accordance with the procedures outlined in the adopted Participation Plan by resolution of the CORE MPO Board if priorities, area goals, project schedules or funding levels change.

The current FY 2024 – 2027 TIP was adopted by the CORE MPO Board on November 1, 2023, and is referenced in the Statewide TIP (STIP). It is important to make sure that the information contained in the TIP is current and reflective of the most up-to-date cost estimates and development schedules. CORE MPO staff has coordinated with the project managers/sponsors on projects’ development status. It is also important to amend the TIP to add new or delete existing projects/phases at the request of sponsoring agencies based on the project changes and MTP/TIP consistencies.

In November 2024, the CORE MPO received several TIP amendment requests.

- Chatham Area Transit (CAT) requested a TIP amendment to include a new grant program and project into the TIP.
- The Federal Highway Administration (FHWA) requested to reformat several discretionary grant projects into a new table.
- FHWA also requested the new STIP/TIP Amendment process be amended into the TIP.
- Chatham County requested several TIP amendments to spend the TMA Carryover funds.
- The Georgia Department of Transportation (GDOT) requested to amend the TIP to revise the construction cost and funding code of a project.

The following summary outlines the proposed changes to the FY 2024 – 2027 TIP.

AMENDMENT PROCESS FOR FY 2024 – FY 2027 TIP

The Transportation Improvement Program (TIP) must be consistent with the 2050 Metropolitan Transportation Plan (MTP) called Moving Forward Together 2050 Plan, which was adopted on August 15, 2024. Before any amendments can be made to the FY 2024 - 2027 TIP, MTP/TIP consistency must be verified. The TIP must also be conformant to the Performance Based Planning and Programming (PBPP).

Projects/Phases requiring amendments, as opposed to administrative modification, to the TIP require a 15-day public review and comment period.

PUBLIC PARTICIPATION PROCESS

The adopted TIP/STIP amendment process outlined in the CORE MPO's Participation Plan requires public review and comment and responses to all comments (either individually or in summary form) for all TIP amendments. To process the proposed amendments in December 2024, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, December 1, 2024 (Appendix B). The notice was sent to the local news media and the consultation agencies as well as neighborhood associations and posted on the CORE MPO website. The comment period will start on December 4, 2024, and will close on December 18, 2024.

PROPOSED AMENDEMENTS TO FY 2024 – FY 2027 TIP

PI#	Description	Amendment
N/A	STIP/TIP Amendment Process	Amend new STIP/TIP Amendment process into TIP
0011744	I-16 @ Montgomery St & @ MLK BLVD JR – Ramp and Overpass	Reformat project page into a discretionary grant table; Remove PI#.
N/A	Voltera Electrification of American Ports – Reduction of Truck Emissions at Port Facilities Grant Program	Reformat project page into a discretionary grant table; revise cost estimate
N/A	Port of Savannah Renewable Fuel Project	Reformat project page into a discretionary grant table
N/A	City of Savannah 37th Street Safety Improvements & Supplemental Planning	Add project to TIP and format project page into a discretionary grant table
N/A	FY 2024 Savannah Belles Marine EV Charging Stations	Add project to TIP
0019015	Green Island Road Multipurpose Path	Amend funds to ROW phase and add additional carryover funds
0017975	Chevis Road Improvement Project	Amend carryover funds into project
0017976	Garrard Improvement Project	Amend carryover funds into project
0017515	I-16 @ SR 17	Amend carryover funds into projects
511250	I-95 @ Savannah River @ South Carolina Line	Revise cost and fund code for CST phase in FY 2025

STIP/TIP Amendment Process

Description:

The STIP/TIP Amendment process has changed, which requires updating CORE MPO plans with the details of the new process. Under the new process, STIP/TIP/MTP administrative modification can be processed on a project phase with a cost increase of up to \$4 million or 40% in federal share with a cap at \$40 million of the amounts to be authorized. More details will be provided in the following appendices. The CORE MPO will amend this language into the FY 2024-2027 TIP and other planning documents where applicable.

Requesting Agency:

FHWA

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Discretionary Grant Project

Project	I-16 Exit Ramp Removal
MTP Priority:	Consistent with 2050 MTP
Project Description:	The Reconnecting Communities and Neighborhoods (RCN) Program makes available \$3.35 billion in FY 2023 for planning, capital, and regional partnership projects that advance community-centered connection transportation projects, with a focus on projects that benefit disadvantaged communities.
Project Status:	The City of Savannah was awarded the RCN grant funds. The Reconnecting Communities and Neighborhoods Program grant award applies to the PE phase only. The federal award is \$1,800,000; the local match is \$450,000; and the total is \$2,250,000. The City of Savannah will use the grant funds to do the following - Equitable Redevelopment Plan, Concept Design, Environmental Studies, and Community Outreach Program
Amendment:	Reformat table to provide distinction between discretionary grants and other funds. Remove PI# as this project will be tracked under the discretionary program.
PBPP:	This project will help achieve the performance targets for Safety (PM1).
Requesting Agency:	FHWA

DRAFT

Discretionary Grant Project

Project	Voltera Electrification of American Ports – Reduction of Truck Emissions at Port Facilities Grant Program
MTP Priority:	Consistent with 2050 MTP
Project Description:	The Reduction of Truck Emissions at Port Facilities program will provide funding to reduce truck idling and emissions at ports, including through the advancement of port electrification.
Project Status:	Voltera Power, a zero-emissions refueling infrastructure provider, will receive \$7.8 million in federal funds to build a large-scale charging project near the Port of Savannah. The total project cost is \$26 million. The federal portion is \$7.8 million and the local portion is \$18 million. The project will reduce emissions from port-related traffic by providing parking and charging services for medium- and heavy-duty electric vehicle (EV) fleets.
Amendment:	Reformat table to provide distinction between discretionary grants and other funds. Revise the total cost and local match amount.
PBPP:	This project will help achieve the performance targets for Congestion Mitigation & Air Quality Improvement Program (PM3).
Requesting Agency:	FHWA

Discretionary Grant Project

Project	Port of Savannah Renewable Fuel Project
MTP Priority:	Consistent with 2050 MTP
Project Description:	The Reduction of Truck Emissions at Port Facilities program will provide funding to reduce truck idling and emissions at ports, including through the advancement of port electrification.
Project Status:	The Georgia Ports Authority will receive \$7,517,066 to conduct a four-year pilot program at the Port of Savannah that will expand the use of low-emission and zero-emission equipment to carry out daily port activities and reduce port-related emissions from idling trucks. The project will replace petroleum diesel fuel used by 621 trucks with renewable, low-emission diesel fuel. The required 20% local match is \$1,503,413.20. The additional local match is \$27,338,914.80. The total is \$36,359,394.
Amendment:	Reformat table to provide distinction between discretionary grants and other funds.
PBPP:	This project will help achieve the performance targets for Congestion Mitigation & Air Quality Improvement Program (PM3).
Requesting Agency:	FHWA

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Discretionary Grant Project

Project	City of Savannah 37th Street Safety Improvements & Supplemental Planning
MTP Priority:	Consistent with 2050 MTP Operational Improvement Set Aside
Project Description:	The Bipartisan Infrastructure Law (BIL) established the Safe Streets and Roads for All (SS4A) discretionary program with \$5 billion in appropriated funds over 5 years, 2022-2026. The SS4A program funds regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. Over \$2 billion is still available for future funding rounds.
Project Status:	The City of Savannah is awarded \$9.9 million in funding to improve safety on 37th Street. The project will consist of upgrades to 15 intersections that need systemic safety improvements, such as updated signals and timing, dedicated left turns with protected phasing, sidewalks, crosswalks, and extended bicycle lanes. The City of Savannah will provide a \$2.49 million of match funds to the project.
Amendment:	Amend the project into the FY 2024-2027 TIP and format table to provide distinction between discretionary grants and other funds.
PBPP:	This project will help achieve the performance targets for Safety (PM1).
Requesting Agency:	FHWA

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FY 2024 Savannah Belles Marine EV Charging Stations

PI#	N/A
MTP Priority:	Consistent with 2050 MTP
Project Description:	Chatham Area Transit received funding to buy new electric charging stations to support its Savannah Belles Ferry fleet. The project will improve the efficiency of the fleet, including two new diesel-electric hybrid vessels that are expected to join the fleet later this year.
Project Status:	Chatham Area Transit received a \$691,000 grant for the FY 2024 Electric and Low-Emitting Ferry Program. The total project cost is \$863,750. CAT will provide a \$172,750 match.
Amendment:	Amend the project into the FY 2024-2027 TIP
PBPP:	This project will help achieve the performance targets for Congestion Mitigation & Air Quality Improvement Program (PM3) and Transit Asset Management (TAM).
Requesting Agency:	Chatham Area Transit

Funding/Year:			
Status	Phase	Fund Source	FY 2024
Current in FY 2024 - 2027 TIP	N/A	N/A	N/A
Updated in FY 2024 -2027 TIP	N/A	Federal/Local	\$691,000/\$172,750

Green Island Road Multipurpose Path

PI#	0019015
MTP Priority:	Consistent with 2050 MTP
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.
Project Status:	This project requires additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA funds that are at risk of lapsing. The total carryover funds that will be dedicated to this project is \$1,070,160 in TA funds. The federal portion is \$856,128. The local match is \$214,031. Additionally, a ROW phase will be added to this project in FY 2026 with \$120,000 of local funds.
Amendment:	Add the PE phase in FY 2025; Add the ROW phase in FY 2026.
PBPP:	This project will help achieve the performance targets for Safety (PM1).
Requesting Agency:	Chatham County

Funding/Year:					
Status	Phase	Fund Source	FY 2025	FY 2026	
Current in FY 2024 - 2027 TIP	PE	None	\$0	\$0	
	ROW	None	\$0	\$0	
Updated in FY 2024 -2027 TIP	PE	TA/Local	\$856,128/\$214,031	\$0	
	ROW	Local	\$0	\$120,000	

Chevis Road Improvement Project

PI#	0017975
MTP Priority:	Consistent with 2050 MTP
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.
Project Status:	This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA and CRP funds that are at risk of lapsing. \$50,000 in CRP funds will be dedicated to this project phase in FY 2025. The federal portion of the CRP funds is \$40,000 and the local match is \$10,000. Additionally, \$1,788,915 in TA funds will be dedicated to the project for FY 2025. The federal portion of the TA funds is \$1,431,132 and the local match is \$357,783.
Amendment:	Add the PE phase in FY 2025.
PBPP:	This project will help achieve the performance targets for Safety (PM1).
Requesting Agency:	Chatham Country

Funding/Year:			
Status	Phase	Fund Source	FY 2025
Current in FY 2024 - 2027 TIP	PE	None	\$0
Updated in FY 2024 -2027 TIP	PE	CRP/Local	\$40,000/\$10,000
	PE	TA/Local	1,431,132/357,783

Garrard Improvement Project

PI#	0017976
MTP Priority:	Consistent with 2050 MTP
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.
Project Status:	This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated CRP funds that are at risk of lapsing. The project will receive \$1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that is \$972,616 and the local match is \$243,154.
Amendment:	Add the PE phase in FY 2025.
PBPP:	This project will help achieve the performance targets for Safety (PM1).
Requesting Agency:	Chatham County

Funding/Year:			
Status	Phase	Fund Source	FY 2025
Current in FY 2024 - 2027 TIP	PE	None	\$0
Updated in FY 2024 -2027 TIP	PE	CRP/Local	\$972,616/\$243,154

I-16 @ SR 17

PI#	0017515
MTP Priority:	Consistent with 2050 MTP
Project Description:	The proposed project will improve the existing interchange to safely and efficiently mitigate the expected future traffic increase from the Jimmy Deloach Parkway Extension to 1-16. 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 1-16. The project would begin with an Interchange Modification Report (IMR) for submittal to GDOT and FHWA, which will include a review to verify the DOI is the preferred alternative. Once the IMR is approved, a concept report will be completed with design and construction plans to follow.
Project Status:	<p>This project needs additional funds for PE phase in FY 2025. It will receive carryover funds in the PE phase from unobligated STGB funds that are at risk of lapsing. For the PE phase, the project will receive \$1,460,505 in STGB funds in FY 2025. The federal portion of that is \$1,168,404 and the local match is \$292,101.</p> <p>In the current TIP, Chatham County provides \$2,757,449 of additional local funds for the ROW phase in FY 2025. Based on revised cost estimates, the additional funds needed are \$3,000,000. The carryover STGB funds can be used to replace the local funding. The project will receive \$3,000,000 in STGB funds in FY 2025. The federal portion of that is \$2,400,000 and the local match is \$600,000.</p>
Amendment:	Add the PE phase in FY 2025. Revise cost estimate for ROW phase in FY 2025 and update funding code.
PBPP:	This project will help achieve the performance targets for Safety (PM1).
Requesting Agency:	Chatham County

Funding/Year:			
Status	Phase	Fund Source	FY 2025
Current in FY 2024 - 2027 TIP	PE	None	\$0
	ROW	Local	\$2,757,449
Updated in FY 2024 -2027 TIP	PE	STGB/Local	\$972,616/\$243,154
	ROW	STGB/Local	\$2,400,000/\$600,000

I-95 @ Savannah River @ South Carolina Line

PI#	511250
MTP Priority:	Consistent with 2050 MTP
Project Description:	<p>The purpose of the National Highway Performance Program (Y001) is 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. [§ 11105(1); 23 U.S.C. 119(b)]</p> <p>This is a bridge rehab project.</p>
Project Status:	<p>GDOT requested the amendment to increase the cost estimate for the construction phase in FY 2025 and replace the funding code. The total funds that are being requested to be amended into the TIP is \$97 million. The federal portion of that is \$38.8 million of Y001 funds. The state match is \$9.7 million. The local portion is 48.5 million.</p>
Amendment:	Revise the CST cost estimates and funding codes in FY 2025.
PBPP:	This project will help achieve the performance targets for Pavement and Bridge Condition (PM2).
Requesting Agency:	GDOT

Funding/Year:			
Status	Phase	Fund Source	FY 2025
Current in FY 2024 - 2027 TIP	CST	STGB/State	\$13,728,000/3,432,000
Updated in FY 2024 -2027 TIP	CST	Y001/State/Local	\$38,800,000/ \$9,700,000/ \$48,500,000

Appendix

Appendix A: Updated Language, Funding Tables and Project Pages

Appendix B: Public Involvement materials

Appendix C: MTP – TIP Consistency Check

Appendix D: TIP Amendment Coordination

Appendix E: TIP Amendment Resolution

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Appendix A: Updated Language, Funding Tables and Project Pages

Previous STIP/TIP Amendment Process

State Transportation Improvement Program (STIP) and Transportation Improvement Program (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 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.

Updated STIP/TIP Amendment Process

Georgia Statewide and Metropolitan Administrative Modification and Amendment Process

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given S/TIP cycle. Cooperating parties include GDOT, MPOs, FHWA, FTA, and transit agencies and the procedures must be agreed upon and documented in the STIP/TIP.

The following procedures have been developed for processing administrative modifications and amendments to the STIP and MPO TIPs and Metropolitan Transportation Plans (MTPs). The processes described below detail procedures that are to be used to update an existing approved STIP, TIPs, and associated plans, when applicable, and adhere to the guidelines stated above and below for administrative modifications and amendments.

Administrative Modifications for Federal Authorizations

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Statewide Improvement Program (STIP), or Transportation Improvement Program (TIP) 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. An Administrative Modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

The following actions satisfy the Georgia Division and FTA Region 4 requirements for an Administrative Modification to the STIP/TIP/MTP:

- A. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
- B. **Cost Increase Threshold** - A STIP/TIP/MTP administrative modification can be processed on a project phase with a cost increase of up to \$4 million or 40% in federal share with a cap at \$40 million of the amounts to be authorized. When:
 1. the Federal Share of the project phase amount in the STIP/TIP/MTP is \$10 million or less, the cost may be increased by an amount up to \$4 million and fiscal constraint is not impacted, as shown in Note (d) or
 2. the Federal Share of the project phase amount in the STIP/TIP/MTP is greater than \$10 million the cost may be increased by a maximum of 40% up to a cost increase of \$40 million and fiscal constraint is not impacted, as shown in Note (d).

- C. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.
- D. **Public Review and Comment** - A STIP/TIP/MTP administrative modification can be processed on a project phase if it does not require public review and comment.
- E. **August Redistribution** - A STIP/TIP/MTP administrative modification can be processed if an existing project is utilizing August Redistribution funding and is exempt from air quality conformity determination. *If a project is non-exempt, it must follow all federal requirements for a S/TIP Amendment.*

Amendments for Federal Authorizations

Amendment means a revision to a long-range statewide or metropolitan transportation plan, STIP, or TIP that involves a major change to a project included in a metropolitan transportation plan, STIP, or TIP, including the addition or deletion of a project or a 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 or changing the number of stations in the case of fixed guideway transit projects). 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 and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

The following actions require an Amendment to the STIP/TIP/MTP when:

- A. The addition of a new project or the addition of a phase to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.
- B. Project changes that impact air quality conformity determination.
- C. Shifting a project or a project phase that falls outside the existing 4-year STIP/TIP range (i.e., existing STIP/TIP year is 2024 – 2027 but bringing in a project phase from a previous Fiscal Year (FY) or beyond the last year of the STIP period)
- D. A major change in total project termini length greater than 1 mile, if applicable. Changes in project termini lengths for project concepts or scopes such as bridge replacements, intersection improvements, passing lanes, resurfacing, etc. are not considered a major change.

The following actions also require a redemonstration of fiscal constraint:

- A. Financial changes that exceed the above administrative modifications threshold.
- B. Annual rebalancing of the existing STIP to demonstrate fiscal constraint for the upcoming FY.
- C. Shifting project funding sources such as changing a non-federally funded project to a federally funded project.

Amendments require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out by

the procedures outlined in the Participation Plan. Georgia DOT will ensure that the amendment process and the public involvement procedures have been followed.

Except for Congressionally Directed Spending, FLAP, and Discretionary Grants, ALL other amendments to the STIP must be approved jointly by FHWA and FTA.

Notes:

- a. 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 the U.S. Department of Transportation's positive finding of conformity.
- b. The date the STIP or the STIP amendment becomes effective is when FHWA and FTA jointly approve it.
- c. The STIP is developed on the state fiscal year, which is July 1 - June 30.
- d. Funds for amendments and administrative modifications will come from the funds set aside in the STIP Financial Plan.
- e. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.
- f. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
- g. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
- h. Projects that are funded with Congressionally directed spending, FLAP funds, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.
- i. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.

FY 2025 DISCRETIONARY FUNDS TO BE REFORMATTED INTO NEW TABLE

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

I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS							
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.I. #:	0011744
						TIP #:	2013-H-02
						COUNTY:	CHATHAM
						PROJ. #:	
						FUND:	Earmark
						GDOT DISTRICT:	5
TRAFFIC VOL. 2022 AADT: 21,600						2050:	N/A
NO. OF LANES EXISTING: 2						PLANNED:	0
LOCAL ROAD #:			STATE/US ROAD #:			I-16	LENGTH (MI):
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. In June 2024, The City of Savannah requested \$2.25 million be amended into the PE phase of the project in FY 2025.							
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.	RCN/Local	\$0	\$1,800,000/\$450,000	\$0	\$0	\$2,250,000	
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	None	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$900,000	\$2,250,000	\$0	\$0	\$3,150,000	
FEDERAL COST		\$720,000	\$1,800,000	\$0	\$0	\$2,520,000	
STATE COST		\$0	\$0	\$0	\$0	\$0	
LOCAL COST*		\$180,000	\$450,000	\$0	\$0	\$630,000	

PROJECT LOCATION



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PROJECT TO BE REFORMATTED INTO NEW DISCRETIONARY GRANT TABLE**

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

Voltera Electrification of American Ports – Reduction of Truck Emissions at Port Facilities Grant Program				P.I. #:	TBA	
PROJECT DESCRIPTION: Voltera Power, a zero-emissions refueling infrastructure provider, will build a large-scale charging project near the Port of Savannah. The project will reduce emissions from port-related traffic by providing parking and charging services for medium- and heavy-duty electric vehicle (EV) fleets.				TIP #:		
TRAFFIC VOL. 2022 AADT:				2050:	N/A	
NO. OF LANES EXISTING:				PLANNED:	0	
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI):		
COMMENTS/REMARKS: Voltera Power received grant funds of \$7.8 million to implement this project and will provide local match. The required 20% local match is \$1,950,000. The total is \$9,750,000. The grant funds need to be included in the CORE MPO's 2050 MTP and 2024- 2027 TIP before Voltera Power can access them.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING	None	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	RTEPF/Local	\$0	\$7,800,000/\$1,950,000	\$0	\$0	\$9,750,000
PROJECT COST		\$0	\$9,750,000	\$0	\$0	\$9,750,000
FEDERAL COST		\$0	\$7,800,000	\$0	\$0	\$7,800,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$0	\$1,950,000	\$0	\$0	\$1,950,000

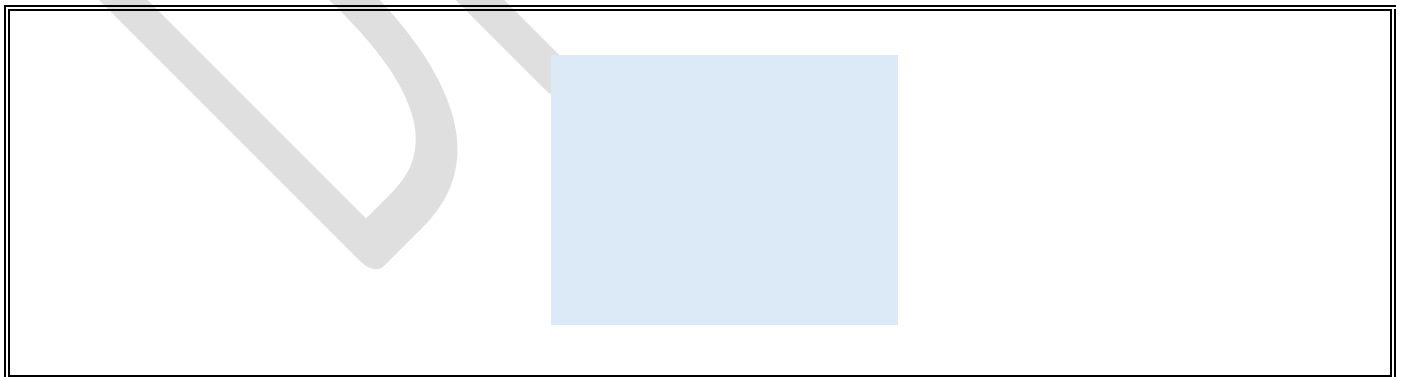
PROJECT LOCATION



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PROJECT TO BE REFORMATTED INTO NEW DISCRETIONARY GRANT TABLE
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2024 - 2027 TRANSPORTATION IMPROVEMENT PROGRAM

Port of Savannah Renewable Fuel Project				P.I. #: TBA		
<p>PROJECT DESCRIPTION: The Georgia Ports Authority will conduct a four-year pilot program at the Port of Savannah that will expand the use of low-emission and zero-emission equipment to carry out daily port activities and reduce port-related emissions from idling trucks. The project will replace petroleum diesel fuel used by 621 trucks with renewable, low-emission diesel fuel.</p>				TIP #:		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Grant/Local		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT:			2045:	N/A		
NO. OF LANES EXISTING:			PLANNED:	0		
LOCAL ROAD #:	STATE/US ROAD #:		LENGTH (MI):			
<p>COMMENTS/REMARKS: The Georgia Ports Authority (GPA) received \$7,517,066 million from the Reduction of Truck Emissions at Port Facilities Grant Program funds and will provide the local match. The required 20% local match is \$1,503,413.20. Georgia Ports Authority is also providing a \$27,338,914.80 additional match. The total is \$36,359,394. The grant funds need to be included into the CORE MPO's 2050 MTP and 2024- 2027 TIP before GPA can access them.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING	RFTEPF/Local/Local Additional Match	\$0	\$7,517,066/ \$1,503,413.20/ \$27,338,914.80	\$0	\$0	\$36,359,394
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		\$0	\$36,359,394	\$0	\$0	\$36,359,394
FEDERAL COST		\$0	\$7,517,066	\$0	\$0	\$7,517,066
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$0	\$34,855,981	\$0	\$0	\$34,855,981

PROJECT LOCATION



UPDATED PROJECT TABLES FOR PROJECTS WITH DISCRETIONARY FUNDS

PROJECT	PROGRAM FISCAL YEAR	COUNTY	GRANT RECIPIENT AGENCY	PROJECT DESCRIPTION	TYPE OF WORK	FUND SOURCE	FEDERAL GRANT AMOUNT	LOCAL MATCH	FUNDING TOTAL	FUNDS FROM TITLE	DELIVERED BY	GDOT DISTRICT	CONGRESSIONAL DISTRICT
Savannah I-16 Ramp Removal Project	2023	Chatham	City of Savannah	The City of Savannah will use the awarded grant funds to do the following activities related to the proposed removal of the I-16 flyover exit ramp over MLK Jr. Boulevard to Montgomery Street: Equitable Redevelopment Plan, Concept Design, Environmental Studies, and Community Outreach Program.	Planning	RCP	\$1,800,000	\$450,000	\$2,250,000	Title 23	Local	5	1
Voltera Electrification of American Ports (VEAP)	2023	Chatham	Voltera Power, LLC	Voltera Power, a zero-emissions refueling infrastructure provider, will receive \$7.8 million to build a large-scale charging project near the Port of Savannah. The project will reduce emissions from port-related traffic by providing parking and charging services for medium- and heavy-duty electric vehicle (EV) fleets.	Technology	RTEPF	\$7,805,819	\$18,213,577	\$26,019,395	Title 23	Local	5	1
Port of Savannah Renewable Fuel Project	2023	Chatham	Georgia Ports Authority	The Georgia Ports Authority will receive \$7.5 million to conduct a four-year pilot program at the Port of Savannah that will expand the use of low-emission and zero-emission equipment to carry out daily port activities and reduce port-related emissions from idling trucks. The project will replace petroleum diesel fuel used by 621 trucks with renewable, low-emission diesel fuel.	Technology	RTEPF	\$7,517,066	\$28,842,328	\$36,359,394	Title 23	Local	5	1
City of Savannah 37th Street Safety Improvements & Supplemental Planning	2024	Chatham	City of Savannah	The City of Savannah is awarded \$9.9 million in funding to improve safety on 37th Street. The project will consist of upgrades to 15 intersections that need systemic safety improvements, such as updated signals and timing, dedicated left turns with protected phasing, sidewalks, crosswalks, and extended bicycle lanes.	Construction/Planning	SS4A	\$9,999,520	\$2,499,880	\$12,499,400	Title 2	Local	5	1

NEW GRANT TABLE TO BE ADDED TO TIP

FY 2024 Passenger Ferry Grant Program, Electric and Low-Emitting Ferry Pilot

	Budget Description	Units	Unit Cost	Project Total	Match (\$)	Match (%)	Fed Request (\$)	Fed Request (%)
1)	High Capacity Shore Power Connection	2	\$89,900.00	\$171,800.00	\$34,360.00	20%	\$137,440.00	80%
2)	Shore Power Pedestals	2	\$345,975.00	\$691,950.00	\$138,390.00	20%	\$553,560.00	80%
	Total			\$863,750.00	\$172,750.00	20%	\$691,000.00	80%

DRAFT

CURRENT PROJECT PAGE

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
TRAFFIC VOL. 2022 AADT:		2045 AADT:
NO. OF LANES EXISTING:		PLANNED:
LOCAL ROAD #:	STATE/US ROAD #:	SR 204
		LENGTH (MI): 2.1
CONG. DISTRICT: 1		
RC: CRC		

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	Local	\$0	\$0	\$0	\$0	\$0
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y230/Local	\$0	\$0	\$0	\$771,680/\$192,9	\$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



UPDATED PROJECT PAGE

Green Island Road Multipurpose Path off Diamond Causeway 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.				P.I. #: 0019015		
				TIP #: 2022-PROJ-02		
				COUNTY: CHATHAM		
				PROJ. #:		
				FUND: Y230, Carryover TA, 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. This project requires additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA funds that are at risk of lapsing. The total carryover funds that will be dedicated to this project is \$1,070,160 in TA funds. The federal portion is \$856,128. The local match is \$214,031. Additionally, a ROW phase will be added to this project in FY 2026 with \$120,000 of local funds.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Y230/Local	\$270,160/\$67,540		\$0	\$0	\$337,700
	Carryover TA/ Local		\$856,128/\$214,032			\$1,070,160
RIGHT-OF-WAY	Local	\$0	\$0	\$120,000	\$0	\$120,000
UTILITY	NA	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y230/Local	\$0	\$0	\$0	\$771,680/\$192,92	\$964,600
	Local	\$0	\$0	\$0	\$1,535,400	\$1,535,400
PROJECT COST		\$337,700	\$1,070,160	\$120,000	\$2,500,000	\$4,027,860
FEDERAL COST		\$270,160	\$856,128	\$0	\$771,680	\$1,897,968
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$67,540	\$214,032	\$120,000	\$1,728,320	\$2,129,892
PROJECT LOCATION						

CURRENT PROJECT PAGE

Chevis Road Improvement Project				P.I. #:	0017975	
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.				TIP #:	2020-TA-01	
TRAFFIC VOL. 2022 AADT: N/A 2045: N/A				COUNTY:	CHATHAM	
NO. OF LANES EXISTING: N/A PLANNED: N/A				PROJ. #:		
LOCAL ROAD #:		STATE/US ROAD #:		FUND:	Y230, Y301, Y601, Local	
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.				GDOT DISTRICT:	5	
				CONG. DISTRICT:	1	
				RC:	CRC	
				LENGTH (MI):		
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	\$

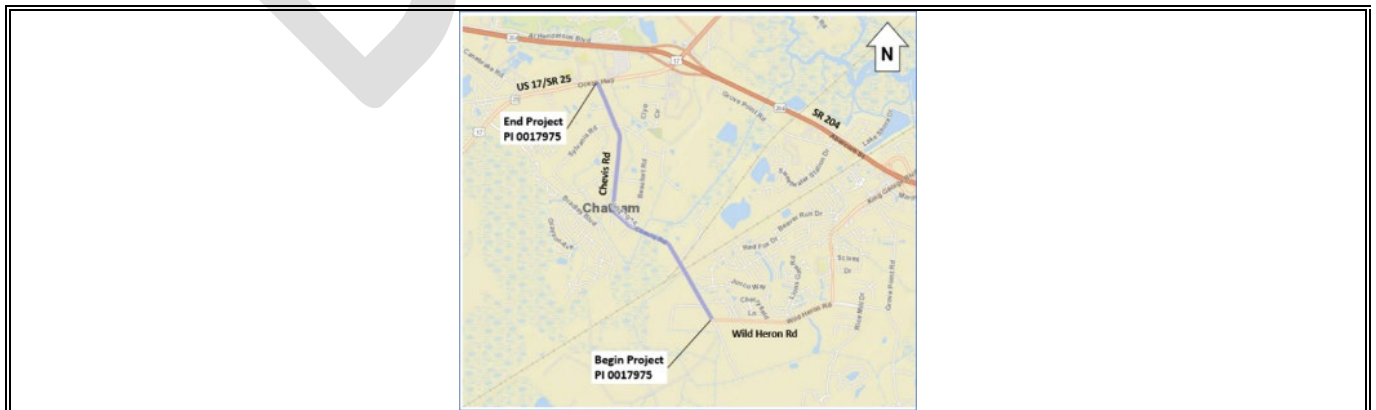
PROJECT LOCATION



UPDATED PROJECT PAGE

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, Carryover TA, Carryover CRP, 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. This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated TA and CRP funds that are at risk of lapsing. \$50,000 in CRP funds will be dedicated to this project phase in FY 2025. The federal portion of the CRP funds is \$40,000 and the local match is \$10,000. Additionally, \$1,788,915 in TA funds will be dedicated to the project for FY 2025. The federal portion of the TA funds is \$1,431,132 and the local match is \$357,783.</p>						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	
	Carryover TA/Local		\$1,431,132/\$357,783			\$1,788,915
	Carryover CRP/Local		\$40,000/\$10,000			\$50,000
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	\$5,199,461	\$1,000,000	\$12,000,000	\$18,199,461
FEDERAL COST		\$0	\$3,784,636	\$800,000	\$9,600,000	\$14,184,636
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$1,414,825	\$200,000	\$2,400,000	\$4,014,825

PROJECT LOCATION



CURRENT PROJECT PAGE

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	

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 Y601 funds. ROW has been moved to FY 2025 per March 2024 request by Chatham County.

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	\$706,806/\$176,701	\$0	\$0	\$883,507
	Y301/Local	\$0	\$893,194/\$223,299	\$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		\$0	\$2,000,000	\$8,800,000	\$0	\$10,800,000
FEDERAL COST		\$0	\$1,600,000	\$7,040,000	\$0	\$8,640,000
STATE COST		\$0	\$0	\$	\$0	\$0
LOCAL COST		\$0	\$400,000	\$1,760,000	\$0	\$2,160,000

PROJECT LOCATION



UPDATED PROJECT PAGE

Garrard Avenue Improvement Project 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.I. #:	0017976
				TIP #:	2020-TA-02
		COUNTY:	CHATHAM		
		PROJ. #:			
		FUND:	Y230, Y301, Y601, Carryover CRP		
		GDOT DISTRICT:	5		
TRAFFIC VOL.	2022 AADT:	N/A	2045: N/A		
NO. OF LANES	EXISTING:	N/A	PLANNED: N/A		
LOCAL ROAD #:	STATE/US ROAD #:		CONG. DISTRICT: 1		
			RC: CRC		
			LENGTH (MI): 1.2		

COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. This project needs additional PE funds in FY 2025. It will receive carryover funds in the PE phase from unobligated CRP funds that are at risk of lapsing. The project will receive \$1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that is \$972,616 and the local match is \$243,154.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
	Carryover CRP/Local	\$0	\$972,616/\$243,154	\$0	\$0	\$1,215,770
RIGHT-OF-WAY	Y601/Local	\$0	\$706,806/\$176,701	\$0	\$0	\$883,507
	Y301/Local	\$0	\$893,194/\$223,299	\$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		\$0	\$3,215,770	\$8,800,000	\$0	\$12,015,770
FEDERAL COST		\$0	\$2,572,616	\$7,040,000	\$0	\$9,612,616
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$643,154	\$1,760,000	\$0	\$2,403,154

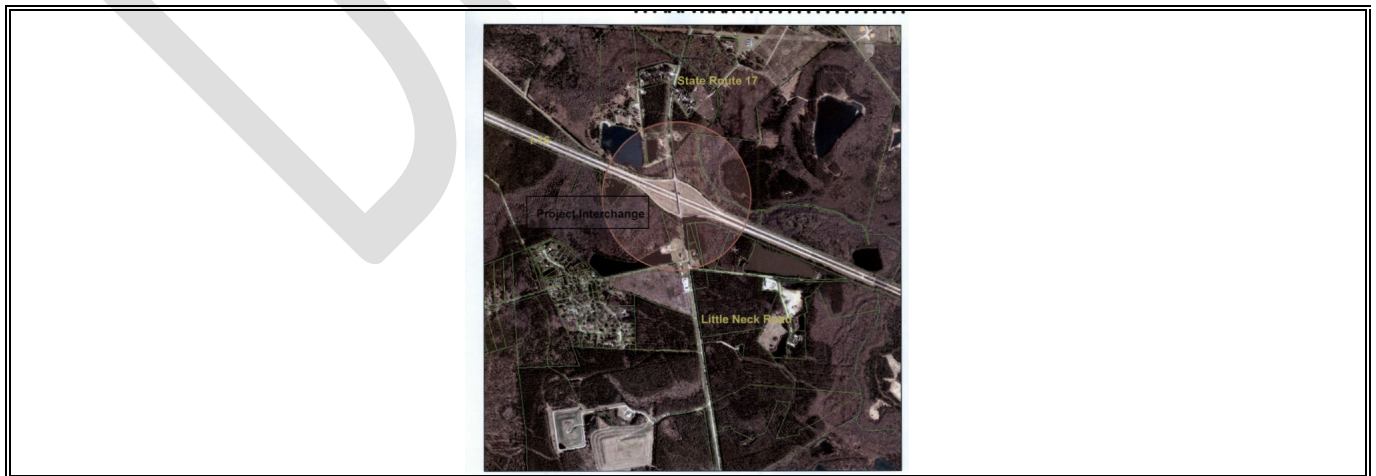
PROJECT LOCATION



CURRENT PROJECT PAGE

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 1-16. 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 1-16. The project would begin with an Interchange Modification Report (IMR) for submittal to GDOT and FHWA, which will include a review to verify the DOI is the preferred alternative. Once the IMR is approved, a concept report will be completed with design and construction plans to follow.</p>				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



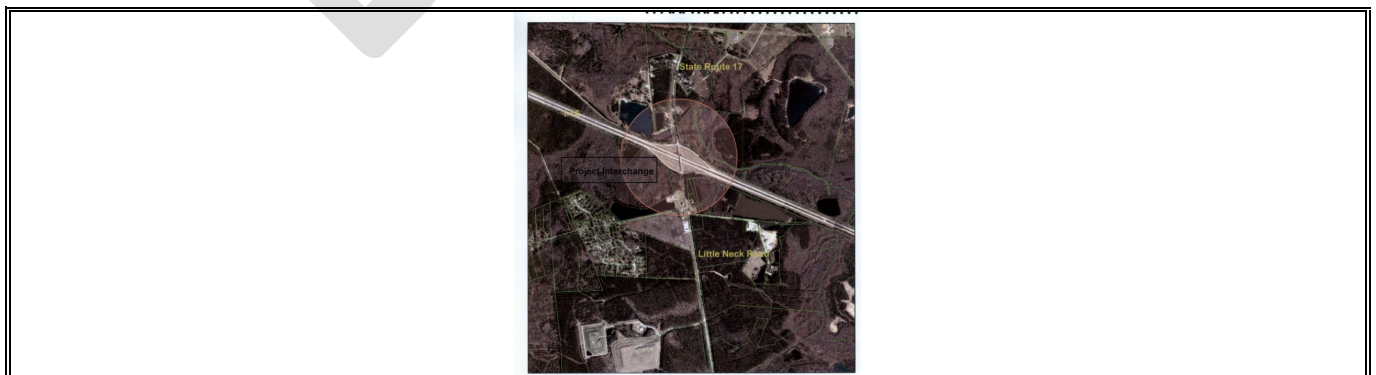
UPDATED PROJECT PAGE

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 1-16. 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 1-16. The project would begin with an Interchange Modification Report (IMR) for submittal to GDOT and FHWA, which will include a review to verify the DOI is the preferred alternative. Once the IMR is approved, a concept report will be completed with design and construction plans to follow.</p>				TIP #:	2020-H-01	
				COUNTY:	CHATHAM	
				PROJ. #:		
				FUND:	Z919, Y230, Carryover STBG	
				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

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. **This project needs additional funds for PE phase in FY 2025. It will receive carryover funds in the PE phase from unobligated STGB funds that are at risk of lapsing. For the PE phase, the project will receive \$1,460,505 in STGB funds in FY 2025. The federal portion of that is \$1,168,404 and the local match is \$292,101. In the current TIP, Chatham County provides \$2,757,449 of additional local funds for the ROW phase in FY 2025. Based on revised cost estimates, the additional funds needed are \$3,000,000. The carryover STBG funds can be used to replace the local funding. The project will receive \$3,000,000 in STBG funds in FY 2025. The federal portion of that is \$2,400,000 and the local match is \$600,000.**

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
	Carryover STBG/Local		\$1,168,404/\$292,101			\$1,460,505
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
	Carryover STBG/Local		\$2,400,000/\$600,000	\$0	\$0	\$3,000,000
UTILITY	Local	\$0	\$0	\$350,000	\$0	\$350,000
CONSTRUCTION	Local	\$0	\$0	\$32,000,000	\$0	\$32,000,000
PROJECT COST		\$0	\$5,503,056	\$32,350,000	\$0	\$37,853,056
FEDERAL COST		\$0	\$4,402,444	\$0	\$0	\$4,402,444
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST		\$0	\$1,100,612	\$32,350,000	\$0	\$33,450,612

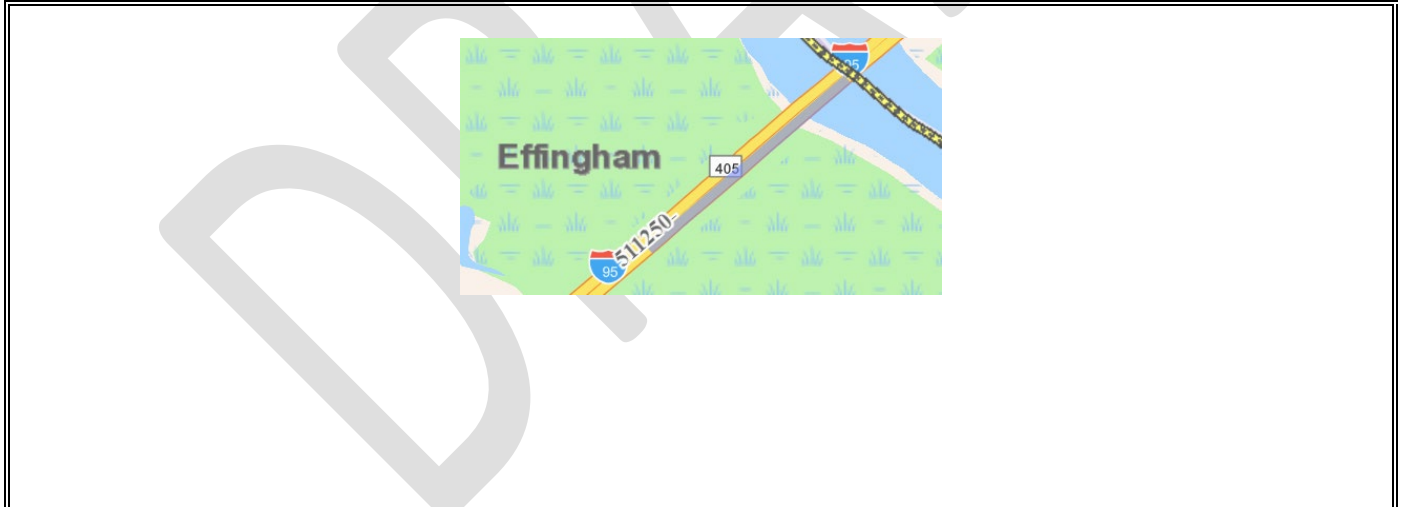
PROJECT LOCATION



CURRENT PROJECT PAGE

I-95 @ Savannah River @ South Carolina Line				P.I. #: 511250		
PROJECT DESCRIPTION: Bridge Rehab				TIP #:		
				COUNTY: EFFINGHAM		
				PROJ. #:		
				FUND: Grant/State		
				GDOT DISTRICT: 5		
TRAFFIC VOL. 2022 AADT:		2050:		N/A		
NO. OF LANES EXISTING: 4		PLANNED: 6		CONG. DISTRICT: 1		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 0.20		
COMMENTS/REMARKS: The amendment proposes to move this project from the STIP into the FY 2024-2027 TIP. The total project cost from FY 2024 to FY 2027 is \$17,160,000. Of that, the federal cost is \$13,728,000. The state cost is \$3,432,000.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING	None	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	STGB/State	\$0	\$13,728,000/ \$3,432,000	\$0	\$0	\$17,160,000
PROJECT COST		\$0	\$17,160,000	\$0	\$0	\$17,160,000
FEDERAL COST		\$0	\$13,728,000	\$0	\$0	\$13,728,000
STATE COST		\$0	\$0	\$0	\$0	\$0
LOCAL COST*		\$0	\$3,432,000	\$0	\$0	\$3,432,000

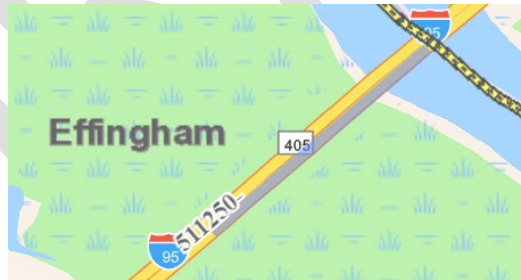
PROJECT LOCATION



UPDATED PROJECT PAGE

I-95 @ Savannah River @ South Carolina Line PROJECT DESCRIPTION: Bridge Rehab				P.I. #: 511250		
				TIP #:		
				COUNTY: EFFINGHAM		
				PROJ. #:		
				FUND: Y001, State, Local		
				GDOT DISTRICT: 5		
				CONG. DISTRICT: 1		
TRAFFIC VOL. 2022 AADT:		2050:		N/A		
NO. OF LANES EXISTING: 4		PLANNED: 6		RC: CG		
LOCAL ROAD #:		STATE/US ROAD #:		LENGTH (MI): 0.20		
COMMENTS/REMARKS: GDOT requested the amendment to increase the cost estimate for the construction phase in FY 2025 and replace the funding code. The total funds that are being requested to be amended into the TIP is \$97 million. The federal portion of that is \$38.8 million of Y001 funds. The state match is \$9.7 million. The local portion is 48.5 million.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
SCOPING	None	\$0	\$0	\$0	\$0	\$0
PRELIM. ENGR.	None	\$0	\$0	\$0	\$0	\$0
RIGHT-OF-WAY	None	\$0	\$0	\$0	\$0	\$0
CONSTRUCTION	Y001/State/Local	\$0	\$38,800,000/ \$9,700,000/ \$48,500,000	\$0	\$0	\$97,000,000
PROJECT COST		\$0	\$97,000,000	\$0	\$0	\$97,000,000
FEDERAL COST		\$0	\$38,800,000	\$0	\$0	\$38,800,000
STATE COST		\$0	\$9,700,000	\$0	\$0	\$9,700,000
LOCAL COST*		\$0	\$48,500,000	\$0	\$0	\$48,500,000

PROJECT LOCATION



Appendix B: Public Involvement materials

December 2024

Public Notice for TIP Amendments

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 draft report titled: December 2024 Amendments to the FY 2024-2027 Transportation Improvement Program (TIP). The report includes proposed updates to the TIP. Copies of the draft TIP amendment report will be available for review at the Live Oak public libraries, the Chatham County - Savannah Metropolitan Planning Commission (MPC) office, the MPC website at <https://www.thempc.org/Core>, and other public review agencies. Any changes to the TIP amendment report will be posted on the website.

The comment period starts on **Wednesday, December 4, 2024**, until the close of business on **Wednesday, December 18, 2024**. Comments are accepted via text, email, or mail. Please send your comments to Asia Hernton via:

Text: Send texts to herntona@thempc.org

Email: herntona@thempc.org

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

CORE MPO will host one (1) hybrid public meeting to answer questions and accept comments on the proposed TIP Amendments in conjunction with the December 2024 CORE MPO Board meeting. The public can attend the meeting in person or virtually via Go-To-Webinar. The meeting time, location and link are listed below.

CORE MPO Board Meeting
Wednesday, December 18, 2024
10:00 a.m.
Metropolitan Planning Commission
110 E. State Street, Savannah GA 31401

The virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required. Please register at <https://register.gotowebinar.com/register/5702437173725004636>. After registration, you will receive a confirmation email containing information about joining the webinar.

For a complete list of public review agencies, additional information regarding the draft TIP amendments, and information regarding the virtual public meeting, please call (912) 651-1456.

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.

Appendix C: 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 Moving Forward Together 2050 Plan and the amendments to the FY 2024 - 2027 Transportation Improvement Program.

Addendum to 2050 MTP								
GDOT PI#	Identified Projects	Original MTP 2050			NEW PROJECT NAME	December 2024 Addendum		
	NAME	Phase	Current MTP Cost Band	Cost		Phase	New MTP Cost Band	New Cost
0011744	I-16 @ Montgomery St & @ MLK BLVD JR – Ramp and Overpass	PE	One	\$2,250,000	I-16 @ Montgomery St & @ MLK BLVD JR – Ramp and Overpass	PE	One	\$2,250,000
TBA	Voltera Electrification of American Ports (VEAP)	CST	One	\$9,750,000	Voltera Electrification of American Ports (VEAP)	CST	One	\$26,019,395
TBA	Port of Savannah Renewable Fuel Project	CST	One	\$36,359,394	Port of Savannah Renewable Fuel Project	CST	One	\$36,359,394
TBA	NA	NA	NA	NA	City of Savannah 37th Street Safety Improvements & Supplemental Planning	Construction/ Planning	One	\$24,998,800
N/A	NA	NA	NA	NA	FY24 Savannah Belles Marine EV Charging Stations	Purchase	One	\$863,750
0019015	Green Island Road Multipurpose Path	PE	One	\$0	Green Island Road Multipurpose Path	PE	One	\$1,070,160
		ROW	One	\$0		ROW	One	\$120,000
0017975	Chevis Road Improvement Project	PE	One	\$0	Chevis Road Improvement Project	PE	One	\$1,838,915
0017976	Garrard Improvement Project	PE	One	\$0	Garrard Improvement Project	PE	One	\$1,215,770
0017515	I-16 @ SR 17	PE	One	\$0	I-16 @ SR 17	PE	One	\$1,460,505
		ROW	One	\$3,800,000		ROW	One	\$6,800,000
511250	I-95 @ Savannah River @ South Carolina Line	CST	One	\$17,160,000	I-95 @ Savannah River @ South Carolina Line	CST	One	\$97,000,000

Appendix D: TIP Amendment Coordination

CORE MPO Amendment Request

SK Sathi, Kaniz S <KSathi@dot.ga.gov>
 To: Asia Hernton
 Cc: Wykoda Wang; Vivian Canizares

TIP
 You replied to this message on 12/2/2024 11:42 AM.
 This message was sent with High importance.

PI 511250--TIP Sheet_As of Sept 2024.pdf
 267 KB

Wed 11/27/2024 9:48 AM

Good morning Asia,

The Planning Office would like to request an amendment to the current TIP and MTP for PI 511250- based on the below table information. Please add the proposed TIP and MTP project amendment to the TCC and PC agendas for December. I attached the CORE MPO TIP sheet pdf for your convenience.

Amendment:

Project Identification: PI 511250-

Project Description: I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE

Primary Work Type: Bridges

Sponsor: GDOT

	GDOT PI	Fiscal Year	Phase	Fund Code	Federal Amount	State Amount	Local Amount	Total Amount
Current	511250-	2025	CST	STBG/State	\$13,728,000	\$3,432,000	\$0	\$17,160,000
Proposed	511250-	2025	CST	Y001	\$38,800,000	\$9,700,000	\$0	\$48,500,000
				Local	\$0	\$0	\$48,500,000	\$48,500,000

If you have any questions, please feel free to contact me.

Thanks,

Kaniz S. Sathi
 Transportation Planning Specialist



RE: Chatham Cost Estimates Estimates

DB Deana Brooks <DBrooks@chathamcounty.org>
 To: Asia Hernton

TIP
 You replied to this message on 11/22/2024 10:51 AM.

TMA Carryover Funds.xlsx
 11 KB

Thu 11/21/2024 3:23 PM

From: Deana Brooks
Sent: Thursday, October 10, 2024 5:13 PM
To: Wykoda Wang <wangw@thempc.org>
Subject: Chatham Cost Estimates Estimates

Wykoda,

I went through the three projects discussed.

PI 0017515 I-16 at SR 17 Interchange Improvements could be eligible for additional ROW funds.

ROW Cost Estimate September 2024	\$2,797,000
ROW Funds in current TIP	776,633

PI 0017976 Garrard Avenue Improvement Project could be eligible for additional ROW funds.

ROW Cost Estimate June 2024	\$2,980,000
ROW Funds in current TIP	\$2,000,000

PI 0017975 Chevis Road Improvement Project could be eligible for additional ROW funds, but they could also be eligible for additional PE funds. Chatham will need to do an additional Contract amendment for final design.

ROW Cost Estimate June 2023	\$3,358,000
ROW Funds in current TIP	\$2,891,880
PE Funds allotted in current TIP	\$ 727,897
Contract amount for PE	\$1,899,312
Anticipated additional PE	\$ 300,000

I've attached the ROW cost estimates for these projects to support the numbers.

Please let me know if you need additional information.

RE: TIP Amendments

Deana Brooks <DBrooks@chathamcounty.org>
To: Asia Hernton

Reply Reply All Forward

Mon 11/4/2024 10:41 AM

You forwarded this message on 11/14/2024 11:38 AM.

Good morning Asia,

I will need to request a TIP Amendment.

0019015 Green Island Road Multipurpose Path – Please add a ROW phase to the TIP. It currently says NA. However, we anticipate at least acquiring easement so we will need to include a ROW phase. Do we need to provide a cost estimate to make this change?

Deana

Deana Brooks, PE
Senior Transportation Engineer
Chatham County
p: 912-652-7806
m: 912-433-4669

RE: TIP Amendments

Mary Moskowitz <mary.moskowitz@catchacat.org>
To: Asia Hernton

Reply Reply All Forward

Mon 11/4/2024 10:17 AM

You replied to this message on 11/4/2024 11:30 AM.

FY24 FTA Low-Emitting Ferry Pilot.pdf
330 KB

Hi Asia,

Attached is the information for the FY 2024 Passenger Ferry Grant Program, Electric and Low- Emitting Ferry Pilot. This is a new grant and will need to be added to the TIP. Below is the budget information for the project,

	Budget Description	Units	Unit Cost	Project Total	Match (\$)	Match %	Fed Request (\$)	Fed Request (%)
1)	High Capicity Shore Power Connection	2	\$85,900.00	\$171,800.00	\$34,360.00	20%	\$137,440.00	80%
2)	Shore Power Pesdestals	2	\$345,975.00	\$691,950.00	\$138,390.00	20%	\$553,560.00	80%
	Total			\$863,750.00	\$172,750.00	20%	\$691,000.00	80%

Let me know if you need anything else.

Regards,
Mary

From: Longo, Joseph (FHWA) <joseph.longo@dot.gov>
Sent: Thursday, September 26, 2024 3:49 PM
To: Wykoda Wang <wangw@thempc.org>; Kieron Coffield <coffield@thempc.org>; Asia Hernton <herntona@thempc.org>; Anna McQuarrie <mcquarriea@thempc.org>
Cc: Pamela Everett <everett@thempc.org>; Melanie Wilson <wilsonm@thempc.org>; Vivian Canizares <mcanizares@dot.ga.gov>; Sathi, Kaniz S <KSathi@dot.ga.gov>
Subject: RE: CUT OFF CORE MPO OCTOBER AGENDA TUESDAY, OCTOBER 1st

Good afternoon all,

I'm following up on last Friday's discussion about the MPO incorporating GDOT's new [STIP/TIP Amendment Process](#), specifically the Informational Appendix for discretionary grants, congressionally directed spending, and FLAP.

To be consistent with the [STIP Informational Appendix](#), please amend the TIP this meeting cycle to reflect the three discretionary grants in an informational appendix. I've attached the matrix template prefilled with the accurate funding amounts. The three grant projects were [previously amended](#) into the TIP as individual project pages.

Please let me know if you have any questions or concerns. Your flexibility on this is appreciated.

Thank you,

Joseph Longo
Community Planner
FHWA Georgia Division
75 Ted Turner Dr SW, Suite 1000
Atlanta, GA 30303
Phone: 404-562-3641

APPENDIX E: Resolution To Adopt TIP Amendments

Resolution to Amend the FY 2024- 2027 Transportation Improvement Program of the Coastal Region Metropolitan Planning Organization (CORE MPO)

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization of the Savannah urbanized area in accordance with federal requirements of Title 23, Section 134 of the United States Code to have a cooperative, comprehensive, and continuing transportation planning process; and

WHEREAS, CORE MPO adopted the FY 2024 – 2027 Transportation Improvement Program (TIP) on November 1, 2023; and

WHEREAS, CORE MPO desires to adopt amendments to FY 2024 – 2027 TIP for the CORE MPO metropolitan Planning Area to reflect the updated information and the latest developments; and

WHEREAS, the proposed TIP amendments include updates to several highway, transit, bicycle and pedestrian, and electrification projects as outlined in the TIP amendment staff report;

WHEREAS, CORE MPO has completed the public review and comment period for the proposed TIP amendments according to the Participation Plan and addressed all comments received; and

WHEREAS, CORE MPO has conducted a public hearing for the proposed amendments, and has taken into consideration comments made at the public hearing; and

WHEREAS, all requirements of the Participation Plan pertaining to TIP amendments and administrative modifications have been met.

NOW, THEREFORE, BE IT RESOLVED THAT, The Coastal Region Metropolitan Planning Organization approves the proposed amendments to the FY 2024 – 2027 Transportation Improvement Program as shown in the summary of the TIP amendment staff report with any corrections based upon the motion of December 18, 2024.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a resolution adopted by the Coastal Region Metropolitan Planning Organization Board at a meeting held on **December 18, 2024**.

Chester A. Ellis, Chairperson
Coastal Region Metropolitan Planning Organization