



THE COASTAL REGION
METROPOLITAN PLANNING ORGANIZATION
110 EAST STATE STREET, P. O. BOX, SAVANNAH, GA 31412

**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 the 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 projects within Chatham County 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 TIP amendment staff report with any corrections based upon the motion of April 23, 2025.

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 **April 23, 2025**.

Chester A. Ellis, Chairman
Coastal Region Metropolitan Planning Organization



T H E C O A S T A L R E G I O N

METROPOLITAN PLANNING ORGANIZATION

110 EAST STATE STREET, P. O. BOX, SAVANNAH, GA 31412

Amendments to FY 2024 – 2027 Transportation Improvement Program April 2025

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 March of 2025, Chatham County requested TIP amendments for several projects, including the Chevis Road Improvement Project, the Garrard Avenue Improvement Project, and the I-16 @ SR 17 Project. The following summary outlines the proposed changes to the FY 2024 – 2027 TIP.

Additionally, the Georgia Department of Transportation has made changes to the to the STIP/TIP Amendment process. These changes are detailed in this report.

AMENDMENT PROCESS FOR FY 2024 – FY 2027

The Transportation Improvement Program (TIP) must be consistent with the current 2050 Metropolitan Transportation Plan (MTP) called Moving Forward Together 2050. 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 April 2025, CORE MPO advertised a fifteen (15) day public comment period in the Savannah Morning News on Sunday, April 6, 2025 (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 started on April 9, 2025 and closed on April 23, 2025. No written comments on the proposed TIP amendments have been received from the public. Written and verbal comments from the CORE MPO Board and advisory committees have been addressed on the floor at the April 2025 meetings.

CORE MPO ACTION FOR DECEMBER 2024

The CORE MPO Technical Coordinating Committee (TCC) endorsed the proposed TIP amendments on April 17, 2025. The CORE MPO Board adopted the TIP amendments on April 23, 2025.

ADOPTED TIP AMENDMENTS FOR DECEMBER 2024

The following pages outline the adopted TIP Amendments.

PROPOSED AMENDEMENTS TO FY 2024 – FY 2027 TIP

PI#	Description	Amendment
0017975	Chevis Road Improvement Project	Add local funds to the ROW phase and move CST phase funds to FY 2028.
0017976	Garrard Avenue Improvement Project	Add additional local funds to the ROW, UTL, and CST phases of the project.
0017515	I-16 @ SR 17	Add additional local funds to the ROW, UTL, and CST phases of the project.
N/A	STIP/TIP Amendment Process	Update the requirements for the STIP/TIP Amendment process.

Chevis Road Improvement Project	
PI#	0017975
MTP Priority:	Consistent with the 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:	Chatham County has requested an update to the local fund cost estimate update for the ROW phase in FY 2025, changing the estimate from \$468,666 in local funds to \$466,120. Additionally, the CST phase will be moved from FY 2027 to FY 2028.
Amendment:	Add local funds to the ROW phase and move CST phase funds to FY 2028
PBPP:	This project will help achieve the performance targets for Safety and Security
Requesting Agency:	Chatham County

Funding/Year:					
Status	Phase	Fund Source	FY 2025	FY 2026	FY 2027
Current in FY 2024 - 2027 TIP	ROW	Local	\$468,666		
	UTL	Y301		\$800,000/ \$200,000	
	CST	Y601			\$1,200,437/\$300,109
		Y301			\$1,131,289/\$282,822
		Y230			\$7,268,274/\$1,817,069
Updated in FY 2024 -2027 TIP	ROW	Local	\$466,120		
	UTL	Y301		\$0	
	CST	Y601			\$0
		Y301			\$0
		Y230			\$0

Garrard Avenue Improvement Project	
PI#	0017976
MTP Priority:	Consistent with the 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:	Chatham County has requested to add an additional local match of \$1,342,000 in the ROW phase of FY 2026. The addition of a Utility Phase, totaling \$678,260 was also requested. Lastly, the county requested the addition of local funds phase in FY 2026, totaling to \$152,047 in funds.
Amendment:	Add local funds to the ROW, UTL, and CST phases of the project.
PBPP:	This project will help achieve the performance targets for Safety and Security
Requesting Agency:	Chatham County

Funding/Year:			
Status	Phase	Fund Source	FY 2026
Current in FY 2024 - 2027 TIP	ROW	Y601/Local	\$706,806/ \$176,701
	UTL	N/A	N/A
	CST	Y301	\$331,289/ \$82,822/
Updated in FY 2024 -2027 TIP	ROW	Y601/ Local/ Add. Local	\$706,806/ \$176,701/ \$1,342,000
	UTL	Local	\$678,260
	CST	Y301/ Local/ Add. Local	\$331,289/ \$82,822/ \$152,047

I-16 @ SR 17

PI#	0017515
MTP Priority:	Consistent with the 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:	Chatham County requested the addition of \$11,367 to the ROW phase of FY 2025. A request was also made to add \$1,664,600 to the Utility Phase of FY 2027 and \$43,205,796 in the CST phase of FY 2027.
Amendment:	Add local funds to the ROW, UTL, and CST phases of the project
PBPP:	This project will help achieve the performance targets for Safety and Security
Requesting Agency:	Chatham County

Funding/Year:				
Status	Phase	Fund Source	FY 2025	FY 2027
Current in FY 2024 - 2027 TIP	ROW	Y230/Local	\$2,400,000/ \$600,000	N/A
	UTL	N/A	N/A	N/A
	CST	N/A	N/A	N/A
Updated in FY 2024 -2027 TIP	ROW	Y230/ Local/ Add. Local	\$2,400,000/ \$600,000/ \$11,367	
	UTL	Local		\$1,664,600
	CST	Local		\$43,205,796

STIP/TIP Amendment Process

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. **Non-Federal Funded Phases** – Adding a project phase that utilizes 100 percent non-federal funding that does not impact fiscal constraint, federal share match, and air quality.
- D. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.
- E. **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.
- F. **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.*

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 **with federal funds** 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.

Requesting Agency:

GDOT

Appendix

Appendix A: Updated Project Pages

Appendix B: Public Involvement Materials

Appendix C: MTP – TIP Consistency Check

Appendix D: TIP Amendment Coordination

Appendix A: Updated Project Pages

Current Project Page

Chevis Road Improvement Project 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.I. #:	0017975
					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):	
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.						
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	
	Y301/Local	\$0	\$1,431,132/\$357,783	\$0	\$0	\$1,788,915
	Y601/Local	\$0	\$40,000/\$10,000	\$0	\$0	\$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



Updated Project Page

<div>Chevis Road Improvement Project</div> <div>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.</div>				P.I. #: 0017975			
				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):	
<div>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. In April 2025, Chatham County requested an amendment to add local funds to FY 2025 and move the construction phase to FY 2028.</div>							
PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL	
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0		
	Y301/Local	\$0	\$1,431,132/\$357,783	\$0	\$0	\$1,788,915	
	Y601/Local	\$0	\$40,000/\$10,000	\$0	\$0	\$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	\$466,120	\$0	\$0	\$466,120	
UTILITY	Y301/Local	\$0	\$0	\$0	\$0	\$0	
CONSTRUCTION	Y601/Local	\$0	\$0	\$0	\$0	\$0	
	Y301/Local	\$0	\$0	\$0	\$0	\$0	
	Y230/Local	\$0	\$0	\$0	\$0	\$0	
PROJECT COST		\$0	\$5,196,915	\$0	\$0	\$5,196,915	
FEDERAL COST		\$0	\$3,784,636	\$0	\$0	\$3,784,636	
STATE COST		\$0	\$0	\$0	\$0	\$0	
LOCAL COST		\$0	\$1,412,279	\$0	\$0	\$1,412,279	

PROJECT LOCATION



Current 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, Local
GDOT DISTRICT:	5
CONG. DISTRICT:	1
RC:	CRC
LENGTH (MI):	1.2

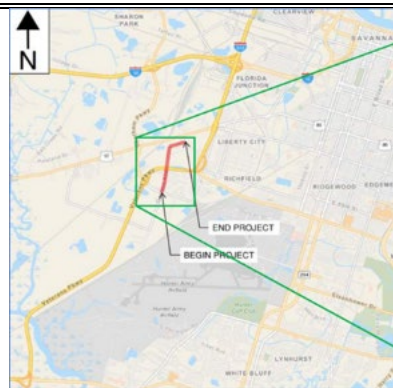
TRAFFIC VOL.	2022 AADT:	N/A	2045:	N/A
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A

LOCAL ROAD #:	STATE/US ROAD #:
---------------	------------------

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
	Y601/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
	Y230/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



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, Local
GDOT DISTRICT:	5
CONG. DISTRICT:	1
RC:	CRC
LENGTH (MI):	1.2

TRAFFIC VOL.	2022 AADT:	N/A	2045:	N/A
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A

LOCAL ROAD #:	STATE/US ROAD #:
---------------	------------------

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. In April 2025, Chatham County requested the addition of \$1.3 million in local funds to the ROW phase, \$678,000 in local funds to the UTL phase, and \$152,047 to the CST phase.

PROJECT PHASE	\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL
PRELIM. ENGR.	Authorized	\$0	\$0	\$0	\$0	\$0
	Y601/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
	Local	\$0	\$0	\$1,342,000	\$0	\$1,342,000
UTILITY	Local	\$0	\$0	\$678,260	\$0	\$678,260
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
	Y230/Local	\$0	\$0	\$5,508,274/\$1,377,069	\$0	\$6,885,343
	Local	\$0	\$0	\$152,047	\$0	\$152,047
PROJECT COST		\$0	\$3,215,770	\$10,972,307	\$0	\$14,188,077
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	\$3,932,307	\$0	\$4,575,461

PROJECT LOCATION



Current Project Page

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.I. #:		0017515									
				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	
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 STBG funds. For the PE phase, the project will receive \$1,460,505 in STBG 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			
		Y230/Local		\$0		\$1,168,404/\$292,101		\$0		\$0		\$1,460,505			
RIGHT-OF-WAY		Local		\$0		\$265,918		\$0		\$0		\$265,918			
		Y230/Local		\$0		\$621,306/\$155,327		\$0		\$0		\$776,633			
		Y230/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



Updated Project Page

I-16 @ SR 17 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.I. #: 0017515				
					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	
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 STBG funds. For the PE phase, the project will receive \$1,460,505 in STBG 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. In April 2025, Chatham County requested \$11,000 local funds be added to the ROW phase of FY 2025, \$1.6 million be added to the UTL phase of FY 2027 and \$43,205,796 of local funds be added to the CST phase of FY 2027.									
PROJECT PHASE		\$ SOURCE	FY 2024	FY 2025	FY 2026	FY 2027	TOTAL		
PRELIM. ENGR.		Authorized	\$0	\$0	\$0	\$0	\$0		
		Y230/Local	\$0	\$1,168,404/\$292,101	\$0	\$0	\$0	\$1,460,505	
RIGHT-OF-WAY		Local	\$0	\$265,918	\$0	\$0	\$265,918		
		Y230/Local	\$0	\$621,306/\$155,327	\$0	\$0	\$0	\$776,633	
		Y230/Local	\$0	\$2,400,000/\$600,000	\$0	\$0	\$0	\$3,000,000	
		Local	\$0	\$11,367	\$0	\$0	\$0	\$11,367	
UTILITY		Local	\$0	\$0	\$0	\$0	\$0		
		Local	\$0	\$0	\$0	\$1,664,600	\$1,664,600		
CONSTRUCTION		Local	\$0	\$0	\$0	\$0	\$0		
		Local	\$0	\$0	\$0	\$43,205,796	\$43,205,796		
PROJECT COST			\$0	\$5,514,423	\$0	\$44,870,396	\$50,384,819		
FEDERAL COST			\$0	\$4,402,444	\$0	\$0	\$4,402,444		
STATE COST			\$0	\$0	\$0	\$44,870,796	\$44,870,796		
LOCAL COST			\$0	\$1,111,979	\$0	\$0	\$1,111,979		

PROJECT LOCATION



Current 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:

- G. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
- H. **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).
- I. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.
- J. **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.

- K. **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:

- E. 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.
- F. Project changes that impact air quality conformity determination.
- G. 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)
- H. 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.

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:

- L. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
- M. **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).
- N. **Non-Federal Funded Phases** – Adding a project phase that utilizes 100 percent non-federal funding that does not impact fiscal constraint, federal share match, and air quality.
- O. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.

- P. **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.
- Q. **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:

- I. The addition of a new project or the addition of a phase **with federal funds** 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.
- J. Project changes that impact air quality conformity determination.
- K. 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)
- L. 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:

- D. Financial changes that exceed the above administrative modifications threshold.
- E. Annual rebalancing of the existing STIP to demonstrate fiscal constraint for the upcoming FY.
- F. 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:

- j. 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.
- k. The date the STIP or the STIP amendment becomes effective is when FHWA and FTA jointly approve it.
- l. The STIP is developed on the state fiscal year, which is July 1 - June 30.
- m. Funds for amendments and administrative modifications will come from the funds set aside in the STIP Financial Plan.
- n. 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.
- o. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
- p. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
- q. 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.
- r. 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.

Appendix B: Public Involvement Materials

April 2025

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: April 2025 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, April 9, 2025**, until the close of business on **Wednesday, April 23, 2025**. 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 April 2025 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, April 23, 2025

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/1761497236751119190>. 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 (August 2024)			NEW PROJECT NAME	April 2025 Addendum		
	NAME	Phase	Current MTP Cost Band	Cost		Phase	New MTP Cost Band	New Cost
0017975	Chevis Road Improvement Project	ROW	One	3,360,546	Chevis Road Improvement Project	ROW	One	\$466,120
		UTL	One	\$1,000,000		UTL	One	\$0
		CST	One	12,000,000		CST	One	\$0
0017976	Garrard Avenue Improvement Project	ROW	One	\$2,000,000	Garrard Avenue Improvement Project	ROW	One	\$3,342,000
		UTL	One	\$0		UTL	One	\$678,260
		CST	One	\$8,800,000		CST	One	\$8,952,047
0017515	I-16 @ SR 17	ROW	One	\$3,800,000	I-16 @ SR 17	ROW	One	\$5,514,423
		UTL	One	\$350,000		UTL	One	\$1,664,600
		CST	One	\$32,000,000		CST	One	\$43,205,796

Appendix D: TIP Amendment Coordination

From Deana Brooks <DBrooks@chathamcounty.org>

Date Tue 4/1/2025 5:10 PM

To Asia Hernton <herntona@thempc.org>; Wykoda Wang <wangw@thempc.org>

Cc Tina Bockhold <TiBockhold@chathamcounty.org>; Nathaniel Panther <npanther@chathamcounty.org>

1 attachment (82 KB)

TIP Funding Tracking - April 2025.xlsx;

Hey y'all,

I went through the 4 projects we've discussed and updated all of the numbers in the TIP Funding Tracker to accurately show the updated ROW, UTL, and CST amounts. I've moved fiscal years where appropriate.

PI 0019015 Green Island

Worked with Teresa, the ROW Cost Estimate should be submitted to GDOT soon to be updated in the TPro. The updated amount is \$123,000.

PI 0017975 Chevis

ROW hold in FY 2025

CST and UTL amounts were updated. Move to FY 2028. *If we can put the carryover funds on this one it would be as follows.*

Code	Phase	Program Year	Federal Match	Local Required Match	Local Additional Match	Total Amount
Y601	ROW	2025	\$1,200,437	\$300,109		\$1,500,546
Y301	ROW	2025	\$1,113,067	\$278,267	\$466,120	\$1,857,454
Y301	UTL	2028	\$800,000	\$200,000	\$3,142,500	\$4,142,500
Y301	CST	2028	\$1,131,289	\$282,822		\$1,414,111
Y601	CST	2028	\$1,200,437	\$300,109		\$1,500,546
Y230	CST	2028	\$7,268,274	\$1,817,069	\$2,566,213	\$11,651,556

PI 0017976 Garrard

ROW hold in FY 2025

CST and UTL amounts were updated. This should remain in FY 2026. I will work with the GDOT PM to update the TPro.

If carryover funds are available for ROW, UTL, or CST, *it would be as follows.*

Code	Phase	Program Year	Federal Match	Local Required Match	Local Additional Match	Total Amount
Y301	ROW	2025	\$893,194	\$223,299		\$1,116,493
Y601	ROW	2025	\$706,806	\$176,701	\$1,342,000	\$2,225,507
Local	UTL	2026			\$678,260	\$678,260
Y230	CST	2026	\$5,508,274	\$1,377,069		\$6,885,343
Y301	CST	2026	\$331,289	\$82,822	\$152,047	\$566,158
Y601	CST	2026	\$1,200,437	\$300,109		\$1,500,546

PI 0017515 I-16 @ SR17

ROW hold in FY 2025

Remove Z919 funds that were lost in Sept. 2024. Still shown on TIP.

Minor amount changed in local additional funds for ROW

Updated UTL and CST amounts shown below. Also, these amounts need to move to FY 2027. I didn't add these amounts in the TIP tracker because the local doesn't want to pay for Utility or Construction for an interstate project.

Code	Phase	Program Year	Federal Match	Local Required Match	Local Additional Match	Total Amount
Y230	ROW	2025	\$621,306	\$155,327		\$776,633
Carryover STBG	ROW	2025	\$2,400,000	\$600,000	\$11,367	\$3,011,367
GDOT	UTL	2027			\$1,664,600	\$1,664,600
GDOT	CST	2027			\$43,205,796	\$43,205,796

Deana Brooks, PE

Senior Transportation Engineer

Chatham County

p: 912-652-7806

m: 912-433-4669