Draft

Transportation Improvement Program

For the Coastal Region Metropolitan Planning Organization

Fiscal Year 2027-2030

To Be Adopted - August 26, 2026

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

TRANSPORTATION IMPROVEMENT PROGRAM

FY 2027-2030

Draft

To be Adopted - August 26, 2026

Coastal Region Metropolitan Planning Organization
Chatham County - Savannah Metropolitan Planning Commission
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The Chatham County - Savannah Metropolitan Planning Commission (MPC) and Coastal Region Metropolitan Planning Organization (CORE MPO) are committed to the principle of affirmative action and prohibit discrimination against otherwise qualified persons on the basis of race, color, national origin, religion, age, disability, sex, sexual orientation, gender identity and expression, marital status, familial status, parental status, political beliefs, genetic information, income, or other protected category in its recruitment, employment, facility and program accessibility or services.

MPC and CORE MPO are committed to enforcing the provisions of the Civil Rights Act, Title VI, and all the related requirements mentioned above. CORE MPO is also committed to taking positive and realistic affirmative steps to ensure the protection of rights and opportunities for all persons affected by its plans and programs.

This publication was prepared in cooperation with the Department of Transportation, State of Georgia, Federal Transit Administration, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration (FTA). This report does not constitute a standard, specification or regulation.

After approval by the CORE MPO Board and GDOT, the TIP shall be included without modification, directly or by reference, in the STIP. The exception to that rule is in non-attainment and maintenance areas, where a conformity finding by the FHWA and the FTA must be made before it is included in the STIP. After approval by the CORE MPO Board and the GDOT, a copy shall be provided to the FHWA and the FTA. The state shall notify the MPO when a TIP, including projects under the jurisdiction of these agencies, has been included in the STIP.

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COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
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US Army District Engineer, Corps of Engineers
Transportation Staff, Coastal Regional Commission
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Jared Lombard, Community Planner, Federal Highway Administration

Representative, Environmental Group

Dennis Jones, Chatham Emergency Management Agency

Representative, Law Enforcement

Representative, Savannah - Chatham County Public Schools

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Bike Walk Savannah Representative

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Devin Frails, Healthy Savannah
Harold Taylor, City of Savannah
Shannon Ginn, LIFE Inc.
Rita Greenbush, Interested Citizen
Asia Hernton, Bike/Ped Coordinator, Chatham County – Savannah Metropolitan Planning Commission
Tamara Drake, Coastal Regional Commission
Damon Rice, Chatham County
Alden Strandburg, Effingham County
Grace Tuschak, Go Georgia (formerly Georgia Bikes)
Representative, Savannah-Chatham County Public School System
Staff Representative, City of Rincon
Staff Representative, Tide to Town

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Baird Sills, Savannah Wheelman
Connor Booth, Georgia Department of Transportation
Mary Charles, Georgia Hi-Lo
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Staff Representative, Georgia Southern University
Staff Representative, Savannah College of Art and Design
Staff Representative, City of Bloomingdale
Staff Representative, City of Garden City
Staff Representative, City of Port Wentworth
Staff Representative, Town of Thunderbolt
Staff Representative, City of Tybee Island
Staff Representative, City of Richmond Hill
Staff Representative, Bryan County

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COMMUNITY OPPORTUNITIES AND PUBLIC INVOLVEMENT COMMITTEE

Chairperson Armand Turner
Interested Citizen

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Asia Hernton, Chatham County – Savannah Metropolitan Planning Commission
Shannon Ginn, Para Support and Housing Coordinator, Living Independence for Everyone Inc.
Patti Lyons, Executive Director, Senior Citizens Inc.
Tyron Palmer, National Federation of the Blind of Georgia - Local Chapter
Brenda Pollen, Resident Service Coordinator, Housing Authority of Savannah
Bernadette Ball Oliver, Economic Opportunity Authority
Representative, Savannah Center for the Blind and Low Vision
Representative, Savannah-Chatham Council on Disability Issues (SCCDI)
Ben Lewis, Chatham County
Anthony H. Abbott, Interested Citizen
Representative, Interested Citizen
Representative, Interested Citizen
A'riel Johnson, Interested Citizen
Robert Pirie, Interested Citizen

NON-VOTING ADVISORY MEMBERS

Staff Representative, Savannah Council of the Blind
Staff Representative, Coastal Center for Developmental Services
District 5 Staff Representative, Georgia Department of Transportation (GDOT)
Staff Representative, Georgia Infirmary Day Center
Bill Kelso, Goodwill Industries of the Coastal Empire
Staff Representative, National Association for the Advancement of Colored People (NAACP) - Savannah Chapter
Staff Representative, Savannah - Chatham County Fair Housing Council
Representative, Deaf Community
Staff Representative, Bryan County
Staff Representative, Effingham County
Staff Representative, Harambee House

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
STAFF MEMBERS

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

Zhongze (Wykoda) Wang, Director of Transportation Administration
Chatham County - Savannah Metropolitan Planning Commission

Asia Hernton, Senior Transportation Planner
Chatham County - Savannah Metropolitan Planning Commission

Kieron Coffield, Administrative Assistant
Chatham County - Savannah Metropolitan Planning Commission

Subhashi Karunarathne, Special Projects Planner
Chatham County-Savannah Metropolitan Planning Commission

CORE MPO RESOLUTION

THE COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
ADOPTION OF CORE MPO FY 2027 - 2030
TRANSPORTATION IMPROVEMENT PROGRAM

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

WHEREAS, the Coastal Region Metropolitan Planning Organization (CORE MPO) has been designated by the Governor of Georgia as the Metropolitan Planning Organization of the Savannah urbanized area; and

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

WHEREAS, the TIP is consistent with the 2050 Metropolitan Transportation Plan and all other plans, goals and objectives of the Coastal Region Metropolitan Planning Organization, and shall be updated at least annually with revisions to reflect changes in program emphasis and funding availability; and

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

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

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

WHEREAS, the locally developed and adopted process for private sector participation has been followed in the development of the FY 2027 - 2030 TIP.

NOW, THEREFORE BE IT RESOLVED, that the Coastal Region Metropolitan Planning Organization adopts the attached four-year Transportation Improvement Program for the period of FY 2027 - 2030.

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 August 26, 2026.

_____

Chester Ellis, Chairman
Coastal Region Metropolitan Planning Organization

FEDERAL CERTIFICATION

U.S. Department of Transportation
Federal Highway Administration

Federal Transit Administration
Region IV
230 Peachtree Street, N.W.
Suite 1400
Atlanta, GA 30303
404-865-5600

Federal Highway Administration
Georgia Division
75 Ted Turner Drive, S.W.
Suite 1000
Atlanta, GA 30303
404-562-3630

March 31, 2025

In Reply Refer To:
HDA-GA

Chester Ellis, Chairman
Chatham County Board of Commissioners
Coastal Region Metropolitan Planning Organization
110 East State Street
Savannah, GA 31401

SUBJECT: Transportation Management Area (TMA) Coastal Region Metropolitan Planning Organization Federal Certification Review

Dear Chairman Ellis:

This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the transportation planning process for the Coastal Region Metropolitan Planning Organization TMA. This certification is based on the findings from the Federal Certification Review conducted on October 29-30, 2024.

The overall conclusion of the Certification Review is that the planning process for the Coastal Region Metropolitan Planning Organization complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 USC 134 and 49 USC 5303. The planning process at the Coastal Region Metropolitan Planning Organization is a continuing, cooperative, and comprehensive process, and reflects a significant, professional commitment to deliver quality in transportation planning.

We would like to thank Ms. Melanie Wilson and her staff for their time and assistance in planning and conducting the review. Enclosed is the Certification Review Final Report that documents the results of this review and offers recommendations for continuing quality improvements and enhancements to the planning process. The Federal Review also noted noteworthy practices. The Federal Review Team did not identify any corrective actions. This Report also has been transmitted concurrently to the Georgia Department of Transportation.

If you have any questions regarding the Certification Review process, the Certification action, and/or the enclosed report, please direct them to either Mr. Joseph Longo, Community Planner of the FHWA Georgia Division, at 404-562-3641 or Ms. Nancy Pruitt, Transportation Program Specialist of the FTA Region IV, at 404-865-5473.

Sincerely,

Yvette G. Taylor

Yvette G. Taylor, Ph.D.
Regional Administrator
Federal Transit Administration

Sabrina S. David

Sabrina David, AICP
Division Administrator
FHWA Georgia Division

Enclosure:
CORE TMA 2025 Certification Review Final Report

cc: Aaron Williams, Deputy Division Administrator, FHWA-GA
Ann-Marie Day, Planning Team Leader, FHWA-GA
Robert Sachnin, Director, Office of Planning & Program Development, FTA Region IV
Nancy Pruitt, Transportation Program Specialist, FTA Region IV
Aries Little, Lead Transportation Program Specialist, FTA Region IV
Kelly Martin, Assistant Director, Metro and Rural Planning, GDOT
Vivian Canizares, Asst. Office, Head Metro and Rural Planning, GDOT
Kaniz Sathi, Transportation Planning Specialist, GDOT
Melanie Wilson, Executive Director & CEO, CORE MPO
Wykoda Wang, Director of Transportation Administration, CORE MPO

GDOT-CORE MPO JOINT CERTIFICATION*

CERTIFICATION
OF THE
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION

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

I. 23 U.S.C.134, 49 U.S.C 5035, and this subpart

a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).

b) All major modes of transportation are members of the MPO.

c) Any changes to the MPA boundaries were reflected in the Policy Board representation.

d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.

e) Roles and responsibilities are defined for the development of the Long-Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.

f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.

g) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

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

a) The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.

b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).

c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.

d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.

e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

2. **LRTP/MTP (23 CFR Part 450.324)**

a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
c) The LRTP/MTP is fiscally constrained.
d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).
e) All of the Infrastructure Investment and Jobs Act (IIJA) planning factors were considered in the planning process.
f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
i) The transit authority's planning process is coordinated with the MPO's planning process.
j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.

3. **TIP (23 CFR Part 450.326)**

a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
b) Each project included in the TIP is consistent with the LRTP/MTP.
c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
f) The MPO TIP is included in the STIP by reference, without modification.
g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

4. **Participation Plan (23 CFR Part 450.316)**

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

underserved, including low-income and minority households.

f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.

g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.

h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full and open access for all.

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

a) The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.

b) The annual listing is made available to the public via the TIP or the LRTP/MTP.

II. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C 7504, 7506 (c) and (d) and 40 CFR Part 93

a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.

b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.

c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.

d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.

e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.

f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

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

a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.

b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.

c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.

d) The MPO has a documented policy on how Title VI complaints will be handled.

e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creek, national origin, sex, or age in employment of business opportunity

a) The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.

V. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in U.S. DOT funded projects

a) The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.

VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal- aid highway construction contracts

a) The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin.

VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38

a) The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally- Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.

VIII. The Old Americans Act, as amended (42 U.S.C 6101), prohibiting discrimination on the basis of age in programs and activities receiving Federal financial assistance

a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

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

a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.

b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination.

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

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

Chester A. Ellis, Chairman Coastal Region Metropolitan Planning Organization	Date

Vivian Canizares, Assistant Office Head – Rural & Metro Planning Georgia Department of Transportation, Office of Planning	Date

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

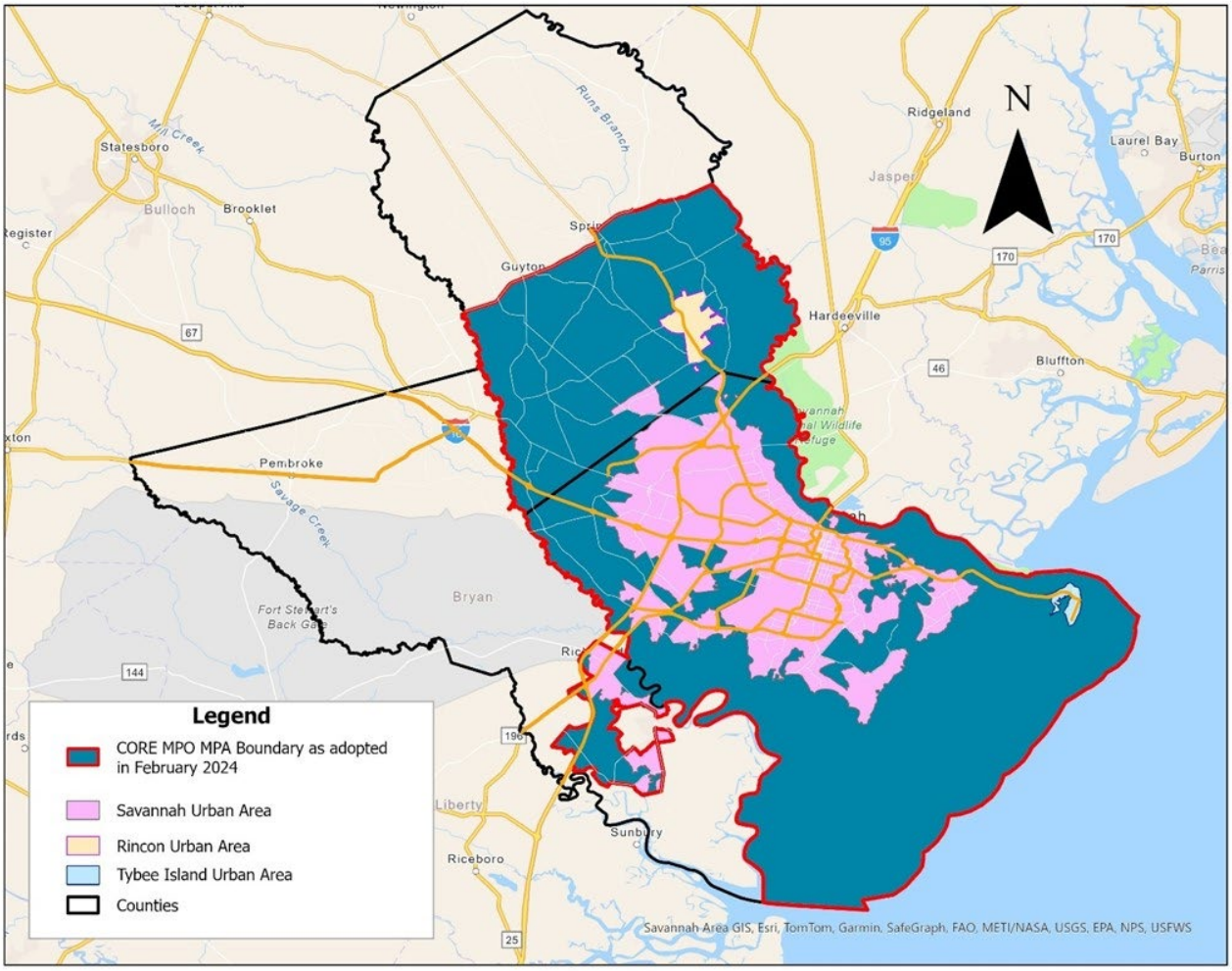
*GDOT is updating the template for this certification. It will be finalized before TIP adoption. The information in this section is subject to updates.

CHAPTER 1: AN INTRODUCTION TO THE TRANSPORTATION IMPROVEMENT PROGRAM

1.1 CORE MPO and TIP

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

The Coastal Region Metropolitan Planning Organization (CORE MPO) is the designated MPO for the Savannah urban area. The current CORE MPO Metropolitan Planning Area (MPA), based on the 2020 census data, adopted by the CORE MPO Board in February 2024 and subsequently approved by the Governor of Georgia, includes all of Chatham County and portions of Bryan and Effingham Counties as depicted below.



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

- MPC Executive Director & CEO and professional staff
- CORE MPO Technical Coordinating Committee (TCC)
- CORE MPO Economic Development and Freight Advisory Committee (EDFAC)
- CORE MPO Bicycle and Pedestrian Advisory Committee (BPAC)
- CORE MPO Community Opportunities and Public Involvement Committee (COPIC)

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

CORE MPO's current 2050 Metropolitan Transportation Plan, called Moving Forward Together 2050 (https://www.thempc.org/Core/Mtp2050#gsc.tab=0), was adopted in August 2024 and has been maintained and updated since then. The FY 2027 – 2030 TIP is programmed to address the transportation needs of the Savannah region and consists of priority improvements recommended in the MTP. It coincides with Cost Band One of the 2050 MTP (2025 – 2032).

The FY 2027 – 2030 TIP is consistent with the Goals and Objectives set in the 2050 MTP. Each project programmed in the TIP satisfies at least one of the following goals:

Safety and Security
Provide a safe and secure transportation system for all users.

Performance and Reliability
Enhance transportation system efficiency and freight movement.

Access and Connectivity
Enhance mobility by improving access to opportunities and multimodal options.

Stewardship
Strategically maintain and improve the transportation system through coordination, economic competitiveness, and resource management.

System and Environmental Preservation
Maintain and preserve the transportation system and natural environment.

As a TMA, CORE MPO has the authority to prioritize the projects in the FY 2027 - 2030 TIP, particularly those to be funded with the Surface Transportation Block Grant Program (STBG) Urban Attributable funds (Y230 funds), Transportation Alternatives funds (TA or Y301 funds), and the Carbon Reduction Program funds (Y601 funds) under the Infrastructure Investment and Jobs Act (IIJA).

The FY 2027 – 2030 TIP identifies transportation improvements recommended for advancement during the program period, groups the projects into appropriate staging periods and includes realistic estimates of total costs and anticipated funding sources.

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

Through adoption by the CORE MPO Board, the document becomes the official TIP for the Savannah region and then is integrated into the State Transportation Improvement Program (STIP). Project-by-project review and approval by the Georgia Department of Transportation (GDOT), the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) is also necessary before federal funds become available.

It should be understood that the TIP is a flexible program which may be modified in accordance with the procedures outlined in the adopted Participation Plan (PP) by resolution of the CORE MPO Board if priorities, area goals or funding levels change. The TIP amendment and administrative modification procedures have been updated in accordance with guidelines from GDOT.

1.2 Overview of the FY 2027 - 2030 TIP Document

The format of this FY 2027 - 2030 Transportation Improvement Program (TIP) document is summarized below. If you have any questions, please contact the transportation planning staff of the Chatham County - Savannah Metropolitan Planning Commission (MPC) at (912) 651-1456 for assistance.

The first section of this document includes four components. The table of contents provides a summary of the structure in which the FY 2027 – 2030 TIP is organized. The MPO organization that follows lists the CORE MPO Board, the current advisory committees, and staff members who have developed this TIP. The MPO resolution certifies the CORE MPO adoption of the FY 2027 – 2030 TIP. The MPO certifications provide proof that CORE MPO has the authority to carry out the 3-C MPO transportation planning process in the Savannah region.

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

Chapter 2 outlines the development process of the FY 2027 - 2030 TIP, including expected federal / state / local funding in the next four years, and the transportation improvement priority establishment process.

Chapter 3 lists the specific highway, transit, and non-motorized multi-modal projects programmed in the FY 2027 - 2030 TIP. The highway section includes an index of projects in the Savannah region programmed to receive funds from the Federal Highway Administration (FHWA) and other sources in fiscal years 2027 - 2030, the individual project pages that provide more detailed project information, a list of lump sum funding categories and programs in the Savannah region for the four-year period, and a financial plan that demonstrates fiscal constraints. The highway section includes some transit projects and multi-modal projects because their funding obligation will eventually go through FHWA. The transit section includes the financial statement of the Chatham Area Transit Authority (CAT), the capital improvement justification, the transit projects programmed to receive funds from the Federal Transit Administration (FTA) in fiscal years 2027 to 2030, as well as a bus replacement schedule. The last section of Chapter 3 is the System Performance Report for the FY 2027 – 2030 TIP which shows the correlations between the investments in the TIP and performance measures and targets.

The appendix includes a list of lump sum projects in the Savannah region that have been identified and programmed by GDOT, the funding obligations for the Savannah region in FY 2024-2026, the priority projects that have either been implemented or have been removed from the priority list, the public participation materials related to the FY 2027 - 2030 TIP development process, and the 2050 MTP addendum which documents the MTP/TIP consistency check.

1.3 TIP Funding Programs

As mandated by federal regulations, the Transportation Improvement Program must be financially constrained. The cost of projects selected in the overall program must be equal to or less than estimated available funds to complete these projects. The available funds, which include federal, state and local sources, and in some instances private funds as with projects financed by public-private partnerships (PPP), are those dollars that are reasonably expected over the program timeframe. The federal funds play a major part in programming the transportation improvements while the state and the local governments or agencies provide their shares of the TIP funding, thus the "matched funds" include the total funding needed for the projects. The following section introduces the specific funding programs related to the FY 2027 – 2030 TIP.

1.3.1 IIJA Highway Programs

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

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

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

CORE MPO and its planning partners are also eligible for many **discretionary programs** through competitive project selection processes. If those program funds are awarded to the Savannah region, the specific program details will be introduced at that time, and the CORE MPO's FY 2027 - 2030 TIP will be amended.

1.3.1.1 IIJA Highway Formula Programs

National Highway Performance Program (NHPP) – Continued

IIJA continues the National Highway Performance Program (NHPP). The purposes of this program are: to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

Highway Safety Improvement Program (HSIP) - Continued

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

National Highway Freight Program (NHFP) – Continued

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

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

Surface Transportation Block Grant Program (STBG) – Continued

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

Transportation Alternatives (TA) – Continued

IIJA continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously

eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **CORE MPO has project prioritization and selection authority for the TA funds allocated to the Savannah region.**

Ferry Boat Program (FBP) – Continued

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

Railway-Highway Crossings Program (RHCP) – Continued

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

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

IIJA continues the Congestion Mitigation and Air Quality Improvement Program (CMAQ) to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). **CORE MPO does not receive CMAQ funds since the Savannah region is categorized as an air quality attainment area.**

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

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

Bridge Formula Program (BFP) - New

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

Carbon Reduction Program (CRP) - New

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

National Electric Vehicle Infrastructure Formula Program (NEVI) - New

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

1.3.1.2 IIJA Highway Program Funding Codes and Federal Shares

The table below demonstrates the major highway program funding codes under IIJA. Those program funding codes that correspond directly to the CORE MPO's TIP are highlighted in **bold**. It should be noted that almost all of the federal funds require a match. Depending on different funding categories, the federal/state/local shares of funds vary. The state and local shares for specific projects are based upon agreements between the state and the local project sponsors.

IIJA Major Highway Program Funding Codes and Federal Shares

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

1.3.2 IIJA Transit Programs

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

1.3.2.1 IIJA Transit Grant Programs

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

Fixed Guideway Capital Investment Grants (5309) – Continued
IIJA continues the discretionary Fixed Guideway Capital Investment Grants (CIG) program, which funds fixed guideway investments including new and expanded rapid rail, commuter rail, light rail, streetcars, bus rapid transit, and ferries, as well as corridor-based bus rapid transit investments that emulate the features of rail. There are three categories of eligible projects under the CIG program: New Starts, Small Starts, and Core Capacity.

Enhanced Mobility of Seniors & Individuals with Disabilities (5310) – Continued
IIJA continues, without change, the Formula Grants for the Enhanced Mobility of Seniors and Individuals with Disabilities Program, which funds transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

Formula Grants for Rural Areas (Section 5311) - Continued
IIJA continues the Formula Grants for Rural Areas Program, which provides capital, planning, and operating assistance to states and federally recognized Indian tribes to support public transportation in rural areas with populations less than 50,000, where many residents often rely on public transit to reach their destinations. It also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

State of Good Repair (5337) – Continued
IIJA continues the State of Good Repair grants program. This program provides financial assistance to transit agencies that operate fixed-guideway and high-intensity motorbus systems for the maintenance, replacement, and rehabilitation of capital assets, including competitive grants for rail rolling stock, as well as for the development and implementation of transit asset management plans. These funds reflect a commitment to ensuring that public transportation operates safely, efficiently, reliably, and sustainably so communities can

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

Bus and Bus Facilities (Section 5339) – Continued
IIJA continues the Grants for Buses and Bus Facilities program, which makes funding available to states, designated recipients, and local governmental entities that operate fixed route bus service to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low- or no- emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Two sub-programs provide competitive grants for buses and bus facility projects, including one that supports low and zero-emission vehicles.

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

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

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

1.3.2.2 IIJA Transit Grant Program Funding Shares

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

IIJA Major Transit Funding Programs

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

1.3.3 IIJA Continuation and New Federal Transportation Funding Bill

The IIJA legislation will expire on September 30, 2026. The US Congress is working on a new transportation funding bill. Transportation funding and programs will be reauthorized with updates under the new legislation. Based on the BUILD America 250 proposals, some highway programs (CRP, NEVI, PROTECT, e,g.) and transit programs might be impacted by the new legislation. If reauthorization isn't passed by September 30, 2026, a temporary IIJA extension would likely follow. Extensions are common in reauthorization cycles. In these instances, formula programs continue, but Division J advanced appropriation programs (largely discretionary grants) would likely not be funded.

The CORE MPO FY 2027 – 2030 TIP will be impacted by the IIJA extension and a new transportation legislation. The MPO will develop the TIP with the assumption that the IIJA programs and funding levels will continue in FY 2027 – 2030. The MPO will continue to monitor the reauthorization process. The MPO will process TIP amendments and/or administrative modifications when reauthorization passes and the TIP projects are impacted.

1.3.4 Lump Sum Funding Programs

Pursuant to 23 CFR § 450.218(j), projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. In the context of Georgia's STIP, the federal term "groups" is equivalent to the GDOT term "lump sum" and can be used interchangeably. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of immediate concern while fulfilling the requirements of the STIP. A portion of the STIP funding is set aside for this program to be spent on certain groups of projects that do not substantially increase roadway capacity. Lump sum banks are listed for each program year for managing and accounting for this funding and can be found in the statewide or "All Counties" section of the STIP. Lump Sum Banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year.

GDOT creates a lump-sum bank for each project group. Individual projects are not listed at the time of STIP adoption but are programmed throughout the fiscal year and draw from the available lump-sum balance for that project group. A single lump-sum entry may fund project work at one or several locations for letting and accounting purposes. Except for rights-of-way protective buying, the total available lump-sum funding is shown as construction for easy accounting, but preliminary engineering and right-of-way may be drawn from this amount when required in that category. **The lump-sum grouping process provides flexibility to advance low-cost, non-capacity projects while maintaining fiscal constraint and consistent financial tracking in the STIP.** Listed below are these groups and information about them.

List of Project Groups

Each of GDOT's project groups, along with illustrative activities, subgroups, and notes, are shown below. Project group categories are subject to change and identified activities and work types may not be all inclusive for each project group.

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

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

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

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).
- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

Group: Preservation, including but not limited to spall repairs, strengthening, pile encasements, and lighting
This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

Group: Rights of Way Protective Buying and Hardship Acquisitions
This group is for the acquisition of parcel(s) of rights-of-way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP.

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

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

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

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

Group: Low Impact Bridges
Candidates for this process will require minimal permits, minor utility impacts, minimal FEMA coordination, no on-site detour, and meet other low-impact characteristics as identified in this document. Projects that ultimately qualify for this expedited process also must not exceed established environmental impact thresholds and thus qualify as a Categorical Exclusion (CE) determination in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

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

Group: Alternative Fuel
Qualifying projects support the streamlined deployment of charging stations and supporting infrastructure in urban and rural areas following the build out of the Alternative Fuel Corridors. This group is intended to facilitate a more flexible use of available federal funds for alternative fuel infrastructure.

1.3.5 Other Funding Programs

Earmarks: Some transportation improvement projects are awarded earmarked funds. These are funds provided by the Congress for projects, programs, or grants where the purported congressional direction (whether in statutory text, report language, or other communication) circumvents otherwise applicable merit-based or competitive allocation processes, or specifies the location or recipient, or otherwise curtails the ability of the executive branch to manage its statutory and constitutional responsibilities pertaining to the funds allocation process. The earmarks have been phased out in previous years but have been brought back.

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

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

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

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

1.4 Public Participation Requirements for TIP

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

CORE MPO adopted a Public Involvement Plan (PIP) in March 2002. The plan has been implemented since its adoption, providing participation guidance in the updates of the long-range Metropolitan Transportation Plan (MTP) and the short-range Transportation Improvement Program (TIP). The PIP itself has been updated several times to reflect changing regulations and CORE MPO characteristics. It has been updated to the Participation Plan (PP). CORE MPO aims to update the Participation Plan at least every five years with annual evaluation of the participation process. The Participation Plan was most recently updated in October 2024 and amended in April 2025. The updates included information on the CORE MPO Metropolitan Planning Area (MPA) boundary, MOU and bylaws update, the 2050 MTP update, and the STIP/TIP amendment process update.

The *Participation Plan* is intended to provide CORE MPO with a framework for carrying out public participation activities. The objective is to facilitate a public dialogue at all stages of the transportation planning process including the development/update/amendment of the Transportation Improvement Program.

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

1.4.1 Participation in Development of the Transportation Improvement Program

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

Under federal transportation planning legislation, the MPO is required to annually update the listing of obligated projects. By nature of programming funds, TIPs are financially constrained. The amount of federal funds available to the MPO is subject to the state's congressional district balancing. Only lump sum projects which do not affect the capacity of roadways are not subject to congressional district balancing.

Federal regulations require the preparation of a TIP at least every four years in order for federal agencies to authorize the use of federal transportation funds in the region. The CORE MPO's public participation process for the development of the TIP meets the Federal Transit Administration's (FTA) public participation requirements related to the development of the Section 5307 Program of Projects.

1) The COPIC will facilitate the participation process during the development of the TIP.
2) As a Transportation Management Area (TMA), the MPO will host at least one public meeting on the TIP early in the development process, for the purpose of establishing project priorities. This meeting will be held at a centralized, accessible location.
3) A legal notice will be published in the *Savannah Morning News* at least 10 days prior to any public meeting/open house.
4) In addition to the *Savannah Morning News*, all other local media and the neighborhood associations as identified in Appendix H of the Plan, and the consultation agencies as identified in Appendix I of the Plan, will be notified of all public meetings. The meeting notice will also be posted on the MPO website.
5) Upon completion of a draft TIP, the MPO will hold a 30-day public review and comment period.
6) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.
7) During the public review and comment period, copies of the draft TIP will be made available for review at the public agencies identified in Appendix J of the Plan and will be posted on the MPO website.
8) The MPO will host at least one public meeting during the public review and comment period at a centralized, accessible location.
9) Public comments on the draft TIP must be provided in writing and will be included as an appendix to the final TIP.

10) Public comments shall be accepted no later than three working days after the public review and comment period ends.

11) At the close of the public review and comment period, the MPO staff will review comments and identify any significant comments.

12) Significant comments will be reviewed by the MPO Committees at their meetings and incorporated into the final TIP.

13) If the final TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, the MPO will re-start a 30-day public review period, whether during or after the initial 30-day public review period.

14) A legal notice will be published in the *Savannah Morning News* on the Sunday prior to the beginning of the public review and comment period. All the other contacts listed above will be notified as well.

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

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

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

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

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

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

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

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

Administrative Modification

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

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

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

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

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

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

One-step Amendment

The following situations are considered one-step amendments.

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

The process consists of the following steps:

1) CORE MPO Board Meeting: At a CORE MPO Board meeting occurring no less than 21 days after receipt of the request, the recommendations of the MPO staff and the appropriate CORE MPO advisory committees will be provided to the CORE MPO Board. A public hearing will be held at that MPO Board meeting, unless held at an earlier date or time. The CORE MPO Board will decide at the conclusion of the hearing whether to reject the proposal, approve the proposal, or approve the proposal with modifications.

2) In instances where the project costs or other details differ from those listed in the adopted MTP, the updated project information will be noted in an addendum to the MTP.

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

Two-step Amendment

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

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

The process consists of the following steps:

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

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

TIP Amendment Only

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

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

1.4.3 GDOT STIP and TIP Amendment Process

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. **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.*

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 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.

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.

CHAPTER 2: FY 2027 - 2030 TIP DEVELOPMENT

2.1 Expected FY 2027 - 2030 TIP Funding for the CORE MPO Metropolitan Planning Area

2.1.1 Expected Highway Funds

The highway funds are allocated to the CORE MPO planning area through the Federal Highway Administration (FHWA). The matched highway funds shown below include the expected federal funds and state/local matches as well as additional state and local revenues. The lump sum funds for the next four fiscal years based on the lump sum categories are included in a separate table.

The expected highway revenues include STBG Urban Attributable (Y230), Transportation Alternatives (Y301), and Carbon Reduction Program (Y601) funds. CORE MPO has prioritization, project selection and funding allocation authority for these three funding sources. CORE MPO conducts Calls for Projects and competitive project selection processes for these funds based on their respective project prioritization methodology. These funds are used to implement awarded projects/phases in the FY 2027 - 2030 TIP.

In accordance with 23 CFR § 450.218(l), reasonable inflation rates are applied to federal revenues and project costs to align STIP/TIP estimates with year-of-expenditure (YOE) dollars. For federal revenues, inflation was applied to the core formula programs in the outer STIP years, using the FY 2026 obligation authority level as a baseline. A 2% annual compounded inflation rate is applied to project costs once PE is authorized, using the latest cost estimate date and the proposed fiscal year for each phase. Inflation rates for transit are estimated based on historical expenditures and FTA apportionments. New IIJA programs were not inflated since their continuation is not certain in the upcoming transportation bill.

The year of expenditure (YOE) process is developed cooperatively by providing MPOs and transit operators with projected revenues and federally programmed project costs that reflect the inflation rates used in the planning process. They review these assumptions and estimates as part of developing their programs, and GDOT remains available throughout the process to answer questions, discuss methodologies, and consider their feedback or suggestions. This collaborative approach helps ensure that the YOE assumptions are transparent, consistently applied, and supported by all participating agencies.

The highlighted dollar amounts in the revenue table are subject to change.

1. CORE MPO staff are coordinating with GDOT to allocate STBG carryover funds (around $3.6 million) to the appropriate fiscal years to fund various projects. Thus, the final amounts for STBG funds in each fiscal year are to be determined. Please refer to the Financial Plan in Chapter Three for CORE MPO's proposed approach.
2. The draft BUILD America 250 proposes to repeal the Carbon Reduction Program (CRP). It is possible that the CRP revenue will stop after September 30, 2026 if the draft bill is passed. CORE MPO staff are working with GDOT to determine how much CRP revenue is still available for allocation. The final amounts for CRP funds in each fiscal yar are to be determined. Please refer to the Financial Plan in Chapter Three for CORE MPO's calculations and proposed approach.

CORE MPO REGION
TOTAL EXPECTED HIGHWAY STIP FUNDS FOR SPECIFIC PROJECTS (MATCHED)*
FY 2027 - FY 2030

FUND	CODE	2027	2028	2029	2030	TOTAL
NHPP	Y001	$ 49,957,619	$ 19,700	$ -	$ -	$ 49,977,319
STBG	Y230	$ 8,378,009	$ 8,545,569	$ 9,085,343	$ 10,694,854	$ 36,703,775
TAP	Y301	$ 1,249,418	$ 1,274,406	$ 2,414,111	$ 1,325,892	$ 6,263,826
Carbon	Y601	$ 1,500,546	$ 1,274,406	$ 1,500,546	$ 1,092,873	$ 5,368,371
PROTECT	Y800	$ 63,673	$ -	$ -	$ 19,618,390	$ 19,682,063
Earmark	Y603	$ -	$ 5,980,000	$ -	$ -	$ 5,980,000
Local	LOC	$ 62,312,300	$ 2,125,504	$ 11,963,773	$ 24,122,045	$ 100,523,622
TOTAL		**$ 123,461,565**	**$ 19,219,585**	**$ 24,963,773**	**$ 56,854,054**	**$ 224,498,976**

*Note: This information is subject to change.

CORE MPO REGION
TOTAL EXPECTED HIGHWAY STIP FUNDS FOR LUMP SUM PROJECTS (MATCHED)*
FY 2027 - FY 2030

LUMP SUM BANK ESTIMATES *							
FUND	**CODE**	**2027**	**2028**	**2029**	**2030**	**TOTAL**	**LUMP SUM DESCRIPTION**
NHPP	Y001	$ 29,000	$ 29,000	$ 29,000	$ 29,000	$ 116,000	LIGHTING
NHPP/STBG	Various	$ 1,733,000	$ 1,733,000	$ 1,733,000	$ 1,733,000	$ 6,932,000	BRIDGE MAINTENANCE
NHPP/STBG	Various	$ 11,267,000	$ 11,267,000	$ 11,267,000	$ 11,267,000	$ 45,068,000	ROAD MAINTENANCE
STBG	Y240	$ 347,000	$ 347,000	$ 347,000	$ 347,000	$ 1,388,000	OPERATIONS
STBG	Y240	$ 867,000	$ 867,000	$ 867,000	$ 867,000	$ 3,468,000	TRAF CONTROL DEVICES
STBG	Y240	$ 43,000	$ 43,000	$ 43,000	$ 43,000	$ 172,000	RW PROTECTIVE BUY
HSIP	YS30	$ 2,889,000	$ 2,889,000	$ 2,889,000	$ 2,889,000	$ 11,556,000	SAFETY
RRX	YS40	$ 258,000	$ 258,000	$ 258,000	$ 258,000	$ 1,032,000	RAILROAD CROSSINGS
TOTAL		**$ 17,433,000**	**$ 17,433,000**	**$ 17,433,000**	**$ 17,433,000**	**$ 69,732,000**	

* For informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to change. For authorization and other Federal approvals, lump sum projects should reference the STIP.

2.1.2 Expected Transit Funds

Most transit funds for the CORE MPO planning area are allocated through the Federal Transit Administration (FTA). Within the CORE MPO metropolitan planning area, Chatham Area Transit Authority (CAT) is the designated recipient of Section 5307 funds. Because the Savannah Urban Area is a Transportation Management Area (TMA), CAT receives these funds directly from FTA rather than as a GDOT sub-recipient. CAT also provides the required local match for transit grants and is the direct recipient of Sections 5337 and 5339 funds.

GDOT is the direct recipient of FHWA Ferry Boat Program (FBP) funds, with CAT serving as GDOT's sub-recipient. Before FHWA FBP funds can be treated as FTA funds, GDOT and FHWA must authorize them and flex them to FTA.

CORE MPO is the subrecipient of Section 5303 funds, which are passed through GDOT. These funds support multimodal transportation planning within the CORE MPO metropolitan area through a cooperative, continuous, and comprehensive process for developing long-range plans and short-range programs that reflect transportation investment priorities. Section 5303 funds are typically included in the Unified Planning Work Program (UPWP), the MPO's annual budget, rather than in the Transportation Improvement Program (TIP). They are shown in the transit funding table for GDOT accounting and informational purposes.

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

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

The Georgia Transit Trust Fund Program (TTFP) is administered by GDOT and uses a population-based formula, based on 2020 Census data, to distribute state funding to Georgia's counties with existing transit service to further support public transportation across the state. TTFP funding is distributed to the agencies that provide public transportation for these counties. In the CORE MPO region, CAT is the recipient of the TTFP funds.

The following table lists the transit funds expected to be available to the CORE MPO metropolitan planning area through various funding sources in FY 2027 - 2030. CORE MPO staff are coordinating with CAT, GDOT and DHS to finalize the transit revenues. Thus, the final amounts for transit funding for each program in each fiscal year are to be finalized.

FY 2027-2030					
Funding Code	**FY 2027**	**FY 2028**	**FY 2029**	**FY 2030**	**Total**
Section 5303*	$0	$0	$0	$0	$0
Section 5311*	$1,229,599	$1,260,339	$1,291,847	$1,324,143	$5,105,928
Section 5307	$24,452,841	$16,770,180	$16,533,630	$31,533,630	$89,290,281
Section 5307 (h)	$400,000	$200,000	$400,000	$200,000	$1,000,000
Section 5307 - FHWA Flexed Funds	$0	$4,542,801	$625,000	$0	$5,167,801
Section 5337	$200,000	$100,000	$100,000	$100,000	$500,000
Section 5339	$200,000	$200,000	$200,000	$200,000	$800,000
Section 5339c	$6,814,807	$10,104,800	$0	$0	$16,919,607
FHWA Ferry Boat Program Formula Funds	$891,122	$445,651	$445,651	$445,651	$2,228,075
Section 5310	$0	$200,000	$200,000	$200,000	$600,000
Flexed STBG Funds	$0	$0	$0	$0	$0
GDOT Transit Trust Fund program – Ferry Electric Infrastructure, Digital Signage	$0	$0	$0	$0	$0
GDOT Transit Trust Fund program - Bus Stop Improvements	$383,146	$0	$0	$0	$383,146
Local	$6,396,102	$0	$0	$0	$6,396,102
Total	$40,967,617	$33,823,771	$19,796,128	$34,003,424	$128,590,940
*These transit revenues are estimated from the apportionments and projections from the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), as well as the state and local sources. The total amounts for each year include expected federal apportionments, state/local matching funds, and CAT's capital funds.					
*CAT is the direct recipient of Section 5307, 5337, and 5339 funds, subject to CAT capital matching funds for local share.					
*The Department of Human Services (DHS) is the designated recipient of Section 5310 funds in Georgia.					
*GDOT is the designated recipient of Section 5311 funds and is responsible for allocating them to sub-recipients.					
*CAT is the sub-recipient of GDOT for the FHWA Ferry Boat Program funds as well as the GDOT Transit Trust Fund program funds.					
*The Section 5303 funds are listed for information only. They are not subject to TIP project improvements and financial balancing.					

2.2 Establishment of Transportation Improvement Priorities

2.2.1 TIP Project Prioritization Methodology and Performance Measures

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

- **(c)** The TIP shall be designed such that once implemented, it makes progress toward achieving the performance targets established under § 450.306(d).

- **(d)** The TIP shall include, to the maximum extent practicable, a description of the anticipated effect of the TIP toward achieving the performance targets identified in the metropolitan transportation plan, linking investment priorities to those performance targets.

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

The CORE MPO's 2050 MTP (Moving Forward Together 2050) is based upon the performance-based planning and programming process (PBPP). The goals and visions identified in the 2050 MTP support performance-based planning by supporting a multimodal transportation system that is safe, connected and accessible for all users and enhances the mobility for people and goods. The plan incorporates an approach that integrates land use with transportation, complete streets/context sensitive design approach, and is focused on mobility, sustainability, and quality of life for residents and visitors. This approach is structured to ensure compliance with all federal and state requirements.

Highway Project Prioritization

The 2050 MTP utilizes a defined process for determining what projects are included in the plan, as well as developing performance measures to determine how well a plan is addressing the region's transportation needs. CORE MPO developed the prioritization process within the framework of the identified goals and planning factors encompassing performance-based planning. The process also follows the FHWA's guidance using the "SMART" principle which focuses on using existing data and avoids placing an unrealistic burden on staff. The project prioritization process consists of three screening tiers. The first screen is based on needs, the second screen is based on resilience/hazard mitigation, and the third tier is based on community development & improvement. These screens are structured around the CORE MPO goals for their long-range planning efforts. Specific metrics are identified based on available data and tools.

The Project Prioritization methodology of the 2050 MTP has been used as the basis to evaluate projects of all modes during the Call for Projects process for the Surface Transportation Block Grant (STBG) Urban Attributable funds (Y230 funds), Transportation Alternatives (Y301) funds, and Carbon Reduction Program (Y601) funds in support of TIP development. The project ranking factors, emphasis areas and performance considerations include the following.

Needs

- System Performance
    - Level of service E or F
    - High Truck Volumes
- Safety and Security
    - Freight Crashes
    - High Crash Density
- State of Good Repair
    - Bad Pavement Condition
    - Bridge Sufficiency of less than 50 or poor conditions
- Accessibility, Mobility, and Connectivity
    - Population Centers
    - Freight Generators

Environment/Resilience/Hazard Mitigation

- Temperature Changes
- Precipitation Changes
- Sea Level Rise
- Storm Surge
- Wind

Quality of Life/Safety and Security/Connectivity

- Transit Connection
- Non-motorized Connection and Accessibility
- Low Income and Minority Concentrated Areas
- Safety Features
- Pedestrian Crash Rates

The documentation is detailed in the Call for Projects manuals at https://www.thempc.org/Core/Call2025. Projects have been given scores based on questions related to these factors/emphasis areas as well as associated performance measures by the CORE MPO Technical Coordinating Committee (TCC) and Bicycle and Pedestrian Advisory Committee (BPAC). The final rankings assisted CORE MPO in allocations of available Y230, Y601 and Y301 funds for TIP development.

Transit Project Prioritization

The 2050 MTP has the following policy regarding transit projects:

Transit Improvements Set Aside Policy: Any transit improvement project seeking CORE MPO highway funding in the Savannah region is considered to be consistent with the MPO's 2050 Metropolitan Transportation Plan provided that 1) the project has an eligible local sponsor with matching fund commitment; 2) the project is consistent with the transit needs identified in the 2050 MTP and/or the CAT Master Transit Plan and/or Transit Development Plan; and 3) the project is approved by the CORE MPO Board for inclusion in the Transportation Improvement Program.

The Chatham Area Transit Authority (CAT) is the major transit operating agency in the Savannah region. CAT is the direct recipient of FTA funds and can also apply for the flexible urban attributable highway funds. CAT sets transit priorities based on their evaluation of the transit service needs, state of good repair, and transit asset management as documented in the Master Transit Plan, the Transit Development Plan (TDP), the Transit Asset Management Plan (TAM), as well as the Public Transportation Agency Safety Plan (PTASP).

Non-Motorized Project Prioritization

The 2050 MTP has the following policy regarding non-motorized projects.

Non-Motorized Improvements Set Aside Policy: Any bicycle, sidewalk or trail project seeking CORE MPO highway funding is considered consistent with the MPO's 2050 Metropolitan Transportation Plan provided that 1) the project is consistent with the adopted CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment.

The CORE MPO's Non-Motorized Transportation Plan developed a ranking system to evaluate bike and pedestrian projects based on various factors such as Usefulness, Current Discomfort, Network Expansion, Linkage to Transit Modes, Lack of Nearby Alternative Routes, Crash Reduction Potential, Congestion Reduction Potential, and Public Request (see Appendix G: Project Ranking Methodology at https://www.thempc.org/docs/lit/corempo/plans/nonmotorizedtransportation/2014/oct/appendixg.pdf for details). An updated methodology was used to prioritize projects during the Call for Projects process for the Transportation Alternatives Program (TA) funds (see the Y301 manual at https://www.thempc.org/Core/Call2025. The final rankings assisted CORE MPO in allocations of available Y301 funds for TIP development.

Maintenance and Operational Improvement Project Prioritization

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

2050 MTP has the following policy regarding maintenance and operational improvements.

Maintenance Policy: The Georgia Department of Transportation (GDOT) maintains the state highways in Georgia. Local governments maintain some roadways in the Savannah region that are functionally classified as Collectors and above. Maintenance projects in the Savannah region which have been duly selected for funding by the State Transportation Board or the local governments are considered to be consistent with the CORE MPO's 2050 Metropolitan Transportation Plan.

Operational Improvements Set Aside Policy: Any operational improvement project (traffic signals, turn lanes, intersection improvement, etc.) in the Savannah region seeking CORE MPO highway funding is considered to be consistent with the MPO's 2050 Metropolitan Transportation Plan provided that 1) the project is consistent with the MPO's plans (2050 Vision Plan, CORE MPO Regional Freight Transportation Plan, Congestion Management Process, etc.) or local Capital Improvement Programs; 2) the project makes improvements to functionally classified roadways (collectors and above); and 3) the project has a dedicated project sponsor with local match funding commitment.

2.2.2 Priority Establishment for FY 2027-2030 TIP

The CORE MPO Board approved the following prioritization approach for development of the FY 2027-2030 TIP.

- The specific projects already included in Cost Band One of the 2050 MTP should be considered priority projects. They have gone through the three-tier screening prioritization process of the 2050 MTP and are listed below. The list does not include projects that already have construction funds authorized by June 30, 2026.
    - PI# 0008358, I-516 @ CS 1503/DeRenne Avenue
    - PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY
    - PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 PKWY
    - PI# 0015704, SR 404 SPUR/US 17 @ BACK RIVER
    - PI# 0015705, SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER
    - PI# 0017183, SR 404 SPUR/US 17 @ SAVANNAH RIVER CROSSING (ROW phase only)
    - PI# 0017414, SR 26/US 80 @ BULL RIVER
    - PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK
    - PI# 0017515, I-16 @ SR 17 (I-16 Interchange at Little Neck Road)
    - PI# 0018234, STILLWELL ROAD @ EBENEZER CREEK
    - PI# 0018402, I-95 @ Airways Avenue Interchange Improvements
    - PI# 0019186, CR 307/LONG BRIDGE RD @ EBENEZER CREEK 4 MI E OF SPRINGFIELD
    - PI# 0020172, SR 21 FROM SR 30/CHATHAM TO 9TH ST/EFFINGHAM
    - PI# 0020351, I-16 FROM W GWINNETT STREET TO CHATHAM PKWY – NEVI Charging Station
    - PI# 511250, I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE
    - PI# TBA, John Carter Road Widening (PE and ROW phases amended into Cost Band One of 2050 MTP in August 2025)
    - PI# 0020739, I-16 FROM I-95/CHATHAM TO SR 67/BULLOCH (amended into Cost Band One of 2050 MTP in August 2025)
- The specific highway projects included in Cost Bands Two and Three of the 2050 MTP have gone through the prioritization process of the 2050 MTP as well. Those projects that have gone through the 2025 – 2026 Call for Projects for TIP development and have a local sponsor can be considered TIP priorities (Reference the 2025 – 2026 Call for Projects final rankings).
- The multimodal TIP includes non-motorized improvement projects which are consistent with the 2050 MTP Non-Motorized Set Aside. The priority bicycle, sidewalk or trail projects for TIP consideration are those that 1) are consistent with the CORE MPO's Non-Motorized Transportation Plan; 2) have a dedicated local sponsor with local match funding commitment; and 3) have gone through the Call for Projects process.
    - PI# 0017975, Chevis Road Improvements
    - PI# 0017976, Garrard Avenue Improvements
    - PI# 0019015, Green Island Road Multipurpose Path off Diamond Causeway
    - PI# TBA, Priority bike/ped projects in the Non-Motorized Transportation Plan with local sponsors (Reference the 2025 – 2026 Call for Projects)

- The priority maintenance projects for TIP consideration are those that have been duly selected for funding by the State Transportation Board and are consistent with the Maintenance Set Aside in the CORE MPO's 2050 MTP.
    - PI# TBA, maintenance projects funded by GDOT through the Lump Sum program
- The priority operational improvement projects for TIP consideration (traffic signals, turn lanes, intersection improvement, ITS, etc.) are those that 1) are consistent with the Operational Improvement Set Aside in the CORE MPO's 2050 MTP; 2) have a dedicated project sponsor with local match funding commitment; and 3) have gone through the MPO Call for Projects process or the GDOT project selection process. The list does not include projects that already have construction funds authorized by June 30, 2026.
    - PI# TBA, operational improvement projects funded by GDOT through the Lump Sum program
    - PI# TBA, Priority operational improvement projects with local sponsors (Reference the 2025 – 2026 Call for Projects)
- CORE MPO has prioritization authority over the Surface Transportation Block Group (STBG - Y230), Transportation Alternatives (Y301), and Carbon Reduction Program (Y601) funded projects. The MPO conducted Calls for Projects for these funding sources in October 2025 – February 2026 and built up a priority project list as well as a waiting list for the FY 2027-2030 TIP. The MPO's TCC, BPAC, and COPIC have reviewed and evaluated the applications and ranked them based on their scores. Since the eligibility overlaps with each other, some projects may be awarded multiple funding sources. The following table lists the rankings during the 2025 - 2026 competitive project selection process.

Project	STBG Y230 Rank	TA Y301 Rank	CRP Y501 Rank
PI# 0021721, SR 204 Safety & Operational Improvements (Grove Point)	1	N/A	4
PI# 0021722, President Street Railroad Crossing Elimination	2	N/A	7
Johnny Mercer Blvd Pedestrian Improvements - Chatham	3	1	1
PI# 0021724, Little McCall Road at Highway 119 Roundabout - Effingham	4	N/A	NA
PI# 0021723, Old River Road Widening from John Carter Road to I-16 - Chatham & Effingham	5	N/A	NA
Blue Jay Road Multi-Use Trail - Effingham	6	8	2
PI# 0021725, McCall Road Multi-Use Trail - Effingham	7	3	3
Goshen Road Multi-Use Trail - Effingham	8	5	6
Kolic Helmey Road Multi-Use Trail - Effingham	9	4	9
Effingham Parkway Multi-Use Trail	10	7	5
Georgia Hi-Lo Trail Connector - Effingham	11	2	10
Hodgeville Road Multi-Use Trail - Effingham	12	6	8

- Since TIP is a multi-modal program, it includes transit projects as well. The Chatham Area Transit Authority (CAT) has identified the following transit priorities for TIP programming consideration.
    - Preventative Maintenance
    - Vehicle Replacement/Purchase/Zero Emission Buses for both Fixed Route and Paratransit
    - Ferry Boat Rehab, Purchase and Construction
    - Paratransit Maintenance Facility
    - Bus Stop Improvement Program
    - Infrastructure & Depot Charging
    - Electric Vehicle Infrastructure with Partnership
    - Passenger Amenities - continue to invest in passenger amenities such as signage, shelters, benches, and super-stops.
    - Facility Improvement Project – ITC
    - Vanpool Capital
    - Park & Ride Capital
    - Facility Construction - Ferry Maintenance Facility
    - Facility Construction - Ferry Dock

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

2.2.3 Linkage Between TIP Priorities and Performance Measures

CORE MPO has adopted the performance targets of the State of Georgia regarding safety, pavement and bridge, congestion, freight, and air quality. CORE MPO has also adopted the performance targets of CAT regarding transit safety and transit asset management. The priority projects identified in the FY 2027 – 2030 TIP development will help to achieve the performance targets. Chapter Three of this TIP document includes the System Performance Report which demonstrates how the TIP priorities and programmed projects are contributing to the performance measures.

2.3 FY 2027 - 2030 TIP Development Public Participation Process

The development of the CORE MPO's FY 2027 - 2030 Transportation Improvement Program revolved around two rounds of public participation: one for the TIP priority establishment and the other for the draft TIP development.

2.3.1 Participation in TIP Prioritization

To solicit participation from the general public and interested parties in the early TIP development process, CORE MPO presented the TIP prioritization approach to the CORE MPO Board and its advisory committees in February 2026. The MPO held a virtual/in person hybrid public meeting on February 25, 2026 in conjunction with the CORE MPO Board meeting on TIP priority establishment. The advertisement for the public meeting started with a legal notice published in the *Savannah Morning News* on Sunday, February 15, 2026 followed by sending the meeting notice to the other local news media, the people in the CORE MPO

contact database, the neighborhood associations and the consultation agencies identified in the MPO's *Participation Plan*. The notice was published on the CORE MPO website as well.

The comments received during the TIP priority establishment process were addressed at the February 2026 meetings. No written comments have been received.

2.3.2 Participation in Draft TIP Development

The Preliminary Draft FY 2027 - 2030 TIP document was made available for review and comment by FHWA, FTA and GDOT from June to July 2026. The FHWA, FTA and GDOT comments are included in Appendix D. Responses to these comments will be incorporated throughout the Revised TIP document as well as Appendix D.

The Revised Draft FY 2027 - 2030 TIP document with FHWA/FTA/GDOT comments incorporated will be made available for a 30-day public review and comment period in July - August 2026. The written comments received during the 30-day public review period will be included in Appendix D. The comments regarding specific project programming information will be incorporated into the project pages and throughout the TIP document. To provide a better response to the comments received, the CORE MPO staff will coordinate with the project sponsors and project managers where necessary to obtain accurate project information.

The Final FY 2027 - 2030 TIP is expected to be endorsed by the Bicycle and Pedestrian Advisory Committee (BPAC) and the Community Opportunities and Public Involvement Committee (COPIC) on August 18, 2026. The Technical Coordinating Committee (TCC) is expected to endorse the TIP on August 20, 2026. The Final TIP is expected to be adopted by the CORE MPO Board on August 26, 2026.

CHAPTER 3: FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROJECTS

3.1 FY 2027 - 2030 Highway Improvement Projects

3.1.1 Index of Highway Projects

PI/TIP #	DESCRIPTION	FUNDING	SPONSOR	FY CST	PAGE
0015704	SR 404 SPUR/US 17 @ BACK RIVER	Y001, State	GDOT/SCDOT	2027	35
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	Y800, State	GDOT/SCDOT	2030	36
0017271	I-95 @ SR 21	Y001, State	GDOT	2035	37
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Local	City of Savannah	2032	38
0017414	SR 26/US 80 @ BULL RIVER	Y230, Local	GDOT/Tybee Island	2034	39
0017415	SR 26/US 80 @ LAZARETTO CREEK	Y001, State, Local	GDOT/Tybee Island	2032	40
0017515	I-16 @ SR 17	Local	Chatham County	2027	41
0017975	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	Local, Y230, Y301, Y601	Chatham County	2029	42
0017976	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	Local, Y230, Y301, Y601	Chatham County	2028	43
0019015	GREEN ISLAND ROAD MULTIPURPOSE PATH OFF DIAMOND CAUSEWAY	Local, Y230	Chatham County	2027	44
0020095	SR 30 @ KOLIC HELMEY ROAD	Local	Effingham County	2027	45
0020609	SR 17 @ MIDLAND ROAD	Local	Effingham County	2027	46
0020781	SR 30 @ MIDLAND ROAD	Local	Effingham County	2027	47
0021292	I-95 @ BELFAST KELLER ROAD	Y603, Local	Bryan County	2028	48
0008358	I-516 @ CS 1503/DERENNE AVE	Y230, Local	City of Savannah	Long Range	49
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	Local	City of Savannah	Long Range	50
NA	Highway Lump Sum Program	Various		2027 - 2030	51

*This index table is subject to updates as CORE MPO staff are addressing GDOT comments that impact financial balancing.

3.1.2 FY 2027 - 2030 TIP Highway Project Pages

The highway projects are grouped according to their sources of funding and project sponsors. The state and local match funds to federal funds are listed according to their respective shares. The types of highway projects being funded over the next four fiscal years include roadway widening, new roadway construction, bridge replacements, bike/ped/trail projects and others. Some projects with all local funds are listed because these projects had federal funds programmed for them in previous TIPs and will pursue federal funds in the future, so their inclusion in the FY 2027 – 2030 TIP provides continuity for project development. The funding information for these local projects is used for highway financial balance as well. Other state funded or local projects are not included in the official TIP or the highway financial balance; instead, they are listed as Projects for Information because they are 100% state or locally funded and will not pursue federal funds. Inclusion of these projects with significant impacts to the Savannah region is for information only. Some transit projects are included in the highway section of the TIP because they have received or will receive FHWA funds. These funds will be flexed to FTA after FHWA funding authorization.

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

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

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

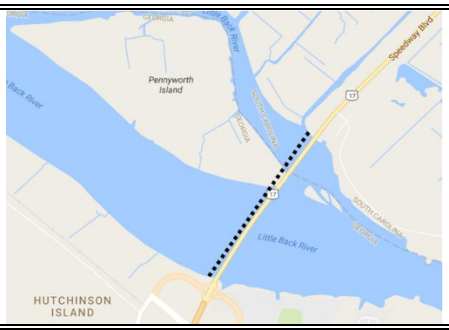
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 404 SPUR/US 17 @ BACK RIVER					P.I. #:	0015704
					TIP #:	2017-Bridge-01
PROJECT DESCRIPTION: A new two-lane bridge structure would be constructed over the Back River to accommodate the additional travel lanes. The proposed bridge will consist of a 58.5-foot bridge cross section that features two 12-foot lanes, two 10-foot shoulders, a 10-foot multi-use path, and three 1.5-foot parapets. Upon completion of the proposed project, the existing two-lane bridge would accommodate southbound traffic and the new two-lane bridge would accommodate northbound traffic.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Y001, State
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	NA	2050 AADT		CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	0	PLANNED:	2	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:		SR 404 Spur/US 17	LENGTH (MI):	0.2

COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is developing this new bridge project in coordination with the Georgia Department of Transportation (GDOT) as a part of the US 17 Widening project. The bridge is located within Chatham County. PE and CST phases were amended into the financially constrained portion of the 2040 MTP in August 2017 and later included in 2045 MTP. PE funds have been authorized. No ROW is required. CST is programmed in FY 2025 with Y001 funds. Per March 2024 GDOT request, the CST funding amount has increased, the CST phase has been moved to FY 2026, and the funding code has been updated from Y001 to Y001 and Y001F. This project has been included in the FY 2027-2030 TIP as requested by GDOT.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	Y001/State	$44,390,687/$905,932	$0	$0	$0	$45,296,619
PROJECT COST		**$45,296,619**	**$0**	**$0**	**$0**	**$45,296,619**
FEDERAL COST		$44,390,687	$0	$0	$0	$44,390,687
STATE COST		$905,932	$0	$0	$0	$905,932
LOCAL COST		$0	$0	$0	$0	$0

PROJECT LOCATION



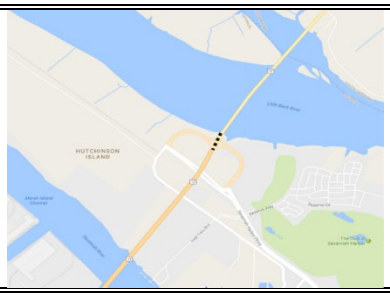
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER					P.I. #:	0015705
					TIP #:	2017-H-02
PROJECT DESCRIPTION: SCDOT in cooperation with FHWA and GDOT, proposes widening and improvements of U.S. 17 from Hutchinson Island in Savannah, Chatham County, Georgia to South Carolina (S.C.) 315 located southwest of Bluffton, South Carolina. Approximately 3,000 feet of the project corridor is located in Chatham County, Georgia. The proposed improvements include the widening of U.S. 17 from two to four travel lanes, divided by a grassed median.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Y800, State
					GDOT DISTRICT: 5	
TRAFFIC VOL.	2022 AADT:	20,800	2045 AADT:		CONG. DISTRICT: 1	
NO. OF LANES	EXISTING:	2	PLANNED:	4	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:		SR 404 Spur/US 17	LENGTH (MI):	0.46

COMMENTS/REMARKS: The South Carolina Department of Transportation (SCDOT) is widening US 17 in coordination with the Georgia Department of Transportation (GDOT). This portion is located in Chatham County, Georgia. The project is included in CORE MPO's 2050 MTP, Cost Band One. PE funds have been authorized. CST is programmed in FY 2025 with Y800 funds. In June 2024, Y800 funds were added to the ROW phase in FY 2025. The CST phase was moved from FY 2025 to FY 2026. The ROW funds were moved to FY 2026 with updated cost estimates in August 2025.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	Auth	$0	$0	$0	$0	$0
RIGHT-OF-WAY	Y800/State	$50,938/$12,735	$0	$0	$0	$63,673
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	Y800/State	$0	$0	$0	$15,694,712/$3,923,678	$19,618,390
PROJECT COST		**$63,673**	**$0**	**$0**	**$19,618,390**	**$19,682,063**
FEDERAL COST		$50,938	$0	$0	$15,694,712	$15,745,650
STATE COST		$12,735	$0	$0	$3,923,678	$3,936,413
LOCAL COST		$0	$0	$0	$0	$0

PROJECT LOCATION



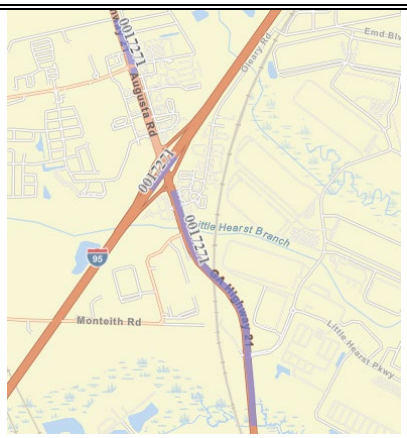
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

I-95 @ SR 21					P.I. #: 0017271	
					TIP #: 2026-GDOT-H-01	
PROJECT DESCRIPTION: Interchange					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Y001, State
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	NA	2045 AADT:		CONG. DISTRICT:	1
NO. OF LANES	EXISTING:		PLANNED:		RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	

COMMENTS/REMARKS: In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this operational improvement project as a candidate. The PE phase of this project is included in Cost Band Two of the CORE MPO 2050 MTP. The PE phase is shown as being programmed with Y001 funds in FY 2028 in the GDOT TRPO database. GDOT proposed to utilize CORE MPO's STBG funds with GDOT providing the 20% match to fund the PE phase in FY 2026. This change will allow the PE phase to be moved up and get the PE funds authorized earlier in FY 2026. As of July 2026, the PE funds have been authorized. However, per FHWA comments on STIP/TIP consistency, GDOT wishes to keep the project in the FY 2027 – 2030 TIP. It will be deleted from the TIP during the mass amendments in October 2026.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	Y001/State	$3,728,800/$932,000	$0	$0	$0	$4,661,000
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	NA	$0	$0	$0	$0	$0
PROJECT COST		**$4,661,000**	**$0**	**$0**	**$0**	**$4,661,000**
FEDERAL COST		$3,728,800	$0	$0	$0	$3,728,800
STATE COST		$932,000	$0	$0	$0	$932,000
LOCAL COST		$0	$0	$0	$0	$0

PROJECT LOCATION



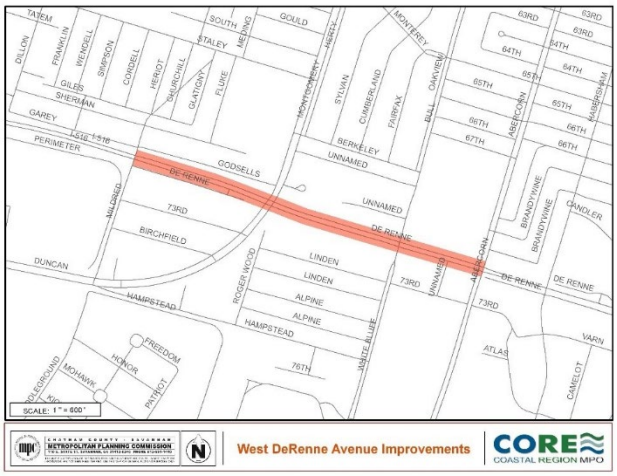
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 21 FROM CS 346/MILDRED STREET TO SR 204					P.I. #:	0010236
					TIP #:	2011-H-02
PROJECT DESCRIPTION: Improve the raised median along DeRenne Avenue between Mildred Street and Abercorn Street to better control access. The project will also improve signalized intersections to enhance accommodation for pedestrians, and improve sidewalks on both sides of DeRenne Avenue and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	50,200	2045 AADT:	37,720	CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	6	PLANNED:	6	RC:	CRC
LOCAL ROAD #:	DeRenne Avenue	STATE/US ROAD #:		SR 21	LENGTH (MI):	0.6

COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) funds have been authorized in previous years for PE activities. Matched urban attributable funds have been authorized for GDOT PE oversight. As of July 2026, ROW is programmed in FY 2027 with local funds. Construction (CST) is in long range. The City will seek federal and/or state funds to finance the project. The City of Savannah is working on expedited project delivery. The schedule is subject to update. Per FHWA comments on STIP/TIP consistency, GDOT wishes to keep the project as is in the FY 2027 – 2030 TIP. It will be updated during the mass amendments in October 2026.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	Local	$5,638,000	$0	$0	$0	$5,638,000
CONSTRUCTION	NA	$0	$0	$0	$0	$0
PROJECT COST		**$5,638,000**	**$0**	**$0**	**$0**	**$5,638,000**
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$5,638,000	$0	$0	$0	$5,638,000

PROJECT LOCATION



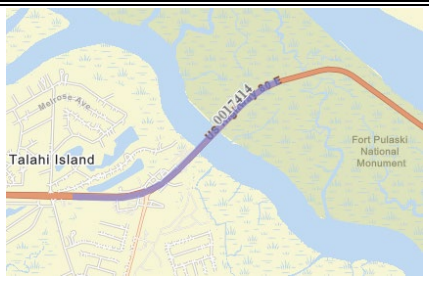
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 26/US 80 @ BULL RIVER					P.I. #:	0017414
					TIP #:	2012-Bri-01-A
PROJECT DESCRIPTION: The project would replace the bridge at Bull River with a two-lane bridge that includes bike and pedestrian improvements.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Y230, Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	9,230	2050 AADT:		CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	2	PLANNED:	2	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:	US 80		LENGTH (MI):	0.68

COMMENTS/REMARKS: This project is split from PI# 0010560. PE funds have been authorized. The project was awarded HIP funds for ROW previously, but the funds have been re-allocated to Project DeRenne as this bridge replacement project has had a delay in implementation. ROW cost estimate has since been updated. The City of Tybee Island applied for Y230 funds for ROW during the August-September 2022 Call for Projects and got the award. ROW is now programmed in FY 2027 with Y230 funds and additional local funds. Tybee will provide the local match to the Y230 funds. CST is in years beyond this TIP.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	Auth	$0	$0	$0	$0	$0
RIGHT-OF-WAY	Local	$113,000	$0	$0	$0	$113,000
	Y230/Local	$1,186,400/$296,600	$0	$0	$0	$1,483,000
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	NA	$0	$0	$0	$0	$0
PROJECT COST		**$1,596,000**	**$0**	**$0**	**$0**	**$1,596,000**
FEDERAL COST		$1,186,400	$0	$0	$0	$1,186,400
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$409,600	$0	$0	$0	$409,600

PROJECT LOCATION



COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 26/US 80 @ LAZARETTO CREEK						P.I. #:	0017415
						TIP #:	2012-Bri-01-B
PROJECT DESCRIPTION: The project would replace the bridge at Lazaretto Creek with a two-lane bridge that includes bike and pedestrian improvements.						COUNTY:	CHATHAM
						PROJ. #:	
						FUND:	Local, Y001, State
						GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	9,810	2045 AADT:			CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	2	PLANNED:	2		RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:	US 80			LENGTH (MI):	0.68

COMMENTS/REMARKS: This project is split from PI# 0010560. PE funds have been authorized. It was awarded HIP (Z919) funds in FY 2023 for ROW, but the ROW phase has been moved to FY 2024. The City of Tybee Island will provide the 20% local match. CST is programmed in FY 2025 with Y800 funds. In May 2024, GDOT requested to move the CST phase from FY 2025 to FY 2028 and move the ROW phase from FY 2024 to FY 2026 with updated funding amounts and funding codes.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	Local	$0	$120,300	$0	$0	$120,300
	Y001/State	$0	$15,760/$3,940	$0	$0	$19,700
CONSTRUCTION	NA	$0	$0	$0	$0	$0
PROJECT COST		**$0**	**$140,000**	**$0**	**$0**	**$140,000**
FEDERAL COST		$0	$15,760	$0	$0	$15,760
STATE COST		$0	$3,940	$0	$0	$3,940
LOCAL COST		$0	$120,300	$0	$0	$120,300

PROJECT LOCATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

I-16 @ SR 17					P.I. #:	0017515
					TIP #:	2020-H-01
PROJECT DESCRIPTION: Intersection Improvement					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	N/A	2050 AADT:	N/A	CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	0.4

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 Y230 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 in local funds be added to ROW phase of FY 2025, $1.6 million be added to the UTL phase of FY 2027 and $43 million of local funds be added to the CST phase of FY 2027. Chatham County is coordinating with GDOT to find federal or state funds for the UTL and CST phases. Since funds are not yet available, the project will be deleted from the TIP. Per FHWA comments on STIP/TIP consistency, GDOT wishes to keep the project in the FY 2027 – 2030 TIP. It will be deleted from the TIP during the mass amendments in October 2026.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	Total
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	LOCAL	$1,664,600	$0	$0	$0	$1,664,600
CONSTRUCTION	LOCAL	$43,205,795	$0	$0	$0	$43,205,795
PROJECT COST		**$44,870,395**	**$0**	**$0**	**$0**	**$44,870,395**
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$44,870,395	$0	$0	$0	$44,870,395

PROJECT LOCATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25						P.I. #: 0017975	
						TIP #: 2020-TA-01	
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.						COUNTY:	CHATHAM
						PROJ. #:	
						FUND:	Local, Y230, Y301, Y601
						GDOT DISTRICT: 5	
TRAFFIC VOL.	2022 AADT:	NA	2050 AADT:			CONG. DISTRICT: 1	
NO. OF LANES	EXISTING:		PLANNED:			RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:				LENGTH (MI):	

COMMENTS/REMARKS: Chatham County is the project sponsor and provider of local funds. This project needed additional PE funds in FY 2025. It received carryover funds in the PE phase from unobligated TA and CRP funds that were at risk of lapsing. $50,000 in CRP funds were dedicated to this project phase in FY 2025. The federal portion of the CRP funds was $40,000 and the local match was $10,000. Additionally, $1,788,915 in TA funds were dedicated to the project for FY 2025. The federal portion of the TA funds was $1,431,132 and the local match was $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. In May 2025, the Y301 funds in the PE phase in FY 2025 were replaced with Y230 funds. In June 2025, CORE MPO processed an administrative modification to update the cost estimate with local funds to the ROW phase in FY 2025. In April 2026, CORE MPO allocated additional Y230 funds for the ROW phase in FY 2026. As of June 2026, all PE and ROW funds have been authorized. Due to the CRP repeal, this project will possibly lose CRP funds. Per FHWA comments on STIP/TIP consistency, GDOT wishes to keep the project as is in the FY 2027 – 2030 TIP. It will be updated during the mass amendments in October 2026.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	LOCAL	$0	$0	$3,142,500	$0	$3,142,500
	Y301/Local	$0	$0	$800,000/$200,000	$0	$1,000,000
CONSTRUCTION	LOCAL	$0	$0	$3,690,273	$0	$3,690,273
	Y230/Local	$0	$0	$7,268,274/$1,817,069	$0	$9,085,343
	Y301/Local	$0	$0	$1,131,289/$282,822	$0	$1,414,111
	Y601/Local	$0	$0	$1,200,437/$300,109	$0	$1,500,546
PROJECT COST		**$0**	**$0**	**$19,832,773**	**$0**	**$19,832,773**
FEDERAL COST		$0	$0	$10,400,000	$0	$10,400,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$0	$0	$9,432,773	$0	$9,432,773

PROJECT LOCATION

CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD					P.I. #:	0017976
					TIP #:	2020-TA-02
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.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Y230, Y301, Y601, Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	N/A	2050 AADT	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. This project needed additional PE funds in FY 2025. It received carryover funds in the PE phase from unobligated CRP funds that were at risk of lapsing. The project received $1,215,770 in CRP funds for the PE phase in FY 2025. The federal portion of that was $972,616 and the local match was $243,154. In April 2025, $1.3 million in local funds was added to the ROW phase; $678,260 in local funds was added to the UTL phase, and $152,047 was added to the CST phase. In May 2025, CORE MPO processed administrative modification to move the local ROW funds from FY 2026 to FY 2025. In October 2025, CORE MPO processed a TIP amendment to move the UTL and CST phase from FY 2026 to FY 2027. In April 2026, CORE MPO allocated additional Y230 funds for the ROW phase in FY 2026. As of June 2026, all PE and ROW funds have been authorized. Due to the CRP repeal, this project will possibly lose CRP funds. The project was recently awarded statewide TA funds. The project schedule has been updated as well. Per FHWA comments on STIP/TIP consistency, GDOT wishes to keep the project as is in the FY 2027 – 2030 TIP. It will be updated during the mass amendments in October 2026.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	LOCAL	$678,260	$0	$0	$0	$678,260
CONSTRUCTION	LOCAL	$464,645	$0	$0	$0	$464,645
	Y230/LOCAL	$5,508,274/$1,377,069	$0	$0	$0	$6,885,343
	Y301/LOCAL	$331,289/$82,822	$0	$0	$0	$414,111
	Y601/LOCAL	$1,200,437/$300,109	$0	$0	$0	$1,500,546
PROJECT COST		**$9,942,905**	**$0**	$0	**$0**	**$9,942,905**
FEDERAL COST		$7,040,000	$0	$0	$0	$7,040,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$2,902,905	$0	$0	$0	$2,902,905

PROJECT LOCATION

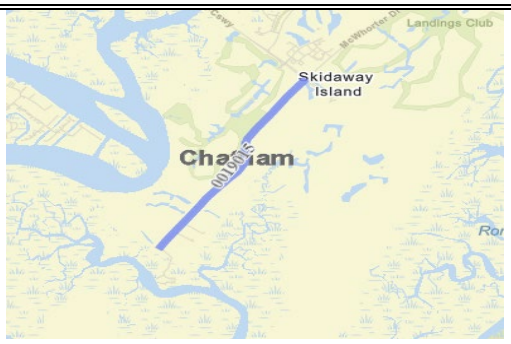
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

Green Island Road Multipurpose Path off Diamond Causeway			P.I. #: 0019015
			TIP #: 2022-PROJ-02
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.			COUNTY: CHATHAM
			PROJ. #:
			FUND: Local, Y230
			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 required additional PE funds in FY 2025. It received carryover funds in the PE phase from unobligated TA funds that were at risk of lapsing. The total carryover funds that were dedicated to this project was $1,070,160 in TA funds. The federal portion was $856,128. The local match was $214,031. The PE funds have been authorized. Additionally, a ROW phase was added to this project in FY 2026 with $123,000 in local funds. In March 2026, Chatham County requested to move the CST phase from FY 2027 to FY 2028. In June 2026, CORE MPO processed an administrative modification per Chatham County request to move the ROW phase to FY 2027.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	Local	$123,000	$0	$0	$0	$123,000
UTILITY	Local		$10,000	$0	$0	$10,000
CONSTRUCTION	Y230/Local	$0	$771,680/$192,920	$0	$0	$964,600
	Local	$0	$1,995,204	$0	$0	$1,995,204
PROJECT COST		**$123,000**	**$2,969,804**	**$0**	**$0**	**$3,092,804**
FEDERAL COST		$0	$771,680	$0	$0	$771,680
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$123,000	$2,198,124	$0	$0	$2,321,124

PROJECT LOCATION

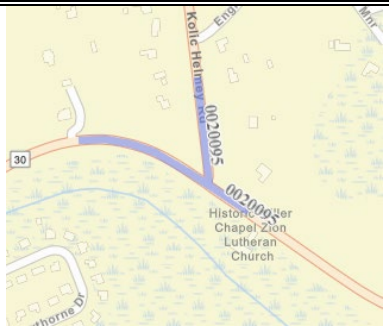


COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 30 @ KOLIC HELMEY ROAD					P.I. #: 0020095 TIP #:
PROJECT DESCRIPTION: This project is located within the southern portion of Effingham County, approximately 18 miles northwest of Savannah, GA. The area surrounding the project consists of rural residential and farmland, and being more suburban in nature as you travel southeast towards Savannah, GA. With the anticipated construction of the residential development, Brunson Station, just south of the intersection, a multilane roundabout is proposed at the intersection of SR 30 /Noel C Conaway Road and Kolic Helmey Road in Effingham County. The intersection is located approximately 1.7 miles along SR 30 from Chatham County.					COUNTY: EFFINGHAM PROJ. #: 2022-PROJ-02 FUND: Local GDOT DISTRICT: 5
TRAFFIC VOL. 2022 AADT:		2050 AADT:			CONG. DISTRICT: 1
NO. OF LANES EXISTING:		PLANNED:			RC: CRC
LOCAL ROAD #:	STATE/US ROAD #:				LENGTH (MI):
COMMENTS/REMARKS: This is an operational improvement project as requested by GDOT to be included in FY 2027 – 2030 TIP. PE and ROW funds have been authorized. UTL and CST are programmed in FY 2027 with local funds.					

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	LOCAL	$50,000	$0	$0	$0	$50,000
CONSTRUCTION	LOCAL	$2,500,000	$0	$0	$0	$2,500,000
PROJECT COST		**$2,550,000**	**$0**	**$0**	**$0**	**$2,550,000**
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$2,550,000	$0	$0	$0	$2,550,000

PROJECT LOCATION



COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 17 @ MIDLAND ROAD					P.I. #: 0020609
					TIP #:
PROJECT DESCRIPTION: Roundabout					COUNTY: EFFINGHAM
					PROJ. #:
					FUND: Local
					GDOT DISTRICT: 5
TRAFFIC VOL. 2022 AADT:		2050 AADT:			CONG. DISTRICT: 1
NO. OF LANES EXISTING:		PLANNED:			RC: CRC
LOCAL ROAD #:	STATE/US ROAD #:				LENGTH (MI):

COMMENTS/REMARKS: This is an operational improvement project as requested by GDOT to be included in FY 2027 – 2030 TIP. PE funds are expected to be authorized by June 30, 2026. ROW, UTL and CST are programmed in FY 2027 with local funds.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	LOCAL	$500,000	$0	$0	$0	$500,000
UTILITY	LOCAL	$375,000	$0	$0	$0	$375,000
CONSTRUCTION	LOCAL	$3,800,000	$0	$0	$0	$3,800,000
PROJECT COST		**$4,675,000**	**$0**	**$0**	**$0**	**$4,675,000**
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$4,675,000	$0	$0	$0	$4,675,000

PROJECT LOCATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SR 30 @ MIDLAND ROAD					P.I. #: 0020781 TIP #:
PROJECT DESCRIPTION: A single-lane roundabout is proposed at the intersection of SR 30 / Noel C Conaway Road and Midland Road in Effingham County, located 14.75 miles northwest of Savannah, Georgia and near the western boundary of Chatham County. The project is 0.30 miles in total length and is located along an oversized overweight truck route, accommodating vehicles up to 112 feet in length. The roundabout will be designed to account for the overtracking of these oversized trucks. All approaches to the roundabout on SR 30 and Midland Road will be designed for a 55-mph speed limit, which will be reduced to 25 mph at the entry and exit points of the roundabout.					COUNTY: EFFINGHAM PROJ. #: FUND: Local GDOT DISTRICT: 5
TRAFFIC VOL. 2022 AADT:		2050 AADT:			CONG. DISTRICT: 1
NO. OF LANES EXISTING:		PLANNED:			RC: CRC
LOCAL ROAD #:	STATE/US ROAD #:				
COMMENTS/REMARKS: This is an operational improvement project as requested by GDOT to be included in FY 2027 – 2030 TIP. PE and ROW funds have been authorized. UTL and CST are programmed in FY 2027 with local funds.					

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	LOCAL	$100,000	$0	$0	$0	$100,000
CONSTRUCTION	LOCAL	$3,000,000	$0	$0	$0	$3,000,000
PROJECT COST		**$3,100,000**	**$0**	**$0**	**$0**	**$3,100,000**
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$3,100,000	$0	$0	$0	$3,100,000

PROJECT LOCATION

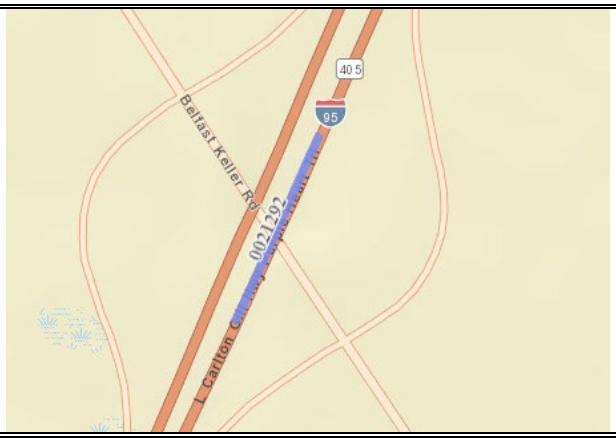
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

I-95 @ BELFAST KELLER ROAD					P.I. #: 0021292	
					TIP #:	2025-GDOT-H-01
PROJECT DESCRIPTION: Ramp (Interchange Improvements)					COUNTY:	BRYAN
					PROJ. #:	
					FUND:	Local, Y603
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	N/A	2050 AADT	N/A	CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	N/A	PLANNED:	N/A	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	

COMMENTS/REMARKS: In September 2025, GDOT requested to amend this project into the 2050 MTP. PE and ROW phases were amended into the 2024 -2027 TIP. CST was programmed for FY 2028, outside of the scope of the FY 2024 – 2027 TIP. Federal funds have been awarded through the FFY 2024 Congressional Directed Spending/Earmarks; the project sponsor is Bryan County. In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. Through coordination between GDOT and CORE MPO, the MPO decided to allocate some of the carryover STBG funds (80/20 federal/state split) to the PE phase in FY 2026 to replace the 100% local funds. Those PE funds are expected to be authorized by June 30, 2026. As of June 2026, ROW is programmed in FY 2027 with local funds, and CST is programmed in FY 2028 with Y603 funds.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	LOC	$100,000	$0	$0	$0	$100,000
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	Y603/Local	$0	$4,784,000/$1,196,000	$0	$0	$5,980,000
PROJECT COST		**$100,000**	**$5,980,000**	**$0**	**$0**	**$6,080,000**
FEDERAL COST		$0	$4,784,000	$0	$0	$4,784,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$100,000	$1,196,000	$0	$0	$1,296,000

PROJECT LOCATION



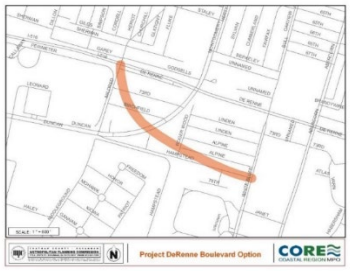
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

I-516 @ CS 1503/DERENNE AVE					P.I. #:	0008358
					TIP #:	2006-H-06
PROJECT DESCRIPTION: Reduce traffic congestion on DeRenne Avenue by providing a new four-lane divided connector from I-516 to a realigned White Bluff Road with a new direct connection to Hunter Army Airfield and a multi-use path. This project will more evenly distribute the 54,000 vpd on I-516 between east/west movements on DeRenne and north/south movements on White Bluff and Abercorn.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Y230, Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	NA	2050 AADT:	29,250	CONG. DISTRICT:	1
NO. OF LANES	EXISTING:	0	PLANNED:	4	RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	0.91

COMMENTS/REMARKS: The project is included in CORE MPO's 2045 MTP and 2050 MTP, Cost Band One. The project ranked #2 during the 2017 STBG Call for Projects and #1 during the 2022 Call for Projects. PE funds have been authorized in previous years. Y230 funds were programmed in FY 2024 for additional environmental justice analysis and outreach and in FY 2025 for ROW. The City of Savannah will provide the local match. The City will also provide additional local funds to cover the ROW balance. UTL and CST are in long range. In April 2024, CORE MPO processed administrative modifications at the request of GDOT to change the funding code for PE in FY 2024 from Y230 to Y230 and Z919. As of June 2026, the additional PE funds have been authorized. ROW is programmed in FY 2030 with Y230 and local funds. The City insists that the EIS will be approved in December 2026, making ROW in FY 2027 possible. Per FHWA comments on STIP/TIP consistency, GDOT wishes to keep the project as is in the FY 2027 – 2030 TIP. It will be updated during the mass amendments in October 2026 after GDOT confirms the ROW schedule.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	Authorized	$0	$0	$0	$0	$0
RIGHT-OF-WAY	LOCAL	$0	$0	$0	$24,122,045	$24,122,045
	Y230/LOCAL	$0	$0	$0	$7,302,364/$3,392,678	$10,694,854
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	NA	$0	$0	$0	$0	$0
PROJECT COST		**$0**	**$0**	**$0**	**$34,816,899**	**$34,816,899**
FEDERAL COST		$0	$0	$0	$7,302,364	$7,302,364
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$0	$0	$0	$27,514,535	$27,514,535

PROJECT LOCATION



COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY					P.I. #: 0008359	
					TIP #: 2011-H-01	
PROJECT DESCRIPTION: Replace the existing two way left turn lane along DeRenne Avenue between SR 204/Abercorn Street and the Truman Parkway with a landscaped median to create a four-lane divided section. The project will improve signalized intersections to enhance accommodation for pedestrians, improve sidewalks on both sides, establish a parallel bicycle route along DeRenne Drive and remove ineffective acceleration/deceleration lanes. *ADA compliant sidewalks.					COUNTY:	CHATHAM
					PROJ. #:	
					FUND:	Local
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	NA	2050 AADT:		CONG. DISTRICT:	1
NO. OF LANES	EXISTING:		PLANNED:		RC:	CRC
LOCAL ROAD #:		STATE/US ROAD #:			LENGTH (MI):	

COMMENTS/REMARKS: The Savannah City Council has adopted the Median Concept as the preferred improvement for this segment. Special purpose local option sales tax (SPLOST) funds have been authorized in previous years for preliminary engineering (PE) activities. Matched urban attributable funds have been authorized for GDOT PE oversight. ROW was programmed in FY 2021 with local funds but got delayed. The City of Savannah is working on expedited project delivery. As of June 2026, ROW is programmed in FY 2029 with local funds. CST is in long range.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	Local	$0	$0	$5,131,000	$0	$5,131,000
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	NA	$0	$0	$0	$0	$0
PROJECT COST		$0	$0	$5,131,000	$0	$5,131,000
FEDERAL COST		$0	$0	$0	$0	$0
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$0	$0	$5,131,000	$0	$5,131,000

PROJECT LOCATION

3.1.3 FY 2027 - 2030 TIP Highway Lump Sum Program

The lump sum section lists the federal lump sum funding categories and the kinds of projects to be programmed within each category for fiscal years 2027 to 2030. The funding for these project categories is used for calculation of the CORE MPO's FY 2027 - 2030 TIP financial balance. Specific lump sum projects, when identified, will be funded from these funding categories.

FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
LUMP SUM FUNDING CATEGORIES

PROJECT NAME:	VARIOUS LUMP SUM IMPROVEMENT PROJECTS	**CST. YEAR:**	FY 2027 - 2030
PROJECT DESCRIPTION: LUMP SUM RESURFACING, REPAIRS & MAINTENANCE, TRAFFIC SIGNALS, PLANNING & MANAGEMENT, FACILITY MAINTENANCE, WETLAND MITIGATION, RIGHT-OF-WAY, SAFETY IMPROVEMENTS USING VARIOUS FUNDS.		**P.L. NOS:**	
		TIP#	LUMP SUMS
		COUNTY	Chatham-Bryan-Effingham
LENGTH (MI): NA	**# OF LANES – EXISTING:** NA	**# OF LANES - PLANNED:** NA	
TRAFFIC VOLUMES (ADT)	2022: NA	2050: NA	
LOCAL ROAD #:	**STATE/US ROAD #:**	**PROJECT #:**	NA
DISTRICT: 5	**CONGRESSIONAL DISTRICT:** 1	**RC:** CRC	
COMMENTS/REMARKS: SEE BELOW			

Lump Sum Funding Program	Funding Code - Federal /Match Split (%)	Project	Total Funding				
			FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Lump Sum - National Highway Performance Program (NHPP)	Y001 - 80/20	LIGHTING	$29,000	$29,000	$29,000	$29,000	$116,000
Lump Sum - National Highway Performance Program/Surface Transportation Block Group (NHPP/STBG)	Various	BRIDGE MAINTENANCE	$1,733,000	$1,733,000	$1,733,000	$1,733,000	$6,932,000
		ROAD MAINTENANCE	$11,267,000	$11,267,000	$11,267,000	$11,267,000	$45,068,000
Lump Sum - Surface Transportation Block Group (STBG)	Y240 - 80/20	OPERATIONS	$347,000	$347,000	$347,000	$347,000	$1,388,000
		TRAF CONTROL DEVICES	$867,000	$867,000	$867,000	$867,000	$3,468,000
		RW PROTECTIVE BUY	$43,000	$43,000	$43,000	$43,000	$172,000
Highway Safety Improvement Program (HSIP)	YS30 - 90/10	SAFETY	$2,889,000	$2,889,000	$2,889,000	$2,889,000	$11,556,000
RAILROAD CROSSINGS (RRX)	YS40 - 100/0	RRX HAZARD ELIM	$258,000	$258,000	$258,000	$258,000	$1,032,000

FUNDING SUMMARY

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
LUMPS CST	Federal/State	$17,433,000	$17,433,000	$17,433,000	$17,433,000	$69,732,000
PROJECT COST	**Federal/State**	**$17,433,000**	**$17,433,000**	**$17,433,000**	**$17,433,000**	**$69,732,000**
FEDERAL COST		$14,286,900	$14,286,900	$14,286,900	$14,286,900	$57,147,600
STATE COST		$3,146,100	$3,146,100	$3,146,100	$3,146,100	$12,584,400
LOCAL COST		$0	$0	$0	$0	$0

3.1.4 FY 2027 – 2030 TIP Highway Financial Balance

The summary sheet lists the total financial figures for the highway projects programmed in the FY 2027 – 2030 TIP with funds from the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), and the local sources. The financial plan groups all of the projects in the TIP by funding sources and demonstrates that the FY 2027 – 2030 TIP is financially balanced by year for highway projects.

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 – 2030 TRANSPORTATION IMPROVEMENT PROGRAM – PROJECTS

SUMMARY SHEET – TIP HIGHWAY PROJECTS PROJECT DESCRIPTION: Summary Costs				P.I. #:	
				TIP #:	
				COUNTY:	CHATHAM BRYAN EFFINGHAM
				PROJ. #:	
				FUND:	
				GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT N/A	2050 AADT:	N/A	CONG. DISTRICT:	1
NO. OF LANES	EXISTING: N/A	PLANNED:	N/A	RC:	CRC
LOCAL ROAD:	STATE/US ROAD:			LENGTH (MI):	

COMMENTS/REMARKS: Summary costs of programmed projects to be funded through the Federal Highway Administration, the Georgia Department of Transportation and local funding sources. Projects for information are not included in the calculations. **This table is subject to updates as CORE MPO staff are addressing FHWA and GDOT comments regarding financial plans.**

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	Total
PRELIM. ENGR.	Sum	$4,661,000	$0	$0	$0	$4,661,000
RIGHT-OF-WAY	Sum	$8,020,673	$140,000	$5,131,000	$34,816,899	$48,108,572
UTILITIES	Sum	$2,867,860	$10,000	$4,142,500	$0	$7,020,360
CONSTRUCTION	Sum	$124,500,059	$26,372,804	$33,123,273	$37,051,390	$221,047,526
PROJECT COST	**Sum**	**$140,049,592**	**$26,522,804**	**$42,396,773**	**$71,868,289**	**$280,837,458**
FEDERAL COST	Sum	$70,683,725	$19,858,340	$24,686,900	$37,283,976	$152,512,941
STATE COST	Sum	$4,996,967	$3,150,040	$3,146,100	$7,069,778	$18,362,885
OTHER COST	Sum	$64,368,900	$3,514,424	$14,563,773	$27,514,535	$109,961,632

SUMMARY SHEET

TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL PLAN – HIGHWAY PROJECT LIST FY 2027 – 2030*

TRANSPORTATION IMPROVEMENT PROGRAM

FINANCIAL PLAN - HIGHWAY PROJECT LIST

FY 2027 - 2030

Updated July 2026

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP) - Y001

		PROJECT	TYPE	FY 2027				FY 2028				FY 2029				FY 2030			
PI #	TIP #	DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0015704	2017-Bridge-01	SR 404 SPUR/US 17 @ BACK RIVER	Bridges				$45,296,619												
0017415	2012-Bri-01-B	SR 26/US 80 @ LAZARETTO CREEK	Bridges						$19,700										
0017271		I-95 @ SR 21	Interchange	$4,661,000															
		Lump Sum	ROADWAY LIGHTING				$29,000				$29,000				$29,000				$29,000
			SUBTOTAL Y001 COSTS	**$4,661,000**	**$0**	**$0**	**$45,325,619**	**$0**	**$19,700**	**$0**	**$29,000**	**$0**	**$0**	**$0**	**$29,000**	**$0**	**$0**	**$0**	**$29,000**
			TOTAL Y001 COSTS				**$49,986,619**				**$48,700**				**$29,000**				**$29,000**
			EXPECTED Y001 FUNDS				**$49,986,619**				**$48,700**				**$29,000**				**$29,000**

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

		PROJECT	TYPE	FY 2027				FY 2028				FY 2029				FY 2030			
PI #	TIP #	DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0008358	2006-H-06	I-516 @ CS 1503/DERENNE AVENUE	New Roadway														$10,694,854		
0017414	2012-Bri-01-A	SR 26/US 80 @ BULL RIVER	Bridge Replacement		$1,483,000														
0017975	2020-TA-01	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	Bike/Ped/Trail												$9,085,343				
0017976	2020-TA-02	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	Bike/Ped/Trail				$6,885,343												
0019015	2022-PROJ-02	Green Island Road Multipurpose Path off Diamond Causeway	Bike/Ped/Trail								$964,600								
			SUBTOTAL Y230 COSTS	**$0**	**$1,483,000**	**$0**	**$6,885,343**	**$0**	**$0**	**$0**	**$964,600**	**$0**	**$0**	**$0**	**$9,085,343**	**$0**	**$10,694,854**	**$0**	**$0**
			TOTAL Y230 COSTS				**$8,368,343**				**$964,600**				**$9,085,343**				**$10,694,854**
			EXPECTED Y230 FUNDS				**$8,378,009**				**$8,545,569**				**$9,085,343**				**$10,694,854**

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

		PROJECT	TYPE	FY 2027				FY 2028				FY 2029				FY 2030			
PI #	TIP #	DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Lump Sum	OPERATIONS				$347,000				$347,000				$347,000				$347,000
		Lump Sum	TRAF CONTROL DEVICES				$867,000				$867,000				$867,000				$867,000
		Lump Sum	RW PROTECTIVE BUY				$43,000				$43,000				$43,000				$43,000
			SUBTOTAL Y240 COSTS	**$0**	**$0**	**$0**	**$1,257,000**	**$0**	**$0**	**$0**	**$1,257,000**	**$0**	**$0**	**$0**	**$1,257,000**	**$0**	**$0**	**$0**	**$1,257,000**
			TOTAL Y240 COSTS				**$1,257,000**				**$1,257,000**				**$1,257,000**				**$1,257,000**
			EXPECTED Y240 FUNDS				**$1,257,000**				**$1,257,000**				**$1,257,000**				**$1,257,000**

TRANSPORTATION ALTERNATIVE PROGRAM (TAP) - Y301

		PROJECT	TYPE	FY 2027				FY 2028				FY 2029				FY 2030			
PI #	TIP #	DESCRIPTION	OF WORK	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
0017975	2020-TA-01	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	Bike/Ped/Trail											$1,000,000	$1,414,111				
0017976	2020-TA-02	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	Bike/Ped/Trail				$414,111												
			SUBTOTAL Y301 COSTS	**$0**	**$0**	**$0**	**$414,111**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,000,000**	**$1,414,111**	**$0**	**$0**	**$0**	**$0**
			TOTAL Y301 COSTS				**$414,111**				**$0**				**$2,414,111**				**$0**
			EXPECTED Y301 FUNDS				**$1,249,418**				**$1,274,406**				**$2,414,111**				**$1,325,892**

Carbon Reduction Program (CRP) - Y601

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
0017976	2020-TA-02	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	Bike/Ped/Trail				$1,500,546												
0017975	2020-TA-01	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	Bike/Ped/Trail												$1,500,546				
			SUBTOTAL Y601 COSTS	**$0**	**$0**	**$0**	**$1,500,546**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$1,500,546**	**$0**	**$0**	**$0**	**$0**
			TOTAL Y601 COSTS				**$1,500,546**				**$0**				**$1,500,546**				**$0**
			EXPECTED Y601 FUNDS				**$1,500,546**				**$1,274,406**				**$1,500,546**				**$1,092,873**

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

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
0015705	2017-H-02	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	Roadway Improvement		$63,673														$19,618,390
			SUBTOTAL Y800 COSTS	**$0**	**$63,673**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$19,618,390**
			TOTAL Y800 COSTS				**$63,673**				**$0**				**$0**				**$19,618,390**
			EXPECTED Y800 FUNDS				**$63,673**				**$0**				**$0**				**$19,618,390**

EARMARK - Y603

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
0021292	2025-GDOT-H-01	I-95 @ BELFAST KELLER ROAD	Operational Improvements								$5,980,000								
			SUBTOTAL Y603 COSTS	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$5,980,000**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			TOTAL Y603 COSTS				**$0**				**$5,980,000**				**$0**				**$0**
			EXPECTED Y603 FUNDS				**$0**				**$5,980,000**				**$0**				**$0**

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

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Lump Sum	BRIDGE MAINTENANCE				$1,733,000				$1,733,000				$1,733,000				$1,733,000
		Lump Sum	ROAD MAINTENANCE				$11,267,000				$11,267,000				$11,267,000				$11,267,000
			SUBTOTAL NHPP/STBG COSTS	**$0**	**$0**	**$0**	**$13,000,000**	**$0**	**$0**	**$0**	**$13,000,000**	**$0**	**$0**	**$0**	**$13,000,000**	**$0**	**$0**	**$0**	**$13,000,000**
			TOTAL NHPP/STBG COSTS				**$13,000,000**				**$13,000,000**				**$13,000,000**				**$13,000,000**
			EXPECTED NHPP/STBG FUNDS				**$13,000,000**				**$13,000,000**				**$13,000,000**				**$13,000,000**

HIGHWAY SAFETY IMPROVEMENT PROGRAM (HSIP) SAFETY (YS30)

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Lump Sum	SAFETY				$2,889,000				$2,889,000				$2,889,000				$2,889,000
			SUBTOTAL YS30 COSTS	**$0**	**$0**	**$0**	**$2,889,000**	**$0**	**$0**	**$0**	**$2,889,000**	**$0**	**$0**	**$0**	**$2,889,000**	**$0**	**$0**	**$0**	**$2,889,000**
			TOTAL YS30 COSTS				**$2,889,000**				**$2,889,000**				**$2,889,000**				**$2,889,000**
			EXPECTED YS30 FUNDS				**$2,889,000**				**$2,889,000**				**$2,889,000**				**$2,889,000**

RAILROAD CROSSING (YS40)

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Lump Sum	RAILROAD CROSSINGS				$258,000				$258,000				$258,000				$258,000
			SUBTOTAL YS40 COSTS	**$0**	**$0**	**$0**	**$258,000**	**$0**	**$0**	**$0**	**$258,000**	**$0**	**$0**	**$0**	**$258,000**	**$0**	**$0**	**$0**	**$258,000**
			TOTAL YS40 COSTS				**$258,000**				**$258,000**				**$258,000**				**$258,000**
			EXPECTED YS40 FUNDS				**$258,000**				**$258,000**				**$258,000**				**$258,000**

LOCAL FUNDS

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
0008358	2006-H-06	I-516 @ CS 1503/DERENNE AVENUE	New Roadway														$24,122,045		
0008359	2011-H-01	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	Miscellaneous Improvements										$5,131,000						
0010236	2011-H-02	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Miscellaneous Improvements		$5,638,000														
0020095		SR 30 @ KOLIC HELMEY ROAD	Operational Improvements			$50,000	$2,500,000												
0020609		SR 17 @ MIDLAND ROAD	Operational Improvements		$500,000	$375,000	$3,800,000												
0020781		SR 30 @ MIDLAND ROAD	Operational Improvements			$100,000	$3,000,000												
0017414	2012-Bri-01-A	SR 26/US 80 @ BULL RIVER	Bridges		$113,000														
0017415	2012-Bri-01-B	SR 26/US 80 @ LAZARETTO CREEK	Bridges						$120,300										
0021292	2025-GDOT-H-01	I-95 @ BELFAST KELLER ROAD	Operational Improvements		$100,000														
0017515	2020-H-01	I-16 @ SR 17 CONN	Intersection Improvements			$1,664,600	$43,205,795												
0017975	2020-TA-01	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	Bike/Ped/Trail											$3,142,500	$3,690,273				
0017976	2020-TA-02	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	Bike/Ped/Trail			$678,260	$464,645												
0019015	2022-PROJ-02	Green Island Road Multipurpose Path off Diamond Causeway	Bike/Ped/Trail		$123,000					$10,000	$1,995,204								
			SUBTOTAL Local COSTS	**$0**	**$6,474,000**	**$2,867,860**	**$52,970,440**	**$0**	**$120,300**	**$10,000**	**$1,995,204**	**$0**	**$5,131,000**	**$3,142,500**	**$3,690,273**	**$0**	**$24,122,045**	**$0**	**$0**
			TOTAL Local COSTS*				**$62,312,300**				**$2,125,504**				**$11,963,773**				**$24,122,045**
			EXPECTED LOCAL FUNDS				**$62,312,300**				**$2,125,504**				**$11,963,773**				**$24,122,045**

***Total Local Costs are project costs that are 100% locally funded plus additional local match funds beyond the match requirements.**

	TOTAL TIP PROJECT COSTS	TOTAL EXPECTED REVENUES	BALANCE (REVENUE - COSTS)
FY 2027	$140,049,592	$140,894,565	$844,973
FY 2028	$26,522,804	$36,652,585	$10,129,781
FY 2029	$42,396,773	$42,396,773	$0
FY 2030	$71,868,289	$74,287,054	$2,418,765
FY 2027 - 2030	**$280,837,458**	**$294,230,977**	**$13,393,519**

*The expected funds correspond to the funding amounts listed in the table of Chapter 2, Section 2.1.1. **This financial table is subject to updates as CORE MPO staff are addressing FHWA and GDOT comments regarding financial plans.**

3.2 FY 2027-2030 Transit Improvement Program

3.2.1 Financial Capacity Statement of the Chatham Area Transit Authority

PURPOSE

The purpose of this statement is to demonstrate that the Chatham Area Transit Authority (CAT) has the financial capacity to undertake the four-year (FY 2027 - 2030) program of projects as outlined in the Transportation Improvement Program (TIP). FTA requires this analysis to ensure that the local transit entity possesses the financial capacity to complete the TIP projects for which federal assistance is being requested.

SCOPE

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

FINANCIAL CONDITION

Chatham Area Transit became a functional entity on January 1, 1987 as a result of the signing of Georgia House Bill Number 1699 on March 28, 1986 by Governor Frank Harris. On December 19, 1986, the Commissioners of Chatham County created a Special Transit Tax District and levied a 1.3 mill property tax for the sole purpose of funding public transit within this district. In 1992, a 0.1 mill tax was levied county-wide to fund CAT's paratransit services. Currently, the transit district tax is 1.056 mills and the county-wide paratransit tax is fully funded from Chatham County's M&O fund.

CAT's fiscal year runs from July 1 through June 30. The information under Non-Federal Operating Funds and Capital Funds is stated for the period of FY 2027 – (July 1, 2026 through June 30, 2027).

FY 2027 Projected Non-Federal Operating Funds		
Entity	**Funds**	**Percent**
State of GA	$0	0.0%
Transit District Tax	$14,933,122	42.30%
System Revenue (Agency, Fares, Other)	$15,730,811	44.56%
CAT General Fund	$4,637,375	13.14%
TOTAL	**$35,301,308**	**100.0%**

FY 2027 Non-Federal Capital Funds		
Entity	**Funds**	**Percent**
State of GA (DOT)	$783,146	8.47%
Local Tax District (SPLOST VII)	$1,310,959	14.17%
CAT Capital Contribution from General Fund Match for FHWA Flex Funding	$908,561	9.82%
Stakeholder Contribution for West End Dock	$1,500,000	16.21%
CAT FY2027 General Fund Contribution	$4,748,457	51.33%
TOTAL	**$9,251,123**	**100.0%**

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

FINANCIAL CAPABILITY

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

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

3.2.2 FY 2027 Capital Improvement Justification for the Chatham Area Transit

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

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

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

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

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

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

Water Ferry - Funding for water ferry facilities and equipment.

Planning – The development of a five-year strategic transportation development plan (TDP), the development of the long-range Master Transit Plan, the maintenance and update of the Transit Asset Management Plan (TAM) and the Public Transportation Agency Safety Plan (PTASP), as well as the development and update of other plans and studies (AOPP- and ARP- funded studies, etc.).

3.2.3 FY 2027 - 2030 Transit Improvement Projects

The transit improvement projects are grouped according to their sources of federal funding. The state and local match amounts are listed according to their required shares. The types of projects being funded over the next four fiscal years include transit capital improvements, transit operations, and others. It should be noted that the federal funding sources included in this section are FTA funds and some FHWA Ferry Boat Program (FBP) funds. Transit projects programmed with FHWA's STBG funds are included in the highway section of this TIP document. The FHWA FBP and STBG funds will be listed under the transit section after FHWA funding authorization and funding flexing from FHWA to FTA.

CORE MPO and CAT as well as GDOT are coordinating with each other to finalize the transit TIP programming, so information included on the next pages is subject to updates.

Index of Chatham Area Transit Projects

MPO ID/STIP#	FTA Grant#	DESCRIPTION	FUNDING	SPONSOR	FY CST	PAGE
CAT-2027-Section-5307-01	GA-2022-031	ITS	Section 5307	CAT	2027	61
CAT-2027-Section-5307-02	GA-2022-031	Preventative Maintenance	Section 5307	CAT	2027 - 2030	62
CAT-2027-Section-5307-03	TBA	Safety & Security	Section 5307, Local	CAT	2027, 2029, 2030	63
CAT-2027-Section-5307-04	1103-2025-7	Operating Assistance	Section 5307, Local	CAT	2027 - 2030	64
CAT-2027-Section-5307-05	GA-2022-028, GA-2021-028	Vehicle Replacement*	Section 5307, Local	CAT	2027 - 2030	65
CAT-2027-Section-5307-06	1103-2025-7	Farebox Replacement	Section 5307	CAT	2027	66
CAT-2027-Section-5307-07	GA-2023-019-01	Plant Riverside Dock	Section 5307, Local	CAT	2027	67
CAT-2027-Section-5307-08	GA-2023-019-02	Ferry Boat Maintenance Facility	Section 5307, Local	CAT	2027	68
CAT-2027-Section-5307-09	CAT-2027-Section-5307-09	CAT Intermodal Transit Center Renovation	Section 5307	CAT	2027	69
CAT-2027-Section-5307-10	GA-2025-003-01	Marine Electric Charging Stations	Section 5307, Local	CAT	2028	70
CAT-2027-Section-5307-11	GA-2025-016	CAT Planning Resources	Section 5307, Local	CAT	2027	71
CAT-2027-5307h-5337-5339	TBA	Passenger Ferry Rehabilitation	Section 5307 (h), Section 5337, Section 5339	CAT	2027 - 2030	72
CAT-2027-Section5339c-01	GA-2025-011	Hybrid Electric Buses (35ft)	Section 5339c	CAT	2027, 2028	73
CAT-2027-Section5339c-02	1103-2025-5-P1	Workforce Development	Section 5339c	CAT	2028	74
CAT-2027-Section5307-TTFP	1103-2025-1	Bus Stop Improvement Program	GDOT-TTFP, Section 5307	CAT	2027 - 2030	75
CAT-2027-FHWA-Flex-01	1103-2025-1	Hybrid Bus Replacement – Flexed Funds	Section 5307 - FHWA Flexed Funds	CAT	2028	76
CAT-2027-FHWA-Flex-02	TBA	Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus	FHWA Ferry Boat Program (FBP) Formula Funds	CAT	2027	77

CAT-2027-FHWA-Flex-03	TBA	Ferry Boat Restoration - Other	FHWA Ferry Boat Program (FBP) Formula Funds	CAT	2028-2030	78
CAT-2027-DHS-Section5310	TBA	DHS Purchase of Transportation Services	Section 5310	DHS/CAT	2027	79
GDOT-CRC-2027-Section5311	NA	Coastal Region Rural Capital & Operations	Section 5311	GDOT/CRC	2027	80

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

ITS		MPO ID	CAT-2027-Section-5307-01
		STIP #:	NA
Project Description: The ITS line item includes IT software upgrades to acquire ADP software for Chatham Area Transit.		COUNTY:	CHATHAM
		FTA Grant #	GA-2022-031
		FUND:	Section 5307
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: Under CAT Technology Upgrades in FY 2027 Operating and 5 Year Capital Plan ($581,222) and ($97,765). The project is part of FTA Grant# GA-2022-031.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307	$500,000	$0	$0	$0	$500,000
CONSTRUCTION	Local Match – CAT General Funds	$125,000	$0	$0	$0	$125,000
PROJECT COST		**$625,000**	**$0**	**$0**	**$0**	**$625,000**
FEDERAL COST		$500,000	$0	$0	$0	$500,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$125,000	$0	$0	$0	$125,000

PROJECT LOCATION

PREVENTATIVE MAINTEANCE		MPO ID	CAT-2027-Section-5307-02
		STIP #:	NA
Project Description: The Preventative Maintenance line item includes projects for the aging fixed route bus fleet, projects to implement planned refurbishments for the Savannah Belles docks (Waving Girl and City Hall), and the Paratransit Maintenance Facility.		COUNTY:	CHATHAM
		FTA Grant #	GA-2022-031
		FUND:	Section 5307
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? No	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project is pulled from several line items in the CAT capital budget on Page 32, namely Ferry Vessel Rehab/Preventative Maintenance, Paratransit Maintenance Facility, and Service Delivery Enhancements, Page 33 of CAT Capital Plan. The project is part of FTA Grant# GA-2022-031.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307	$2,000,000	$2,000,000	$2,000,000	$2,000,000	$8,000,000
CONSTRUCTION	Local Match – CAT General Funds	$500,000	$500,000	$500,000	$500,000	$2,000,000
PROJECT COST		**$2,500,000**	**$2,500,000**	**$2,500,000**	**$2,500,000**	**$10,000,000**
FEDERAL COST		$2,000,000	$2,000,000	$2,000,000	$2,000,000	$8,000,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$500,000	$500,000	$500,000	$500,000	$2,000,000

PROJECT LOCATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

SAFETY AND SECURITY		MPO ID	CAT-2027-Section-5307-03
		STIP #:	NA
Project Description: The Safety and Security line item in FY 2027 includes a specific project to add bus operator safety barriers to all Chatham Area Transit fixed route buses. It will be funded by the CAT General Revenue Funds.		COUNTY:	CHATHAM
		FTA Grant #	TBA
		FUND:	Section 5307, Local
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? No	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: In FY 2027, no federal funds will be used for Safety and Security; only local funds will be used for this project. In FY 2029 and FY 2030, Section 5307 funds with local match will be used for the project. CAT will apply for FTA Section 5307 grant in FY 2028. FTA Grant# will be assigned during the grant application.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307	$0	$0	$400,000	$400,000	$800,000
CONSTRUCTION	Local Match to Section 5307	$0	$0	$100,000	$100,000	$200,000
CONSTRUCTION	Local – CAT General Funds	$1,100,000	$0	$0	$0	$1,100,000
PROJECT COST		**$1,100,000**	**$0**	**$500,000**	**$500,000**	**$2,100,000**
FEDERAL COST		$0	$0	$400,000	$400,000	$800,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$1,100,000	$0	$100,000	$100,000	$1,300,000

PROJECT LOCATION

OPERATING ASSISTANCE		MPO ID	CAT-2027-Section-5307-04
		STIP #:	NA
Project Description: Operating Assistance covers the general operating budget requirements of Chatham Area Transit including labor, benefits (administration), maintenance, fixed route, paratransit and marine services.		COUNTY:	CHATHAM
		FTA Grant #	1103-2025-7
		FUND:	Section 5307, Local
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? No	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: Operating assistance has a 50/50 federal/local split. The CAT Transit District Tax and Agency Revenue (together over 60%) are the largest contributors to the local match. FTA Grant# 1103-2025-7 will cover the project in FY 2027.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307	$5,016,815	$5,016,815	$5,016,815	$5,016,815	$20,067,260
CONSTRUCTION	Local Match – CAT General Funds	$5,016,815	$5,016,815	$5,016,815	$5,016,815	$20,067,260
PROJECT COST		**$10,033,630**	**$10,033,630**	**$10,033,630**	**$10,033,630**	**$40,134,520**
FEDERAL COST		$5,016,815	$5,016,815	$5,016,815	$5,016,815	$20,067,260
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$5,016,815	$5,016,815	$5,016,815	$5,016,815	$20,067,260

PROJECT LOCATION

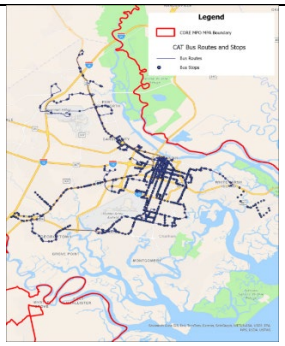
COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

VEHICLE REPLACEMENT		MPO ID	CAT-2027-Section-5307-05
		STIP #:	NA
Project Description: This category includes fixed route 35' GILLIG hybrid and electric buses, paratransit mini buses, vans, and DOT trollies.		COUNTY:	CHATHAM
		FTA Grant #	GA-2021-028, GA-2022-028, TBA
		FUND:	Section 5307, Local
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: 35 ft. vehicle replacements contingent on future local match sourcing in FY 2028-2029. Local match will come from CAT General Funds. The project corresponds to FTA Grant #: GA-2021-028 & GA-2022-028. CAT will apply for Section 5307 grants for FY 2029 and 2030. New FTA Grant# will be assigned during grant application.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307: GA-2021-028	$1,534,932	$2,298,240	$0	$0	$3,833,172
CONSTRUCTION	Local Match to GA-2021-028	$1,534,932	$574,560	$0	$0	$2,109,492
CONSTRUCTION	Section 5307: GA-2022-028	$0	$0	$0	$0	$0
CONSTRUCTION	Local Match to GA-2022-028	$0	$0	$0	$0	$0
CONSTRUCTION	Section 5307: Estimates	$0	$0	$2,400,000	$14,400,000	$16,800,000
CONSTRUCTION	Local Match to Section 5307 Estimates	$0	$0	$600,000	$3,600,000	$4,200,000
PROJECT COST		**$3,069,864**	**$2,872,800**	**$3,000,000**	**$18,000,000**	**$26,918,609**
FEDERAL COST		$1,534,932	$5,298,240	$2,400,000	$13,000,000	$22,833,172
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$1,534,932	$550,505	$600,000	$5,000,000	$7,085,437

PROJECT LOCATION



FAREBOX REPLACEMENT		MPO ID	CAT-2027-Section-5307-06
		STIP #:	NA
Project Description: This project is for the redevelopment of the current Farebox System used by Chatham Area Transit.		COUNTY:	CHATHAM
		FTA Grant #	1103-2025-7
		FUND:	Section 5307
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project is using FY 2024 Section 5307 funds (FTA Grant # 1103-2025-7) with local match to be provided by CAT. Genfare, the current vendor providing fare box services, will be retained under a new contract for IT systems and new equipment. The contract is finalized, and all parties are awaiting signatures.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307	$2,400,000	$0	$0	$0	$2,400,000
CONSTRUCTION	Local Match – CAT General Funds	$600,000	$0	$0	$0	$600,000
PROJECT COST		**$3,000,000**	**$0**	**$0**	**$0**	**$3,000,000**
FEDERAL COST		$2,400,000	$0	$0	$0	$2,400,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$600,000	$0	$0	$0	$600,000

PROJECT LOCATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

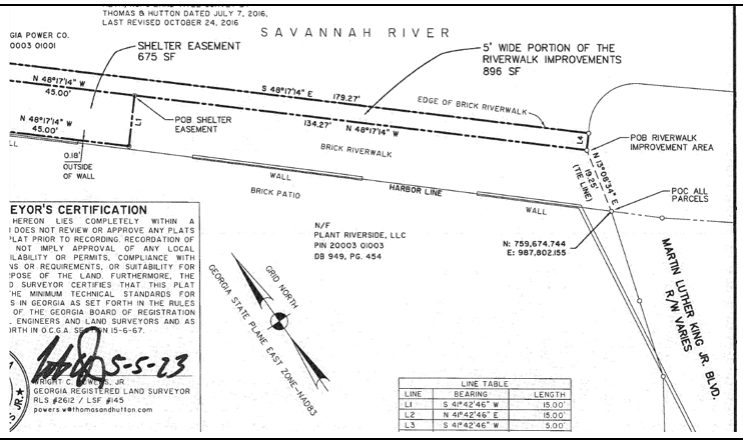
Plant Riverside Dock

		MPO ID	CAT-2027-Section-5307-07
		STIP #:	NA
Project Description: This project will construct an additional Savannah Belles Ferry dock at Plant Riverside in the historic west end of River Street. This will be the fourth dock – three on the City of Savannah side of the river (Plant Riverside, City Hall and Waving Girl), and one dock on Hutchinson Island (Trade Center dock). This project has two components already executed – an access easement for the ferry shelter executed in 2023, and a quitclaim deed from the City of Savannah to CAT for the strip of land encompassing the bulkhead area west of MLK at the river to satisfy FTA requirements for "satisfactory continuing control". The last component for this dock is an agreement for $1,500,000 under a memorandum of understanding from the Savannah Convention Center and Chatham Area Transit.		COUNTY:	CHATHAM
		FTA Grant #	GA-2023-019-01
		FUND:	Section 5307, Local
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project was one of eight CAT capital projects shared with the CORE MPO in June 2026. The Plant Riverside Dock and the Ferry Maintenance Facility are linked together as part of a $3,218,633 grant by the FTA under GA-2023-019. The dock is $1,918,000 of $3,218,000 and the Ferry Maintenance Facility is $1,300,000 of this grant as well. The Savannah Convention Center MOU for $1,500,000 augments the two projects which are vital facilities for both CAT and the Savannah Convention Center.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307-GA-2023-019-01	$1,918,633	$0	$0	$0	$1,918,633
CONSTRUCTION	Local Match (in-kind - land)	$1,148,056	$0	$0	$0	$1,148,056
CONSTRUCTION	Local Match – Savannah Convention Center	$1,500,000	$0	$0	$0	$1,500,000
PROJECT COST		**$4,718,622**	**$0**	**$0**	**$0**	**$4,718,622**
FEDERAL COST		$2,070,566	$0	$0	$0	$2,070,566
LOCAL COST		$2,648,056	$0	$0	$0	$2,648,056

PROJECT LOCATION



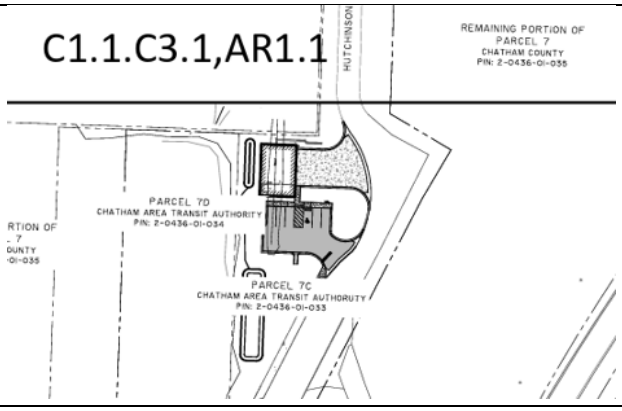
Ferry Boat Maintenance Facility

		MPO ID	CAT-2027-Section-5307-08
		STIP #:	NA
Project Description: This is a new facility at the end of Slip 3 on Hutchinson Island. It will be approximately 1800 sf with an office, a restroom and shop space for maintenance work for the Savannah Belles Ferries.		COUNTY:	CHATHAM
		FTA Grant #	GA-2023-019-02
		FUND:	Section 5307, Local
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project was one of eight CAT capital projects shared with the CORE MPO in June 2026. The Plant Riverside Dock and the Ferry Maintenance Facility are linked together as part of a $3,218,633 grant by the FTA under GA-2023-019. The dock is $1,918,000 of $3,218,000 and the Ferry Maintenance Facility is $1,300,000 of this grant as well. The Savannah Convention Center MOU for $1,500,000 augments the two projects which are vital facilities for both CAT and the Savannah Convention Center. The Ferry Maintenance Facility project will start at the beginning of FY 2027 in the late summer/fall around August 2026.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307-GA-2023-019-02	$2,070,566	$0	$0	$0	$2,070,566
CONSTRUCTION	Local Match (in-kind - land)	$1,148,056	$0	$0	$0	$1,148,056
CONSTRUCTION	Local Match – Savannah Convention Center	$1,500,000	$0	$0	$0	$1,500,000
PROJECT COST		**$4,718,622**	**$0**	**$0**	**$0**	**$4,718,622**
FEDERAL COST		$2,070,566	$0	$0	$0	$2,070,566
LOCAL COST		$2,648,056	$0	$0	$0	$2,648,056

PROJECT LOCATION



CAT Intermodal Transit Center Renovation

MPO ID	CAT-2027-Section-5307-09
STIP #:	NA
COUNTY:	CHATHAM
FTA Grant #	GA-2020-032, GA2020-034
FUND:	Section 5307
GDOT DISTRICT:	5
CONG. DISTRICT:	1
RC:	CRC
LENGTH (MI):	NA

Project Description: This project is the renovation of the CAT Intermodal Facility at 610 Oglethrope Street. This project will gut, and rebuild the call center in this location, moving it into new space on the other side of the facility. A new CAT Board room will be constructed in the old CAT call center space, and the restrooms and security desk in this location will be refurbished.

FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes
GDOT Programming Needed?	No
FHWA Funding Flexing to FTA Needed?	No

COMMENTS/REMARKS This project was one of eight CAT capital projects shared with the CORE MPO team in June 2026: The RFP was released in April 2026. A contract award is anticipated in July/August 2026. FTA Grant# are GA-2020-032 and GA2020-034.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307	$790,704	$0	$0	$0	$790,704
PROJECT COST		**$790,704**	**$0**	**$0**	**$0**	**$790,704**
FEDERAL COST		$645,342	$0	$0	$0	$645,342
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$145,362	$0	$0	$0	$145,362

PROJECT LOCATION – 610 Oglethorpe Street, Savannah, GA

Marine Electric Charging Stations		MPO ID	CAT-2027-Section-5307-10
		STIP #:	NA
Project Description: This project involves installing marine electric charging pedestals along the concrete deck along Slip 3 next to the Savannah Center and the new Insignia Hotel. The project will require a utility easement from the convention center to allow the routing of an electric conduit from our transformer to the concrete deck that belongs to the Savannah Convention Center. The conduit will energize two marine pedestals to provide EV power to the new Savannah Belles Hybrid ferries.		COUNTY:	CHATHAM
		FTA Grant #	GA-2025-003-01
		FUND:	Section 5307
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project was one of eight CAT capital projects shared with the CORE MPO at the June 2026 meeting

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	Section 5307: GA25-2025-003-01	$0	$863,750	$0	$0	$863,750
PROJECT COST		$0	**$863,750**	$0	$0	**$863,750**
FEDERAL COST		$0	$691,000	$0	$0	$691,000
STATE COST		$0		$0	$0	$0
LOCAL COST	CAT General Funds	$0	$172,750	$0	$0	$172,750

PROJECT LOCATION – Near the CAT Intermodal Facility on Hutchinson Island

CAT Planning Resources

		MPO ID	CAT-2027-Section-5307-11
		STIP #:	NA
This funding category will cover planning initiatives to improve, expand, and revise future planning strategies for Chatham Area Transit. The scope of work under this category includes Transit Expansion and Mobility studies, Transit on Demand, updating our Transit Asset Management plan, and other planning products. In FY 2027 CAT will pursue the Innovative Coordinated Access and Mobility (ICAM) Pilot Program to improve access to public transportation for the conveyance of senior and disabled patrons to non-emergency medical services		COUNTY:	CHATHAM
		FTA Grant #	GA-2025-016
		FUND:	Section 5307
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? No	Local Match Confirmed? No	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS -

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Planning studies	Section 5307: GA-2025-016/Local Match	$400,000/$44,444	$400,000/$100,000	$400,000/$100,000	$400,000/$100,000	$1,944,000
PROJECT COST		**$444,444**	**$500,000**	**$500,000**	**$500,000**	$1,944,000
FEDERAL COST		$400,000	$400,000	$400,000	$400,000	$1,600,000
STATE COST		$0				
LOCAL COST		$44,444	$100,000	$100,000	$100,000	$344,444

PROJECT LOCATION – 900 East Gwinnett Street, Savannah, GA

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

Passenger Ferry Rehabilitation		MPO ID	CAT-2027-5307h-5337-5339
		STIP #:	NA
Project Description: Miscellaneous projects to repair and refurnish the Savannah Belles Ferry fleet which includes now six ferries (two new hybrids and four older ferries with significant operating hours).		COUNTY:	CHATHAM
		FTA Grant #	TBA
		FUND:	5307 (h), Section 5337, Section 5339
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? No	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: CAT will confirm the FTA Grant# for this project.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
CONSTRUCTION	Section 5307 (h)	$160,000	$160,000	$160,000	$160,000	$640,000
CONSTRUCTION	Local match to Section 5307(h)	$40,000	$40,000	$40,000	$40,000	$160,000
CONSTRUCTION	Section 5337	$160,000	$80,000	$80,000	$80,000	$400,000
CONSTRUCTION	Local match to Section 5337	$40,000	$20,000	$20,000	$20,000	$100,000
CONSTRUCTION	Section 5339	$160,000	$160,000	$160,000	$160,000	$640,000
CONSTRUCTION	Local Match to Section 5339	$40,000	$40,000	$40,000	$40,000	$160,000
PROJECT COST		**$600,000**	**$600,000**	**$600,000**	**$600,000**	**$2,400,000**
FEDERAL COST		$480,000	$480,000	$480,000	$480,000	$1,920,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$120,000	$120,000	$120,000	$120,000	$480,000

PROJECT LOCATION

Ferry Service Area along Savannah River.

Hybrid Bus Replacement

		MPO ID	CAT-2027-Section5339c-01
		STIP #:	NA
Project Description: GA-2025-011-00 is for the purchase of four (4) 35-foot hybrid electric buses from GILLIG. GA-2025-011 is for the purchase of six (6) 35-foot hybrid electric buses from GILLIG.		COUNTY:	CHATHAM
		FTA Grant #	GA-2025-011, GA-2025-011-00
		FUND:	Section 5339c
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? No	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project was one of eight CAT capital projects shared at the June CORE MPO meeting. GA-2025-011-00 is from the FY 2021 pool of hybrid electric bus replacement funds. GA-2025-011 is from the FY 2024 pool of electric bus funds. Contingent on available CAT capital funds for the local contribution. CAT received a total of $5,451,844 under the FTA Section 5339(c) FY 2022 Low or No Emission Program to purchase four hybrid-electric buses ($6,814,807 total cost in FY 2027), with an additional award in FY 2024 for a total of $7,889,840 ($9,704,800 total cost in FY 2028) for six more battery-electric buses. Due to recent federal guidance allowing alternative fuel vehicle purchases and challenges such as limited charging infrastructure and vehicle delivery delays, CAT is shifting to a combination of hybrid electric and battery electric buses to ensure reliable service and timely fleet replacement.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Equipment order – 4 buses	Section 5339C: GA-2025-011-00	$5,451,844	$0	$0	$0	$5,451,844
Equipment order – 4 buses	CAT General Match to GA-2025-011-00	$1,362,963	$0	$0	$0	$1,362,963
Equipment order – 6 buses	Section 5339C: GA-2025-011	$0	$7,889,840	$0	$0	$7,889,840
Equipment order – 6 buses	CAT General Match to GA-2025-011	$0	$1,814,960	$0	$0	$1,814,960
PROJECT COST		**$6,814,807**	**$9,704,800**	**$0**	**$0**	**$16,519,607**
FEDERAL COST		$5,451,844	$7,889,840	$0	$0	$13,341,684
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$1,362,963	$1,814,960	$0	$0	$3,177,923

PROJECT LOCATION - N/A

WORKFORCE DEVELOPMENT		MPO ID	CAT-2027-Section5339c-02
		STIP #:	NA
Project Description: This category includes miscellaneous funds expended for work force bus operator training and ferry boat operator training for the CAT bus and ferry vessels. Additional training will also be required for the CAT Maintenance team as a significant number of CAT's vehicles (buses and paratransit vehicles) will be electric vehicles requiring different tools and safety precautions.		COUNTY:	CHATHAM
		FTA Grant #	1103-2025-5-P1
		FUND:	5339c
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project is related to FTA Grant# 1103-2025-5-P1.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Workforce Development	Section 5339c	$0	$320,000	$0	$0	$320,000
Workforce Development	Local Match – CAT General Funds	$0	$80,000	$0	$0	$80,000
PROJECT COST		**$0**	**$400,000**	**$0**	**$0**	**$400,000**
FEDERAL COST		$0	$320,000	$0	$0	$320,000
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$0	$80,000	$0	$0	$80,000

PROJECT LOCATION

Bus Stop Improvement Program		MPO ID	CAT-2027-Section5307-TTFP
		STIP #:	NA
Project Description: This is a multi-year program to install new bus shelters and refurbish the existing bus shelters within the CAT service footprint. The existing inventory is approximately 150 shelters (canopy, bench and trash receptacle) on a concrete pad. The program will add up to another 150 new shelters over a three-year period. The construction/installation vendor and the manufacturer for the new shelters have been selected. This multi-year project satisfies a major compliance element of the Chatham Area Transit Master Plan to improve ADA compliance and customer amenities.		COUNTY:	CHATHAM
		FTA Grant #	1103-2025-5-P1
		FUND:	GDOT-TTFP-FY2027, Section 5307
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	Yes (state funds involved)	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: This project was one of eight CAT capital projects shared with the CORE MPO in June 2026. Due to manufacturing timelines, equipment purchasing and installation CAT must navigate a six-month timelapse between equipment purchase and then construction/labor to install the materials. The GDOT-TTFP funds were amended into FY 2027 during the April 2026 TIP amendments.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Installation/Equipment amenities purchase	GDOT-TTFP-FY2027	$383,146	$0	$0	$0	$383,146
Installation/Equipment amenities purchase	Local Match to GDOT-TTFP	$0	$0	$0	$0	$0
Installation/Equipment amenities purchase	Section 5307: 1103-2025-1	$0	$0	500,000	$0	500,000
Installation/Equipment amenities purchase	Local Match to 1103-2025-1	$0	$0	125,000	$0	125,000
PROJECT COST		**$$383,146**	**$0**	**$625,000**	**$0**	**$1,008,146**
FEDERAL COST		$0	$0	$500,000	$0	$500,000
STATE COST		$383,146	$0	$0	$0	$383,146
LOCAL COST		$0	$0	$125,000	$0	$125,000

PROJECT LOCATION

Hybrid Bus Replacement		MPO ID	CAT-2027-FHWA-Flex-01
		STIP #:	NA
Project Description: FY2021 and FY2022 FHWA Flex Funds to 5307 for three (3) hybrid electric buses pending CAT Capital availability for the local match.		COUNTY:	CHATHAM
		FTA Grant #	1103-2025-1
		FUND:	FHWA Flex funds to Section 5307
		GDOT DISTRICT:	5
FHWA Funding Allocation Confirmed? Yes	Local Match Confirmed? No	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No (Already Flexed)	LENGTH (MI):	NA

COMMENTS/REMARKS: This project was one of eight CAT capital projects shared at the June CORE MPO meeting. FY2021 and FY2022 FHWA Flex Funds to 5307 (3 Buses). The FTA Grant# is 1103-2025-1.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Equipment order – 3 buses	Section 5307– FHWA Flex to FTA	$0	$3,634,239	$0	$0	$3,634,239
Equipment order – 3 buses	CAT General Funds	$0	$908,561	$0	$0	$908,561
PROJECT COST		**$0**	**$4,542,801**	**$0**	**$0**	**$4,542,801**
FEDERAL COST		$0	$3,634,239	$0	$0	$3,634,239
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$0	$908,561	$0	$0	$908,561

PROJECT LOCATION - N/A

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus		P.I. #:	TBA
		MPO ID:	CAT-2027-FHWA-Flex-01
Description: The project aims to enhance service reliability, safety, and accessibility for workers, residents, and visitors traveling across the Savannah River. Upon completion, the watercrafts will be ADA-compliant, ensuring improved accessibility for all passengers. The rehabilitation effort will extend the ferry's lifespan, reduce maintenance costs, and support continued high-quality transportation services in the region. The rehabilitation will involve thorough inspections and repairs of the hull structure, propulsion system, electrical components, and mechanical equipment to ensure optimal performance and compliance with maritime safety regulations. Additionally, critical components, such as the engine, generator, and navigational system, will be replaced to improve fuel efficiency and reduce operational downtime. Modernization efforts will include upgrades to passenger seating, lighting, and onboard amenities to enhance the overall rider experience.		COUNTY:	CHATHAM
		FTA Grant#	TBA
		FUND:	FWHA FBP (TBA)
		GDOT DISTRICT:	5
FHWA Funding Allocation Confirmed? No	Local Match Confirmed? No	CONG. DISTRICT:	1
GDOT Programming Needed?	Yes	RC:	CRC
FHWA Funding Flexing to FTA Needed?	Yes	LENGTH (MI):	NA

COMMENTS/REMARKS: On April 22, 2026, the CORE MPO Board approved the TIP amendments to re-allocate the FHWA Ferry Boat Program (FBP) allocation funds in FY 2024 and 2025 to the Susie King Taylor I ferry boat restoration project in FY 2026. An updated project page has been added to the transit section of the TIP as a result of the amendments, including the FY 2027 estimated FHWA FBP funds for Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus. On May 15, 2026, CORE MPO processed an administrative modification to move the project to the highway section of the TIP and revised the format of the project page to show specific funding codes to be in compliance with the required format for highway improvement projects. In May 2026, CAT requested an amendment to move the estimated FY 2026 FHWA FBP funds to FY 2027 for Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	FY 2026 Estimated FBP/Local Match	$356,449/$89,112	$0	$0	$0	$445,561
CONSTRUCTION	FY 2027 Estimated FBP/Local Match	$356,449/$89,112	$0	$0	$0	$445,561
PROJECT COST		**$891,122**	**$0**	**$0**	**$0**	**$891,122**
FEDERAL COST		$712,898	$0	$0	$0	$712,898
STATE COST		$0	$0	$0	$0	$0
LOCAL COST		$178,224	$0	0	$0	$178,224

PROJECT LOCATION

Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

Ferry Boat Restoration – Other		P.I. #:	TBA
		MPO ID:	CAT-2027-FHWA-Flex-03
Description: This category includes funds for additional restoration projects for the older vessels of the Savannah Belles Ferry fleet, namely Susie King Taylor I, Mary Musgrove, Florence Martus and Juliette Gordon Low I.		COUNTY:	CHATHAM
		FTA Grant#:	TBA
		FUND:	FHWA FBP (TBA)
		GDOT DISTRICT:	5
FHWA Funding Allocation Confirmed? No	Local Match Confirmed? No	CONG. DISTRICT:	1
GDOT Programming Needed?	Yes	RC:	CRC
FHWA Funding Flexing to FTA Needed?	Yes	LENGTH (MI):	NA

COMMENTS/REMARKS: *FHWA FBP allocation funds will be included in the highway section of the TIP. The funds listed here in the transit section are estimates. The FHWA FBP allocation funds need FHWA authorization and flexing before becoming FTA funds. The FY 2027 funds are included in the highway section, for Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus. Later year funds will be used for various ferry boat projects.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	FHWA FBP	$0	$356,449	$356,449	$356,449	$1,069,364
CONSTRUCTION	Local Match - CAT General Funds	$0	$89,112	$89,112	$89,112	$267,337
Docm		**$0**	**$445,561**	**$445,561**	**$445,561**	**$1,336,683**
FEDERAL COST		$0	$356,449	$356,449	$356,449	$1,069,364
STATE COST		$0	$0	$0	$0	**$0**
LOCAL COST		$0	$89,112	$89,112	$89,112	$267,337

PROJECT LOCATION

Ferry Boat Restoration – Other

DHS Purchase of Transportation Services		MPO ID	CAT-2027-DHS-Section5310
		STIP #:	NA
Project Description: This line item covers CAT Connects, the transportation service CAT provides to senior citizens within the Chatham Area Transit service footprint.		COUNTY:	CHATHAM
		FTA Grant #	TBA
		FUND:	Section 5310
		GDOT DISTRICT:	5
DHS Funding Allocation Confirmed? No	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	No	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: CAT will pursue Section 5310 funds to provide transit services in the Savannah region. The amounts listed here are estimates that CAT can get from DHS.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
Purchase of Services	Section 5310	$0	$160,000	$160,000	$160,000	$480,000
Purchase of Services	State Match	$0	$40,000	$40,000	$40,000	$120,000
PROJECT COST		**$0**	**$200,000**	**$200,000**	**$200,000**	**$600,000**
FEDERAL COST		$0	$160,000	$160,000	$160,000	$480,000
STATE COST		$0	$40,000	$40,000	$40,000	$120,000
LOCAL COST		$0	$0	$0	$0	$0

PROJECT LOCATION

COASTAL REGION METROPOLITAN PLANNING ORGANIZATION
FY 2027 - 2030 TRANSPORTATION IMPROVEMENT PROGRAM

COASTAL REGION RURAL CAPITAL & OPERATIONS		MPO ID	GDOT-CRC-2027-Section5311
		STIP #:	T008245, T008246, T009299, T009300
Project Description: Coastal region rural capital and operations.		COUNTY:	CHATHAM
		PROJ. #:	XXXX?
		FUND:	Section 5311
		GDOT DISTRICT:	5
FTA Funding Allocation Confirmed? Yes	Local Match Confirmed? Yes	CONG. DISTRICT:	1
GDOT Programming Needed?	Yes (pass through agency)	RC:	CRC
FHWA Funding Flexing to FTA Needed?	No	LENGTH (MI):	NA

COMMENTS/REMARKS: GDOT is the designated recipient of Section 5311 funds and allocates these funds to eligible sub-recipients to provide rural transit capital and operational services. In the CORE MPO planning area, the Coastal Regional Commission (CRC) is currently the sub-recipient for these funds.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
	STIP#	T008245	T008246	T009299	T009300	
COASTAL REGION RURAL CAPITAL & OPERATIONS	Section 5311	$653,734	$670,077	$686,829	$704,000	**$2,714,640**
COASTAL REGION RURAL CAPITAL & OPERATIONS	State Match	$12,978	$13,303	$13,635	$13,976	**$53,892**
COASTAL REGION RURAL CAPITAL & OPERATIONS	Local Match	$562,886	$576,959	$591,383	$606,167	**$2,337,395**
PROJECT COST		**$1,229,599**	**$1,260,339**	**$1,291,847**	**$1,324,143**	**$5,105,928**
FEDERAL COST		$653,734	$670,077	$686,829	$704,000	**$2,714,640**
STATE COST		$12,978	$13,303	$13,635	$13,976	**$53,892**
LOCAL COST		$562,886	$576,959	$591,383	$606,167	**$2,337,395**

PROJECT LOCATION

Ten-County Coastal Region

3.2.4 FY 2027 – 2030 TIP Transit Financial Balance

The Transit Financial Plan lists the total financial figures for the transit projects programmed in the FY 2027 – 2030 TIP with funds from the Federal Transit Administration (FTA), Federal Highway Administration (FHWA) flexed funds, the Georgia Department of Transportation (GDOT), and the local sources. The financial plan groups all of the projects in the TIP by funding sources and demonstrates that the FY 2027 – 2030 TIP is financially balanced by year for the transit program.

TRANSPORTATION IMPROVEMENT PROGRAM
FINANCIAL PLAN - TRANSIT PROJECT LIST
FY 2027 - 2030
Updated July 2026

Section 5307

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		ITS	Transit				$625,000												
		Preventative Maintenance	Transit				$2,500,000				$2,500,000				$2,500,000				$2,500,000
		Safety & Security	Transit												$500,000				$500,000
		Operating Assistance*	Transit				$10,033,630				$10,033,630				$10,033,630				$10,033,630
		Vehicle Replacement*	Transit				$3,069,864				$2,872,800				$3,000,000				$18,000,000
		Farebox Replacement	Transit				$3,000,000												
		Plant Riverside Dock***	Transit				$1,918,633												
		Ferry Boat Maintenance Facility***	Transit				$2,070,566												
		CAT Intermodal Transit Center Renovation	Transit				$790,704												
		Marine Electric Charging Stations	Transit								$863,750								
		CAT Planning Resources***	Transit				$444,444				$500,000				$500,000				$500,000
			SUBTOTAL Section 5307 COSTS	**$0**	**$0**	**$0**	**$24,452,841**	**$0**	**$0**	**$0**	**$16,770,180**	**$0**	**$0**	**$0**	**$16,533,630**	**$0**	**$0**	**$0**	**$31,533,630**
			TOTAL Section 5307 COSTS				**$24,452,841**				**$16,770,180**				**$16,533,630**				**$31,533,630**
			EXPECTED Section 5307 FUNDS				**$24,452,841**				**$16,770,180**				**$16,533,630**				**$31,533,630**
			***Section 5307 funds have 80/20 federal/local split for capital projects and 50/50 federal/local split for transit operations.**																
			****CORE MPO is coordinating with CAT to confirm these funding totals.**																

Section 5307 (h)

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Facility Enhancements	Transit				$200,000								$200,000				
		Passenger Ferry Rehabilitation	Transit				$200,000				$200,000				$200,000				$200,000
			SUBTOTAL Section 5307 (h)COSTS	**$0**	**$0**	**$0**	**$400,000**	**$0**	**$0**	**$0**	**$200,000**	**$0**	**$0**	**$0**	**$400,000**	**$0**	**$0**	**$0**	**$200,000**
			TOTAL Section 5307 (h) COSTS				**$400,000**				**$200,000**				**$400,000**				**$200,000**
			EXPECTED Section 5307 (h) FUNDS				**$400,000**				**$200,000**				**$400,000**				**$200,000**

Section 5337

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Passenger Ferry Rehabilitation	Transit				$200,000				$100,000				$100,000				$100,000
			SUBTOTAL Section 5337 COSTS	**$0**	**$0**	**$0**	**$200,000**	**$0**	**$0**	**$0**	**$100,000**	**$0**	**$0**	**$0**	**$100,000**	**$0**	**$0**	**$0**	**$100,000**
			TOTAL Section 5337 COSTS				**$200,000**				**$100,000**				**$100,000**				**$100,000**
			EXPECTED Section 5337 FUNDS				**$200,000**				**$100,000**				**$100,000**				**$100,000**

Section 5339

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Passenger Ferry Rehabilitation	Transit				$200,000				$200,000				$200,000				$200,000
			SUBTOTAL Section 5339 COSTS	**$0**	**$0**	**$0**	**$200,000**	**$0**	**$0**	**$0**	**$200,000**	**$0**	**$0**	**$0**	**$200,000**	**$0**	**$0**	**$0**	**$200,000**
			TOTAL Section 5339 COSTS				**$200,000**				**$200,000**				**$200,000**				**$200,000**
			EXPECTED Section 5339 FUNDS				**$200,000**				**$200,000**				**$200,000**				**$200,000**

Section 5339c

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Hybrid Electric Buses (35ft)***	Transit				$6,814,807				$9,704,800								
		Workforce Development	Transit								$400,000								
			SUBTOTAL Section 5339c COSTS	**$0**	**$0**	**$0**	**$6,814,807**	**$0**	**$0**	**$0**	**$10,104,800**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			TOTAL Section 5339c COSTS				**$6,814,807**				**$10,104,800**				**$0**				**$0**
			EXPECTED Section 5339cFUNDS*				**$6,814,807**				**$10,104,800**				**$0**				**$0**
			****CORE MPO is coordinating with CAT to confirm these funding totals.**																

Section 5307 - FHWA Flexed Funds

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Bus Stop Improvement Program	Transit												$625,000				
		Hybrid Bus Replacement***	Transit								$4,542,801								
			BTOTAL FHWA Flexed Funds COSTS	$0	$0	$0	$0	$0	$0	$0	$4,542,801	$0	$0	$0	$625,000	$0	$0	$0	$0
			TOTAL FHWA Flexed Funds COSTS				$0				$4,542,801				$625,000				$0
			EXPECTED FHWA Flexed FUNDS				$0				$4,542,801				$625,000				$0
			***CORE MPO is coordinating with CAT to confirm these funding totals.																

FHWA Ferry Boat Program (FBP) Formula Funds

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		FERRY BOAT RESTORATION: MARY MUSGROVE, JULIETTE GORDON LOWE I.	Ferry Boat				$891,122												
		Ferry Boat Restoration -Other	Ferry Boat								$445,651				$445,651				$445,651
			SUBTOTAL FHWA FBP COSTS	$0	$0	$0	$891,122	$0	$0	$0	$445,651	$0	$0	$0	$445,651	$0	$0	$0	$445,651
			TOTAL FHWA FBP COSTS				$891,122				$445,651				$445,651				$445,651
			EXPECTED FHWA FBP FUNDS				$891,122				$445,651				$445,651				$445,651
			*The FBP funds need FHWA authorization and flexing to FTA. FY 2027 funds include estimates of FY 2026 and FY 2027 amounts. No specific projects have been identified for FY 2028 - 2030 funds.																

Section 5310

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		DHS Purchase of Transportation Services	Transit								$200,000				$200,000				$200,000
			SUBTOTAL Section 5310 COSTS	$0	$0	$0	$0	$0	$0	$0	$200,000	$0	$0	$0	$200,000	$0	$0	$0	$200,000
			TOTAL Section 5310 COSTS				$0				$200,000				$200,000				$200,000
			EXPECTED Section 5310 FUNDS				$0				$200,000				$200,000				$200,000

Section 5311

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
		Coastal Region Rural Capital & Operations	Transit				$1,229,599				$1,260,339				$1,291,847				$1,324,143
			SUBTOTAL Section 5311 COSTS	$0	$0	$0	$1,229,599	$0	$0	$0	$1,260,339	$0	$0	$0	$1,291,847	$0	$0	$0	$1,324,143
			TOTAL Section 5311 COSTS				$1,229,599				$1,260,339				$1,291,847				$1,324,143
			EXPECTED Section 5311 FUNDS				$1,229,599				$1,260,339				$1,291,847				$1,324,143

Flexed STGB Funds

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
			Transit																
			SUBTOTAL Section STGB COSTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			TOTAL Section STGB COSTS				$0				$0				$0				$0
			EXPECTED Flexed STGB FUNDS				$0				$0				$0				$0

GDOT Transit Trust Fund program – Ferry Electric Infrastructure, Digital Signage

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027 PE	FY 2027 ROW	FY 2027 UTL	FY 2027 CONSTR	FY 2028 PE	FY 2028 ROW	FY 2028 UTL	FY 2028 CONSTR	FY 2029 PE	FY 2029 ROW	FY 2029 UTL	FY 2029 CONSTR	FY 2030 PE	FY 2030 ROW	FY 2030 UTL	FY 2030 CONSTR
			Transit																
			UBTOTAL GDOT-TTFP Ferry COSTS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
			TOTAL GDOT-TTFP Ferry COSTS				$0				$0				$0				$0
			XPECTED GDOT-TTFP Ferry FUNDS				$0				$0				$0				$0

GDOT Transit Trust Fund program - Bus Stop Improvements

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027				FY 2028				FY 2029				FY 2030			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		Bus Stop Improvement Program	Transit				$383,146												
			SUBTOTAL GDOT-TTFP Bus COSTS	**$0**	**$0**	**$0**	**$383,146**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			TOTAL GDOT-TTFP Bus COSTS				**$383,146**				**$0**				**$0**				**$0**
			EXPECTED GDOT-TTFP Bus FUNDS				**$383,146**				**$0**				**$0**				**$0**

LOCAL FUNDS (Additonal Local Match)

PI #	TIP #	PROJECT DESCRIPTION	TYPE OF WORK	FY 2027				FY 2028				FY 2029				FY 2030			
				PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR	PE	ROW	UTL	CONSTR
		SAFETY AND SECURITY	Transit				$1,100,000												
		Plant Riverside***	Construction In-Kind Land				$1,148,046												
		Plant Riverside - Savannah Convention Center	Construction - Capital Contribution				$1,500,000												
		Ferry Boat Maintenance Facility***	Local Match In-Kind Land				$1,148,056												
		Ferry Boat Maintenance Facility - Savannah Convention	Construction - Capital Constribution				$1,500,000												
			SUBTOTAL Local COSTS	**$0**	**$0**	**$0**	**$6,396,102**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**	**$0**
			TOTAL Local COSTS*				**$6,396,102**				**$0**				**$0**				**$0**
			EXPECTED LOCAL FUNDS				**$6,396,102**				**$0**				**$0**				**$0**

***Total Local Costs are project costs that are 100% locally funded plus additional local match funds beyond the match requirements.**

****CORE MPO is coordinating with CAT to confirm these funding totals.**

	TOTAL TIP PROJECT COSTS	TOTAL EXPECTED REVENUES	BALANCE (REVENUE - COSTS)
FY 2027	$40,967,617	$40,967,617	$0
FY 2028	$33,823,771	$33,823,771	$0
FY 2029	$19,796,128	$19,796,128	$0
FY 2030	$34,003,424	$34,003,424	$0
FY 2027 - 2030	**$128,590,940**	**$128,590,940**	**$0**

*The expected funds correspond to the funding amounts listed in the table of Chapter 2, Section 2.1.2. **This financial table is subject to updates as CORE MPO staff are coordinating with CAT to confirm the funding totals.**

5339c FY 2027-2030 Funding Details

	Budget Description	Units	Unit Cost	Project Total	CAT Match ($)	CAT Match (%)	Fed Request ($)	Fed Request (%)
1	Gillig Zero Emission Buses (35-ft) (battery-electric – FY 2028)	6	$1,340,800	$8,044,800	$1,608,960	20.00%	$6,435,840	80.00%
2	Infrastructure & Depot Charging	6	$250,000	$1,500,000	$300,000	20.00%	$1,200,000	80.00%
3	Workforce Development	1	$400,000	$400,000	$80,000	20.00%	$320,000	80.00%
4	Gillig Low Emission Buses (35ft) (hybrid-electric – FY 2027)	4	$1,703,702	$6,814,807	$1,362,963	20.00%	$5,451,844	80.00%
	Total			**$16,759,607**	**$3,351,923**	**20.00%**	**$13,407,684**	**80.00%**

CAT BUS AND VAN REPLACEMENT SCHEDULE

Unit Number	Useful Life Miles	LTD Miles as 06/4/2026	Avg. LTD Miles	Useful Miles Remaining	Year	Rehab?	Age of Unit in Years	Useful years	Useful years remaining	Model	Replacement Year
1102	500000	664496		-164496	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1103	500000	609263		-109263	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1104	500000	644769		-144769	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1105	500000	598948		-98948	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1106	500000	501185		-1185	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1107	500000	559879		-59879	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1108	500000	638774		-138774	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
1109	500000	829788		-329788	2011		15	12	-3	35 Ft. Gillig Hybrid Lowfloor	2023
Total Miles on fleet		5047102	630887.8								
2301	500000	118296		381704	2023		3	12	9	35 ft. Gillig Lowfloor	2035
2302	500000	78127		421873	2023		3	12	9	35 ft. Gillig Lowfloor	2035
2303	500000	162048		337952	2023		3	12	9	35 ft. Gillig Lowfloor	2035
Total Miles on fleet		358471	119490.3								
1830	500000	442498		57502	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1831	500000	460955		39045	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1832	500000	465069		34931	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1833	500000	420660		79340	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1834	500000	398388		101612	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1835	500000	433490		66510	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1836	500000	443033		56967	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1837	500000	386444		113556	2018		8	12	4	35 ft. Gillig Lowfloor	2030

1838	500000	474105		25895	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1839	500000	421140		78860	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1840	500000	406289		93711	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1841	500000	471544		28456	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1842	500000	413750		86250	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1843	500000	421193		78807	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1844	500000	463907		36093	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1845	500000	401329		98671	2018	2026	8	12	4	35 ft. Gillig Lowfloor	2036
1848	500000	361161		138839	2018		8	12	4	35 ft. Gillig Lowfloor	2030
1849	500000	393859		106141	2018		8	12	4	35 ft. Gillig Lowfloor	2030
Total Miles on fleet		7678814	426600.8								
1111	500000	499739		261	2011		15	12	-3	40 Ft. Gillig Hybrid Lowfloor	2023
1113	500000	516008		-16008	2011		15	12	-3	40 Ft. Gillig Hybrid Lowfloor	2023
1114	500000	544930		-44930	2011		15	12	-3	40 Ft. Gillig Hybrid Lowfloor	2023
Total Miles on fleet		1560677	520225.7								
1905	350000	102991		247009	2019		7	10	3	Gillig Trolley	2029
1906	350000	102996		247004	2019		7	10	3	Gillig Trolley	2029
Total Miles on fleet		205987	51496.75								
1601	350000	222333		127667	2016		10	10	0	Gillig Trolley	2026
1602	350000	202946		147054	2016		10	10	0	Gillig Trolley	2026
Total Miles on fleet		425279	212639.5								
1846	350000	174241		175759	2018		8	10	2	Gillig Trolley	2028
1847	350000	166054		183946	2018		8	10	2	Gillig Trolley	2028
Total Miles on fleet		340295	170147.5								
2101	500000	92264		407736	2021		5	12	7	40ft. Gillig Lowfloor	2033
2102	500000	129226		370774	2021		5	12	7	40ft. Gillig Lowfloor	2033
2103	500000	106797		393203	2021		5	12	7	40ft. Gillig Lowfloor	2033

Total Miles on fleet		328287	109429							
2104	500000	142169		357831	2021	5	12	7	35ft. Gillig Lowfloor	2033
2105	500000	111271		388729	2021	5	12	7	35ft. Gillig Lowfloor	2033
2106	500000	111271		388729	2021	5	12	7	35ft. Gillig Lowfloor	2033
Total Miles on Fleet		364711	121570.3							
2511	150000	23641		126359	2025	1	5	4	Ford E450	2030
2512	150000	24409		125591	2025	1	5	4	Ford E450	2030
2513	150000	15378		134622	2025	1	5	4	Ford E450	2030
2514	150000	18404		131596	2025	1	5	4	Ford E450	2030
Total Miles on fleet		81832	20458							
2601	500000	16361		483639	2026	0	12	12	35ft. Gillig Lowfloor	2038
2602	500000	15491		484509	2026	0	12	12	35ft. Gillig Lowfloor	2038
Total Miles on fleet		31852	15926							
Grand Total Miles on fleet		16095020	321900.4							
Red needs replacement units										
Blue need rehab										

3.3 FY 2027 - 2030 TIP System Performance Report

As indicated in Chapter Two, the federal legislation emphasizes performance-based planning and programing and requires that TIP projects contribute to achieving highway and transit performance targets. This section demonstrates the linkage between performance targets and the projects programmed in the FY 2027 - 2030 TIP.

3.3.1 Performance Measures and Targets

CORE MPO has adopted the following performance targets.

PM1 Safety Performance Measures and Targets

The safety targets are updated annually. The latest safety targets were adopted in February 2026.

Highway Safety/PM1, System Conditions and Performance

	2024	2025	2026
Number of Fatalities	1,680	1,600	1,574
Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)	1.36	1.25	1.245
Number of Serious Injuries	8,966	7,109	8,103
Rate of Serious Injuries per 100 million VMT	7.679	5.711	6.408
Number of Non-Motorized Fatalities and Non-Motorized and Non-Serious Injuries	802	797	1,312

PM2 Performance Measures and Targets

GDOT established the current statewide two-year and four-year PM2 targets on December 12, 2022. CORE MPO adopted the Georgia statewide PM2 targets on February 22, 2023. GDOT will establish the next set of PM2 targets by August 1, 2026. CORE MPO will adopt the updated Georgia statewide PM2 targets in fall of 2026. The table below presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT.

Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

PM3 Performance Measures and Targets

GDOT established the initial statewide PM3 targets on May 16, 2018. CORE MPO adopted the Georgia statewide PM3 targets on August 22, 2018. GDOT established the updated PM3 targets on December 12, 2022. CORE MPO adopted the updated Georgia statewide PM3 targets on February 22, 2023. GDOT will establish the next set of PM3 targets by August 1, 2026. CORE MPO will adopt the updated Georgia statewide PM3 targets in fall of 2026. The table below presents the statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT.

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

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

4-year Cumulative Emission Reductions from 2018-2021

Transit Asset Management Performance Measures and Targets

There are two transit agencies operating within CORE MPO's metropolitan planning boundary – the Chatham Area Transit Authority (CAT) and the Coastal Regional Commission (CRC). CAT is a direct recipient of FTA funds and developed its own TAM Plan. CRC is a participant in the GDOT group TAM plan. CORE MPO adopted the initial TAM targets in August 2018. These targets took into consideration the CAT's TAM Plan as well as the GDOT statewide TAM Plan.

For later years, CORE MPO determined to adopt CAT's TAM targets to ensure a common goal and consistency between the two organizations. CAT established the latest TAM targets on July 1, 2022. CORE MPO adopted these updated TAM targets on February 22, 2023 (see table below).

CORE MPO and CAT are coordinating on the update to the TAM targets. Once they are adopted by CAT, CORE MPO will process TAM targets adoption by the CORE MPO Board.

Regional Transit Asset Management Targets

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

Transit Safety Performance Measures and Targets

Chatham Area Transit (CAT) is the designated and direct recipient of FTA funds and the major public transportation operator in the Savannah area. On January 4, 2021 CAT shared with CORE MPO their PTASP which included their transit safety targets. Through coordination between CORE MPO and CAT, it was determined that CORE MPO will adopt the CAT's transit safety targets for the Savannah Metropolitan Planning Area. Establishing the same targets as CAT ensures a common goal and consistency between the two organizations. CORE MPO adopted/approved these regional transit safety performance targets on April 28, 2021.

On December 28, 2022, CAT shared their latest PTASP and transit safety targets with CORE MPO. The CORE MPO Board adopted/approved the updated regional transit safety performance targets on February 22, 2023 (show table below).

On September 15, 2025, CAT shared their updated PTASP and transit safety targets with CORE MPO, which were pending ratification from their Union. The information was last revised on December 11, 2025. CORE MPO and CAT are coordinating on the transit safety targets. The updated PTASP was adopted by the CAT Board of Directors on May 26, 2026. CORE MPO will process transit safety adoption by the CORE MPO Board.

Transit Safety Performance Targets for FY 2027

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Fixed Route Bus	0	0	18	1.06	19	1.14	82,813
Demand Response ADA Paratransit	0	0	2	0.38	3	0.41	342,832

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

3.3.2 TIP Projects and Performance Measures

The programmed projects in the FY 2027 – 2030 TIP will help to achieve the performance targets. The following table serves as a visualization tool to show how the programmed projects relate to federal performance measures, underscoring the strong alignment between CORE MPO's planning and TIP programing process and federal transportation planning priorities.

				PM1	PM2		PM3			Transit	
PI#	Project	Cost	Work Type	Safety	Pavement	Bridge	Congestion	Freight	Air Quality	Transit Safety	Transit Asset Management
0017414	SR 26/US 80 @ BULL RIVER	$1,596,000	Bridge Replacement	☑	☑	☑					
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	$19,682,063	Roadway Improvement	☑	☑	☑		☑			
0017415	SR 26/US 80 @ LAZARETTO CREEK	$140,000	Bridges	☑	☑	☑	☑				
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	$5,638,000	Misc. Improvements	☑							
0021292	I-95 @ BELFAST KELLER ROAD	$6,080,000	Operational Improvements				☑				
0020095	SR 30 @ KOLIC HELMEY ROAD	$2,550,000	Operational Improvements	☑			☑		☑		
0020609	SR 17 @ MIDLAND ROAD	$4,675,000	Operational Improvements	☑			☑		☑		
0020781	SR 30 @ MIDLAND ROAD	$3,100,000	Operational Improvements	☑			☑		☑		
0015704	SR 404 SPUR/US 17 @ BACK RIVER	$45,296,619	Bridges	☑	☑	☑		☑			
0008358	I-516 @ CS 1503/DERENNE AVE	$34,816,899	New Roadway	☑			☑	☑			
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	$5,131,000	Misc. Improvements	☑			☑				
0017975	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	$19,832,773	Bike/Ped/Trail	☑					☑		
0017976	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	$11,502,179	Bike/Ped/Trail	☑					☑		
0019015	GREEN ISLAND ROAD MULTIPURPOSE PATH OFF DIAMOND CAUSEWAY	$1,775,860	Bike/Ped/Trail	☑					☑		
0021721	STATE ROUTE 204 SAFETY & OPERATIONAL IMPROVEMENTS PROJECT	$1,000,000	Operational Improvements	☑			☑				
TBA	JOHNNY MERCER BOULEVARD PEDESTRIAN IMPROVEMENTS	$8,088,472	Bike/Ped/Trail	☑					☑		
0021723	OLD RIVER ROAD FROM JOHN CARTER ROAD TO I-16	$5,125,000	Road Widening	☑	☑		☑	☑			
0021724	LITTLE MCCALL ROAD AT HIGHWAY 119 ROUNDABOUT	$6,900,000	Operational Improvements	☑			☑		☑		
0021725	MCCALL ROAD MULTI-USE TRAIL	$24,750,000	Bike/Ped/Trail	☑					☑		
TBA	FERRY BOAT RESTORATION: MARY MUSGROVE, JULIETTE GORDON LOWE I, FLORENCE MARTUS	$891,122	Transit				☑		☑		☑
NA	Transit projects programmed with Sections 5307, 5337, 5339, 5310, 5311 and other programs	$87,950,171	Transit				☑		☑	☑	☑

3.3.3 System Performance Report

The figures below demonstrate the investments in the FY 2027 – 2030 TIP vs. the established performance measures.

- Of the total investments, **70%** of funds are for **highway** improvements and **30%** are for **transit** improvements.
- Normally each project addresses several performance measures and contributes to achieving the performance targets for various categories. Of all the investments programmed in the FY 2027-2030 TIP, the following percentages correspond to each performance category.
    - Safety – 68%
    - Pavement – 24%
    - Bridges – 23%
    - Congestion – 54%
    - Freight – 35%
    - Air Quality – 58%%
    - Transit Asset Management – 30%
    - Transit Safety – 30%

Of all of the programmed project funds, higher percentages are addressing safety (68%), congestion (54%), and air quality (58%). ITS, maintenance, transit and non-motorized projects especially help to improve air quality. Transit improvements from both FTA and FHWA sources are helping to achieve transit targets – transit safety (30% of total investment) and transit asset management (30%). Overall, the TIP as a whole contributes to the economic development of the Savannah region.

APPENDIX

Appendix A: Identified Lump Sum Projects

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

MPO Lump Sum Projects - Savannah TMA

Bryan

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0016167			SR 144 @ LONGWOOD DRIVE & LOUIS C GILL BLVD	PE	PRECST	ROW	PRECST	CST	PRECST		
0018366			I-95 @ SR 25/US 17	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0019073		TAP-2022	SR 25/US 17 @ I-95	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
M006732			SR 25/US 17 FROM MT HOPE CREEK TO S OF PONDEROSA ROAD								
M006899			SR 144 FROM W OF I-95 TO SE OF CHEROKEE STREET								

Chatham

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0015151			SR 204 FROM 73RD STREET TO APACHE AVE @ 21 LOCS - VRU	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0016462			SR 25/US 17 FROM SR 307 TO I-516	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0018023			SR 30 @ CS 673/HODGEVILLE ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0019138			SR 17 @ I-95 NB RAMP	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0019140			SR 204 @ I-95 SB RAMP	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0019578			I-516 @ CS 1435/LIBERTY PKWY IN CHATHAM COUNTY	PE	AUTHORIZED			CST	PRECST		
0019699		AT-282	SR 26 FROM LAZARETTO CREEK TO TYBRISA STREET - SCOPING ONLY								
0020084			POOLER PKWY @ I-16; INC EB & WB RAMPS	PE	AUTHORIZED			CST	PRECST	UTL	PRECST
0020179			SR 204 @ OLD RIVER ROAD	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0021262			SR 21; SR 25 & SR 204 @ 5 LOCS - SIGNAL UPGRADES	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0021545			SR 204 @ RIO ROAD	PE	PRECST			CST	PRECST		
0021685			SR 25/US 17 FROM CHATHAM PKWY TO I-516	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
M004518			I-516 @ 8 LOCS - SIGN UPGRADES								

M005720			SR 25 @SIDNEY LANIER & SR 404 SPUR @TALMADGE MEMORIAL BRIDGE								
M006595			I-516 @ 7 LOCS IN CHATHAM COUNTY - BRIDGE PRESERVATION								
M006596			I-16; I-95 & I-516 @ 6 LOC IN CHATHAM CO-BRIDGE PRESERVATION								
M006820			SR 25 FROM SMITH AVE TO N OF APPLEBY ROAD								
M006896			SR 26/US 80 FROM W OF COLEMAN BLVD TO E OF CSX #641194C								
M006901			SR 21 FROM S OF HENDLEY ROAD TO S OF SR 30								

Effingham

				PE		ROW		CST		UTL	
PROJ	**PROJ NO.**	**TIP NO.**	**DESCRIPTION**								
0016637			SR 21 BU FM RABUN ST TO MADISON ST & FM 2ND ST TO STILLWELL	PE	AUTHORIZED	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0019612			SR 17 @ MARLOW ROAD/SAND HILL ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0019658			SR 26/US 80 @ CR 311/SANDHILL ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0019876			SR 17; SR 119; GRACEN RD; MAGNOLIA ST & MACEDONIA ST @ 5 LOC	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST
0020128			SR 17 @ JABEZ JONES ROAD	PE	AUTHORIZED	ROW	PRECST	CST	PRECST	UTL	PRECST

Appendix B: Funding Obligations in FY 2024 - 2026

The funding obligations information demonstrates how well the programmed projects in the FY 2024 – 2027 TIP and STIP have been implemented. As funds for more projects are authorized, the obligation tables will be updated.

The highway funding obligations table shows which highway projects in the CORE MPO's FY 2024 – 2027 Transportation Improvement Program (TIP) and the GDOT's FY 2024 - 2027 State Transportation Improvement Program (STIP) and what phases of their development have been authorized in fiscal years 2024 - 2026 for the Savannah region as of July 2026. The stand-alone bike/pedestrian improvement projects or those projects with bike/pedestrian improvement features are also listed. The funding authorization of these projects went through the FHWA funding obligation process. It should be noted that the highway funding obligations table includes some maintenance and operation projects which are directly managed by GDOT. The transit projects that have received FHWA funds are included as well. In addition, the funding obligation table includes several Projects for Information. Because these projects are 100% state-funded or local-funded, they are not required to be included in the official part of the TIP. They are shown in the Projects for Information section for information and reference. The inclusion of all of these projects in the obligation table is to reflect a comprehensive picture of all of the related transportation improvements going on in the Savannah region.

The transit grant close out table shows which transit programs have received funding during fiscal years 2024 - 2026. The funding authorization of these transit programs went through the FTA funding obligation process. The transit projects that have received funds flexed from FHWA to FTA are included in this table. Once transferred, these funds became FTA funds and their final obligation went through the FTA process.

FHWA Highway Funding Obligations – 2024 - 2026

All Counties

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0016800			RAILROAD CROSSINGS @ 13 LOCS IN DISTRICT 5	AUTHORIZED	ROW	2025	Savannah TMA	$490,000.00	46	$225,400.00
0017411			I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP	AUTHORIZED	CST	2026	Savannah TMA	$37,282,153.97	22	$8,202,073.87
0017694			SIGNING & MARKING @ 113 RRX LOCS IN DISTRICT 5	AUTHORIZED	CST	2024	Savannah TMA	$698,889.95	6	$41,933.40
0017907			I-16 INTERCHANGES - ITS CCTV DEPLOYMENT	AUTHORIZED	CST	2026	Savannah TMA	$948,292.27	6	$56,897.54
					PE	2024	Savannah TMA	$30,000.00	6	$1,800.00

Bryan

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0020295			SR 25/US 17 @ HARRIS TRAIL ROAD	AUTHORIZED	PE	2024	Savannah TMA	$250,000.00	100	$250,000.00
0021156			SAVANNAH AREA COMMUTER SERVICE FEASIBILITY STUDY	AUTHORIZED	PE	2025	Savannah TMA	$400,000.00	75	$300,000.00
0021292		2025-GDOT-H-01	I-95 @ BELFAST KELLER ROAD	AUTHORIZED	PE	2026	Savannah TMA	$25,000	100	$25,000
M006311			I-95 @ SR 25 & I-95 SB & NB @ OGEECHEE RIVER - BRIDGE REHAB	AUTHORIZED	MCST	2024	Savannah TMA	$6,149,000.00	100	$6,149,000.00
M006885			I-95 FROM JONES CREEK TO S OF BELFAST KELLER ROAD	AUTHORIZED	MCST	2026	Savannah TMA	$900,000.00	14	$126,000.00
S016167			Signal Upgrade & Restriping along SR 144 @ SR 25	AUTHORIZED	TSA	2026	Savannah TMA	$302,699.55	100	$302,699.55
T007303			FY 2024-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	111B1	2024	Savannah TMA	$0.00	25	$0.00
					114A4	2024	Savannah TMA	$0.00	25	$0.00
					117A7	2024	Savannah TMA	$0.00	25	$0.00
					119A8	2024	Savannah TMA	$0.00	25	$0.00
					300A3	2024	Savannah TMA	$0.00	25	$0.00
T008226			FY 2025-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	117A6	2024	Savannah TMA	$0.00	25	$0.00
						2025	Savannah TMA	$0.00	25	$0.00
					119B1	2025	Savannah TMA	$0.00	25	$0.00
					300A5	2025	Savannah TMA	$0.00	25	$0.00
T008230			FY 2026-COASTAL RC-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	117A3	2026	Savannah TMA	$0.00	25	$0.00
					300A5	2026	Savannah TMA	$0.00	25	$0.00

Chatham

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0008358	CSSTP-0008-00(358)	2006-H-06	I-516 @ CS 1503/DERENNE AVE	AUTHORIZED	PE	2024	Savannah TMA	$1,425,256.50	100	$1,425,256.50
0011744		2013-H-02	I-16 @ MONTGOMERY ST & @ MLK JR BLVD - RAMP & OVERPASS	AUTHORIZED	PE	2026	Savannah TMA	$1,300,000.00	100	$1,300,000.00
					SCP	2024	Savannah TMA	$900,000.00	100	$900,000.00
0017271		2026-GDOT-H-01	I-95 @ SR 21	AUTHORIZED	PE	2026	Savannah TMA	$4,661,000	100	$4,661,000
0017515		2020-H-01	I-16 @ SR 17 CONN	AUTHORIZED	PE	2025	Savannah TMA	$1,460,505.00	100	$1,460,505.00
					ROW	2025	Savannah TMA	$2,670,000.00	100	$2,670,000.00
0017975		2020-TA-01	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	AUTHORIZED	PE	2025	Savannah TMA	$1,838,915.00	100	$1,838,915.00
					ROW	2025	Savannah TMA	$5,139,999.75	100	$5,139,999.75
					ROW	2026	Savannah TMA	$2,248,120	100	$2,248,120
0017976		2020-TA-02	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	AUTHORIZED	PE	2025	Savannah TMA	$1,215,770.00	100	$1,215,770.00
					ROW	2025	Savannah TMA	$2,980,000.00	100	$2,980,000.00
					ROW	2026	Savannah TMA	$1,342,000	100	$1,342,000
0019013		2022-FTA-01	CHATHAM COUNTY TRANSIT DIESEL FLEET REPLACEMENT	AUTHORIZED	CST	2024	Savannah TMA	$2,872,800.00	100	$2,872,800.00
0019015		2022-PROJ-02	GREEN ISLAND ROAD FM S OF LUFBURROW WAY TO DIAMOND CAUSEWAY	AUTHORIZED	PE	2024	Savannah TMA	$337,700.00	100	$337,700.00
						2025	Savannah TMA	$1,070,160.00	100	$1,070,160.00
0019016			MIDDLEGROUND ROAD FM MONTGOMERY CROSS ROAD TO SCIENCE DRIVE (Tide to Town/ Middleground Rd Phase)	AUTHORIZED	PE	2026	Savannah TMA	$1,433,500	100	$1,433,500
0019219			SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE	AUTHORIZED	CST	2024	Savannah TMA	$175,000,000.00	100	$175,000,000.00
0019665			SR 30 @ ST AUGUSTINE CREEK TRIBUTARY IN PORT WENTWORTH	AUTHORIZED	ROW	2026	Savannah TMA	$90,000.00	100	$90,000.00
0019666			I-95 SB RAMP @ SR 26	AUTHORIZED	CST	2025	Savannah TMA	$409,830.43	100	$409,830.43
0020084			POOLER PKWY @ I-16; INC EB & WB RAMPS	AUTHORIZED	PE	2024	Savannah TMA	$1,050,000.00	100	$1,050,000.00
0020276			AUTONOMOUS & CONNECTED VEHICLE PILOT IN CHATHAM COUNTY	AUTHORIZED	PE	2024	Savannah TMA	$1,500,000.00	100	$1,500,000.00
0020282			SR 307 FROM GC #635909H TO OLD LOUISVILLE ROAD	AUTHORIZED	PE	2025	Savannah TMA	$5,000,000.00	100	$5,000,000.00
0020770			SR 307 @ SR 21 & @ CSX 632473Y	AUTHORIZED	PE	2026	Savannah TMA	$5,000,000.00	100	$5,000,000.00
0020964			SR 26/US 80 @ SVHO #641102M	AUTHORIZED	CST	2026	Savannah TMA	$453,285.35	100	$453,285.35
0021240			SAVANNAH BELLES FERRY - ELECTRIC FERRY BOAT REPLACEMENT	AUTHORIZED	CST	2025	Savannah TMA	$1,398,228.64	100	$1,398,228.64
0021262			SR 21; SR 25 & SR 204 @ 5 LOCS - SIGNAL UPGRADES	AUTHORIZED	PE	2025	Savannah TMA	$1,200,000.00	100	$1,200,000.00
0021721			State Route 204 Safety & Operational Improvements Project	AUTHORIZED	PE	2026	Savannah TMA	$4,500,000	100	$4,500,000
0021722			E. President Street at Truman Parkway Interchange	AUTHORIZED	PE	2026	Savannah TMA	$7,500,000	100	$7,500,000
0021723			Old River Road from John Carter Road to I-16	AUTHORIZED	PE	2026	Savannah TMA	$2,050,000	100	$2,050,000
0021756		2026-FHWA-FBP-01	Savannah Belles Ferry Restoration - Susie King Taylor I	AUTHORIZED	CST	2026	Savannah TMA	$1,381,449	100	$1,381,449
M006356			SR 23 @ALTAMAHA RVR &SR 30 @CSX #937669N-BRIDGE	AUTHORIZED	MCST	2026	Savannah TMA	$2,357,902.00	45	$1,061,055.90
M006385			I-95 FM CS 511/PINE BARREN ROAD TO SOUTH CAROLINA STATE LINE	AUTHORIZED	MCST	2024	Savannah TMA	$394,021.20	100	$394,021.20
M006492			I-516 @ 4 LOCS - BRIDGE PRESERVATION	AUTHORIZED	MCST	2025	Savannah TMA	$1,320,500.00	100	$1,320,500.00

					MPE	2024	Savannah TMA	$18,056.00	100	$18,056.00
M006569			I-95 FROM CSX #635042S/BRYAN TO S OF I-16/CHATHAM	AUTHORIZED	MCST	2025	Savannah TMA	$24,572,002.15	89	$21,869,081.91
M006727			I-516 & SR 21 FROM N OF CSX #973649X TO N OF SMITH AVE	AUTHORIZED	MCST	2026	Savannah TMA	$2,946,966.79	100	$2,946,966.79
S015426			HAWK Pedestrian system on SR 26 at Atlantic Avenue	AUTHORIZED	TSA	2025	Savannah TMA	$172,477.99	100	$172,477.99
S015779			Extend the EB Left Turn Lane on SR 204 & Largo Dr	AUTHORIZED	TSA	2024	Savannah TMA	$87,644.35	100	$87,644.35
S015908			Install R-Cut along SR 25 at Burton Road	AUTHORIZED	TSA	2025	Savannah TMA	$389,239.00	100	$389,239.00
S015994			Intersection Imp along SR 25 at I-516 WB Off Ramp	AUTHORIZED	TSA	2024	Savannah TMA	$150,428.00	100	$150,428.00
S015995			Intersection Imp along SR 25 at I-516 EB Off Ramp	AUTHORIZED	TSA	2024	Savannah TMA	$275,695.00	100	$275,695.00
S016013			Install an R-Cut along SR 25 at Derrick Inn Road	AUTHORIZED	TSA	2024	Savannah TMA	$82,409.00	100	$82,409.00
S016014			Install an PHB along SR 25 375ft NE of Derrick Inn Road	AUTHORIZED	TSA	2024	Savannah TMA	$174,085.00	100	$174,085.00
S016028			Add Concrete Islands on SR 204 @ SR 21	AUTHORIZED	TSA	2025	Savannah TMA	$342,615.00	100	$342,615.00
S016110			Road Inprov on Pooler Pkwy from Benton Blvd to I-95	AUTHORIZED	PR	2025	Savannah TMA	$2,000,000.00	100	$2,000,000.00
S016117			Restrip to creat through lane on W.Gwinnett St @ I-16	AUTHORIZED	TSA	2025	Savannah TMA	$290,579.00	100	$290,579.00
S016121			Install WB Right Turn Lane on SR 204 @ Largo Dr	AUTHORIZED	TSA	2025	Savannah TMA	$224,461.50	100	$224,461.50
S016152			Traffic Signal & Intersection Imp along SR 26 @ Bull St.	AUTHORIZED	TSA	2025	Savannah TMA	$228,513.00	100	$228,513.00
S016153			Install RCUT & Center Left Turn Ln on SR 25 @ Derrick Inn R	AUTHORIZED	TSA	2026	Savannah TMA	$393,440.00	100	$393,440.00
S016207			SR 21 NEAR BULL ST INSTALL RAISED MEDIAN	AUTHORIZED	TSA	2026	Savannah TMA	$124,000.00	100	$124,000.00
S016208			SR 21 @ COLDBROOK STATION RD INSTALL RAISED MEDIAN	AUTHORIZED	TSA	2026	Savannah TMA	$282,393.00	100	$282,393.00
T007071			FY 2024-SAVANNAH MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2024	Savannah TMA	$0.00	100	$0.00
T008069			FY 2025-SAVANNAH MPO-SEC.5303-PLANNING	AUTHORIZED	442A4	2025	Savannah TMA	$0.00	100	$0.00
T008070			FY 2026-SAVANNAH MPO-SEC.5303-PLANNING	AUTHORIZED	442A2	2026	Savannah TMA	$0.00	100	$0.00

Effingham

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0013567			SR 119 RELOC FROM SR 119 TO SR 21	AUTHORIZED	PE	2025	Savannah TMA	$200,000.00	0	$0.00
0016637			SR 21 BU FM RABUN ST TO MADISON ST & FM 2ND ST TO STILLWELL	AUTHORIZED	ROW	2025	Savannah TMA	$1,500,000.00	100	$1,500,000.00
0019658		2026-GDOT-H-02	SR 26/US 80 @ CR 311/SANDHILL ROAD	AUTHORIZED	ROW	2026	Savannah TMA	$484,000	100	$484,000
0020128			SR 17 @ JABEZ JONES ROAD	AUTHORIZED	PE	2026	Savannah TMA	$700,000.00	100	$700,000.00
0020781			SR 30 @ MIDLAND ROAD	AUTHORIZED	PE	2024	Savannah TMA	$450,000.00	100	$450,000.00
0021724			Little McCall Road at Highway 119 Roundabout	AUTHORIZED	PE	2026	Savannah TMA	$800,000	100	$800,000
0021725			McCall Road Multi-Use Trail	AUTHORIZED	PE	2026	Savannah TMA	$1,000,000	100	$1,000,000
511250-	NHIM0-0095-01(146)		I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE	AUTHORIZED	CST	2025	Savannah TMA	$182,614,407.25	100	$182,614,407.25
M006380			SR 17 FROM SR 26 TO S OF CR 156/BLUEJAY ROAD	AUTHORIZED	MCST	2024	Savannah TMA	$1,633,062.79	100	$1,633,062.79
S016107			Install EB Right Turn Lane on SR 119 @ Honey Ridge Rd	AUTHORIZED	TSA	2025	Savannah TMA	$227,684.00	100	$227,684.00
S016193			SR 275 at Franklin Ebenezer Elementary School - Install PHB	AUTHORIZED	TSA	2026	Savannah TMA	$175,155.00	100	$175,155.00
S016194			SR 119 at Effingham County High School - Install PHB	AUTHORIZED	TSA	2026	Savannah TMA	$156,655.00	100	$156,655.00
S016195			SR 30 @ S.Effingham High Sch. near Nease Road - Install PHB	AUTHORIZED	TSA	2026	Savannah TMA	$156,655.00	100	$156,655.00

Projects for Information (Regionally Significant Projects with 100% state funds or local funds, Listed in Previous TIP for Information)

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount
0019716			OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP	AUTHORIZED	CST	2024	Savannah TMA	$17,737,027.65	100	$17,737,027.65
0020169			I-95 FM SR 144 TO SOUTH CAROLINA STATE LINE @ SAVANNAH RIVER	AUTHORIZED	CST	2026	Savannah TMA	$135,178,206.81	96	$129,771,078.54
					PE	2025	Savannah TMA	$5,250,000.00	96	$5,040,000.00
0020172			SR 21 FROM SR 30/CHATHAM TO MCCALL ROAD/EFFINGHAM	AUTHORIZED	PE	2024	Savannah TMA	$6,000,000.00	100	$6,000,000.00
					PE	2026	Savannah TMA	$1,291,753.73	100	$1,291,753.73
0020173			CONNECTOR FROM SR 17 TO SR 30	AUTHORIZED	PE	2024	Savannah TMA	$3,000,000.00	100	$3,000,000.00
						2025	Savannah TMA	$250,000.00	100	$250,000.00
0020739			I-16 FROM I-95/CHATHAM TO SR 67/BULLOCH	AUTHORIZED	ROW	2026	Savannah TMA	$240,000.00	33	$240,000.00
					CST	2026	Savannah TMA	$232,500,000.00	33	$232,500,000.00
					CST	2026	Savannah TMA	$293,000,000.00	33	$293,000,000.00

Transit Funding Obligations – 2024 - 2026 FTA Grant Awards

Federal (FTA)	Source	Date Executed/Closed/Amended	FTA Grant Amount ($)	Remaining Funds Available ($)
GA-2024-023-00	FFY 2021 FHWA Ferry Boat Flex, FFY 2021 5337, FFY 2021 5339, FFY 2022 5339	9/4/2024	1,115,694	1,115,694
GA-2025-009-00	FFY 2024 5307(h)	9/3/2025	691,000	691,000
GA-2025-011-00	FY 2022 5339(c)	8/21/2025	5,451,844	5,451,844
GA-2025-012-00	FFY 22, FFY 23, FFY 24 5337	5/19/2025	651,763	651,763
GA-2025-014-00	FY2023 CDS	5/19/2025	1,800,000	1,124,062
GA-2025-016-00	FFY 2021 AOPP	9/23/2022	400,000	400,000
GA-2020-032-00	FFY2017, 2018 and 2019 5337, FFY 2018 5339C, FFY 2017, 2018, AND 2019 5339, FHWA FFY 2015 M301 AND FFY 2019 Z230	AMENDED 12/31/2027	7,337,780	$1,175,329
GA-2020-033-00	FFY 2009,FFY 2012, FFY2014 AND FFY 2016 FHWA STBG M230	AMENDED 12/31/2027	2,176,472	$118,360
GA-2020-034-00	FFY 2020 5337, FFY 2020 5307 FFY 2020 5339	AMENDED 12/31/2027	4,251,469	$549,423
GA-2021-024-00	FFY 2018, FFY 2019 AND FFY 2020 FHWA Z950 FLEX FUNDS	AMDENDED 12/31/2027	516,240	$336,916
GA-2021-028-00	FFY 2021 FHWA STBG FLEX Z230	AMENDED 12/31/2027	1,127,238	$41,081

Appendix C: Implemented, Removed and Delayed TIP Priority Projects

Implemented Priority Projects

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

- PI# 0000345, SR 307 Overpass over new Port Authority rail line - open to traffic.
- PI# 0000836, Savannah River Water Taxi Ferry System - construction is complete.
- PI# 0000690, I-95 southbound welcome center - the center is open to the public.
- PI# 0001075, Truman Parkway interchange lighting - construction is complete.
- PI# 0002140, SR 307 widening from US 17 to I-16 – open to traffic.
- PI# 0002921, Truman Parkway Phase V - open to traffic.
- PI# 0002923: SR 25 CONN/BAY STREET FROM I-516 TO THE BAY STREET VIADUCT – open to traffic.
- PI# 0006328, SR 26 SPUR FROM SR 21/SR 25 TO SR 21 SPUR (Brampton Road Connector) – completed and open to traffic.
- PI# 0006700, EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM – under construction. Anticipated completion is in summer 2026.
- PI# 0007128, CR 787/ISLANDS EXPRESSWAY @ WILMINGTON RIVER/BASCULE BRIDGE – under construction. Anticipated completion is in summer 2026.
- PI# 0007148, I-95 Operational Improvements at SR 204 – open to traffic.
- PI# 0007259, CR 984/JIMMY DELOACH PARKWAY @ SR 17 – INTERCHANGE – open to traffic.
- PI# 0007400, update of the Congestion Management Process (CMP) - the CMP update is complete and has been updated several times since its completion.
- PI# 0007401, update of 2030 Long Range Transportation Plan - the updated MTP, the CORE Connections 2035 Framework Mobility Plan, was adopted in 2009. The plan was updated three times since then with the latest being Moving Forward Together 2050.
- PI# 0007482, SR 25/US 17 @ SR 307/Bourne Avenue Operational Improvements – open to traffic.
- PI# 0007631, TRUMAN LINEAR PARK TRAIL – PHASE II-A – completed and open to the public.
- PI# 0008089, MLK Blvd Streetscapes in Savannah, Phase II – project is complete.
- PI# 0008090, AASU Bicycle/Pedestrian Path – project is complete.
- PI# 0008316, PI# 0008317, PI# 0008318, PI# 0008559, PI# 0008560, PI# 0008561, PI# 0008562, PI# 0008607, PI# 0008608, PI# 0010562, MPO Strategic Planning Studies - the various studies are completed.
- PI# 0008651, Bridge Replacement at SR 204 Spur/Diamond Causeway @ Skidaway Narrows - the bridge is open to traffic.
- PI# 0008995, AASU Bicycle/Pedestrian Path, Phase II – project is complete.

- PI# 0008996, Broughton Street from SR 25 Conn to East Broad Street - project is complete.
- PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD – under construction. Substantial completion is on schedule for August 2026, with final completion in September 2026.
- PI# 0010232, SR 204/Abercorn Street Operational Improvements from Veterans Parkway to Rio Road – open to traffic.
- PI# 0010522, Georgia Ports Authority Rail Tie-in to the Mason Intermodal Container Transfer Facility – construction is complete.
- PI# 0010559: SR 204 from Forest River to harry s Truman Pkwy – study is complete.
- PI# 0010738, I-95 NB Ramp @ Airways Avenue Operational Improvements – open to traffic.
- PI# 0011743: SR 21 from I-516 to Effingham County line – study is complete.
- PI# 0011832, SR 26 from McKenzie Street to Tybrisa Street @ 15 locations – RRFB. project is complete.
- PI# 0012689, I-516/SR 21 FM CS 1074/MONTGOMERY ST TO CR 975/VETERANS PKWY - project is complete.
- PI# 0012757, I-16 FROM I-95 TO I-516 (including I-95/I-16 Interchange Reconstruction) – completed and open to traffic.
- PI# 0013727, I-16 @ SR 307 – completed and open to traffic.
- PI# 0013741, SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH – completed and open to traffic.
- PI# 0013742, SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH – completed and open to traffic.
- PI# 0015306, TRUMAN LINEAR PARK TRAIL - PHASE II – B – completed and open to the public.
- PI# 0017973, CITY OF SAVANNAH – TRAFFIC CONTROL CENTER – open for operation.
- PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE – under construction. Anticipated completion is in fall 2027.
- PI# 522790, JIMMY DELOACH PARKWAY EXTENSION FROM I-16 TO US 80 - open to traffic.
- PI# 522870, SR 204/Abercorn Street Interchange Construction at King George Blvd – open to traffic.
- PI# 532370, SR 144 EB FROM S OF CR 100 TO S OF CR 154 – open to traffic.
- PI# 532750, Abercorn Street intersection improvement at Tibet Avenue - open to traffic.
- PI# 532780, SR 204/Abercorn Street intersection improvement at Largo Drive – open to traffic.
- PI# 533200, Abercorn Street Bridge Replacement at Harmon Canal – open to traffic.
- PI# 550560, SR 204 Spur/Whitefield Avenue Widening from Haney's Creek to Ferguson Avenue – open to traffic.
- PI# M004603, I-95 NB Exit Ramp @ SR 21; INC SR 21 @ I-95 NB Right Turn Lane – project is complete.
- PI# M004608, SR 404 Spur @ Talmadge Memorial Bridge - Maintenance Repairs – project is complete.
- PI# M004632, SR 26 from W of CR 1111/Coleman Blvd to E of CSX #641194C – project is complete.
- PI# M004633, SR 204 from E of Gateway Blvd to E of King George Blvd – project is complete.
- PI# M004634, SR 26 from Gary Creek to Bull River – project is complete.
- M004903, SR 204 FROM CS 645/37TH STREET TO I-16 – maintenance project is complete.

- T002486, Norfolk Southern – Port Junction Wye Construction - construction is complete.
- Purchase of buses – Some hybrid buses and paratransit vans have been acquired and are now a part of the CAT bus fleet.
- Electric Bus Conversion Initiative, Bus Reliability Initiative, Transit Maintenance Equipment Upgrades – funds have been authorized by FHWA and flexed to FTA. CAT is implementing projects.
- CAT Intelligent Transportation System – funds have been authorized by FHWA and flexed to FTA. CAT is implementing projects.
- JARC program – program has rolled into other human services transportation grant, though CAT continued services for the Job Access and Reverse Commute to provide welfare recipients and low-income populations with reliable employment-related transportation.
- Bus Shelters – construction of bus shelters at various bus stops in Chatham County is complete and more is forth-coming.
- Transit Signage – some bus stop signs along the CAT bus routes have been upgraded.
- Complete the Park and Ride Lot Study – Study is complete.
- PI# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP – Construction phase funds have been authorized.
- PI# 0017694, SIGNING & MARKING @ 113 RRX LOCS IN DISTRICT 5 – Construction phase funds have been authorized.
- PI# 0017907, I-16 INTERCHANGES - ITS CCTV DEPLOYMENT – Construction phase funds have been authorized.
- PI# M006311, I-95 @ SR 25 & I-95 SB & NB @ OGEECHEE RIVER - BRIDGE REHAB – MCST phase funds have been authorized.
- PI# M006885 I-95 FROM JONES CREEK TO S OF BELFAST KELLER ROAD – MCST phase funds have been authorized.
- PI# 0019013, CHATHAM COUNTY TRANSIT DIESEL FLEET REPLACEMENT – Construction phase funds have been authorized and flexed to FTA. CAT is implementing bus purchase.
- PI# 0019219, SR 404 SPUR @ TALMADGE MEMORIAL BRIDGE – Construction phase funds have been authorized.
- PI# 0019666, I-95 SB RAMP @ SR 26 – Construction phase funds have been authorized. Project is under construction.
- PI# 0019716, OCEAN TERMINAL @ CS 2356/LOUISVILLE RD & @ SR 25/US 17 RAMP – Construction phase funds have been authorized. GPA implemented the project.
- PI# 0020169, I-95 FM SR 144 TO SOUTH CAROLINA STATE LINE @ SAVANNAH RIVER – Construction phase funds have been authorized.
- PI# 0020964, SR 26/US 80 @ SVHO #641102M – Construction phase funds have been authorized.
- PI# 0021240, SAVANNAH BELLES FERRY - ELECTRIC FERRY BOAT REPLACEMENT – Construction phase funds have been authorized. CAT purchased the new ferry boat.
- PI# M006356, SR 23 @ALTAMAHA RVR &SR 30 @CSX #937669N-BRIDGE – MCST phase funds have been authorized.
- PI# M006385, I-95 FM CS 511/PINE BARREN ROAD TO SOUTH CAROLINA STATE LINE – MCST phase funds have been authorized.

- PI# M006492, I-516 @ 4 LOCS - BRIDGE PRESERVATION – MCST phase funds have been authorized.
- PI# M006569, I-95 FROM CSX #635042S/BRYAN TO S OF I-16/CHATHAM – MCST phase funds have been authorized.
- PI# M006727, I-516 & SR 21 FROM N OF CSX #973649X TO N OF SMITH AVE – MCST phase funds have been authorized.
- PI# 511250, I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE – Construction phase funds have been authorized.
- PI# M006380, SR 17 FROM SR 26 TO S OF CR 156/BLUEJAY ROAD – MCST phase funds have been authorized.

Projects Removed from the Original Priority List due to Other Reasons

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

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

Projects that got delayed

The following projects have been delayed for implementation due to various reasons. They are now being actively implemented through TIP programming and/or local efforts.

- PI# 0008358, I-516 @ CS 1503/DeRenne Avenue – additional Environmental Justice analysis required by FHWA. The City of Savannah is actively working on project delivery - Air and Noise addendum approved 4/22/26, Draft Environmental Impact Statement submitted to GDOT 4/22/26, Interchange Access Justification Report submitted to GDOT 4/27/26. ROW phase is expected to be programmed in the FY 2027 – 2030 TIP.
- PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY – additional Environmental Justice analysis required by FHWA. The City of Savannah is working on expedited project delivery. ROW phase is expected to be programmed in the FY 2027 – 2030 TIP.
- PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 PKWY – additional Environmental Justice analysis required by FHWA. The City of Savannah is working on expedited project delivery. ROW phase is expected to be programmed in the FY 2027 – 2030 TIP.
- PI# 0017414, SR 26/US 80 @ BULL RIVER – environmental process takes longer time than expected. GDOT is working on project delivery. ROW phase is expected to be programmed in the FY 2027 – 2030 TIP.
- PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK – environmental process takes longer time than expected. GDOT is working on project delivery. ROW phase is expected to be programmed in the FY 2027 – 2030 TIP.
- PI 0017515, I-16 @ SR 17 – Chatham County is working on right-of-way acquisition. The County and GDOT are working on identifying construction funds to move the project forward.

Appendix D: Public Participation Materials

The attached public participation materials provide proof of compliance with the participation process of the CORE MPO's FY 2027 - 2030 TIP development.

February 2026

MEETING NOTICE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, will host a public meeting in conjunction with the CORE MPO Board meeting for the development of the FY 2027 - 2030 Transportation Improvement Program (TIP). The purpose of the TIP prioritization meeting is for the public to provide input on the transportation improvement project prioritization approach and priority project lists for the CORE MPO planning area. Materials related to the TIP prioritization are available for review on the CORE MPO website at https://www.thempc.org/Core.

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

The TIP prioritization public meeting information is listed below.

CORE MPO Board Meeting
Wednesday, February 25, 2026
10:00 a.m.
Metropolitan Planning Commission
110 E. State Street, Savannah, GA 31401

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

Please register at https://attendee.gotowebinar.com/register/1733112252577853536. After registering, you will receive a confirmation email containing information about joining the webinar.

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

For additional information, please email herntona@thempc.org or 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.

July 2026

PUBLIC NOTICE

The Coastal Region Metropolitan Planning Organization (CORE MPO), the transportation planning agency for the Savannah urbanized area, is requesting the public to review and provide comments on a report titled: Draft FY 2027 – 2030 Transportation Improvement Program (TIP). The draft report includes descriptions of highway, transit, bike/pedestrian, as well as other multi-modal projects in the Savannah region programmed to receive funds in fiscal years 2027 to 2030. Copies of the draft TIP are available for review at the Live Oak public libraries, the Chatham County - Savannah Metropolitan Planning Commission (MPC) office, the MPC website at https://www.thempc.org/Core, and other public review agencies. Any changes to the draft report will be posted on the website.

The comment period for the draft TIP starts on **July 22, 2026**. Written comments will be accepted until the close of business on **August 20, 2026**. 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: Asia Hernton, Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401

CORE MPO will host two virtual/in person public meetings to answer questions and accept comments on the draft TIP in conjunction with the August 2026 CORE MPO Community Opportunities and Public Involvement Committee (COPIC) meeting and the August 2026 CORE MPO Board meeting. The meeting times, locations, and links are listed below.

CORE MPO COPIC Meeting
Tuesday, August 18, 2026
2:00 p.m.
Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401
This virtual meeting will be conducted with Zoom at
https://us06web.zoom.us/j/85342332645?pwd=h4MC6O9o0iapKK0XdkBc9WuXA2i3E9.1

CORE MPO Board Meeting
Wednesday, August 26, 2026
10:00 a.m.
Metropolitan Planning Commission, 110 E. State Street, Savannah, GA 31401
This virtual meeting will be conducted with Go-To-Webinar, so advanced registration is required.
Please register here -https://attendee.gotowebinar.com/register/2721176282250938710. After registering, you will receive a confirmation email containing information about joining the webinar.

The public participation process for development of the TIP meets the FTA public participation requirements related to the development of the Section 5307 Program of Projects and other federal grant projects.
For a complete list of public review agencies, additional information regarding the draft TIP, and information regarding the public meetings, please call (912) 651-1456.

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.

Comments and Responses

Document Title:	CORE MPO FY 2027 – 2030 TIP: Preliminary Draft	**Project Number:**	Savannah
Document Date:	June – July 2026	**Comment Date:**	July 2026

FHWA Comments

Comment	Response
The Office of Planning kindly requests that MPO staff update the Lump Sum Program narrative currently shown in the draft FY-27-30 TIP. Attached, you will find the revised narrative for inclusion.	Lump Sum text has been updated. The text can be viewed on Pages 10-13.
Please add CORE MPO goals into the document.	The 2050 MTP goals were added to Chapter One, on Pages 23-24 of the document.
The use of the term "illustrative project" is incorrect in this format. Illustrative Projects are for projects outside of the 4- Year TIP period or could be moved into the TIP if funding has been identified (see 23 CFR 450.326(j)). Since this project is funded with state funds this project should be either added to the TIP and the financial plan or removed from the TIP	The project was relabeled as "Project for Information." Moving forward, only projects that meet the requirement of being an Illustrative Project will be labeled and accounted for accurately.
Please work with GDOT to ensure that both Highway and Transit funding within the TIP align with the STIP Financial Plan.	Through coordination with GDOT, it has been determined that the Revised Draft TIP will reflect the OFM TIP package that GDOT sent to CORE MPO in April 2026, knowing some updates have taken place since late April. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. Those changes will be processed as TIP amendments in October 2026. CORE MPO has also coordinated with CAT to update the transit TIP information to align with STIP.
The itemized phase breakdown for PI# 0017975 (CR 76/Chevis Road) does not match its summary rows. The table itemizes a Utility phase of $800,000 (Y301/Local) and two separate Construction entries of $7,268,274 (Y230/Local) and $1,131,289 (Y301/Local). Summing these federal allocations yields $9,199,563.	The funding totals have been corrected. The federal portion has been confirmed and corrected to be $9,199,563 and the local portion has been confirmed and corrected to be $10,633,210.

FTA Comments

Comment	Response
On page 23, it looks like the FY 30 numbers for 5311 and 5303 were swapped.	MPO staff corrected the table.
Table: Section 5307 • Please be mindful that 5307 funds to support planning activities must be programmed into the UPWP according to 450.308.	Planning activities for Section 5307 are documented in both the TIP and UPWP. In the UPWP specifically, Section 5307 and the planning activities under this fund are documented in Task 5 – Transit Planning.
Table Section 5307 • Are there any carry forward funds from the previous TIP? If so, there should be some indication of funds that rolled over. Note that transit funds are not obligated until the TrAMS grant application is awarded.	CORE MPO has coordinated with CAT to update the transit TIP information. Carryover funds not obligated are included in the updated transit section of the TIP.
Table: FTA Ferry Boat Discretionary Funds	Any funds that have not been flexed from FHWA are included in the highway planning section of the TIP and are documented in a similar format to highway project pages.

• Is this table inclusive of flex ferry boat discretionary funds? If so, there are some funds that have not been obligated and should remain in the TIP until obligated?	FHWA FBP funds and FTA FBP funds are shown in the TIP separately.
Table: Bus and Bus Facility 5339 • This table has multiple funding sources. The funding sources and table title should reflect this.	CORE MPO staff and CAT staff revisited the information and made necessary updates. We created new project pages for transit projects, similar to highway project format. Different funding sources for a project are listed separately.
Table: Bus and Bus Facility 5339 • Please remove the MAP-21 reference and update accordingly.	The MAP-21 text was removed from the table.
Table: Bus and Bus Facility 5339 • Clarify if the propulsion changes are for award years FFY2022 and FFY 2024.	CORE MPO has coordinated with CAT to update the transit TIP information. Funds from previous years not obligated are included in the updated transit section of the TIP. We created new project pages for transit projects, similar to highway project format. Different funding sources for a project are listed separately.
Table: Bus and Bus Facility 5339 • Are there any carry forward funds from the previous TIP? If so, there should be some indication of funds that rolled over. Note that transit funds are not obligated until the TrAMS grant application is awarded.	CORE MPO has coordinated with CAT to update the transit TIP information. Carryover funds not obligated are included in the updated transit section of the TIP.
Table: FHWA Funds- Flexing from FHWA to FTA • This table reflects flexible funds. How are discretionary and/or community project funding programs captured?	CORE MPO has coordinated with CAT to update the transit TIP information. Flexed funds not obligated are included in the updated transit section of the TIP. We created new project pages for transit projects, similar to highway project format. Different funding sources for a project are listed separately. If a transit project has flexed funds programmed, it is listed separately in the project page.
Project sheets for FHWA highway projects were observed. However, there were no project sheets for FTA funded projects in the TIP and documented according to 23 CFR 450.326(g).	CORE MPO has coordinated with CAT to update the transit TIP information. CORE MPO and CAT decided to reformat transit tables to match the format of the highway project pages. This will allow additional project descriptions and comments be added for the transit projects.
When determining if the TIP is constrained is consideration given to FTA funded programs? If so, what FTA funding programs are considered?	For the transit section of the TIP, fiscal constraint is considered. That means that the TIP financially constrained by year and revenue estimates reflect reasonable assumptions. This is reflected in the transit tables, in which project costs are shown broken down by fiscal year. The funding programs considered are funds that Chatham Area Transit receives from FTA that fund facility, vehicle, and/or infrastructure developments and/or maintenance. In addition, a Transit Financial Plan has been added to the transit section of the TIP to demonstrate financial constraint by each program, similar to the Highway Financial Plan.

GDOT Comments

Comment	Response
Self Certification: Will send Self-Cert for signature next week, due by adoption	CORE MPO will work with GDOT on this.
Lump Sum Narrative: Please add the revised version attached	The Lump Sum Narrative has been revised
2.1.1 Expected Hwy Funds: The YOE language has been revised, please do revised with the attached information	The YOE language has been revised
2.1.1 Expected Hwy Funds Review rounding/sum of FY 2027 Highway Funds	This has been addressed.
2.1.2 Expected Transit Funds FY 2030 5303 and 5311 funds are switched (and subsequent totals are incorrect)	This table and its totals have been corrected

Hwy Project Prioritization Remove instances of "equity"	Instances of the term “equity” have been removed.
Hwy Project Prioritization Consider revising "Quality of Life/Title VI/Equity/Community Development and Improvement" to match Connectivity factors from Table 5.5 of the MTP	This section was revised to match Table 5.5 in the 2050 MTP.
Project Rankings Table Add PI 0021723 to Old River Road from John Carter Road to I-16	The PI number was added to this project page
3.1.1 Index of Hwy Projects PI 0015705 - Replace "Local" with "State"	“Local” has been replaced with “State” on this project page
3.1.1 Index of Hwy Projects PI 0017975 - Include Y601 in funding	The Preliminary Draft TIP reflects the update that CRP will be repealed. PI#0017975 might lose Y6001 funding due to CRP repeal. Through coordination with GDOT, CORE MPO has determined to include the Y601 funds for this project to reflect the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. The changes will be processed as TIP amendments in October 2026.
3.1.1 Index of Hwy Projects PI 0017976 - Include Y601 in funding and update CST to 2027	The Preliminary Draft TIP reflects the update that CRP will be repealed. PI#0017976 might lose Y601 funding due to CRP repeal. The project development schedule has been updated by the project sponsor (Chatham County) as well. Through coordination with GDOT, CORE MPO has determined to include the Y601 funds for this project to reflect the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. The changes will be processed as TIP amendments in October 2026.
3.1.1 Index of Hwy Projects PI 0021724 Add to Little McCall Road on pages 31 and 50	The PI number has been added to both pages.
Project Fact Sheet - 0017414 Length is 1.5 miles; update map	The project length and map have been updated.
Project Fact Sheet - 0017415 Update project location map; length is 0.9 miles	The project length and map have been updated.
Project Fact Sheet - 0008358 ROW FY does not match financial package, though red note regarding FY 2027 is noted on the fact sheet	The Preliminary Draft TIP reflects the updated schedule that was provided by the project sponsor (City of Savannah) and the STBG funding balance. Through coordination with GDOT, CORE MPO has determined to update the project schedule to reflect the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. The changes will be processed as TIP amendments in October 2026 after GDOT confirms the schedule updates for this project.
Project Fact Sheet - 0017975 Length is 2.3 miles; please add the funds as the OFM package	The Preliminary Draft TIP reflects the update that CRP will be repealed. PI#0017975 might lose Y601 funding due to CRP repeal. Through coordination with GDOT, CORE MPO has determined to include the Y601 funds for this project to reflect the OFM TIP

	package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected update in an appendix. The change will be processed as TIP amendments in October 2026.
Project Fact Sheet - 0017976 Please add the funds as the OFM package	The Preliminary Draft TIP reflects the update that CRP will be repealed. PI#0017976 might lose Y601 funding due to CRP repeal. The project development schedule has been updated by the project sponsor (Chatham County) as well. Through coordination with GDOT, CORE MPO has determined to include the Y601 funds for this project to reflect the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. The changes will be processed as TIP amendments in October 2026.
Project Fact Sheet - 0019015 Please use the short description on the Project Detail Sheet (OFM)	The short description, as shown in the OFM package, has been added to this project page.
PIs 0021721, 0021723, 0021724, 0021725, Johnny Mercer were not included in the OFM package	These projects come from the Call for Projects and competitive project selection process for STBG, CRP and TA funds. CORE MPO has authority on project prioritization and funding allocation for STBG, CRP and TA funds. The Preliminary Draft TIP reflects the STBG, CRP and TA funding balances after incorporating the Call for Projects results. Through coordination with GDOT, CORE MPO has determined not to include these projects in the Revised Draft TIP, to be consistent with the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. The changes will be processed as TIP amendments in October 2026.
PI 0020295 - GDOT appreciates the MPO inclusion of this project within the TIP; although it is a lump sum. We recommend to add projects that are not part of the financial plan and do not have local sponsor as part of an informational appendix. You may also delete it from the TIP	We have added this project to a new appendix, titled “Projects for Information.” The projects included in this section are not subject to financial balancing.
PI0017271 - Please add the project in the financial section to match the OFM package	The omission of this project in the Preliminary Draft reflects the fact that the PE funds were authorized in FY 2026, making it unnecessary to include the project phase in FY 2027. Through coordination with GDOT, CORE MPO has determined to include this project in the Revised Draft TIP, to be consistent with the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the expected updates in an appendix. The changes will be processed as TIP amendments in October 2026.
Financial Plan - Please match the financial plan with the OFM package	Through coordination with GDOT, CORE MPO has determined to revise the financial plan, to be consistent with the OFM TIP package that GDOT sent to CORE MPO in April 2026. This will ensure that STIP/TIP information is aligned and STIP can be adopted on time. However, CORE MPO has documented the

	expected updates in an appendix. The changes will be processed as TIP amendments in October 2026.
PUBLIC COMMENTS	
Comment	**Response**

Appendix E: MTP Addendum for MTP/TIP Consistency Check

The TIP is a subset of MTP. Each project or project phase included in the TIP shall be consistent with the approved Metropolitan Transportation Plan. The table below is an addendum to document consistency check between the CORE MPO's Moving Forward Together 2050 and the FY 2027 - 2030 Transportation Improvement Program.

Addendum to Moving Forward Together 2050 (2050 MTP)								
GDOT PI#	Identifed Projects	Original 2050 MTP			NEW PROJECT NAME	August 2026 Addendum		
	NAME	Phase	Current MTP Cost Band	Cost		Phase	New MTP Cost Band	New Cost
0015704	SR 404 SPUR/US 17 @ BACK RIVER	CST	One	$45,840,360	N/A	CST	One	$45,296,619
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	ROW	One	$500,000	N/A	ROW	One	$63,673
		CST	One	$2,000,000		CST	One	$19,618,390
0017414	SR 26/US 80 @ BULL RIVER	UTL, CST	One	$41,797,378	N/A	UTL, CST	Two	$41,797,378
						ROW	One	$1,535,000
0017415	SR 26/US 80 @ LAZARETTO CREEK	CST	One	$20,798,854	N/A	CST	One	$20,798,854
		ROW	One	$141,206		ROW	One	$140,000
0008358	I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	ROW	One	$25,610,000	N/A	ROW	One	$34,816,899
		UTL	One	$2,558,000		UTL	One	$2,558,000
		CST	One	$40,373,810		CST	One	$40,373,810
0008359	East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	ROW	One	$4,845,000	N/A	ROW	One	$5,131,000
		UTL	One	$4,098,000		UTL	One	$4,098,000
		CST	One	$8,065,069		CST	One	$8,065,069
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	ROW	One	$5,299,000	N/A	ROW	One	$5,638,000
		UTL	One	$1,155,000		UTL	One	$1,155,000
		CST	One	$5,350,941		CST	One	$5,350,941
0021292	I-95 @ BELFAST KELLER ROAD (amended into Cost One in October 2025)	PE, ROW, CST	One	$6,105,000	N/A	PE, ROW, CST	One	$6,105,000
TBA	Operation Improvements with project sponsors (set aside)	CST	One	$73,097,730	PI# 0021721, State Route 204 Safety & Operational Improvements			
					Little McCall Road at Highway 119 Roundabout			
					Other TBA	CST	One	TBA
TBA	Transit Improvements/Bus Replacements (set aside)	CST	One	$10,400,000	PI# TBA, Ferry Boat Restoration: Mary Musgrove, Juliette Gordon Lowe I, Florence Martus	CST	One	$891,122
					Other TBA	CST	One	TBA
TBA	Priority bike/ped projects in the Non-Motorized Transportation Plan with local sponsors (non-motorized set aside	CST	One	$8,749,433	PI# TBA, Johnny Mercer Blvd Pedestrian Improvements			
					PI# TBA, McCall Road Multi-Use Trail			
					Other TBA	CST	One	TBA
0017975	Chevis Road Improvements	ROW, UTL, CST	One	$16,360,546	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	UTL, CST	One	$19,832,773
0017976	Garrard Avenue Improvements	ROW, CST	One	$10,800,000	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	CST	One	$11,502,179
0019015	Green Island Road Multipurpose Path off Diamond Causeway	CST	One	$2,500,000	GREEN ISLAND ROAD FM S OF LUFBURROW WAY TO DIAMOND CAUSEWAY	ROW, UTL, CST	One	$1,652,860

Appendix F: FY 2027-2030 FHWA Checklist

						TIP Checklist Georgia
					MPO:	CORE MPO
					Date:	6/18/2026
					Preparer:	Asia Hernton/Wykoda Wang
					Document Name:	FY 2027 - 2030 TIP
	EXPLANATION	PAGES	YES	NO	N/A	COMMENTS
TIP Development						
Our TIP covers the entire Metropolitan Planning Area (MPA).	See MPA boundary map in Chapter One		X			Updated MPA boundary approved by Governor of Georgia in 2024.
Our TIP was developed in cooperation with the state and affected public transportation operators.	See TIP development process in Chapter Two and transit improvement projects in Chapter Three		X			
Our TIP spans at least 4 years.	Four fiscal years - FY 2027 to FY 2030		X			
Our TIP investment priorities are consistent with the current Metropolitan Transportation Plan (MTP).	See MTP/TIP Consistency Check in Appendix E		X			
Public Involvement						
All interested parties were given a fair chance to provide input on the proposed TIP.	See TIP development schedule for coordination meetings and public comment period		X			
The current Participation Plan was followed in full.	See TIP prioritization process and TIP developemnt process in Chapter Two		X			TIP development follows the Participation Plan process.
The TIP was made available for public review after completion.	See TIP development process for public comment period - Chapter Two and Appendix D		X			30-day public review and comment in July - August 2026
Transportation Performance Measure						
Our TIP is designed to make progress toward statewide transportation performance targets.	This should be documented within the System Performance Report section		X			System Performance Report is included in Chapter Three
The TIP explains how the projects and programs will help achieve the MTP's performance targets and statewide transportation performance targets.	This should be documented within the System Performance Report section		X			Included in Chapter Three under System Performance Report
Transportation Project Listing and Information						
Our TIP includes all capital and non-capital transportation projects (or phases) in the MPA using Federal funding under 23 U.S.C. and 49 U.S.C. Chapter 53?	See Chapter Three		X			Mostly capital projects with FHWA and FTA funds. Ilustrative projects with other funding sources. Transit operating projects as well.
Our TIP includes all regionally significant projects that will need an action from FHWA or FTA. In non-attainment and maintenance areas, it also includes projects regionally significant project funded with non-Federal funds.	Regionally significant projects are those located on principal arterial roads or higher.		X			Regionally significant projects with state and local funds included in Illustrative Section.
Our TIP includes for each project or phase (e.g., preliminary engineering, right-of-way, or construction) the following:						
(1) Clear description (project description, type of work, start/end points, length)	See individual project pages in Chapter Three		X			
(2) Estimated total project cost (even beyond the 4-year TIP window)	See individual project pages in Chapter Three		X			Information beyond the 4-year TIP window included in the Comment section in the project page.
(3) Proposed Federal funding amounts by year	See individual project pages in Chapter Three		X			
(4) Responsible agency	See individual project pages in Chapter Three		X			Documented in the Comment section.
Our TIP "Lump Sum" Project Definitions aligns with the STIP Definitions	Lump Sum Definitions provided by GDOT.		X			
TIP-MTP Alignment						
Each project or phase in our TIP aligns with our adopted MTP.	TIP projects are consistent with the MTP		X			See MTP/TIP Consistency Check in Appendix E
Financial Planning						
Our TIP includes a financial plan showing how the TIP will be implemented.	Revenues vs. Cost Estimates by funding code and by year		X			Financial tables in Chapter Three - project pages and summary
The Financial Plan list public and private resources expected to be available to implement the TIP.	This should include descriptions of sources of funds, such as SPLOST, General Funds, etc.		X			Financial tables in Chapter Three - project pages and summary
The costs and funding estimates in the financial plan were developed cooperatively with the State, MPO and Public Transportation Operators and they include a Year of Expenditures/ Inflation rate	Reasonable inflation rates are applied to federal revenues and project costs to ensure STIP/TIP estimates reflect year of expenditure (YOE) dollars. For federal revenues, inflation was applied to the core formula programs in the outer STIP years, using the FY 2026 obligation authority level as a baseline. A 2% annual compounded inflation rate is applied to project costs once PE is authorized, using the latest cost estimate date and the proposed fiscal year for each phase. New IIJA programs were not inflated since their continuation is not certain in the upcoming transportation bill.		X			YOE languge inclued in Chatper Two
Within the TIP, costs and revenues are identified to maintain the federal-aid highways and transit system.	Revenues listed in Chatpter Two. Cost Estimates of projects in Chapter Trhee. Revenues vs. Cost Estimated by funding code and by year to show financial balance in financial tables in Chapter Three.		X			Fund sources and funding amounts are included in each project page or project table.
Our TIP demonstrates and maintains yearly financial constraint.	Expenditures should be less than costs. If carryover funding is used, that should be documented.		X			Financial summary table in Chapter Three shows Expected Revenues Vs. Estimated Costs by Year and Funding Type
Self-Certification Statement						
Our TIP includes an updated signed Self-Certification Statement from both the MPO and the State.	Federal certifcation letter and self-certification are included in the TIP introduction section.		X			Updates to Self-Certification to be provided by GDOT.
Air Quality (In non-attainment and maintenance areas only)						
We received concurrence from the IAC for projects exempt from Air Quality Modeling.					X	CORE MPO is located in the Air Quality attainment area.
Our TIP was reviewed though the Interagency process before Public Comment.					X	

Appendix G: Expected October 2026 Amendments

The version of the CORE MPO FY 2027 – 2030 TIP to be adopted on August 26, 2026 is composed of information to match GDOT's Statewide TIP (STIP). This August 2026 version reflects the OFM TIP package that GDOT sent to CORE MPO in April 2026. Adoption of this version will ensure that STIP/TIP information is aligned and STIP can be adopted on time, not needing an additional public review and comment period.

However, some updates have taken place since April 2026.

- The local project managers and sponsors have provided updated project schedules and cost estimates for various projects.
- The repeal of Carbon Reduction Program (CRP) is expected by September 30, 2026. Some projects programmed with the CRP funds might lose them.
- Chatham County was awarded statewide TA funds for PI 0017976, CR 585/CR 777/Garrard Avenue from Gamble Road to Chatham Pkwy.
- CORE MPO has completed the Call for Projects process and need to include the high-ranking projects from the competitive process in the FY 2027 – 2030 TIP and get them programmed by GDOT Office of Financial Management (OFM).
- Information for some projects in the OFM TIP package is already out of date.

Under the instruction of GDOT, CORE MPO will adopt the FY 2027 - 2030 TIP that matches GDOT's STIP in August 2026. Then, CORE MPO will process a mass amendment to the TIP in October 2026 with updated information.

Below are some of the expected amendments. More updates might be needed.

PI #	DESCRIPTION	Expected Amendment in October
0015704	SR 404 SPUR/US 17 @ BACK RIVER	None expected.
0015705	SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	None expected.
0017271	I-95 @ SR 21	Amendment to remove this project from the FY 2027-2030 TIP as the funds have already been authorized.
0017414	SR 26/US 80 @ BULL RIVER	None expected.
0017415	SR 26/US 80 @ LAZARETTO CREEK	None expected.
0017515	I-16 @ SR 17	Amendment to remove this project from the FY 2027-2030 TIP as there are no committed funds.
0021292	I-95 @ BELFAST KELLER ROAD	None expected.
0020095	SR 30 @ KOLIC HELMEY ROAD	None expected.
0020609	SR 17 @ MIDLAND ROAD	None expected.
0020781	SR 30 @ MIDLAND ROAD	None expected.

0008358	I-516 @ CS 1503/DERENNE AVE	Amendment to move project schedule forward after GDOT confirms schedule update. Subject to Y230 re-balancing.
0008359	EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY	None expected.
0010236	SR 21 FROM CS 346/MILDRED STREET TO SR 204	Amendment to move project schedule to a later year after GDOT confirms schedule update.
0017975	CR 76/CHEVIS ROAD FROM CR 73/WILD HERON ROAD TO SR 25	Amendment to update project schedule and funding sources.
0017976	CR 585/CR 777/GARRARD AVE FROM CHATHAM PKWY TO GAMBLE ROAD	Amendment to update project schedule and funding sources.
0019015	GREEN ISLAND ROAD MULTIPURPOSE PATH OFF DIAMOND CAUSEWAY	None expected.
0021721	STATE ROUTE 204 SAFETY & OPERATIONAL IMPROVEMENTS PROJECT	To be amended into the FY 2027-2030 TIP, as this project went through the Call for Projects process.
0021723	OLD RIVER ROAD FROM JOHN CARTER ROAD TO I-16	To be amended into the FY 2027-2030 TIP, as this project went through the Call for Projects process.
0021724	LITTLE MCCALL ROAD AT HIGHWAY 119 ROUNDABOUT	To be amended into the FY 2027-2030 TIP, as this project went through the Call for Projects process.
	JOHNNY MERCER BOULEVARD PEDESTRIAN IMPROVEMENTS	To be amended into the FY 2027-2030 TIP, as this project went through the Call for Projects process.
0021725	MCCALL ROAD MULTI-USE TRAIL	To be amended into the FY 2027-2030 TIP, as this project went through the Call for Projects process.
TBA	FERRY BOAT RESTORATION: MARY MUSGROVE, JULIETTE GORDON LOWE I, FLORENCE MARTUS	None expected.

Appendix H: Projects for Information

This section displays regionally significant projects that are not a part of the TIP financial plan.

PROJECT FOR INFORMATION

SR 25/US 17 @ HARRIS TRAIL ROAD					P.I. #: 0020295	
					TIP #: 2026-GDOT-H-03	
PROJECT DESCRIPTION: This project proposes additional southbound left turn lanes with a signal upgrade at the intersection of US 17/State Route 25 and Harris Trail Road, as well as an additional eastbound through lane along Harris Trail Road.					COUNTY:	Bryan
					PROJ. #:	
					FUND:	HB 170
					GDOT DISTRICT:	5
TRAFFIC VOL.	2022 AADT:	NA	2050 AADT:		CONG. DISTRICT:	1
NO. OF LANES	EXISTING:		PLANNED:		RC: CG	CRC
LOCAL ROAD #:		STATE/US ROAD #:	SR 25/US 17		LENGTH (MI):	0.2

COMMENTS/REMARKS: In March 2026, GDOT requested to allocate carryover STBG funds in FY 2026 to prevent funding lapses. GDOT has identified this intersection improvement project as a candidate. This project is consistent with the CORE MPO 2050 MTP since it meets the requirement for the Operational Improvements Set Aside policy (inclusion in identified plans and/or CIPs, improvements to FC roadways, and dedicated sponsor to commit matching funds). In the GDOT TPRO database, the PE phase is programmed with HB 170 funds in FY 2024 and the funds have been authorized. GDOT proposed to utilize CORE MPO's STBG funds with GDOT providing the 20% match to fund additional PE in FY 2026. This change will allow GDOT to authorize more PE funds in FY 2026 to complete the phase. In May 2026, GDOT requested to revise the Y230 funds to $0. As of June 2026, CST is programmed in FY 2027 with HB 170 funds as shown in the GDOT TPRO database. Since the project is 100% state funded, it is listed in the Projects for Information Section of the TIP for reference and information. The revenues and cost estimates of this project for information are not included in the Financial Plan of the TIP.

PROJECT PHASE	$ SOURCE	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
PRELIM. ENGR.	NA	$0	$0	$0	$0	$0
RIGHT-OF-WAY	NA	$0	$0	$0	$0	$0
UTILITY	NA	$0	$0	$0	$0	$0
CONSTRUCTION	NA	$1,750,000	$0	$0	$0	$1,750,000
PROJECT COST		**$1,750,000**	**$0**	**$0**	**$0**	**$1,750,000**
FEDERAL COST		$0	$0		$0	$0
STATE COST		$1,750,000	$0	$0	$0	$1,750,000
LOCAL COST		$0	$0	$0	$0	$0

PROJECT LOCATION

This section is for information purposes. The Recreational Trails Program is a federal grant program funded by the Federal Highway Administration and administered at the state level by the Georgia Department of Natural Resources. The purpose of RTP is to support recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses. The projects in the following table were awarded funds for the Recreational Trails Program.

Project Name	Project Number	County	MPO Area	RTP (Federal Funds)	Other Federal Funds	State Funds	Local Funds	State Fiscal Year When Funds Are Anticipated to Be Obligated
Southeast Clark Park Trail Accessibility Improvements	NRT 26(03)	Clarke	MACORTS	$200,000			$300,000	FY 2026
Green Creek Trail Extension	NRT 26(04)	Bryan	CORE	$180,000			$78,000	FY 2026
Albany Riverfront Trail Improvement	NRT 26(05)	Dougherty	DARTS	$160,000		$40,000		FY 2026
Birmingham Park Restroom Installation and Trail Improvements	NRT 26(07)	Fulton	ARC	$200,000			$205,000	FY 2026
Barton Memorial Park Trail	NRT 26(08)	Clayton	ARC	$200,000			$50,000	FY 2026
Tech Park Lake Trail Phase II	NRT 26(10)	Gwinnett	ARC	$200,000				FY 2026
Slabtown Park and South Chickamauga Blueway Phase I	NRT 26(11)	Catoosa	Chattanooga-Hamilton County/North Georgia MPO	$200,000			$618,500	FY 2026
Cedar Grove Park Trail - Phase I	NRT 26(12)	Fulton	ARC	$200,000			$50,000	FY 2026
Longino Drive Trail	NRT 26(13)	Fulton	ARC	$200,000		$274,000		FY 2026
Ocmulgee -Heritage Trail Connector Over the River	NRT 26(16)	Bibb	MATS	$165,000			$45,000	FY 2026
Recreational Trail System at Diamond Hill Park	NRT 26(17)	Madison	MACORTS	$160,000			$40,000	FY 2026