

Appendix

2050 MTP Financial Plan Development

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2050 MTP Financial Plan Development

Federal planning regulations require that the financial plans presented in Metropolitan Transportation Plans (MTPs) be financially constrained (i.e., a balanced budget) where the estimated costs for all transportation improvements presented in the MTP cannot exceed the amount of reasonably expected revenues from identified funding sources. The financial constraint requirement ensures realistic assumptions are made when committing funds for projects. The development of the financially constrained plan is accomplished in several steps, which include projecting both the expected revenues over the time frame of the plan and estimating the costs of the projects. These revenue projections and the project costs are required to be identified in year-of-expenditure (YOE) dollars, rather than in current-year dollars.

1. Revenue Sources

Funding for transportation improvements in the CORE MPO's 2050 MTP comes from a variety of federal, state and local sources. For detailed funding programs, please reference Appendix A.

Federal funds provide the largest share of funding for transportation improvements in the CORE MPO Metropolitan Planning Area (MPA). Federal funds come from the Highway Trust Fund (HFT) and funding allocations are based on authorization legislations, the latest of which is the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the "Bipartisan Infrastructure Law" or BIL) which was signed into law on November 15, 2021 and authorized funds for fiscal years 2022 through 2026. For the 2050 MTP financial plan development, it is assumed that as the IIJA/BIL expires, new legislations or continuing resolutions will be authorized to continue federal transportation funding through 2050.

States are major contributors of funds for transportation improvement projects, often the second largest contributor after the Federal Government. The state funds are used to match the federal grant funds or to develop transportation improvement projects without the lengthy federal process. State funds mostly come from Georgia's motor fuel tax and House Bill 170 (HB 170) funds.

In addition, transportation funds generated by local sources, either for a match against federal and state awards, or to advance projects independently of those sources, are also an important part of the 2050 MTP revenues. The local revenues come from local governments' general funds, Special Purpose Local Option Sales Tax (SPLOST), Transportation Special Purpose Local Option Sales Tax (TSPLOST) transit sales tax, transit farebox receipts, and transit district tax.

2. Revenue Projections

To assist the revenue and cost estimating process, CORE MPO staff coordinated with GDOT and local jurisdictions/agencies pertaining to recent funding levels for transportation, both revenues and expenditures. Since CORE MPO plans for the expenditure of federal funds only within the CORE MPO Metropolitan Planning Area (MPA) boundary, the highway revenue projections pertain to the following.

- 1) The information for the roadways located within the CORE MPO's MPA which includes all of Chatham County, the portion of Effingham County south of SR 119 - Indigo Road - Bethany Road, Richmond Hill, the portions of the 2020 census defined Savannah Urban Area that fall within

unincorporated Bryan County, and the areas that are connecting Richmond Hill and the Savannah Urban Area in Bryan County. This updated CORE MPA boundary was adopted by the CORE MPO Board in February 2024 and is formalized in the Memorandum of Understanding (MOU). The MPA has been approved by the Governor of Georgia.

- 2) The information for the roadways that have a functional classification of Collector or above because the local streets are normally not eligible for federal funds.

The Chatham Area Transit Authority (CAT) is the major public transportation service provider for the Savannah region. CAT provides fixed route services within the transit district and paratransit services throughout Chatham County. The Coastal Regional Commission (CRC) provides very limited public transportation services in rural areas of the Savannah region. For the purpose of 2050 MTP development, the transit revenue information is mostly derived from the adopted FY 2024 – 2027 Transportation Improvement Program (TIP) and FY 2024 – 2027 State Transportation Improvement Program (STIP). CORE MPO staff has coordinated with the GDOT Intermodal Office and CRC and got confirmation that no additional transit funds for capital improvements should be assumed.

The CORE MPO’s Technical Coordinating Committee (TCC) reviewed the information and developed the revenue projection methodology in regard to assumptions to be made, revenue sources, inflation factors, and cost bands. It has also been decided that highway revenues and transit revenues should be tabulated separately as they will fund different types of projects.

2.1 Highway Revenue Projections

2.1.1 Revenue Estimates, Assumptions and Adjustments

1. GDOT Revenue Estimates

The GDOT Office of Financial Management (OFM) provided highway revenue forecasts for 2025 – 2050 in February 2024 for the CORE MPO MPA based on the state’s obligation authority and distributions among MPOs. The forecasted revenues are divided into two parts – funds for projects and funds for maintenance. The project revenue estimates are based on the MPO population from the 2020 census, and the maintenance estimates are calculated using the MPO’s percentage of current State Route Lane mileage. These estimates are based on 2% annual growth rate for each year of IJJA/BIL & 1% after 2026 as shown in the table below.

These forecasts are matched funds, including the federal portion (80%) of the expected highway revenues for the CORE MPO Metropolitan Planning Area as well as expected matching funds (20%) provided by the State of Georgia and/or local project sponsors. These revenue forecasts will be the basis for the final 2050 MTP highway revenue development.

2025-2050 Savannah Funding Projections *
Provided by GDOT on 2/29/2024

	Projects Estimate	Maintenance Estimate	Total Estimate
2025	\$45,238,220	\$3,154,046	\$48,392,265
2026	\$46,142,984	\$3,217,126	\$49,360,111
2027	\$46,604,414	\$3,249,298	\$49,853,712
2028	\$47,070,458	\$3,281,791	\$50,352,249
2029	\$47,541,163	\$3,314,609	\$50,855,771
2030	\$48,016,574	\$3,347,755	\$51,364,329
2031	\$48,496,740	\$3,381,232	\$51,877,972
2032	\$48,981,707	\$3,415,045	\$52,396,752
2033	\$49,471,525	\$3,449,195	\$52,920,720
2034	\$49,966,240	\$3,483,687	\$53,449,927
2035	\$50,465,902	\$3,518,524	\$53,984,426
2036	\$50,970,561	\$3,553,709	\$54,524,270
2037	\$51,480,267	\$3,589,246	\$55,069,513
2038	\$51,995,069	\$3,625,139	\$55,620,208
2039	\$52,515,020	\$3,661,390	\$56,176,410
2040	\$53,040,170	\$3,698,004	\$56,738,174
2041	\$53,570,572	\$3,734,984	\$57,305,556
2042	\$54,106,278	\$3,772,334	\$57,878,612
2043	\$54,647,341	\$3,810,057	\$58,457,398
2044	\$55,193,814	\$3,848,158	\$59,041,972
2045	\$55,745,752	\$3,886,639	\$59,632,391
2046	\$56,303,210	\$3,925,506	\$60,228,715
2047	\$56,866,242	\$3,964,761	\$60,831,002
2048	\$57,434,904	\$4,004,408	\$61,439,312
2049	\$58,009,253	\$4,044,452	\$62,053,706
2050	\$58,589,346	\$4,084,897	\$62,674,243
Total	\$1,348,463,726	\$94,015,990	\$1,442,479,716

* Projection amounts are YOE \$
(2% growth rate for each year of IJJA/BIL & 1% after 2026)

2. Inflation Factors

Federal transportation legislation requires that the MPO's MTP be financially constrained. The development of the financially constrained plan is accomplished in several steps, one of which is to project the expected revenues over the timeframe of the plan. These revenue projections are required to be identified in Year-of-Expenditure (YOE) dollars. Thus, an appropriate inflation factor should

be determined to project the revenues from current-year dollars to YOE dollars. CORE MPO staff did some research in this regard and discussed inflation factor determination for the 2050 MTP with the Technical Coordinating Committee at the October 2023 meeting. Staff presented different scenarios for the annual revenue growth rate for the 2050 MTP financial plan development.

- 1) **The GDOT obligation authority** – as indicated above, the GDOT based revenue forecasts assumed a 1% annual inflation rate after 2026 and 2% before that.
- 2) **BLS annual inflation rate** – CORE MPO staff initially deduced the 2050 MTP annual revenue growth rate by averaging the previous three years’ annual inflation rates (2020, 2021, 2022) compiled by the US Labor Department’s Bureau of Statistics (BLS). This initial estimate yields an average inflation rate of 4.61%. It is the staff’s opinion that this rate is too high, given the current policies of the Federal Reserve and ongoing economic conditions, to utilize as a growth rate to project future funds.
- 3) **Long-Range Transportation Plans for reference** – CORE MPO staff researched several MTPs in the State of Georgia and found out that that they assumed different annual revenue inflation rates as listed below.
 - ARC RTP: 2.2%;
 - Augusta ARTS MPO MTP: 2%;
 - Macon MPO MTP: 2%;
 - GDOT SSTP: 1%;
 - CORE MPO 2045 MTP: 1%.

TCC Determination - The CORE MPO Technical Coordinating Committee decided that a 2% annual growth rate should be used for the 2050 MTP revenue projections.

3. CORE MPO Revenue Adjustments

The CORE MPO staff has made some adjustments to the highway revenue projections with input from the Technical Coordinating Committee and approval from the CORE MPO Board.

- 1) For the 2050 MTP highway revenue projections, the funds for **Projects** and funds for **Maintenance** will be separated from each other.
- 2) **Inflation Adjustments** - Use 2% annual inflation rate for all years 2026 – 2050 for both Project and Maintenance. The estimated revenues with the inflation adjustments are shown in the table below.

2025-2050 Savannah Funding Projections **
Adjusted by CORE MPO with 2% Annual Growth Rate

	Projects Estimate	Maintenance Estimate	Total Estimate
2025	\$45,238,220	\$3,154,046	\$48,392,265
2026	\$46,142,984	\$3,217,126	\$49,360,111
2027	\$47,065,844	\$3,281,469	\$50,347,313
2028	\$48,007,161	\$3,347,098	\$51,354,259
2029	\$48,967,304	\$3,414,040	\$52,381,344
2030	\$49,946,650	\$3,482,321	\$53,428,971
2031	\$50,945,583	\$3,551,968	\$54,497,551
2032	\$51,964,495	\$3,623,007	\$55,587,502
2033	\$53,003,785	\$3,695,467	\$56,699,252
2034	\$54,063,860	\$3,769,376	\$57,833,237
2035	\$55,145,137	\$3,844,764	\$58,989,901
2036	\$56,248,040	\$3,921,659	\$60,169,699
2037	\$57,373,001	\$4,000,092	\$61,373,093
2038	\$58,520,461	\$4,080,094	\$62,600,555
2039	\$59,690,870	\$4,161,696	\$63,852,566
2040	\$60,884,688	\$4,244,930	\$65,129,618
2041	\$62,102,381	\$4,329,829	\$66,432,210
2042	\$63,344,429	\$4,416,425	\$67,760,854
2043	\$64,611,318	\$4,504,754	\$69,116,071
2044	\$65,903,544	\$4,594,849	\$70,498,393
2045	\$67,221,615	\$4,686,746	\$71,908,361
2046	\$68,566,047	\$4,780,481	\$73,346,528
2047	\$69,937,368	\$4,876,090	\$74,813,458
2048	\$71,336,115	\$4,973,612	\$76,309,728
2049	\$72,762,838	\$5,073,084	\$77,835,922
2050	\$74,218,094	\$5,174,546	\$79,392,640
Total	\$1,523,211,832	\$106,199,570	\$1,629,411,402

** Projection amounts are YOY \$

2% growth rate for each year of IJA/BIL & keep 2% after 2026

- 3) **TIP Adjustments** - The first three years (2025, 2026 and 2027) of the 2050 MTP overlap with the last three years of the current FY 2024 – 2027 Transportation Improvement Program (TIP) and State Transportation Improvement Program (STIP). The funds included in the TIP and STIP are considered “committed”. Thus, the revenues from the adopted FY 2024 – 2027 TIP and STIP for FY 2025, 2026 and 2027 will replace state obligation-based revenue projections.

- a. The revenues for Projects will be the summation of revenue amounts for specific projects. The revenues for STIP projects in Bryan County and Effingham County located within the CORE MPO MPA will be added to the final Projects' revenues. If there are TIP and/or STIP amendments to the specific projects, the final amounts as shown after the June 2024 TIP/STIP amendments will be used. Because of the project schedule updates, some project phases are moved to FY 2028. The revenue adjustments for FY 2028 will be based on these amendments.
- b. The revenues for Maintenance will be the total of Lump Sum amounts. No Lump Sum amounts will be added to Bryan County and Effingham County for Maintenance as STIP did not provide such information.
- 4) **Grant Award Adjustments** - The grant funds that have been awarded to four projects in the Savannah region will be added to the Project revenues – 1) Reconnecting Communities and Neighborhoods Program grant award for I-16 Exit Ramp Removal, 2) Reduction of Truck Emissions at Port Facilities Grant Program project award for Voltera Electrification of American Ports (VEAP), 3) Reduction of Truck Emissions at Port Facilities Grant Program project award for Port of Savannah Renewable Fuel Project, and 4) National Electric Vehicle Infrastructure (NEVI) funds for I-16 FROM W GWINNETT STREET TO CHATHAM PKWY. The award amounts are federal portion only, so the total revenue including the required 20% match and any overmatch will be included in the final 2050 MTP revenue projections. However, the funds can only be used for these specific projects identified in the grant awards, nothing else. It is assumed that these revenues will be available in 2025 and will be amended into the TIP.

The table below shows the revenue information from the FY 2024 - 2027 TIP as adopted in November 2023. The table on the next page shows the 2050 MTP highway revenues adjustments for 2025 – 2028 from the TIP and amendments (February, April, June 2024), STIP and grant awards.

TOTAL EXPECTED HIGHWAY STIP FUNDS (MATCHED) FOR THE CORE MPO AREA (11/1/203)							
FY 2024 - FY 2027							
FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
NHPP	Y001		\$175,000,000	\$57,997,378	\$3,272,500	\$0	\$236,269,878
STBG	Y230		\$6,485,319	\$9,904,587	\$10,049,943	\$10,049,943	\$36,489,791
TAP	Y301		\$1,116,492	\$1,391,334	\$1,414,111	\$1,414,111	\$5,336,048
NHFP	Y460		\$0	\$0	\$4,537,500	\$0	\$4,537,500
Carbon	Y601		\$903,873	\$1,500,546	\$1,500,546	\$1,500,546	\$5,405,511
PROTECT	Y800		\$0	\$22,798,854	\$0	\$0	\$22,798,854
HIP	Z919		\$386,218	\$0	\$0	\$0	\$386,218
COVID	Z972		\$900,000				\$900,000
Local	LOC		\$0	\$19,708,161	\$32,350,000	\$6,834,400	\$58,892,561
NHPP	Y001	LIGHTING	\$27,000	\$27,000	\$27,000	\$27,000	\$108,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$1,211,000	\$1,211,000	\$1,211,000	\$1,211,000	\$4,844,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$7,534,000	\$6,727,000	\$6,727,000	\$6,727,000	\$27,715,000
STBG	Y240	LOW IMPACT BRIDGES	\$565,000	\$565,000	\$565,000	\$565,000	\$2,260,000
STBG	Y240	OPERATIONS	\$323,000	\$323,000	\$323,000	\$323,000	\$1,292,000
STBG	Y240	TRAF CONTROL DEVICES	\$807,000	\$807,000	\$807,000	\$807,000	\$3,228,000
STBG	Y240	RW PROTECTIVE BUY	\$40,000	\$40,000	\$40,000	\$40,000	\$160,000
HSIP	YS30	SAFETY	\$2,691,000	\$2,691,000	\$2,691,000	\$2,691,000	\$10,764,000
RRX	YS40	RAILROAD CROSSINGS	\$309,000	\$309,000	\$309,000	\$309,000	\$1,236,000
TOTAL			\$198,298,901	\$126,000,860	\$65,824,600	\$32,499,000	\$422,623,360
			Projects	\$184,791,901	\$113,300,860	\$53,124,600	\$371,016,360
			Lump Sum	\$13,507,000	\$12,700,000	\$12,700,000	\$51,607,000

2050 MTP Highway Revenue Adjustments from FY 2024 - 2027 TIP and Grant Awards							Comment
		2024	2025	2026	2027	2028	
FY 2024 - 2027 TIP Adopted 11/1/2023	Projects	\$184,791,901	\$113,300,860	\$53,124,600	\$19,799,000	\$48,007,161	2024 - 2027 numbers based on Total Revenues in the adopted TIP; 2028 number based on obligation based projected amount with 2% annual inflation rate.
	Lump Sum	\$13,507,000	\$12,700,000	\$12,700,000	\$12,700,000		
2045 MTP Amended 2/28/2024	Projects					\$500,000	PI# 0017183, SPUR/US 17 @ SAVANNAH RIVER CROSSING, ROW added in FY 2028.
	Lump Sum						
FY 2024 - 2027 TIP Amended 2/28/2024	Projects	\$4,309,018					PI# 0015306, TRUMAN LINEAR PARK TRAIL – PHASE II-B, CST added to FY 2024 with revenue balance, no impact on 2050 MTP.
	Lump Sum						
FY 2024 - 2027 TIP Amended May 2024	Projects		-\$16,200,000	\$45,840,360			PI# 0015704, SR 404 SPUR/US 17 @ BACK RIVER, CST cost increase and year move from 2025 to 2026
	Lump Sum	-\$2,000,000	\$2,000,000				PI# 0017976, Garrard Avenue Improvement Project, ROW moved from FY 2024 to FY 2025
FY 2024 - 2027 TIP Amended June 2024	Projects		\$500,000				PI# 0015705, SR 404 SPUR/US 17 FROM SAVANNAH RIVER TO BACK RIVER, added ROW in FY 2025
	Lump Sum		-\$2,000,000	\$2,000,000			PI# 0015705, SR 404 SPUR/US 17 FROM SAVANNAH RIVER TO BACK RIVER, CST moved from FY 2025 to FY 2026
	Projects	-\$120,300		\$141,206			PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK, ROW moved from FY 2024 to FY 2026, cost updated from \$120,300 to \$141,206
	Lump Sum		-\$20,798,854			\$20,798,854	PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK, CST moved from FY 2025 to FY 2028, no cost increase
FY 2024 - 2027 STIP Adopted Bryan County	Projects						PI# 0016507, I-16 @ CR 12/OLIVE BRANCH ROAD 9.1 MI NE OF PEMBROKE, not in CORE MPO MPA, not impacting 2050 MTP.
	Lump Sum						PI# 0019359, SR 144 SPUR @ OGEECHEE RIVER, not in CORE MPO MPA, not impacting 2050 MTP.
							No lump sum amounts are listed in STIP for Bryan County.
FY 2024 - 2027 STIP Adopted Effingham County	Projects	\$16,175,661					PI# 0013804, SR 119 @ OGEECHEE RIVER & OVERFLOW 13.6 MI SE OF BROOKLET, CST in FY 2024, outside of CORE MPO MPA, not impacting 2050 MTP.
	Lump Sum		\$325,000		\$7,060,000		PI# 0018234, STILLWELL ROAD @ EBENEZER CREEK (bridge replacement), ROW in FY 2025 and CST/UTL in FY 2027.
	Projects		\$17,160,000				PI# S11250, I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE (bridge rehab), CST in FY 2025
	Lump Sum	\$225,000		\$275,000		\$3,950,000	PI# 0019186, CR 307/LONG BRIDGE RD @ EBENEZER CREEK 4 MI E OF SPRINGFIELD (bridge replacement), ROW in FY 2026 and CST/UTL in FY 2028. PE in FY 2024, not impacting 2050 MTP.
							No lump sum amounts are listed in STIP for Effingham County.
Additional Projects (grant awards)	Projects		\$2,250,000				Reconnecting Communities and Neighborhoods Program funds for I-16 Exit Ramp Removal PE phase
	Lump Sum		\$9,750,000				Reduction of Truck Emissions at Port Facilities Grant Program project award for Volterra Electrification of American Ports (VEAP). Total amounts to be coordinated with project sponsor.
	Projects		\$9,375,000				Reduction of Truck Emissions at Port Facilities Grant Program project award for Port of Savannah Renewable Fuel Project. Total amounts to be coordinated with project sponsor.
	Lump Sum		\$1,250,000				PI# 0020351, I-16 FROM W GWINNETT STREET TO CHATHAM PKWY – NEVI Charging Station.
	Total Projects	\$203,381,280	\$116,912,006	\$101,381,166	\$26,859,000	\$73,256,015	
	Total Lump Sum	\$13,507,000	\$12,700,000	\$12,700,000	\$12,700,000		

5) **Revenue Adjustments from State Sources** - Since it is uncertain how much HB 170 funds or other state funds will be allocated to the Savannah area for the duration of the 2050 MTP, it is assumed that no HB 170 funds or other state funds would be available for the final revenue forecasts. If funds from these sources become available in the future, they will be considered additional revenues beyond the original 2050 MTP revenue estimates.

6) **Revenue Adjustments from Local Sources** - Considering it has become more common for the local project sponsors to provide overmatch (more than 20%) to federal funds for projects, it is assumed that \$3 million annual local funds (SPLOST, TSPLOST, general funds) with adjustment of annual inflation rate of 2% would be included in the final 2050 MTP revenue forecasts. These funds will be used to finance **Projects'** implementation, not to be spent on Maintenance. This is based on two factors:

- Fact - Both Bryan County and Effingham County have passed TSPLSOT for specific projects; and
- Assumption - Chatham County will allocate more resources to transportation improvement projects from SPLOST.

- 7) **Revenue Adjustments from Other Sources** - It is assumed that no other funding sources (bonds, discretionary grant funds, public – private partnership funds, etc.) would be included in the final 2050 MTP revenue forecasts.
- 8) **Revenue Adjustments for Maintenance** - It is assumed that no additional funds (Local Maintenance and Improvement Grant or LMIG, etc.) would be included in the final 2050 MTP Maintenance revenue forecasts.
- 9) **Cost Bands** - The revenues of the 2050 MTP expressed in Year-of-Expenditure (YOE) dollars will be distributed into short-, mid- and long- term cost bands to cover projects included in each band as follows.
 - a. Cost Band One: 2025 – 2032 (8 years; overlaps with current and next TIPs; mid-year is 2028)
 - b. Cost Band Two: 2033 – 2041 (9 years; mid-year is 2037)
 - c. Cost Band Three: 2042 – 2050 (9 years; mid-year is 2046)
- 10) **Category Revenues** - The Project revenues in each cost band will be divided into revenues for specific projects and revenues for category expenditures. Three categories have been identified as shown below.
 - a. Operational Improvements Set Aside: based on the approximate Lump Sum category percentage of the total revenues in the FY 2024 – 2027 TIP, it is assumed that 12% of available project revenues for 2028 - 2050 will be reserved for operational improvements. The 2025, 2026 and 2027 lump sum funding amounts in the TIP are used for Operational Improvements for these three years.
 - b. Transit Set Aside: based on historic Y230 funding awards to CAT and estimated costs for electric buses, it is assumed that \$1.3 million from Project revenues will be reserved each year for bus purchase or transit improvements. Implementation of these transit projects will require funding flexing from FHWA to FTA.
 - c. Non-Motorized Set Aside: based on the bike/ped mode share of the Savannah region, it is assumed that 3% of Project revenues will be reserved for non-motorized projects (bike, ped, trails, etc.) for 2028 – 2050. The 2025, 2026 and 2027 funding amounts for programmed bike/ped/trail projects in the TIP and STIP are used for these three years.

2.1.2 Highway Revenue Forecasts

The tables below list the expected revenues in each cost band that can be used for highway improvements in the 2050 MTP after all adjustments have been made, as well as the category revenues.

2025-2050 Savannah Funding Projections Adjusted by CORE MPO***

	GDOT Revenue Adjusted with 2% Annual Growth Rate			Revenue Adjustments with 2045 MTP, TIP and STIP, and Recent Grant Awards			Additional Revenues					Total Highway Estimates			Cost Band	Cost Band Projects	Cost Band Maintenance	Cost Band Total
	Projects Estimate	Maintenance Estimate	Total Estimate	Projects Estimate	Maintenance Estimate	Total with Local Match Funds	HB 170	Grants	Local (SPLOST, TSPLOT)	LMIG	Total Additional	Project	Maintenance	Total				
2025	\$45,238,220	\$3,154,046	\$48,392,265	\$116,912,006	\$12,700,000	\$129,612,006	\$0	\$0	\$3,000,000	\$0	\$3,000,000	\$119,912,006	\$12,700,000	\$132,612,006	One	\$545,981,125	\$55,518,434	\$601,499,559
2026	\$46,142,984	\$3,217,126	\$49,360,111	\$101,381,166	\$12,700,000	\$114,081,166	\$0	\$0	\$3,060,000	\$0	\$3,060,000	\$104,441,166	\$12,700,000	\$117,141,166				
2027	\$47,065,844	\$3,281,469	\$50,347,313	\$26,859,000	\$12,700,000	\$39,559,000	\$0	\$0	\$3,121,200	\$0	\$3,121,200	\$29,980,200	\$12,700,000	\$42,680,200				
2028	\$48,007,161	\$3,347,098	\$51,354,259	\$73,256,015	\$3,347,098	\$76,603,113	\$0	\$0	\$3,183,624	\$0	\$3,183,624	\$76,439,639	\$3,347,098	\$79,786,737				
2029	\$48,967,304	\$3,414,040	\$52,381,344	\$48,967,304	\$3,414,040	\$52,381,344	\$0	\$0	\$3,247,296	\$0	\$3,247,296	\$52,214,600	\$3,414,040	\$55,628,641				
2030	\$49,946,650	\$3,482,321	\$53,428,971	\$49,946,650	\$3,482,321	\$53,428,971	\$0	\$0	\$3,312,242	\$0	\$3,312,242	\$53,258,892	\$3,482,321	\$56,741,214				
2031	\$50,945,583	\$3,551,968	\$54,497,551	\$50,945,583	\$3,551,968	\$54,497,551	\$0	\$0	\$3,378,487	\$0	\$3,378,487	\$54,324,070	\$3,551,968	\$57,876,038				
2032	\$51,964,495	\$3,623,007	\$55,587,502	\$51,964,495	\$3,623,007	\$55,587,502	\$0	\$0	\$3,446,057	\$0	\$3,446,057	\$55,410,552	\$3,623,007	\$59,033,559				
2033	\$53,003,785	\$3,695,467	\$56,699,252	\$53,003,785	\$3,695,467	\$56,699,252	\$0	\$0	\$3,514,978	\$0	\$3,514,978	\$56,518,763	\$3,695,467	\$60,214,230				
2034	\$54,063,860	\$3,769,376	\$57,833,237	\$54,063,860	\$3,769,376	\$57,833,237	\$0	\$0	\$3,585,278	\$0	\$3,585,278	\$57,649,138	\$3,769,376	\$61,418,514				
2035	\$55,145,137	\$3,844,764	\$58,989,901	\$55,145,137	\$3,844,764	\$58,989,901	\$0	\$0	\$3,656,983	\$0	\$3,656,983	\$58,802,121	\$3,844,764	\$62,646,885				
2036	\$56,248,040	\$3,921,659	\$60,169,699	\$56,248,040	\$3,921,659	\$60,169,699	\$0	\$0	\$3,730,123	\$0	\$3,730,123	\$59,978,163	\$3,921,659	\$63,899,822				
2037	\$57,373,001	\$4,000,092	\$61,373,093	\$57,373,001	\$4,000,092	\$61,373,093	\$0	\$0	\$3,804,725	\$0	\$3,804,725	\$61,177,726	\$4,000,092	\$65,177,819				
2038	\$58,520,461	\$4,080,094	\$62,600,555	\$58,520,461	\$4,080,094	\$62,600,555	\$0	\$0	\$3,880,820	\$0	\$3,880,820	\$62,401,281	\$4,080,094	\$66,481,375				
2039	\$59,690,870	\$4,161,696	\$63,852,566	\$59,690,870	\$4,161,696	\$63,852,566	\$0	\$0	\$3,958,436	\$0	\$3,958,436	\$63,649,307	\$4,161,696	\$67,811,003				
2040	\$60,884,688	\$4,244,930	\$65,129,618	\$60,884,688	\$4,244,930	\$65,129,618	\$0	\$0	\$4,037,605	\$0	\$4,037,605	\$64,922,293	\$4,244,930	\$69,167,223				
2041	\$62,102,381	\$4,329,829	\$66,432,210	\$62,102,381	\$4,329,829	\$66,432,210	\$0	\$0	\$4,118,357	\$0	\$4,118,357	\$66,220,788	\$4,329,829	\$70,550,617				
2042	\$63,344,429	\$4,416,425	\$67,760,854	\$63,344,429	\$4,416,425	\$67,760,854	\$0	\$0	\$4,200,724	\$0	\$4,200,724	\$67,545,153	\$4,416,425	\$71,961,578				
2043	\$64,611,318	\$4,504,754	\$69,116,072	\$64,611,318	\$4,504,754	\$69,116,072	\$0	\$0	\$4,284,739	\$0	\$4,284,739	\$68,896,056	\$4,504,754	\$73,400,810				
2044	\$65,903,544	\$4,594,849	\$70,498,393	\$65,903,544	\$4,594,849	\$70,498,393	\$0	\$0	\$4,370,434	\$0	\$4,370,434	\$70,273,977	\$4,594,849	\$74,868,826				
2045	\$67,221,615	\$4,686,746	\$71,908,361	\$67,221,615	\$4,686,746	\$71,908,361	\$0	\$0	\$4,457,842	\$0	\$4,457,842	\$71,679,457	\$4,686,746	\$76,366,203				
2046	\$68,566,047	\$4,780,481	\$73,346,528	\$68,566,047	\$4,780,481	\$73,346,528	\$0	\$0	\$4,546,999	\$0	\$4,546,999	\$73,113,046	\$4,780,481	\$77,893,527				
2047	\$69,937,368	\$4,876,090	\$74,813,458	\$69,937,368	\$4,876,090	\$74,813,458	\$0	\$0	\$4,637,939	\$0	\$4,637,939	\$74,575,307	\$4,876,090	\$79,451,397				
2048	\$71,336,115	\$4,973,612	\$76,309,728	\$71,336,115	\$4,973,612	\$76,309,728	\$0	\$0	\$4,730,698	\$0	\$4,730,698	\$76,066,813	\$4,973,612	\$81,040,425				
2049	\$72,762,838	\$5,073,084	\$77,835,922	\$72,762,838	\$5,073,084	\$77,835,922	\$0	\$0	\$4,825,312	\$0	\$4,825,312	\$77,588,149	\$5,073,084	\$82,661,234				
2050	\$74,218,094	\$5,174,546	\$79,392,640	\$74,218,094	\$5,174,546	\$79,392,640	\$0	\$0	\$4,921,818	\$0	\$4,921,818	\$79,139,912	\$5,174,546	\$84,314,458				
Total	\$1,523,211,832	\$106,199,570	\$1,629,411,402	\$1,655,165,810	\$134,646,929	\$1,789,812,739	\$0	\$0	\$101,012,717	\$0	\$101,012,717	\$1,756,178,527	\$134,646,929	\$1,890,825,456	\$1,756,178,527	\$134,646,929	\$1,890,825,456	

2025 - 2027 Bike/Ped (TIP)	\$29,660,546
2028 - 2032 Bike/Ped (3% of Project Revenue)	\$8,749,433
Band One Bike/Ped	\$38,409,979

2025 - 2027 Lump Sum (TIP)	\$38,100,000
2028 - 2032 Operation (12% of Project Revenue)	\$34,997,730
Band One Operational Improvements	\$73,097,730

2050 MTP Highway Revenue Projections by Cost Band and Category

Year	Cost Band	Cost Band Total	Project Revenues				Total for Projects	Maintenance Revenues Total for Maintenance
			Projects + Maintenance	Specific Highway Projects	Operational Improvements Projects Set Aside	Non-Motorized Projects Set Aside*		
2025 - 2032	One	\$601,499,559	\$424,073,416	\$73,097,730	\$38,409,979	\$10,400,000	\$545,981,125	\$55,518,434
2033 - 2041	Two	\$587,367,437	\$456,921,600	\$66,158,344	\$16,539,586	\$11,700,000	\$551,319,529	\$36,047,908
2042 - 2050	Three	\$701,958,459	\$548,346,192	\$79,065,345	\$19,766,336	\$11,700,000	\$658,877,872	\$43,080,587
Total		\$1,890,825,456	\$1,429,341,208	\$218,321,419	\$74,715,901	\$33,800,000	\$1,756,178,527	\$134,646,929

Operational Improvements Set Aside assumes 12% of total available revenues for projects for 2028 - 2032. Lump Sum amounts from TIP are for FY 2025 - 2027.

Transit Set Aside assumes \$1,300,000 each year for bus purchase and/or transit improvements.

Non-Motorized Set Aside assumes 3% each year for bike/ped projects for 2028 - 2050. Specific amounts for bike/ped projects from TIP are for FY 2025 - 2027.

Available revenues for specific highway projects are total project revenue minus set asides.

2.2 Transit Revenue Projections

The Moving Forward Together 2050 Plan focuses on transit capital projects only. Transit operating funds will not be a part of the transit revenue projections.

1. Transit Revenues vary by year. CORE MPO has decided to use the current FY 2024 – 2027 TIP as the basis for transit revenue projections for the 2050 MTP. Considering the uncertainty of federal grants to be available, it has been determined that the year with only formula funds and no additional grant funds (FY 2027) will be used as the basis. The Capital Revenue would be the Total Revenue minus Operational Revenue. The tables below show the total revenues and capital revenues for transit projects in the TIP.

FY 2024 - FY 2027					
Funding Code	FY 2024	FY 2025	FY 2026	FY 2027	Total
Section 5307	\$13,769,335	\$11,006,694	\$8,507,094	\$5,684,608	\$38,967,731
Section 5307 (h)	\$6,835,000	\$200,000	\$200,000	\$200,000	\$7,435,000
Section 5337	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Section 5339 and Section 5339 C	\$1,800,000	\$1,700,000	\$1,700,000	\$1,700,000	\$6,900,000
FHWA Ferry Boat Program Formula Funds	\$445,561	\$445,561	\$445,561	\$445,561	\$1,782,244
Section 5310	\$200,000	\$200,000	\$200,000	\$200,000	\$800,000
Section 5311	\$1,229,599	\$1,229,599	\$1,229,599	\$1,229,599	\$4,918,396
T-HUD	\$0	\$14,508,472	\$0	\$0	\$14,508,472
Flexed FHWA Funds	\$7,324,981	\$729,801	\$1,670,000	\$0	\$9,724,782
Total	\$31,804,476	\$30,220,127	\$14,152,254	\$9,659,768	\$85,836,625

Transit TIP Adjustments to 2050 MTP Transit Revenues					
	Capital Projects	2024	2025	2026	2027
Section 5307	ITS	\$739,365	\$120,000	\$0	\$0
	Preventative Maintenance	\$1,440,000	\$1,440,000	\$1,440,000	\$1,440,000
	Safety and Security	\$0	\$0	\$0	\$0
	Facility Enhancements	\$0	\$0	\$0	\$0
	Vehicle Replacement	\$5,880,000	\$5,880,000	\$3,500,400	\$3,844,608
Section 5307 (h)	Facility Enhancements	\$635,000	\$0	\$0	\$0
	Passenger Ferry Purchase	\$6,000,000	\$0	\$0	\$0
	Passenger Ferry Rehabilitation	\$200,000	\$200,000	\$200,000	\$200,000
Section 5337	Ferry Boat Rehab	\$200,000	\$200,000	\$200,000	\$200,000
Section 5339	ITS	\$0	\$0	\$0	\$0
	Vehicle Purchases	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000
	Facility Enhancements	\$0	\$0	\$0	\$0
	Ferry Boat Rehab	\$200,000	\$100,000	\$100,000	\$100,000
Section 5339c	Electric Bus Purchase	\$0	\$0	\$0	\$0
IWA FBP	Ferry Boat Program	\$445,561	\$445,561	\$445,561	\$445,561
T-HUD	Paratransit Maintenance Facility	\$0	\$8,508,472	\$0	\$0
	Ferry Vessel Construction	\$0	\$6,000,000	\$0	\$0
M230 Flexed Funds	Vehicle Purchase	\$2,720,590	\$0	\$0	\$0
	ITS	\$225,810	\$0	\$0	\$0
Z230 Flexed Funds	Electric Bus Conversion Initiative: Acquire Equipment	\$2,000,000	\$0	\$0	\$0
	Facilities Rehab	\$0	\$729,801	\$0	\$0
	Bus Reliability Initiative: Vehicle Purchase	\$1,582,031	\$0	\$0	\$0
	ITS	\$796,550	\$0	\$0	\$0
	(2) 35 ft. Fixed Route Diesel Buses	\$0	\$0	\$1,170,000	\$0
	Bus Stop Improvement Program	\$0	\$0	\$500,000	\$0
Total		\$24,664,907	\$25,023,834	\$8,955,961	\$7,830,169

2. Through coordination with the Intermodal Office of GDOT and the Coastal Regional Commission, it has been determined that no additional transit capital revenues will be available for Bryan County and Effingham County.
3. It is assumed that no Georgia State Transit Trust funds or additional local funds will be available for transit capital improvements.
4. Based on the information above, it is assumed that an annual average of \$7.5 million (federal grants + state matching funds + local revenue sources) will be available for transit capital revenue projections.
5. Using 2025 as the base year, a 2% annual inflation rate is applied to the 2050 MTP transit capital revenue forecasts.
6. For FY 2025, 2026 and 2027, the actual total for transit capital improvements in the TIP will replace the estimated amounts as the TIP projects are considered “committed” projects.
7. Similar to highway revenue projections, the transit capital revenues expressed in YOE dollars will be distributed into short-, mid- and long-term cost bands. The table below lists the expected transit capital revenues for the 2050 MTP.

2025 - 2050 Transit Capital Revenue Projections			
	Transit Capital	Cost Band	Cost Band Total
2025	\$7,500,000	One	\$64,372,268
2026	\$7,650,000		
2027	\$7,803,000		
2028	\$7,959,060		
2029	\$8,118,241		
2030	\$8,280,606		
2031	\$8,446,218		
2032	\$8,615,143		
2033	\$8,787,445	Two	\$85,718,264
2034	\$8,963,194		
2035	\$9,142,458		
2036	\$9,325,307		
2037	\$9,511,813		
2038	\$9,702,050		
2039	\$9,896,091		
2040	\$10,094,013		
2041	\$10,295,893	Three	\$102,441,261
2042	\$10,501,811		
2043	\$10,711,847		
2044	\$10,926,084		
2045	\$11,144,605		
2046	\$11,367,498		
2047	\$11,594,848		
2048	\$11,826,744		
2049	\$12,063,279		
2050	\$12,304,545		
2025 - 2050 Revenues	\$252,531,793		\$252,531,793

3. Project Cost Estimating Methodology

The forecasted available revenues will be allocated to projects included in the 2050 MTP based on their development timeframe, thus deriving the planning-level project cost estimates is of vital importance. The following summarizes the methodology utilized to calculate the project cost estimates in YOE dollars for the 2050 MTP.

3.1 Planning Level Cost Estimating for Highway Projects

1. Project Phases

The project phases of each potential 2050 MTP highway project, which include Preliminary Engineering (PE), Right-of-Way acquisition (ROW), Utilities (UTL) and Construction (CST), are reviewed by CORE MPO staff and the Technical Coordinating Committee to determine which of three cost band periods best match the priority and schedule of each phase. If a project phase was authorized prior to the adoption of the 2050 MTP, that project phase cost is not included in the plan.

2. Funding Sources

Funding source by project phase is **not** tracked; only the cost totals by phase (PE, ROW, UTL and CST) are calculated.

3. Annual Inflation Rates

The cost estimates for 2050 MTP will be expressed in Year-of-Expenditure (YOE) dollars by applying appropriate inflation factors. These inflation factors are normally associated with actual construction costs and are different from the inflation factors for revenue projections.

CORE MPO's 2045 MTP used 3.5% as the annual inflation rate for project cost estimating. That rate was based on the National Highway Construction Cost Index (NHCCI) data from 2003 to 2018.

In recent years, due to COVID 19 and other factors, the inflation rates for highway projects have dramatically increased as demonstrated below by the numbers quoted by the GDOT Commissioner. The transportation construction cost greatly outpaced the Consumer Price Index (CPI).

- From the second quarter of 2020 to the second quarter of 2023, the highway construction cost index increased by 51%.
- Between December 2020 and October 2023, the cost of resurfacing projects in Georgia increased by 80% to \$335,000 per mile. The cost of a two-lane roundabout increased by 114% to an average of \$3.4 million, while urban road widening increased by an average of 118% to about \$19 million per mile for widening a road from two to four lanes.

For the 2050 MTP cost estimating, staff don't think these astronomical increases can last long. The 2050 MTP covers 26 years, so long-term impacts should be considered as markets and economy might cool down in the future. The federal guidance on getting the appropriate inflation factors for YOE cost estimates indicate that:

- It is best to use State and/or local cost data if available;
- In the absence of State and/or local data, FHWA and FTA would be comfortable if MPOs utilize an annual inflation rate of four (4) percent for project costs; and
- The MPO may assume a lower or higher rate based on circumstances.

With adjustments to the 2045 MTP, staff think **4%** annual inflation rate is more appropriate for cost estimating.

TCC Determination - The CORE MPO Technical Coordinating Committee decided that a 4% annual growth rate should be used for the 2050 MTP cost estimating for longer-term projects.

The table below shows the inflation factors based on the 2% annual growth rate for revenue projection and 4% annual growth rate for cost estimating.

Year	Revenue (2%)	Cost (4%)
2025	1	1
2026	1.02	1.04
2027	1.0404	1.0816
2028	1.061208	1.124864
2029	1.08243216	1.16985856
2030	1.104080803	1.216652902
2031	1.126162419	1.265319018
2032	1.148685668	1.315931779
2033	1.171659381	1.36856905
2034	1.195092569	1.423311812
2035	1.21899442	1.480244285
2036	1.243374308	1.539454056
2037	1.268241795	1.601032219
2038	1.29360663	1.665073507
2039	1.319478763	1.731676448
2040	1.345868338	1.800943506
2041	1.372785705	1.872981246
2042	1.400241419	1.947900496
2043	1.428246248	2.025816515
2044	1.456811173	2.106849176
2045	1.485947396	2.191123143
2046	1.515666344	2.278768069
2047	1.545979671	2.369918792
2048	1.576899264	2.464715543
2049	1.608437249	2.563304165
2050	1.640605994	2.665836331

4. Cost Estimating

Since implementation of the YOE requirements under SAFETEA-LU in 2005, the CORE MPO's previous MTPs focused on cutting projects as revenues could not cover all identified transportation improvement needs. The 2050 MTP might be the 1st long range transportation plan that CORE MPO can add new projects. The new projects come from the contributing plans and studies (Regional Freight Transportation Plan, Congestion Management Process, US 80 Corridor Study, SR 307 Corridor Study, SR 21 Access Management Study, etc.), the Travel Demand Model as well as other regional studies and are selected through a project prioritization process.

Some projects recommended by the contributing plans and studies already have cost estimates associated with them. These estimates will be the basis for the final cost determination if the project is selected to be included in the 2050 MTP.

Other projects recommended by the contributing plans and studies don't have associated cost estimates. For these projects, CORE MPO staff has obtained a Cost Estimating Tool from the Atlanta Regional Commission (ARC). The ARC tool was established in 2016 and is utilized across the region by the private sector as well as ARC. This tool provides an input for any interest rate. CORE MPO staff and TCC tested the tool and determined that it can provide an adequate estimate of a transportation improvement project. The estimates from this tool will be the basis for the final cost determination if the project is selected to be included in the 2050 MTP.

5. Time Periods

The projects' cost estimates for cost band periods are described below. Assuming that the Cost Band Two and Three projects will be estimated to the mid-year of each band, the final inflation factors based on the 4% annual inflation rate will be as follows.

- ❖ Cost Band One: 2025 - 2032 (mid-year is 2028, inflation factor is 1)
- ❖ Cost Band Two: 2033 – 2041 (mid-year is 2037, inflation factor is 1.60)
- ❖ Cost Band Three: 2042 – 2050 (mid-year is 2046, inflation factor is 2.28)
- Cost Estimating for Cost Band One (2025 - 2032):
 - Overlaps the current FY 2024 - 2027 Transportation Improvement Program (TIP).
 - For 2025 - 2027 projects, use the projects' phase costs in the TIP that reflect the most current GDOT cost estimates.
 - For 2028 – 2032 projects, use the best available cost estimates from GDOT, local project sponsors or CORE MPO where applicable. The projects' costs should be estimated for the appropriate phase (PE, ROW, UTL and CST).
 - No inflation factor is applied to the project phases if the cost estimates are already inflation-adjusted.
 - Otherwise, the inflation factor of 1.12 for the midyear of Cost Band One (2028) is used assuming the cost estimates are based on the base year (2025).
- Cost Estimating for Cost Band Two (2033 – 2041)
 - Incorporate cost estimates developed from the contributing plans or studies or from the Cost Estimating Tool, or project sponsor-provided estimates, or estimates based on per

mile costs of comparable local projects as expressed in approved concept reports as available.

- Adjust the cost estimates to the base year – 2025.
- Apply the appropriate escalation inflation factor (1.60) calculated for YOE 2037 (the midpoint of this time band) for the final cost estimates for each phase.
- Cost Estimating for Cost Band Three (2042 - 2050)
 - Incorporate cost estimates developed from the contributing plans or studies or from the Cost Estimating Tool, or project sponsor-provided estimates, or estimates based on per mile costs of comparable local projects as expressed in approved concept reports as available.
 - Adjust the cost estimates to the base year – 2025.
 - Apply the appropriate escalation inflation factor (2.28) calculated for YOE 2046 (the midpoint of this time band) for the final cost estimates for each phase.

3.2 Planning Level Cost Estimating for Transit Projects

For transit capital projects, CAT used cost information developed from the Master Transit Plan, Transit Development Plan, Transit Asset Management Plan, Transportation Improvement Program, or RFP quotes as the basis. CAT then applied the appropriate escalation inflation factors for each cost band similar to highway projects for final cost estimates.

4. Development of the Financially Constrained Plan

With the development of the anticipated revenues and projects’ cost estimates over the planning period, the next step is to decide what projects are to be included in the financially constrained 2050 MTP. This step takes into consideration projects’ development status and implementation schedule, MTP continuity, projects’ prioritization rankings, fiscal constraints, and geographic equity analysis.

4.1 Highway Project Development Methodology

For highway financially constrained plan development, the projects are evaluated and selected based on the methodology listed below.

1. The projects in the 2045 MTP that are completed, under construction, or have construction funds authorized are not included in the 2050 MTP, including the following.

2045 MTP Projects Not to Be Carried Forward to 2050 MTP	
Project	Status
PI# 0012757, I-16 FROM I-95 TO I-516 (including PI# 0012758, I-95/I-16 Interchange Reconstruction)	Under Construction
PI# 0013727, I-16 @ SR 307	Under Construction
PI# 0013741, SR 25/US 17 @ SAVANNAH RIVER IN PORT WENTWORTH	Under Construction
PI# 0013742, SR 25/US 17 @ MIDDLE RIVER IN PORT WENTWORTH	Under Construction
PI# 0006700, EFFINGHAM PKWY FM CR 156/BLUE JAY/EFFINGHAM TO SR 30/CHATHAM	Under Construction
PI# 0006328, BRAMPTON ROAD CONNECTOR FM FOUNDATION DR TO SR 21/SR25/US80	Under Construction
PI# 521855, SR 26 FROM I-516 TO CS 188/VICTORY DRIVE	Under Construction
PI# 0015306, TRUMAN LINEAR PARK TRAIL – PHASE II-B	Project will start construction soon.
PI# 0010028, CS 1097/DELESSEPS/LA ROCHE AVE FM WATERS AVE TO SKIDAWAY RD	Under Construction
PI# 0010560, SR 26/US 80 @ Bull River and @ Lazaretto Creek	Funding for the PE phase of the umbrella project has been authorized. The project has been split to include two bridge replacement projects which will be carried forward.

2. The remaining projects in the 2045 MTP that are in the pipeline for implementation will be carried forward to the financially constrained 2050 MTP as shown below. Some of these projects overlap with the current FY 2024 – 2027 TIP.
 - PI# 0008358, I-516 @ CS / 1503 / DeRenne Avenue (DeRenne Blvd Option)
 - PI# 0008359, EAST DERENNE FROM SR 204 TO HARRY S TRUMAN PKWY (East DeRenne Avenue Improvements)

- PI# 0010236, SR 21 FROM CS 346/MILDRED STREET TO SR 204 (West DeRenne Avenue Improvements)
 - 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# 0017411, I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP
 - PI# 0017414, SR 26/US 80 @ BULL RIVER
 - PI# 0017415, SR 26/US 80 @ LAZARETTO CREEK
 - PI# 0017515, I-16 @ SR 17 (I-16 Interchange at Little Neck Road)
 - PI# 0018402, I-95 at Airways Avenue
3. The projects from Bryan County and Effingham County within the CORE MPO MPA boundary that are programmed in the FY 2024 – 2027 STIP will be included in the 2050 MTP as shown below.
- PI# 0018234, STILLWELL ROAD @ EBENEZER CREEK
 - PI# 0019186, CR 307/LONG BRIDGE RD @ EBENEZER CREEK 4 MI E OF SPRINGFIELD
 - PI# 511250, I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE
4. The projects that received grant funding that will go through the FHWA award process will be included in the 2050 MTP as shown below.
- PI# 0011744, I-16 Exit Ramp Removal - Reconnecting Communities and Neighborhoods Program grant award, for PE phase only. The federal award is \$1,800,000; the local match is \$450,000; and the total is \$2,250,000. The City of Savannah will use the grant funds to do the following - Equitable Redevelopment Plan, Concept Design, Environmental Studies, and Community Outreach Program.
 - Voltera Electrification of American Ports (VEAP) - Reduction of Truck Emissions at Port Facilities Grant Program project award. Voltera Power, a zero-emissions refueling infrastructure provider, will receive \$7.8 million to build a large-scale charging project near the Port of Savannah. The required 20% local match is \$1,950,000. The total is \$9,750,000. The project will reduce emissions from port-related traffic by providing parking and charging services for medium- and heavy-duty electric vehicle (EV) fleets.
 - Port of Savannah Renewable Fuel Project - Reduction of Truck Emissions at Port Facilities Grant Program project award. The Georgia Ports Authority will receive \$7.5 million to conduct a four-year pilot program at the Port of Savannah that will expand the use of low-emission and zero-emission equipment to carry out daily port activities and reduce port-related emissions from idling trucks. The project will replace petroleum diesel fuel used by 621 trucks with renewable, low-emission diesel fuel. The required 20% local match is \$1,875,000. The total is \$9,375,000.
 - PI# 0020351, I-16 FROM W GWINNETT STREET TO CHATHAM PKWY – NEVI Charging Station. The Georgia Department of Transportation will use the NEVI funds (\$1,000,000 federal, \$250,000 other, \$1,250,000 total) to deploy charging stations on this segment of the highway.

5. The long-range projects in the 2045 MTP are evaluated for their project prioritization rankings, local project sponsor commitment, fiscal constraints of each cost band, and geographic equity analysis. The following long-range 2045 MTP projects are carried forward to 2050 MTP.

- I-95 at SR 21 / Augusta Rd Interchange Reconstruction
- President Street / Truman Parkway Interchange Bridge and Ramp Reconstruction – a different project has been identified for the 2050 MTP: President Street Grade Separation from East Broad Street to Dulany Avenue
- I-516 / Lynes Parkway Widening from Veterans Parkway to Mildred St
- I-516 / Lynes Parkway at I-16 Interchange Reconstruction
- I-516 / Lynes Parkway Widening from CR 975/Veterans Pkwy to I-16
- PI# 0015528, I-16 Widening from CS 565/Pooler Pkwy to I-95
- Old River Road Widening from SR 204 to Effingham/Chatham County Line – the new limit is from SR 204 to I-16 now that Southern Effingham County is a part of the COR MPO MPA.

Three long range projects in the 2045 MTP are not carried forward.

- Gulfstream Widening from SR 21 to Airways Avenue - The Savannah Airport Commission, the local project sponsor, requested to remove this project.
- Harris Trail Road Widening from Timber Trail to Port Royal Road – This roadway is classified as Local Road in the federal Functional Classification system and is not eligible for federal funding. CORE MPO will work with Richmond Hill, Bryan County and GDOT to up-classify the roadway to pave the way for federal funding eligibility. If local funding or grant funding is available before the up-classification, the project will be amended in as a project to be financed with alternative sources.
- Port Royal Road Widening from SR 144 to Harris Trail Road - This roadway is classified as Local Road in the federal Functional Classification system and is not eligible for federal funding. CORE MPO will work with Richmond Hill, Bryan County and GDOT to up-classify the roadway to pave the way for federal funding eligibility. If local funding or grant funding is available before the up-classification, the project will be amended in as a project to be financed with alternative sources.

Another project in the 2045 MTP is not carried forward.

- I-95 at Quacco Road Interchange Study – CORE MPO will help our planning partners to secure planning grants for the study.

6. Additional highway projects identified through the travel demand modelling process, Congestion Management Process, plan and study development process, and/or by local sponsors are evaluated for their project prioritization rankings, fiscal constraints of each cost band, and sponsors' commitment. The project selection and prioritization processes are documented in Section 5. More detailed information is included in Appendix X. The following new highway projects will be included in the 2050 MTP.

- SR 21 Widening from SR 30 in Chatham County to McCall Road in Effingham County
- SR 21 Widening from McCall Road to 9th Street in Rincon
- SR 204/Fort Argyle Rd Widening 2 to 4 lanes from I-95 to John Carter Road/Old River Road

- US 80 Widening from Bryan/Effingham County Line to SR 17 in Effingham County
 - SR 307 Grade Rail Separation and Operational Improvements at SR 21
 - SR 307 Grade Separation at Norfolk Southern Crossing #855067U
 - Belfast Keller Widening from I-95 to Great Ogeechee Parkway
7. Policy statements are developed for category projects to correspond to project revenue category expenditure set-asides and maintenance expenditures. These Policy Statements include the following.
- a) 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.
 - b) 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.
 - c) 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.
 - d) 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 CORE MPO Non-Motorized Transportation Plan; and 2) the project has a dedicated local sponsor with local match funding commitment

In summary, the financial balancing of the 2050 MTP highway projects is accomplished through identifying those projects that are progressing towards implementation in a timely manner and those that are of a high priority. These projects are candidates for remaining in the Cost Feasible Plan. The selected priority projects' costs are adjusted for inflation and then the costs balanced against the anticipated revenues in each cost band. In order to balance the anticipated revenues with the project costs for the financially feasible plan, some projects or project phases have to be pushed into the Vision Plan.

4.2 2050 Financially Constrained Highway Plan

The MPO staff worked closely with the Technical Coordinating Committee and developed a draft fiscally constrained 2050 MTP for highway projects as shown on the next page.

2050 Metropolitan Transportation Plan - Cost Feasible Highway Project List - DRAFT as of 6/26/2024

GDOT PI #	Map ID	Identified Projects				2025 - 2032 (Mid Year 2028)					2033 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment		
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost	
			FROM	TO																	
0015704		SR 404 SPUR/US 17 @ BACK RIVER	Back River						\$45,840,360	\$45,840,360										FY 2024 - 2027 TIP	
0015705		SR 404 SPUR/US 17 FM NE OF SAVANNAH HARBOR PKWY TO BACK RIVER	NE of Savannah Harbor Pkwy	Back River					\$2,000,000	\$2,500,000											FY 2024 - 2027 TIP
0017411		I-95 FM FLORIDA STATE LINE TO S CAROLINA STATE LINE-ITS EXP							\$7,810,000	\$7,810,000											FY 2024 - 2027 TIP
0017414		SR 26/US 80 @ BULL RIVER	Bull River						\$3,700,000	\$38,097,378	\$41,797,378										FY 2024 - 2027 TIP
0017415		SR 26/US 80 @ LAZARETTO CREEK	LAZARETTO CREEK						\$141,206	\$20,798,854	\$20,940,060										FY 2024 - 2027 TIP
0017515		I-16 @ SR 17 (Little Neck Road)	SR 17/Little Neck Road						\$3,800,000	\$350,000	\$32,000,000	\$36,150,000									FY 2024 - 2027 TIP
0018234		STILLWELL ROAD @ EBENEZER CREEK	EBENEZER CREEK						\$325,000	\$60,000	\$7,000,000	\$7,385,000									FY 2024 - 2027 STIP
0019186		CR 307/LONG BRIDGE RD @ EBENEZER CREEK 4 MI E OF SPRINGFIELD	EBENEZER CREEK						\$275,000	\$50,000	\$3,900,000	\$4,225,000									FY 2024 - 2027 STIP
511250		I-95 @ SAVANNAH RIVER @ SOUTH CAROLINA LINE	Savannah River							\$17,160,000	\$17,160,000										FY 2024 - 2027 STIP
0008358		I-516 @ CS/1503/DeRenne Avenue (DeRenne Blvd. Option)	I-516	White Bluff Road					\$25,610,000	\$2,558,000	\$40,373,810	\$68,541,810									Carried over from 2045 MTP Cost Band One; FY 2024 - 2027 TIP for ROW cost, GDOT Project Manager provided updated UTL and CST cost estimates.
0010236		SR 21 from CS 346/Mildred Street to SR 204 (West DeRenne Avenue Improvements)	Mildred Street	Abercorn St					\$5,299,000	\$1,155,000	\$5,350,941	\$11,804,941									Carried over from 2045 MTP Cost Band One; FY 2024 - 2027 TIP for ROW cost, GDOT Project Manager provided the updated UTL and CST cost estimates.
0008359		East DeRenne from SR 204 to Harry S Truman Parkway (East DeRenne Avenue Improvements)	Abercorn St	Truman Pkwy					\$4,845,000	\$4,098,000	\$8,065,069	\$17,008,069									Carried over from 2045 MTP Cost Band One; GDOT Project Manager provided the updated ROW, UTL and CST cost estimates.
0017183		SR 404 SPUR/US 17 @ SAVANNAH RIVER CROSSING	Savannah River						\$500,000			\$500,000									Carried over from 2045 MTP Cost Band One through MTP amendment.
0018402		I-95 at Airways Avenue	Airways Avenue						\$5,900,280		\$53,102,520	\$59,002,800									Carried over from 2045 MTP Cost Band One; assume the Flyover option per SAV request, at the cost of \$43.3 million for 2020. Adjusted to 2028. Assume 10% for PE and 90% for CST.
0011744		I-16 Exit Ramp Removal	MLK Blvd	Montgomery St					\$2,250,000			\$2,250,000									Reconnecting Communities and Neighborhoods Program funds for I-16 Exit Ramp Removal PE phase
TBA		Volterra Electrification of American Ports (VEAP)	Georgia Ports Authority								\$9,750,000	\$9,750,000									Reduction of Truck Emissions at Port Facilities Grant Program project award for Volterra Electrification of American Ports (VEAP). Final total amounts to be coordinated with project sponsor. Only federal portion and required match are shown here.
TBA		Port of Savannah Renewable Fuel Project	Georgia Ports Authority								\$9,375,000	\$9,375,000									Reduction of Truck Emissions at Port Facilities Grant Program project award for Port of Savannah Renewable Fuel Project. Final total amounts to be coordinated with project sponsor. Only federal portion and required match are shown here.
0020351		I-16 FROM W GWINNETT STREET TO CHATHAM PKWY - NEVI Charging Station	Gwinnett St	Chatham Pkwy						\$1,250,000	\$1,250,000										GDOT proposed new project under NEVI program. Cost estimates provided by GDOT.
TBA		SR 21 Widening	SR 30 in Chatham County	McCall Rd					\$5,397,187		\$48,574,687	\$53,971,874									Base costs derived from the Coastal Empire Study (2022) and adjusted to 2028 for Cost Band One. Assume 10% for PE and 90% for CST.
TBA		SR 21 Widening	McCall Rd	9th St. in Rincon					\$3,169,777			\$3,169,777									Base costs derived from the Coastal Empire Study (2022) and adjusted to 2028 for Cost Band One and 2037 for Cost Band Two. Assume 10% for PE and 90% for CST.
TBA		SR 204/Fort Argyle Rd Widening 2 to 4 lanes	I-95	John Carter Road/Old River Road								\$8,099,021	\$72,891,187	\$80,990,208							Base costs derived from the Coastal Empire Study (2022); adjusted to 2037 for Cost Band Two; Assume 10% for PE and 90% for CST.
TBA		US 80 Widening	Bryan/Effingham County Line	SR 17 in Effingham County								\$5,384,949	\$48,464,540	\$53,849,489							Base costs derived from the Coastal Empire Study (2022); adjusted to 2037 for Cost Band Two. Assume 10% for PE and 90% for CST.
0013160		I-516 / Lynes Parkway Widening	I-16	Veterans Parkway								\$18,472,947	\$146,139,040	\$164,611,987							Based on I-16 widening estimates for 2040 MTP and 2045 MTP. Base year is 2019. Adjusted to 2037 for Cost Band Two with 4% annual inflation rate.
TBA		I-516 / Lynes Parkway at I-16 Interchange Reconstruction	At I-16									\$19,499,703	\$19,499,703								Based on cost estimates for 2040 MTP and 2045 MTP. Base year is 2012. Adjusted to 2037 for Cost Band Two and 2046 for Cost Band Three with 4% annual inflation rate.
TBA		I-516 / Lynes Parkway Widening	Veterans Parkway	Mildred St								\$15,939,796	\$10,101,446	\$26,041,242							Based on cost estimates for 2040 MTP and 2045 MTP; ROW based on GDOT Interstate Study. Back adjusted from 2032, then apply the inflation factors for 2050 MTP.
TBA		SR 307 Grade Rail Separation and Operational Improvements	At SR 21									\$6,553,008	\$58,997,069	\$65,550,077							Costs based on SR 307 Corridor Study (2022). Adjusted for 2050 MTP by applying inflation factor for Cost Band Two. Assume 10% for PE.
0017271		I-95 Interchange Reconstruction	At SR 21 / Augusta Rd																		Based on GDOT Interstate Study. 2045 MTP project. Back adjusted from 2032, then apply the inflation factors for 2050 MTP.
TBA		SR 307 Grade Separation	At Norfolk Southern Crossing #855067U																		Base cost from the SR 307 Corridor Study is \$17.6 million (2022).
0015528		I-16 Widening	I-95	Pooler Pkwy								\$2,145,693	\$2,145,693								TPRO Info: PI# 0015528, Construction 2041, \$26,821,157.04, Y001, adjusted to 2046; Engineering 2038, \$2,145,693.00, Y001.
TBA		President Street Grade Separation	East Boundary St	Dulany Ave																	Chatham County provided base cost estimates from preferred alternative from the President Street Railcrossing Elimination Study (2024 costs). Adjusted for Cost Band Three. Priority project for Chatham County and City of Savannah. Project ranking is being re-evaluated based on new concept; subject to move to earlier cost The Coastal Empire Study has cost estimate of \$3.5 million (2022)
TBA		Belfast Keller Widening	I-95	Great Ogeechee Parkway																	between I-95 and Great Ogeechee Parkway in Bryan County (approximately 0.5 mile) and is recommended to be a locally led project.
TBA		Old River Road Widening	SR 204	I-16																	Base cost from the Coastal Empire Study at \$16 million (2022). Adjusted to Cost Band Three. Assume 10% for PE.

Total Cost	\$ 420,432,069
Total Revenue for Specific Highway Projects	\$ 424,073,416
Balance	\$ 3,641,347

Total Cost	\$ 453,442,672
Total Revenue for Specific Highway Projects	\$ 456,921,600
Balance	\$ 3,478,928

Total Cost	\$ 540,752,891
Total Revenue for Specific Highway Projects	\$ 548,346,192
Balance	\$ 7,593,301

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment													
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost												
			FROM	TO																												
TBA		Operational Improvements with project sponsors			Operational Improvements	Operational Improvements				\$ 73,097,730	\$ 73,097,730							\$ 79,065,345	\$ 79,065,345	Assume 12% per year of Project Revenue.												
Total Cost										\$ 73,097,730	Total Cost										\$ 66,158,344	Total Cost										\$ 79,065,345
Total Revenue for Operational Set Aside										\$ 73,097,730	Total Revenue for Operational Set Aside										\$ 66,158,344	Total Revenue for Operational Set Aside										\$ 79,065,345
Balance										\$ 0	Balance										\$ 0	Balance										\$ 0

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment													
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost												
			FROM	TO																												
TBA		Transit Improvements/Bus Replacements			Transit Capital Improvements	Transit				\$ 10,400,000	\$ 10,400,000							\$ 11,700,000	\$ 11,700,000	Assume \$1,300,000 per year for bus replacement.												
Total Cost										\$ 10,400,000	Total Cost										\$ 11,700,000	Total Cost										\$ 11,700,000
Total Revenue for Transit Set Aside										\$ 10,400,000	Total Revenue for Transit Set Aside										\$ 11,700,000	Total Revenue for Transit Set Aside										\$ 11,700,000
Balance										\$ 0	Balance										\$ 0	Balance										\$ 0

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment													
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost												
			FROM	TO																												
0017975		Chevis Road Improvements	Wild Heron Rd	State Route 25/Ogeechee Rd	Non-Motorized Improvements	Bike/Ped/Trail		\$ 3,360,546	\$ 1,000,000	\$ 12,000,000	\$ 16,360,546										FY 2024 - 2027 TIP											
0017976		Garrard Avenue Improvements	Chatham Pkwy	Gamble Rd	Non-Motorized Improvements	Bike/Ped/Trail		\$ 2,000,000		\$ 8,800,000	\$ 10,800,000										FY 2024 - 2027 TIP											
0019015		Green Island Road Multipurpose Path off Diamond Causeway	Diamond Cswy	2.1 miles south	Non-Motorized Improvements	Bike/Ped/Trail				\$ 2,500,000	\$ 2,500,000										FY 2024 - 2027 TIP											
TBA		Priotiy bike/ped projects in the Non-Motorized Transportation Plan with local sponsors			Non-Motorized Improvements	Bike/Ped/Trail				\$ 8,749,433	\$ 8,749,433							\$ 16,539,586	\$ 16,539,586	Assume 3% of modal share per year of Project Revenue.												
Total Cost										\$ 38,409,979	Total Cost										\$ 16,539,586	Total Cost										\$ 19,766,336
Total Revenue for Non-Motorized Set Aside										\$ 38,409,979	Total Revenue for Non-Motorized Set Aside										\$ 16,539,586	Total Revenue for Non-Motorized Set Aside										\$ 19,766,336
Balance										\$ 0	Balance										\$ 0	Balance										\$ 0

GDOT PI #	Map ID	Identified Projects				2025 - 2032					2032 - 2041 (mid-year 2037)				2042 - 2050 (mid-year 2046)				Comment													
		NAME	TERMINI		Project Type	Thoroughfare Plan Cross Section	PE	ROW	UTL	CST	Total Project Cost	PE	ROW	CST	Total Project Cost	PE	ROW	CST		Total Project Cost												
			FROM	TO																												
TBA		Maintenance Projects with state/local sponsors				Maintenance				\$ 55,518,434	\$ 55,518,434							\$ 36,047,908	\$ 36,047,908	Separate category												
Total Cost										\$ 55,518,434	Total Cost										\$ 36,047,908	Total Cost										\$ 43,080,587
Total Revenue for Maintenance										\$ 55,518,434	Total Revenue for Maintenance										\$ 36,047,908	Total Revenue for Maintenance										\$ 43,080,587
Balance										\$ 0	Balance										\$ 0	Balance										\$ 0

Band 1 Highway Project Costs	
Specific Highway Projects	\$ 420,432,069
Operational Set Aside	\$ 73,097,730
Transit Set Aside	\$ 10,400,000
Non Motorized Set Aside	\$ 38,409,979
Maintenance	\$ 55,518,434
Total Band One Costs	\$ 597,858,213
Total Band One Revenues	\$ 601,499,559
Cost Band One Balance	\$ 3,641,347

Band 2 Highway Project Costs	
Specific Highway Projects	\$ 453,442,672
Operational Set Aside	\$ 66,158,344
Transit Set Aside	\$ 11,700,000
Non Motorized Set Aside	\$ 16,539,586
Maintenance	\$ 36,047,908
Total Band Two Costs	\$ 583,888,509
Total Available Revenues	\$ 587,367,437
Balance	\$ 3,478,928

Band 3 Highway Project Costs	
Specific Highway Projects	\$ 540,752,891
Operational Set Aside	\$ 79,065,345
Transit Set Aside	\$ 11,700,000
Non Motorized Set Aside	\$ 19,766,336
Maintenance	\$ 43,080,587
Total Band Three Costs	\$ 694,365,159
Total Available Revenues	\$ 701,958,459
Balance	\$ 7,593,301

Total Project Costs of all Cost Bands	\$ 1,876,111,881
Total Available Revenues of all Cost Bands	\$ 1,890,825,456
Balance	\$ 14,713,575

Notes:

- Blue Text: 2045 MTP Cost Band One projects; construction phase included in the current FY 2024 - 2027 TIP.
- Green Text: 2045 MTP Cost Band One projects; some project phases are included in the current FY 2024 - 2027 TIP, but construction is not in the TIP.
- Red Text: 2045 MTP Cost Band One projects; no project phases are included in the current FY 2024 - 2027 TIP.
- Dark Blue Text: Effingham County projects that are included in the FY 2024 - 2027 STIP.
- Purple Text: newly added projects with grant awards.
- Black Text: Top priority projects selected through the 3-tier prioritization process. Sources include regional and sub-area plans and studies.
- Orange Text: projects to be funded with set-aside revenues.

4.3 2050 Financially Constrained Transit Plan

Priority transit capital improvement projects were identified through the CAT’s planning process and included in the financially constrained 2050 MTP as the forecasted transit revenues allow. This project list is listed below.

2050 MTP Cost Feasible Transit Capital Improvements			
Project Description	FY 2025 - 2032 (Cost Band One)	FY 2033 - 2041 (Cost Band Two)	FY 2042 - 2050 (Cost Band Three)
Transit ITS (TIP)	\$120,000		
Preventative Maintenance (TIP)	\$4,320,000	\$11,591,964	\$14,778,161
Facility Enhancements and Rehabilitation (TIP)	\$729,801	\$0	
Vehicle Replacement/Purchase (TIP)	\$19,195,008	\$0	
Ferry Boat Rehab, Purchase and Construction (TIP)	\$8,436,683	\$0	
Paratransit Maintenance Facility (TIP)	\$8,508,472	\$1,501,000	\$1,501,000
Bus Stop Improvement Program (TIP)	\$500,000	\$0	
Vehicle Replacement/Expansion - Fixed Route	\$13,078,953	\$31,421,500	\$32,810,100
Vehicle Replacement - Paratransit	\$1,664,700	\$7,625,400	\$13,000,000
Intelligent Transit System (ITS)	\$1,202,450	\$3,699,300	\$4,500,000
Upgraded Farebox and Payment System	\$1,503,750	\$7,772,200	\$3,000,000
Electric Vehicle Infrastructure	\$2,813,340	\$2,145,500	\$8,700,000
Passenger Amenities	\$6,061,250	\$6,496,900	\$6,800,000
Facility Improvement Project - ITC	\$1,503,750	\$1,501,000	\$1,501,000
Facility Improvement Project - Gwinnett	\$1,503,750	\$1,501,000	\$1,501,000
Vanpool Capital	\$1,202,400	\$2,145,500	\$2,350,000
Park & Ride Capital	\$0	\$8,317,000	\$12,000,000
Facility Construction - Ferry Maintenance Facility	\$1,302,875	\$0	
Facility Construction - Ferry Dock	\$3,520,800	\$0	
Ferry Boat Construction	\$6,061,250	\$0	
Total Transit Project Costs	\$83,229,232	\$85,718,264	\$102,441,261
Total Transit Revenues	\$83,229,232	\$85,718,264	\$102,441,261
Balance	\$0	\$0	\$0

Appendix: Funding Programs

1. Federal Revenue Sources and Funding Programs

Federal funds provide the largest share of funding for transportation improvements in the CORE MPO Metropolitan Planning Area (MPA). Federal funds authorized by Congress are used to build, improve and maintain multimodal transportation networks and services within the CORE MPO MPA. Federal funds typically come from federal taxes on fuel, heavy-duty trucks, and to a growing extent, general funds. Taxes are charged for each gallon of fuel purchase (18.4 cents per gallon for gasoline and 24.4 cents per gallon for diesel). Tax revenues are paid into the Highway Trust Fund (HTF), which is separated into two accounts – a highway account administered by the Federal Highway Administration (FHWA) and a mass transit account administered by the Federal Transit Administration (FTA). The highway account receives about 84% of the proceeds from gasoline fuel taxes and the transit account receives the rest 16%.

The HTF funding allocations are based on authorization legislations. The latest legislation is the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the “Bipartisan Infrastructure Law” or BIL) which was signed into law on November 15, 2021 and authorized funds for fiscal years 2022 through 2026. For the 2050 MTP financial plan development, it is assumed that as the IIJA/BIL expires, new legislations or continuing resolutions will be authorized to continue federal transportation funding through 2050.

IIJA/BIL includes various funding programs for transportation improvements, the major ones relevant to the CORE MPO area are listed below. It should be noted that these funding programs are listed here only to provide information on what kinds of projects are eligible for which programs, as the revenue projections for the 2050 MTP do not differentiate specific funding programs.

1.1 Federal Highway Administration Grants

IIJA/BIL continued some federal grant programs for transportation and introduced some new financing mechanisms for core program funding.

National Highway Performance Program (NHPP) – Continued

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

Highway Safety Improvement Program (HSIP) - Continued

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

National Highway Freight Program (NHFP) – Continued

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

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

Surface Transportation Block Grant Program (STBG) – Continued

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

Transportation Alternatives (TA) – Continued

IIJA continues the Transportation Alternatives set-aside from the Surface Transportation Block Grant (STBG) program. Eligible uses of the set-aside funds include all projects and activities that were previously eligible under the Transportation Alternatives Program under the Moving Ahead for Progress in the 21st Century Act (MAP-21). This encompasses a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. **CORE MPO has project prioritization and selection authority for the TA funds allocated to the Savannah area.**

Ferry Boat Program (FBP) – Continued

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

Railway-Highway Crossings Program (RHCP) – Continued

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

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

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

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

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

Bridge Formula Program (BFP) - News

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

Carbon Reduction Program (CRP) - New

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

National Electric Vehicle Infrastructure Formula Program (NEVI) - New

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

1.2 Federal Transit Administration Grants

The Federal Transit Administration (FTA) issues various competitive grants and cooperative agreements funding public transit operations, maintenance programs and capital purchases. Depending on the grant, the FTA may fund up to 100% of the project cost. FTA grants relevant to public transit providers in the CORE MPO planning area are presented below.

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.**

2. State Revenue Sources for Transportation Improvements

States are major contributors of funds for transportation improvement projects, often the second largest contributor after the Federal Government. With reductions in the availability of federal funds for transportation projects, states have had to develop innovative funding programs at the state level to make up for any shortfalls. The state funds are used to match the federal grant funds or to develop transportation improvement projects without the lengthy federal process. Of particular interest in Georgia are the funds from State Motor Fuel Tax and from House Bill 170.

2.1 Georgia State Motor Fuel Tax

The State Excise Tax funds are collected through the licensed distributors (suppliers, wholesalers) on all sales of motor fuel to any purchaser not properly licensed as a Georgia distributor of that fuel type. The table below lists the rates.

Effective Date	Gasoline State Excise Tax Rate	Diesel State Excise Tax Rate	Aviation Gasoline State Excise Tax Rate	Liquefied Petroleum Gas State Excise Tax Rate	Special Fuel (including CNG) State Excise Tax Rate
1/1/2024	\$0.323	\$0.362	\$0.010	\$0.323	\$0.323
1/1/2023	\$0.312	\$0.350	\$0.010	\$0.312	\$0.312
1/1/2022	\$0.291	\$0.326	\$0.010	\$0.291	\$0.291
1/1/2021	\$0.287	\$0.322	\$0.010	\$0.287	\$0.287
1/1/2020	\$0.279	\$0.313	\$0.010	\$0.279	\$0.279
1/1/2019	\$0.275	\$0.308	\$0.010	\$0.275	\$0.275
1/1/2018	\$0.268	\$0.300	\$0.010	\$0.268	\$0.268
1/1/2017	\$0.263	\$0.294	\$0.010	\$0.263	\$0.263
7/1/2016	\$0.260	\$0.290	\$0.010	\$0.260	\$0.260

2.2 Georgia House Bill 170

The Transportation Funding Bill, House Bill 170 (HB 170), was passed on March 31, 2015 and made

effective on July 1, 2015. The legislation:

- Established a 26 cent per gallon state excise tax on gasoline and 29 cents per gallon state excise tax on diesel;
- Changed the indexing formula to include both the Corporate Average Fuel Economy (CAFÉ) standards and Consumer Price Index (CPI) through July 1, 2018;
- Included additional oversight by the Georgia General Assembly, requiring GDOT to annually submit a ten (10) year strategic plan outlining the use of department resources for upcoming fiscal years;
- Created a Special Joint Committee on the Georgia Revenue Structure (i.e., Tax Reform);
- Authorized a cap on the average retail price for fuel that local sales taxes can collect, at a rate of \$3.00 per gallon for motor fuel, including diesel; and
- Allowed counties — either alone or in groups — to ask voters to approve up to a 1 percent sales tax to fund transportation projects close to home.

This state transportation revenue ultimately increases funds available statewide by \$750 million to \$1 billion each year. These funds are used on maintenance and state of good repair and acceleration of some major capacity projects.

2.3 Georgia Transit Trust Fund and Transportation Trust Fund

Two state transportation trust funds were recently created: (1) the Georgia Transit Trust Fund, funded by state ride hailing fees and (2) the Transportation Trust Fund, funded by various state transportation fees. These two trust funds offer a new opportunity for transit agencies to partner with the State of Georgia to advance mobility within the state.

3. Local Revenue Sources for Transportation Improvements

Most of the roadways and bridges in the CORE MPO MPA are owned and maintained by a city or county government. Transportation funds generated by local sources, either for a match against federal and state awards, or to advance projects independently of those sources, are an important part of the 2050 MTP revenues.

Local government funding for transportation comes primarily from several sources: Special Purpose Local Option Sales Taxes (SPLOST), Transportation Special Purpose Local Option Sales Taxes (TSPLOST), local government general fund expenditures, transit sales tax, transit farebox receipts, and transit district tax.

3.1 Special Purpose Local Option Sales Taxes (SPLOST)

A SPLOST is a financing method for funding capital outlay projects in the State of Georgia. It is an optional 1% sales tax levied by a county for the purpose of building parks, schools, roads and other public facilities. The revenue generated cannot be used towards operating expenses or most other maintenance projects, with the exception of roads and bridges.

In the Savannah area, the Counties of Bryan, Chatham and Effingham all have their respective SPLOST program. The local governments receiving SPLOST funds typically dedicate a portion of the revenues

to fund transportation, though the percentages vary. All three counties have a long history of approving and renewing SPLOST programs and are planning to increase the portion of funds for transportation improvements. It should be noted that SPLOST programs are subject to voter approval and run for a limited period, usual five to six years. For purposes of the 2050 MTP financial plan development, though, all three counties are assumed to have this revenue stream available through 2050.

3.2 Transportation Special Purpose Local Option Sales Taxes (TSPLOST)

The Transportation Special Purpose Local Option Sales Tax (TSPLOST) is a financing method to fund transportation improvement projects. It is an optional 1% sales tax levied by a county.

In the Savannah area, the Counties of Bryan and Effingham have their respective TSPLOST program. Chatham County's TSPLOST was rejected by the voters. Like SPLOST, TSPLOST programs are subject to voter approval and run for a limited period, usual five to six years. For purposes of the 2050 MTP financial plan development, it is assumed that a portion of the TSPLOST funds will be available through 2050 for Bryan and Effingham Counties.

3.3 General Funds

Another local funding source for transportation improvements is general funds. However, expenditures for transportation must go through an annual budgeting process and compete against other uses.

3.4 Transit System Revenues and Transit District Revenues

In Georgia, as required by the Georgia Constitution, state motor fuel tax revenues cannot support transit or any transportation purpose other than roadways and bridges. Since there is not a dedicated state funding source for transit, the locally derived transit funds are crucial to the future of the transit systems in the Savannah area. The U.S. Department of Transportation requires a commitment for operating support from state, regional, or local governments before allowing federal funds to be spent on the construction and implementation of transit projects. The majority of transit operating funds must come from state and local funding resources as federal transit operating funds are very limited.

There are two public transit agencies operating within the CORE MPO's MPA – the Chatham Area Transit Authority (CAT) and the Coastal Regional Commission (CRC). CAT is a direct recipient of FTA funds and CRC is a sub-recipient of GDOT.

CAT is the major public transportation provider in the Savannah area. It's capital programs and operations are supported by federal grants, the Special Transit Tax District funds, the county-wide paratransit tax from Chatham County's M&O funds, special purpose local option sales tax allocations, and CAT's system revenues (farebox receipts, advertising sales, etc.). The Special Service District Transit Tax Chatham County is a property tax levied on property owners within CAT's Special Service District (SSD), which includes Savannah, Unincorporated Chatham County, and portions of Garden City. The SSD transit tax is critical and much valued source of revenue, but it also has challenges, including variations in both the taxation rate and revenue collected. After holding steady for several years, the millage rate increased from 1.00 to 1.15 mills in 2017. However, in 2023, Chatham County rolled back the tax to 1.056 mills as a strategy to provide local relief from the impacts of COVID-19 and global inflation. Tax revenues are estimated at \$13.2 million in 2023, as compared with \$13.4 million

raised in 2022.

CRC provides coordinated human service and rural public transit across 10 counties and 35 municipalities within the coastal region that includes the rural areas of the CORE MPO's MPA. The operations of the Coastal Regional Coaches are supported by federal grants, state matching funds, and the CRC's system revenues.

4. Other Revenue Sources for Transportation Improvements

Other revenue sources that can be used to improve the transportation system are listed below.

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.

5. Major Mobility Investment Program (MMIP)

Georgia DOT is advancing the Major Mobility Investment Program across the state in an effort to yield a significant reduction in congestion along key freight and passenger corridors. Once the projects are completed, they will lead to reductions in delay and travel time savings in the year 2030, as compared to doing nothing and allowing traffic congestion to increase. The funding for the MMIP projects is based on statewide priorities and might be in addition to the revenues an MPO receives based on their regular share of the state obligation authority.

Two related projects in the Savannah area are included in the MMIP program - I-16 @ I-95 Interchange Reconstruction and I-16 Widening. These projects will improve traffic flow and enhance safety along I-16 and I-95, one of Georgia's busiest freight corridors as well as the gateway to Georgia's growing port in Savannah. The projects are under construction and include:

- Widening I-16 from two lanes to three lanes in each direction between I-95 and I-516;
- Rebuilding two congested on/off ramps on the west side of the I-16/I-95 interchange to provide smoother, more direct connections;
- Adding collector-distributor (CD) lanes on I-95 northbound to help eliminate weaving to and from I-16;
- Adding lighting at the I-16@I-95 interchange; and
- Installing Intelligent Transportation System (ITS) technology to link to Georgia NaviGator.