

Transportation Improvement Program FY2021-2024

TRANSPORTATION IMPROVEMENT PROGRAM FY2021-2024

Valdosta-Lowndes Metropolitan Planning Organization

Adoption Date: December 2, 2020



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This document is prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

The Valdosta-Lowndes MPO's public participation process for the development of the Transportation Improvement Program (TIP) meets the Federal Transit Administration's (FTA) public participation requirements related to the development of the Section 5307 Program of Projects (POP).

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I. INTRODUCTION

The Valdosta-Lowndes MPO is the designated Metropolitan Planning Organization (MPO) for the Valdosta Urbanized Area. The MPO is mandated by the Federal Highway Act of 1962 (and subsequent re-authorizations) to perform the transportation planning activities within the urbanized area. The legislation ensures that a “continuing, cooperative and comprehensive” (referred as “3-C”) planning process involving federal, state, and local agencies, as well as citizens and other affected stakeholders. The 3-C transportation planning process results in a consensus regarding which transportation projects are best suited and most needed for the VLMPO area.

The MPO Policy Committee approved the Vision2045 Metropolitan Transportation Plan on September 2, 2020. The Vision2045 MTP provides an analysis of the transportation network, identifies transportation issues, outlines funding, financial revenue, and outlook for transportation improvements. Since the Vision2045 MTP has been approved the next step is to produce a Transportation Improvement Program (TIP) that serves as an implementation tool of the projects listed in the Vision2045 MTP. Therefore, the projects identified within this TIP must be consistent with the Vision2045 MTP.

Figure 1. displays the Valdosta Urbanized Area (defined by a purple outline) and the Metropolitan Planning Area (shaded green area) which includes all of Lowndes County and portions of Brooks, Berrien, and Lanier Counties.

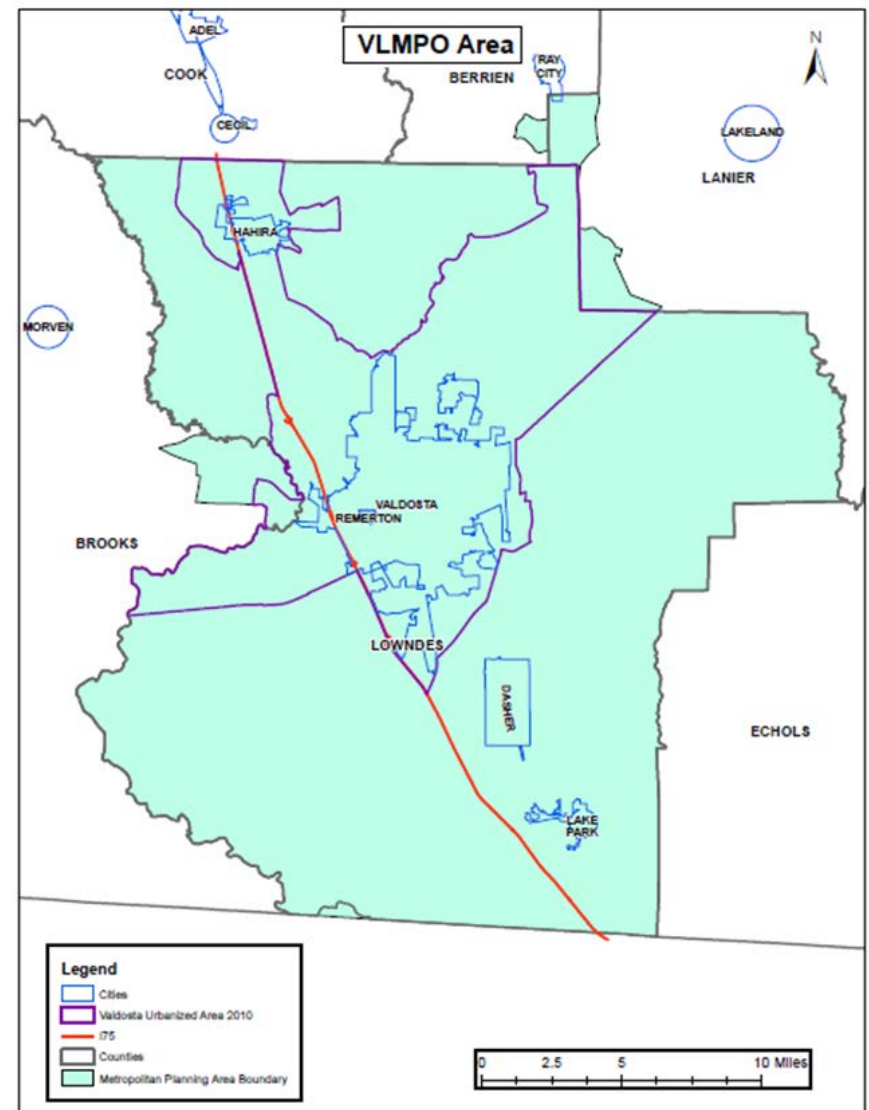


Figure 1. VLMPO Area Map

VLMPO OVERVIEW

The MPO has three committees that provide beneficial input and make final decisions regarding planning policies and projects for the MPO area. These committees are described below. A list of the persons serving on each committee can be found at www.sgrc.us.

Policy Committee

The MPO Policy Committee is a forum for cooperative decision making about transportation and related issues facing the region. The Policy Committee membership consists of local elected and appointed officials responsible for the overall direction of transportation policy and projects in the MPA and directs staff to carry out adopted policies and programs. The Policy Committee considers input and recommendations from the Technical Advisory Committee (TAC) and Citizen's Advisory Committee (CAC) as well as other comments from stakeholders when adopting plans or setting a transportation policy. The Policy Committee has final authority in the matters of policy and the adoption of the Transportation Improvement Program and other plans in the Valdosta-Lowndes Metropolitan Planning Area.

Technical Advisory Committee

The Technical Advisory Committee, or TAC, consists of individuals with technical expertise who advise the Policy Committee on programs and projects from a technical, data-driven perspective. TAC membership includes City, County, and Georgia Department of Transportation (GDOT) engineers, representatives from local school systems, a bicycle/pedestrian representative, and emergency response agencies. Many of the members of the TAC are also those responsible for

implementing a project once it moves through the planning phases and into the design, right-of-way, utilities, and construction phases.

Citizen's Advisory Committee

The Citizen's Advisory Committee, or CAC, consists of individuals who are appointed to represent community organizations or local governments. Members on this committee make recommendations to the Technical and Policy Committees based on input from their involvement in the community. The CAC is also tasked with assisting MPO staff in identifying public outreach and engagement opportunities throughout the region in order to inform the public of the transportation planning process and gather input from the public on various programs and projects.

MPO committee membership changes regularly; rosters are updated as membership changes and are listed on the SGRC website at www.sgrc.us, as are meeting agendas and minutes for each committee. The chart below shows the Transportation Planning Process.

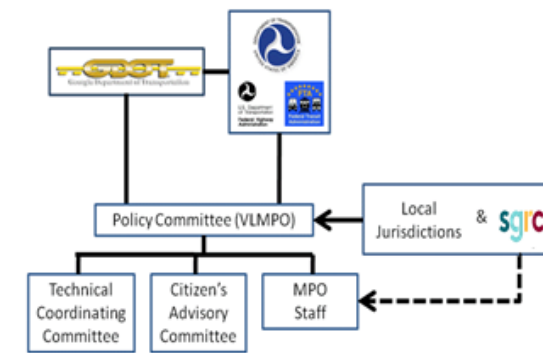


Figure 2. Transportation Planning Process

PURPOSE OF THE TIP

The planning responsibilities of Metropolitan Planning Organizations are outlined in the most recent federal transportation laws and regulations concerning transportation planning. The Transportation Improvement Program (TIP) represents the programming for funding and implementation of regionally significant transportation projects in the adopted Vision2045 Metropolitan Transportation Plan for the Valdosta-Lowndes County MPA and surrounding areas.

The TIP is planned by fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2020 is the first day of FY 2021. Under federal regulations, the TIP must cover a minimum of four fiscal years. This TIP will cover the fiscal years 2021 through 2024. The TIP serves the purpose of summarizing the Metropolitan Transportation Plan and is a resource to the continuity and implementation of projects in the Vision2045 Metropolitan Transportation Plan. The TIP contains specific information across multiple content areas that document the transportation planning process and programming of the projects within the TIP.

Figure 3. shows a high-level outline of the core purposes of the TIP, in which each must be addressed in the plan. The purpose of the TIP outlined here is not the entirety of the federal regulations that must be addressed in the TIP but are the foundation of the TIP document that the content sections will further expound upon.

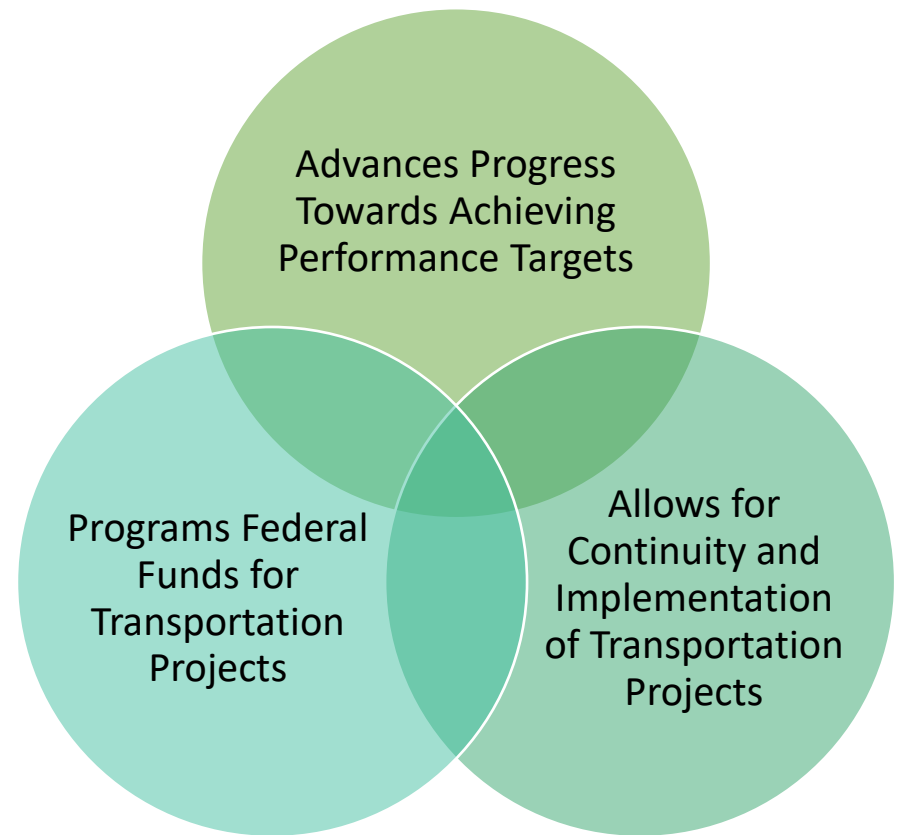


Figure 3. TIP Core Purposes

There are many projects from the previous TIP that have been completed or rolled over into this TIP that help to address the core purpose of the TIP. Provided below is an update on key projects in the MPO area:

Key Project Updates

South Truck Bypass

GDOT has completed a Valdosta Truck Bypass Study and is currently preparing to conduct a scoping phase of potential truck bypass alternatives.

5 Points

In January of 2020, GDOT revealed that it plans to replace traffic signals at 5 points with roundabouts. GDOT anticipates the right-of-way acquisition phase to begin in 2021.

Jerry Jones

This project will add additional turn lanes and minor widening. Right-of-way acquisition began in 2020. The construction phase is estimated to begin in 2022.

Lake Park Belville Road

This project will widen Lake Park Belville Road from SR 7 to I-75. The right-of-way and preliminary engineering phases are underway and the construction phase is anticipated to begin in 2021.

I-75 Interchanges

Exit 22 was completed in June of 2020, Exit 29 was completed in May of 2020. Reconstruction of Exit 2 has been let and is anticipated to be completed in September of 2022. Exit 11 is listed in the current TIP. Exit 18 is scheduled to begin preliminary engineering phase in 2021.

Urban Area Transit

Based on community input is being gathered and presented to local elected officials for consideration to implement an urban transit system, the City of Valdosta recently approved a public transit system for the Valdosta Urbanized Area. This system will be a demand-response system. They are currently working with an operator and anticipate an implementation date in early 2021.

II. TIP DEVELOPMENT PROCESS

The MPO is responsible for coordinating the development of the TIP with planning partners, typically this includes the MPO Committees, Federal Highway Administration, Georgia Department of Transportation, local government officials, and the general public to prioritize federally funded highway, transit, bicycle and pedestrian facilities, and other transportation projects. These projects become a prioritized list of regionally significant transportation projects in the TIP.

Although the TIP is a separate document; the TIP is not a standalone plan but rather a complimentary short-range transportation plan to the 20-year horizon span of the MTP. The TIP must be heavily reliant on and consistent with the Vision2045 MTP pursuant to federal regulations. The Vision2045 MTP provides a foundation of identified needs, performance-based planning analysis and project prioritization criteria for the TIP.

More importantly, pursuant to federal regulations 23 CFR 450.326, the MPO prepares a TIP at least every four years to be incorporated into the in Statewide Transportation Improvement Program (STIP) in order for federal agencies to authorize the use of federal transportation funds in the MPA. The MPO has exceeded this requirement by updating the Valdosta-Lowndes MPA TIP annually to ensure continued delivery of federal funding for the Metropolitan Planning Area.

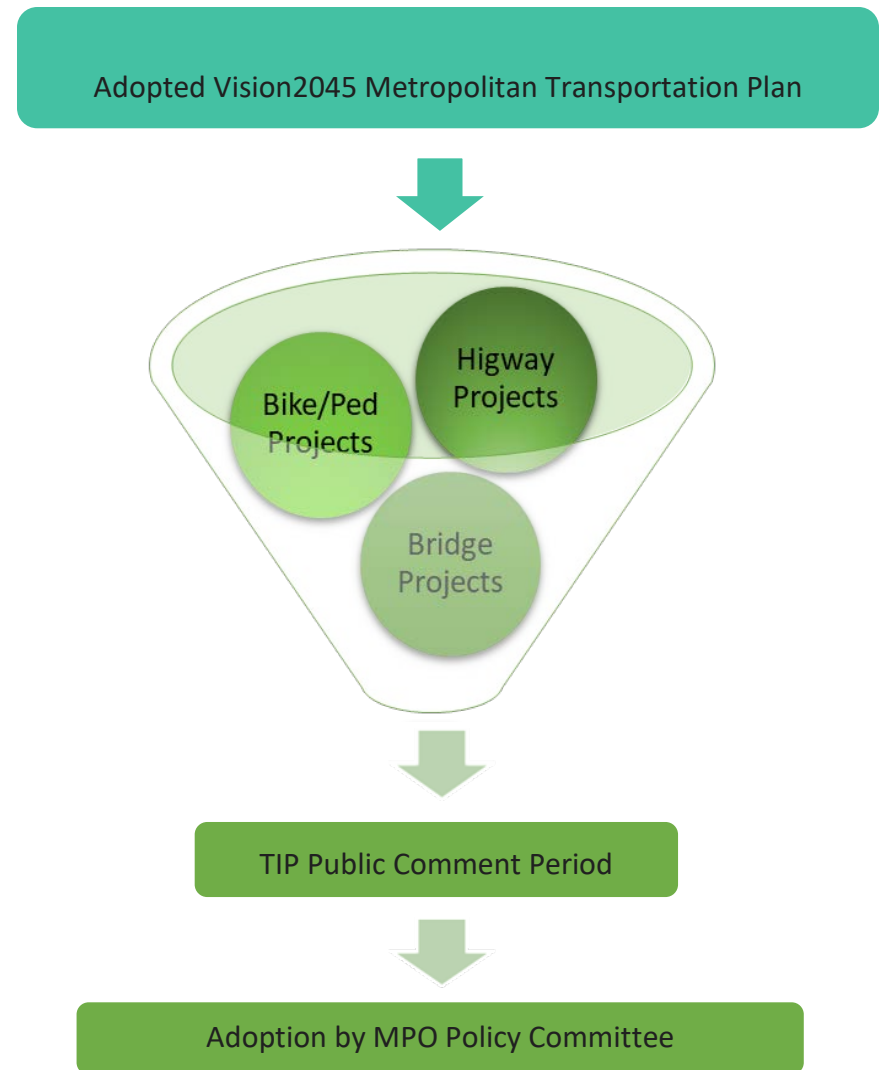


Figure 4. TIP Development Process

III. PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-based decision making helps to achieve the federal performance requirements through goals, objectives, and performance trends that help to guide project prioritization. The content of the TIP must be consistent with the federal requirements to address national goals and planning factors as a part of the transportation planning process.

Due to performance-based concepts being integrated into the transportation planning processes at the local, state, and national level, MPO's and States are to jointly address the national Federal-aid Highway Program performance goals. This was done through creating performance measures and targets that address the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, reduced project delivery delays. More detailed information and descriptions about each performance goal can be found in the System Performance Report in section IX.

Highway Performance Measures and Target

States and MPOs must develop performance measures for their long-range transportation plans in accordance with federal regulations. According to 23 USC 134(j)(2)(D) TIP's "shall include, to the maximum extent practicable, a description of the anticipated effects of the

transportation improvement program toward achieving the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets." TIP's and MTP's must include performance targets for the associated measures. While the law provides broad national goals for performance measures, states and MPOs are required to jointly develop quantifiable targets for transportation plans based on regulations promulgated by the Federal Highway and Transit Administrations. These performance measures were enacted to help improve highway safety, travel time reliability, and state of good repair among other important areas to help create and maintain a safe, efficient transportation network through each national performance management area below:

- Highway Safety Improvement Program (HSIP) and Highway Safety
- Pavement and Bridge Condition
- System Performance/Freight/Congestion Mitigation & Air
- Air Quality Improvement Program

The VLMPO adopted the State's targets and to help achieve these targets each project has been reviewed based on which performance measures that each project will potentially accomplish. This information is also within the System Performance Report is updated annually with the 5-year rolling targets for each performance target. The VLMPO will continue to apply performance-based planning and programming in the transportation planning process to help achieve targets.

Transit Asset Performance Measures and Targets

The Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The rule defines the term “state of good repair,” requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities. Table 1 shows the current TAM measures and targets as included in the GDOT Group TAM Plan for rural transit operators.

Currently, these TAM performance measures and targets only apply to 5311 transit operators. Since the Valdosta Urban Transit System is not fully implemented, there are no specific performance measures for it; however, specific performance measures will be identified after the system is operational.

Asset Category Asset Class	Performance Measure	% Exceeding ULB ¹ / 3.0 TERM Rating ²	Asset Details	State Target FY 2021
Rolling Stock- Revenue Vehicles by Mode:	% veh. Met or Exceed ULB		Age in yrs./veh: 7(3);	
CU – Cutaway Bus (13)	CU: 7 years	%	6(5);4(5)	8%
VN – Van (1)	VN: 8 years	%	2(7)	35%
Equipment – Non-revenue support service and maintenance vehicles	% veh. Met or Exceed ULB			
NA	NA	NA	NA	25%
Facilities - maintenance and administrative facilities; passenger stations (buildings); and parking facilities	% of assets with condition rating below 3.0 on FTA TERM scale			
	NA	NA	NA	25%
	NA	NA	NA	10%

Table 1. State TAM Performance Measures and Targets

¹ Useful Life Benchmark (ULB)-the expected life cycle or the acceptable period of use in service for a capital asset

² TERM Scale-five (5) category rating system used in the FTA’s Transit Economic Requirements Model (TERM) to describe the condition of

asset/facility: 5.0-Excellent, 4.0-Good, 3.0-Adequate, 2.0-Marginal, and 1.0-Poor

HIGHWAY PROJECT SELECTION

Projects in the TIP are weighted in part on their ability to meet performance targets, measures and metrics identified in the performance-based planning and programming section as well as the Vision2045 MTP. Projects that were listed in the previous TIP as well as on-going projects were automatically placed at the top of the prioritized list of projects. This was done to ensure that the project implementation and priorities remained on a continuous timeline. Priorities for all new projects were established through national, state, and local performance measures and targets and their ability to help address the measures and achieve the targets. The projects were also weighted using a scoring methodology criterion. This process is defined and more detailed in the Vision2045 Metropolitan Transportation Plan.

A continuing, cooperative, and comprehensive (3-C) process with planning partners is crucial to the selection and prioritization of projects. This helps to ensure projects listed will be beneficial to all parties. Staff coordinated a meeting with GDOT to discuss what projects would be most beneficial to the region. The potential timeline and funding resources of the projects were also discussed to help create a prioritized list of regionally significant projects.

The selection and prioritization of the TIP projects included three key actions:

- Reviewing existing projects to ensure costs, scopes, and schedules reflected the most-up-to-date information.
- Prioritizing projects based on sponsor schedules and funding resources.

- Merging cost and scheduling changes with available funding by fiscal year.

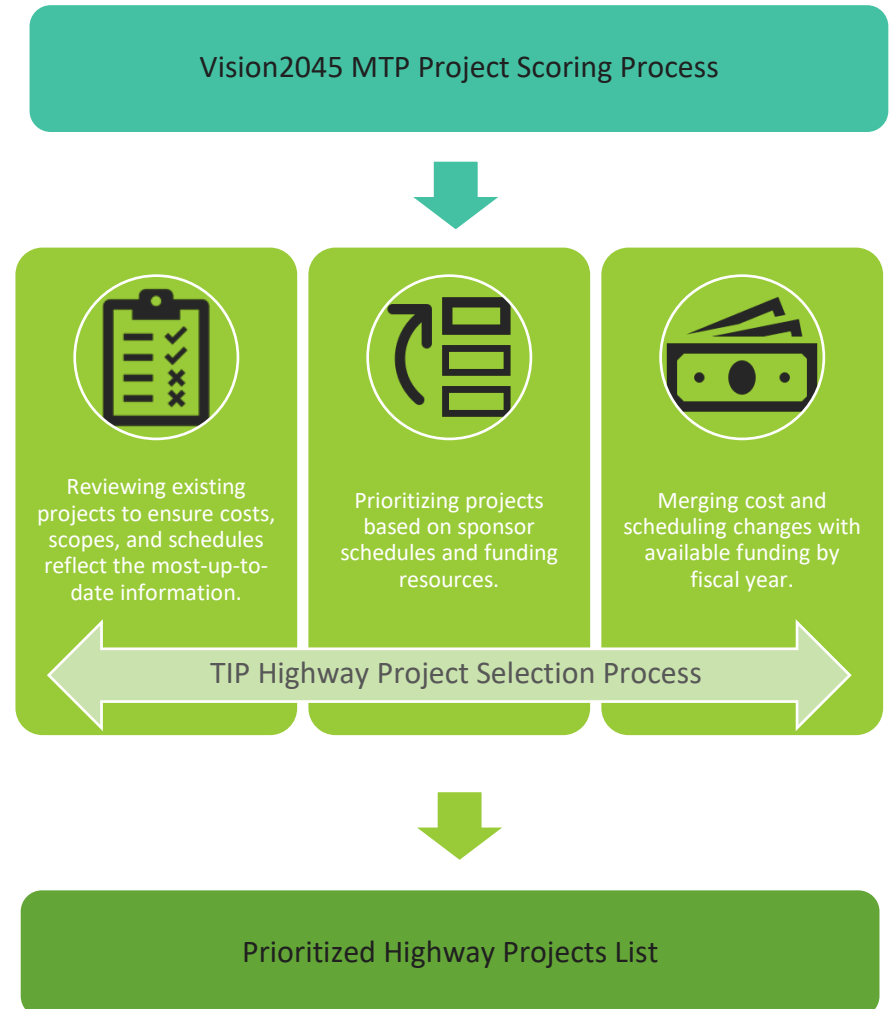


Figure 5. Highway Project Selection Process

IV. TIP FUNDING

Congressional District Balancing

The Official Code of Georgia (OCGA 32-5-30(a)) requires that most federal and state transportation funds spent in Georgia be spent evenly among the state's congressional districts. This law was changed during the 2013 legislative session and now excludes Interstates and freight corridors from the balancing equation. The VLMPO region is split between the 1st and 8th Congressional Districts.

LUMP SUM FUNDING

A portion of the TIP funding is set aside for nine groups of projects that do not affect the capacity of the roadway. The Lump Sum projects program is intended to give GDOT and MPO's flexibility to address projects of an immediate need while fulfilling the requirements of the TIP and STIP. Funds are set up in lump sum banks to undertake projects that are developed after the TIP and STIP are approved. These lump sum banks are listed for each year for GDOT to manage and account for.

Individual projects are programmed, and funds are drawn from these Lump Sum banks during the year. The individual projects in Lump Sum banks may include work at one or several locations for letting and accounting purposes. Listed below are these nine groups and information about them. Except for PE and rights of way protective buying, the total available funds are shown as construction for easy accounting, but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

Group: Transportation Enhancement (TE)

This group is for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. The Transportation Enhancements program provides for the implementation of a variety of non-traditional projects, with examples ranging from bike and pedestrian facilities, to landscaping and scenic beautification, and to the mitigation of water pollution from highway runoff.

Group: Transportation Alternatives Program (TAP)

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

Group: Maintenance

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

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks, joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).

- Maintenance consists of resurfacing, pavement preservation, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work.

Group: Lighting

This group is used to assist local municipalities with installing new or upgraded lighting systems and material reimbursement for repairs. This includes lighting to mitigate safety issues related to geometry or operation (e.g., high crash rates), security concerns, or planning for economic development and/or increased pedestrian usage.

Group: Rights-of-Way - Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (RW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, RW or construction phase in the STIP.

Group: Safety

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

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.

- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

Group: Operations

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

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

Group: Wetland Mitigation

This group is for wetland enhancement, restoration, and/or preservation projects that serves to offset unavoidable wetland impacts which is known as wetland mitigation or compensatory mitigation. The ecological benefits of a mitigation project should compensate for the functional loss resulting from the permitted wetland impacts on infrastructure projects. Funding allows for the planning, designing, construction, and post construction monitoring required for approved and established mitigation sites.

Group: Low Impact Bridges

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

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

HIGHWAY FUNDING

Highway funding is typically authorized by Congress in a multiyear transportation authorization act that establishes the maximum level of federal transportation funding per fiscal year. Once the authorization of a Federal transportation bill takes place, the FHWA apportions funding among the states based on federal formulas set in the law. The amount of apportionment available to be spent is called obligation authority. Obligation authority is generally less than the state's apportionment identified in the authorization bill. Each year, any unused obligation authority can be carried forward to the next fiscal year, although in the past several years, Georgia has spent all apportioned funds in the designated year.

Annually, GDOT receives the amount of federal funding available to the state of Georgia. GDOT then allocates funds according to federal regulations (according to 23 CFR 450.324) to each of the regions, counties and cities within the state using the appropriate plans such as the TIP, laws such as congressional balancing, and formulas. The TIP is divided into different sections identified as Tier 1, Lump Sum, and Transit. Tier 1 is the group of projects covering the next four years.

The Tier 1 projects include information about the “amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second,

third, and fourth year, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds)” (23 CFR 450.324.e.3).

Federal Highway Administration (FHWA) Programs

Under FAST Act, the federal aid highway program includes the following programs available to be utilized in the VLMPO Metropolitan Planning Area (other fund categories which are not available to VLMPO are not listed here):

National Highway Performance Program (NHPP) – This program serves to support the condition and performance, and construction of the National Highway System, which includes all Principle Arterials, Interstates and the Strategic Defense Network.

Highway Safety Improvement Program (HSIP) – This program uses a data-driven, strategic approach to improving highway safety on all public roads.

Surface Transportation Program (STP) – The program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, to preserve or improve conditions of the highway. Other projects include bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

TRANSIT FUNDING

Federal Transit Administration Programs

The FTA program provides grant funding to local public transportation systems for improving mobility, increasing and enhancing the safety of public transportation systems, and streamlining project costs. The following programs are available to be utilized in the VLMPO Metropolitan Planning Area (other fund categories which are not available to VLMPO transit operators are not listed here):

Section 5307 Urban Formula Program

This program (49 U.S.C. 5307) makes Federal resources available to urbanized areas and to Governors for transit capital and operating assistance in urbanized areas and for transportation related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with

Disabilities Act complementary paratransit service costs are considered capital costs. Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. This funding resource is expected to be utilized in the Valdosta Urbanized Area within the next 6 months as the City of Valdosta has begun the process of implementing an urban transit system.

Another component of the 5307 Urban Formula funding is 5307 Small Transit Intensive Cities (STIC) funds. STIC funds are available for urbanized areas that have a population under 200,000 where the transit level of service is equal to or exceeds the average level of service for all UZAs with a population of at least 200,000. The transit level of service and funding eligibility is determined by one or more of six performance categories:

- Passenger miles traveled per vehicle revenue mile,
- Passenger miles traveled per vehicle revenue hour
- Vehicle revenue miles per capita,
- Vehicle revenue hours per capita,
- Passenger miles traveled per capita, and
- Passengers per capita.

Section 5310 Transportation for Elderly Persons and Persons with Disabilities

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the

transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or cannot in any way help to meet the needs of the elderly and persons with disabilities.

The Georgia Department of Human Services ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual providers.

Section 5311 Rural and Small Urban Areas

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas where the population is less than 50,000.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. Projects that meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

Currently, three counties in the Valdosta-Lowndes Metropolitan Planning Area receive 5311 funding to help support the rural and small urban transportation systems. The Southern Georgia Regional

Commission is also in the process of working with GDOT and local governments in its 18-county region to implement a regional transit service. This will help to increase mobility and enhance and streamline the public transit services that are provided.

V. FY2021- 2024 TIP FINANCIAL PLAN

The projects identified in the TIP can be implemented using current and anticipated revenues from existing sources that are reasonably expected by year. These revenue projections are based on reasonable financial principles and information developed using the 3-C Process by the MPO, State and public transportation operators. All regionally significant projects in this TIP reflect year of expenditure (YOE) costs based on the year in which funding is anticipated to be available. Continuing from the fiscally constrained list of projects that appear in the Vision2045 Metropolitan Transportation Plan, the TIP is fiscally constrained also.

Other projects in the TIP are shown to be funded with local revenues and are based on the past 5 years of revenue resources from each local government in the Metropolitan Planning Area. The TIP includes regionally significant projects requiring continued support from local, state, and federal partners. The following tables display each TIP and the anticipated funding from each revenue source to build the project. These projects include maintaining a state of good repair for various bridges and roadways, improving interstate ramps, and continued maintenance of the roadways in the VLMPO area.

For a transportation project to receive federal transportation funds, it must be included in an approved TIP. All funding categories in the TIP and current Metropolitan Transportation Plan must be financially constrained and consistent with one another, meaning that the cost of

all projects in each category must not exceed the amount of revenue available.

Figure 6. Federal Funding Code Tables

Funding Codes for FHWA Programs Includes minimum match requirements					
Fund Prefix	Federal Funding Code	Fund Description	Federal Share	State Share	Local Share
NHPP	Z001	National Highway Performance Program	80%	20%	20%
NHPP	Z002	NHPP Exempt	80%	20%	20%
GDOT	HB170*	State Funded		100%	
GDOT	41633	State Funded		100%	
STP	L220	Enhancement	80%	20%	20%
STP	Z231	STP, Population 5,000 - 200,000	80%	20%	20%
STP	Z232	STP, Population 5,000 & under	80%	20%	20%
STP	Z233	STP, Off-System Bridge	80%	20%	20%
STP	Z234	STP, Special Rule Population 5,000 & under	80%	20%	20%
STP	Z240	Surface Transportation Program Flex	80%	20%	20%
HSIP	ZS30	Highway Safety Improvement Program	90%	10%	10%
HSIP	ZS40	HSIP, Rail-Highway Hazard Elimination	90%	10%	10%
HSIP	ZS50	HSIP, Rail-Highway Protective Devices	90%	10%	10%
TAP	Z300	Transportation Alternatives Program	80%	20%	20%
TAP	Z302	TAP, Population 5,000 to 200,000	80%	20%	20%
TAP	Z303	TAP, Population 5,000 & under	80%	20%	20%
PL	Z450	Metropolitan Planning Program	80%		20%
SPR	Z550	State Planning and Research	80%	20%	20%
TAP	Z940	Recreational Trails Program	80%	20%	
Local	LOC*	Local			100%
Does not include all federal programs, only those available to VLMPO.					

Funding Programs for FTA Includes minimum match requirements			
Program	Federal Share	State Share	Local Share
Section 5304 Rural Planning	80%		20%
Section 5307 Capital Program	80%	10%*	10%
Section 5307 Operating Program	50%		50%
Section 5309 Capital Program	80%	10%	10%
Section 5310 Capital Program	80%	20%	
Section 5310 Operating Program	50%	50%	
Section 5311 Capital Program	80%	20%	
Section 5311 Operating Program	50%		50%
* State participates at different levels depending on capital improvement, most are 10%.			

Table 2. FY21-24 TIP Anticipated Revenue

FY2021-2024 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2021-2024, all amounts include Federal, State and Local Funds, unless noted otherwise								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2021	FY2022	FY2023	FY2024	Total
NHPP	Z001	Tier 1	National Hwy Sys (road)	\$ 6,530,218.00	\$ -	\$ -	\$ 10,457,000.01	\$ 16,987,218.01
STP	Z233	Tier 1	STP, Off-system Bridge	\$ 70,000.00	\$ -	\$ 1,400,000.00	\$ -	\$ 1,470,000.00
STP	Z232	Tier 1	State Transportation	\$ -	\$ -	\$ -	\$ 3,000,000.00	\$ 3,000,000.00
State	HB170	Tier 1	HB170 State Funds	\$ 3,000,000.00	\$ 13,603,656.00	\$ 4,643,730.00	\$ -	\$ 21,247,386.00
Local	LOC	Tier 1 Local	100% Local Funded Projects/TIA	\$ 19,445,000.00	\$ -	\$ -	\$ -	\$ 19,445,000.00
State	41633	Tier 1	State Bond Funds	\$ 15,500,920.34	\$ -	\$ -	\$ -	\$ 15,500,920.34
Total Tier I Revenue				\$ 44,546,138.34	\$ 13,603,656.00	\$ 6,043,730.00	\$ 13,457,000.01	\$ 77,650,524.35
Group: Maintenance								
NHPP	Z001	Lump Sum	Bridge Painting (Interstate)	\$ 159,000.00	\$ 159,000.00	\$ 159,000.00	\$ 159,000.00	\$ 636,000.00
NHPP	Z001	Lump Sum	National Hwy Sys (Maintenance)	\$ 1,424,000.00	\$ 1,424,000.00	\$ 875,000.00	\$ 875,000.00	\$ 4,598,000.00
STP	Z240	Lump Sum	Bridge Painting	\$ 80,000.00	\$ 80,000.00	\$ 80,000.00	\$ 80,000.00	\$ 320,000.00
NHPP/STP	MULTI	Lump Sum	Road Maintenance	\$ 1,830,000.00	\$ 1,830,000.00	\$ 1,830,000.00	\$ 1,830,000.00	\$ 7,320,000.00
Group: Low Impact Bridges								
STP	Z240	Lump Sum	Low Impact Bridges	\$ 167,000.00	\$ 167,000.00	\$ 167,000.00	\$ 167,000.00	\$ 668,000.00
Group: Safety/ Includes Railroad								
HSIP	ZS30	Lump Sum	Safety	\$ 796,000.00	\$ 796,000.00	\$ 796,000.00	\$ 796,000.00	\$ 3,184,000.00
HSIP	ZS40	Lump Sum	RRX Hazard Elimination	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 50,000.00	\$ 200,000.00
HSIP	ZS50	Lump Sum	Railroad Crossing Protection Devices	\$ 42,000.00	\$ 42,000.00	\$ 42,000.00	\$ 42,000.00	\$ 168,000.00
Group: Operations / Operational Improvement / Signal Upgrades								
STP	Z240	Lump Sum	Construction Management	\$ 414,000.00	\$ 414,000.00	\$ 414,000.00	\$ 414,000.00	\$ 1,656,000.00
STP	Z240	Lump Sum	Traffic Control Devices	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 956,000.00
STP	Z240	Lump Sum	Operational	\$ 95,000.00	\$ 95,000.00	\$ 95,000.00	\$ 95,000.00	\$ 380,000.00
Group: Roadway/Interchange Lighting								
NHPP	Z001	Lump Sum	Roadway Lighting	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 32,000.00
Group: Rights of Way - Protective Buying and Hardship Acquisitions								
STP	Z240	Lump Sum	RW Protective Buying	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 48,000.00
Group: Transportation Enhancement Program								
TE	L220	Lump Sum	Transportation Enhancements	\$ 70,000	\$ -	\$ -	\$ -	\$ 70,000.00
Group: Transportation Alternatives Program								
TAP	Z290	Lump Sum	Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
Group: Wetland Mitigation								
STP	Z240	Lump Sum	Wetland Mitigation	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 40,000.00
Total Lump Sum Revenue				\$ 5,396,000.00	\$ 5,326,000.00	\$ 4,777,000.00	\$ 4,777,000.00	\$ 20,276,000.00
Total Highway Revenue				\$ 49,942,138.34	\$ 18,929,656.00	\$ 10,820,730.00	\$ 18,234,000.01	\$ 97,926,524.35
FTA	5307	Cap/Ops	VLMPO Urban Transit CAP and OPS	\$ 1,266,743.00	\$ 1,760,060.00	\$ 1,760,060.00	\$ 1,760,060.00	\$ 6,546,923.00
FTA	5310	Capital	Elderly and Disabled CAP	\$ -	\$ -	\$ -	\$ -	\$ -
FTA	5310	Operations	Elderly and Disabled (Urban)	\$ 168,571.00	\$ 168,571.00	\$ 168,571.00	\$ 168,571.00	\$ 674,284.00
FTA	5310	Operations	Elderly and Disabled (Rural)	\$ 674,283.00	\$ 674,283.00	\$ 674,283.00	\$ 674,283.00	\$ 2,697,132.00
FTA	5311	Capital	Berrien Co. Rural Transit	\$ -	\$ 10,897.00	\$ 5,448.00	\$ 10,897.00	\$ 27,242.00
FTA	5311	Operations	Berrien Co. Rural Transit	\$ 64,434.00	\$ 64,434.00	\$ 64,434.00	\$ 64,434.00	\$ 257,736.00
FTA	5311	Capital	Brooks Co. Rural Transit	\$ -	\$ 28,129.00	\$ 28,129.00	\$ 28,129.00	\$ 84,387.00
FTA	5311	Operations	Brooks Co. Rural Transit	\$ 281,288.00	\$ 281,288.00	\$ 281,288.00	\$ 281,288.00	\$ 1,125,152.00
FTA	5311	Capital	Lowndes Co. Rural Transit	\$ 184,357.00	\$ 184,357.00	\$ 184,357.00	\$ 184,357.00	\$ 737,428.00
FTA	5311	Operations	Lowndes Co. Rural Transit	\$ 368,714.00	\$ 368,714.00	\$ 368,714.00	\$ 368,714.00	\$ 1,474,856.00
Total Transit Revenue				\$ 3,008,390.00	\$ 3,540,733.00	\$ 3,535,284.00	\$ 3,540,733.00	\$ 13,625,140.00
Grand Total Anticipated Revenue				\$ 52,950,528.34	\$ 22,470,389.00	\$ 14,356,014.00	\$ 21,774,733.01	\$ 111,551,664.35

Table 3. FY21-24 Tier 1 Projects - Anticipated Expenditures by Fiscal Year and Source

FY2021-2024 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Projects FY2021-2024 - Anticipated Expenditures by Fiscal Year and Source													
PI #	VLMPO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (Vision2045)*
0010297	G016	Lowndes	Local	TIA	2021	CST	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ -	\$ -	\$ 19,445,000.00	\$ 19,445,000.00	\$ 40,638,318.10
0010297	G017	GDOT	NHPP	Z001	2021	CST	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 5,090,636.00	\$ 1,272,659.00	\$ -	\$ 6,363,296.00	\$ 40,638,318.10
0010297	G018	GDOT	NHPP	Z001	2021	UTL	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 133,538.00	\$ 33,385.00	\$ -	\$ 166,923.00	\$ 40,638,318.10
0010298	G019	Lowndes	GDOT	HB170	2021	PE	I-75 @ SR 133 - Phase II	Interchange	\$ -	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	\$ 31,052,882.00
0013987	L019	GDOT	GDOT	41633 (State Bonds)	2021	CST	CR 274/CS 1078/Lake Park Belleville Rd from SR 7 to I-75	Widening	\$ -	\$ 14,035,420.34	\$ -	\$ 14,035,420.34	\$ 39,854,362.82
0013987	L019	GDOT	GDOT	41633 (State Bonds)	2021	UTL	CR 274/CS 1078/Lake Park Belleville Rd from SR 7 to I-75	Widening	\$ -	\$ 1,465,500.00	\$ -	\$ 1,465,500.00	\$ 39,854,362.82
0015614	L022	Lowndes	STP	Z233	2021	ROW	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ 56,000.00	\$ 14,000.00	\$ -	\$ 70,000.00	\$ 2,434,346.01
0016898	V016	Valdosta	GDOT	HB170	2021	SCP	South Valdosta Truck Bypass	Roadway Project		\$ 1,000,000.00	\$ -	\$ 1,000,000.00	\$ 206,733,696.39
FY2021 Total									\$ 5,280,174.00	\$ 19,820,964.34	\$ 19,445,000.00	\$ 44,546,138.34	\$ 320,713,605.32
0014134	V075	Valdosta	GDOT	HB170	2022	CST	CS 1517/Jerry Jones Drive	Turn Lanes	\$ -	\$ 12,591,656.00	\$ -	\$ 12,591,656.00	\$ 24,544,879.00
0014134	V076	Valdosta	GDOT	HB170	2022	UTL	CS 1517/Jerry Jones Drive	Turn Lanes	\$ -	\$ 202,000.00	\$ -	\$ 202,000.00	\$ 24,544,879.00
0014485	G040	GDOT	GDOT	HB170	2022	ROW	SR 31 from SR 7 /Lowndes to SR 135/Lanier	Passing Lanes	\$ -	\$ 810,000.00		\$ 810,000.00	\$ 12,099,490.02
FY2022 Total									\$ -	\$ 13,603,656.00	\$ -	\$ 12,793,656.00	\$ 24,544,879.00
0015614	L022	Lowndes	STP	Z233	2023	CST	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ 1,120,000.00	\$ 280,000.00	\$ -	\$ 1,400,000.00	\$ 2,434,346.01
0014485	G040	GDOT	GDOT	HB170	2023	CST	SR 31 from SR 7 /Lowndes to SR 135/Lanier	Passing Lanes	\$ -	\$ 4,643,730.00	\$ -	\$ 4,643,730.00	\$ 12,099,490.02
FY 2023 Total									\$ 1,120,000.00	\$ 4,923,730.00	\$ -	\$ 6,043,730.00	\$ 2,434,346.01
0010295	G502	GDOT	STP	Z232	2024	SCP	I-75 @ 376 - Phase II	Interchange	\$ 1,200,000.00	\$ 300,000.00	\$ -	\$ 1,500,000.00	\$ 36,070,880.02
0010296	G503	GDOT	STP	Z232	2024	SCP	I-75 @ CR 783/ Loch Laurel Road- Phase II	Bridge	\$ 1,200,000.00	\$ 300,000.00	\$ -	\$ 1,500,000.00	\$ 4,851,073.02
0010298	G019	Lowndes	NHPP	Z001	2024	ROW	I-75 @SR 133 - Phase II	Interchange	\$ 8,365,600.01	\$ 2,091,400.00	\$ -	\$ 10,457,000.01	\$ 31,052,882.00
FY2024 Total									\$ 10,765,600.01	\$ 2,691,400.00	\$ -	\$ 13,457,000.01	\$ 40,921,953.04
Total									\$ 17,165,774.01	\$ 41,039,750.34	\$ 19,445,000.00	\$ 77,650,524.35	\$ 388,614,783.36

Total Tier I Program Cost \$ 77,650,524.35
 Total Tier I Program Anticipated Revenue Less Locally Funded Projects \$ 77,650,524.35
 Difference \$ -

* Total Project \$ (2045 MTP) - This column is shown to illustrate the total project cost for all phases included in the 2045 (and previous)Metropolitan Transportation Plan and is provided for informational purposes only

Table 4. Lump Sum Funded Projects

FY2021-2024 Transportation Improvement Program					
Valdosta-Lowndes Metropolitan Planning Organization - Valdosta, GA Urbanized Area					
Lump Sum Projects FY2021-2024 - Anticipated Expenditures					
PI #	VLMPO #	County	Phase	Description	Cost
Group: Maintenance					
0013559	G009	Lowndes	PE, CST	SR 38/US 84 FM VALDOSTA TO LANIER COUNTY - MEDIAN TURN LANES	NA
0015445		Lowndes	ROW, CST, UTL	SR 7 BU FROM CS 188/NORTH OAK STREET TO SR 7 ALT	NA
0016109		Lowndes	ROW, CST, UTL	SR 122 @ SR 125	NA
0016636		Lowndes		SR 7/SR 122 FROM NEWSOME STREET TO UNION ROAD IN HAHIRA	NA
0016957		Lowndes	CST	CR 37/BRIGMAN ROAD @ NS #723572Y	NA
0016974		Lowndes	CST	SR 7/US 41 @ CPR #904061P IN VALDOSTA	NA
0017400		Lowndes	PE, ROW, CST, UTL	SR 38 @ 2 LOCS & CS 1005/FOREST STREET @ 1 LOC	NA
0017461		Lowndes	CST	CS 897/S TOOMBS STREET @ NS #723542G IN VALDOSTA	NA
M005978		Lowndes		SR 125 FROM SR 7 TO CR 176/HIGHTOWER ROAD	NA
M005986		Lowndes		SR 7/US 41 FROM SR 7BU TO CS 1268/COUNTRY CLUB DRIVE	NA
M006066		Lowndes		I-75 FROM FLORIDA STATE LINE TO 0.32 MI S OF SOUTHWALL BLVD	NA
M006193		Lowndes		SR 376 FROM SR 31 TO 0.10 MI W OF CR 783/LOCH LAUREL ROAD	NA
M006194		Lowndes		SR 376 FROM SR 7 TO ECHOLS COUNTY LINE	NA
M006196		Lowndes		SR 135 FROM SR 38 TO LANIER COUNTY LINE	NA
Group Total:					\$ 12,874,000
Group: Low Impact Bridges					
No Projects at this time					NA
Group Total:					\$ 668,000
Group: Safety / Includes Railroad					
No Projects at this time					
Group Total:					\$ 3,552,000
Group: Operations/Operational Improvements/Signal Upgrades					
No Projects at this time					NA
Group Total:					\$ 2,992,000
Group: Lighting					
No Projects at this time					NA
Group Total:					\$ 32,000
Group: Rights of Way - Protective Buying and Hardship Acquisitions					
No Projects at this time					NA
Group Total:					\$ 48,000
Group: Transportation Enhancements					
No Projects at this time					NA
Group Total:					\$ 70,000
Group: Transportation Alternatives Program					
Safe Routes to School					NA
Group Total:					\$ -
Group: Wetland Mitigation					
No Projects at this time					NA
Group Total:					\$ 40,000
Total Lump Sum Program Cost					\$ 20,276,000
Total Lump Sum Program Anticipated Revenue					\$ 20,276,000
Difference					\$ -

Table 5. FTA Transit Projects Anticipated Expenditures

FY2021-2024 Transportation Improvement Program												
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area												
FTA Section 53xx Transit Projects FY2021-2024 - Anticipated Expenditures by Fiscal Year and Source												
PI #	VLMPO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$
T006130		GDOT	FTA	5307	2021	CAP/OP	VLMPO Urban Transit CAP/OPS	Cap/Ops	\$ 1,266,743.00	\$ -	\$ -	\$ 1,266,743.00
		GDOT	FTA	5310	2021	CAP/OP	Elderly and Disabled CAP/OPS	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2021	TOPR	Elderly and Disabled (Urban)	Operation	\$ 84,285.50	\$ 84,285.50	\$ -	\$ 168,571.00
		GDOT	FTA	5310	2021	TOPR	Elderly and Disabled (Rural)	Operation	\$ 337,141.50	\$ 337,141.50	\$ -	\$ 674,283.00
T006456		GDOT	FTA	5311	2021	TCAP	Berrien Co. Rural Transit	Capital	\$ -	\$ -	\$ -	\$ -
T006456		GDOT	FTA	5311	2021	TOPR	Berrien Co. Rural Transit	Operation	\$ 32,217.00	\$ -	\$ 32,217.00	\$ 64,434.00
T006410		GDOT	FTA	5311	2021	TCAP	Brooks Co. Rural Transit	Capital	\$ -	\$ -	\$ -	\$ -
T006410		GDOT	FTA	5311	2021	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T006449		GDOT	FTA	5311	2021	TCAP	Lowndes Co. Rural Transit	Capital	\$ 147,485.60	\$ 18,435.70	\$ 18,435.70	\$ 184,357.00
T006449		GDOT	FTA	5311	2021	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2021 Total									\$ 2,192,873.60	\$ 439,862.70	\$ 375,653.70	\$ 3,008,390.00
T006851		GDOT	FTA	5307	2022	CAP/OP	VLMPO Urban Transit CAP/OPS	Cap/Ops	\$ 1,126,030.00	\$ 82,000.00	\$ 552,030.00	\$ 1,760,060.00
		GDOT	FTA	5310	2022	CAP/OP	Elderly and Disabled CAP/OPS	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2022	TOPR	Elderly and Disabled (Urban)	Operation	\$ 84,285.50	\$ 84,285.50	\$ -	\$ 168,571.00
		GDOT	FTA	5310	2022	TOPR	Elderly and Disabled (Rural)	Operation	\$ 337,141.50	\$ 337,141.50	\$ -	\$ 674,283.00
T007125		GDOT	FTA	5311	2022	TCAP	Berrien Co. Rural Transit	Capital	\$ 8,717.60	\$ 1,089.70	\$ 1,089.70	\$ 10,897.00
T007125		GDOT	FTA	5311	2022	TOPR	Berrien Co. Rural Transit	Operation	\$ 32,217.00	\$ -	\$ 32,217.00	\$ 64,434.00
T007128		GDOT	FTA	5311	2022	TCAP	Brooks Co. Rural Transit	Capital	\$ 22,503.20	\$ 2,812.90	\$ 2,812.90	\$ 28,129.00
T007128		GDOT	FTA	5311	2022	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T007162		GDOT	FTA	5311	2022	TCAP	Lowndes Co. Rural Transit	Capital	\$ 147,485.60	\$ 18,435.70	\$ 18,435.70	\$ 184,357.00
T007162		GDOT	FTA	5311	2022	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2022 Total									\$ 2,083,381.40	\$ 525,765.30	\$ 931,586.30	\$ 3,540,733.00
T006852		GDOT	FTA	5307	2023	CAP/OP	VLMPO Urban Transit CAP/OPS	Cap/Ops	\$ 1,126,030.00	\$ 82,000.00	\$ 552,030.00	\$ 1,760,060.00
		GDOT	FTA	5310	2023	CAP/OP	Elderly and Disabled CAP/OPS	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2023	TOPR	Elderly and Disabled (Urban)	Operation	\$ 84,285.50	\$ 84,285.50	\$ -	\$ 168,571.00
		GDOT	FTA	5310	2023	TOPR	Elderly and Disabled (Rural)	Operation	\$ 337,141.50	\$ 337,141.50	\$ -	\$ 674,283.00
T007207		GDOT	FTA	5311	2023	TCAP	Berrien Co. Rural Transit	Capital	\$ 4,358.40	\$ 544.80	\$ 544.80	\$ 5,448.00
T007207		GDOT	FTA	5311	2023	TOPR	Berrien Co. Rural Transit	Operation	\$ 32,217.00	\$ -	\$ 32,217.00	\$ 64,434.00
T007210		GDOT	FTA	5311	2023	TCAP	Brooks Co. Rural Transit	Capital	\$ 22,503.20	\$ 2,812.90	\$ 2,812.90	\$ 28,129.00
T007210		GDOT	FTA	5311	2023	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T007244		GDOT	FTA	5311	2023	TCAP	Lowndes Co. Rural Transit	Capital	\$ 147,485.60	\$ 18,435.70	\$ 18,435.70	\$ 184,357.00
T007244		GDOT	FTA	5311	2023	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2023 Total									\$ 2,079,022.20	\$ 525,220.40	\$ 931,041.40	\$ 3,535,284.00
T007059		GDOT	FTA	5307	2024	CAP/OP	VLMPO Urban Transit CAP/OPS	Cap/Ops	\$ 1,126,030.00	\$ 82,000.00	\$ 552,030.00	\$ 1,760,060.00
		GDOT	FTA	5310	2024	CAP/OP	Elderly and Disabled CAP/OPS	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2024	TOPR	Elderly and Disabled (Urban)	Operation	\$ 84,285.50	\$ 84,285.50	\$ -	\$ 168,571.00
		GDOT	FTA	5310	2024	TOPR	Elderly and Disabled (Rural)	Operation	\$ 337,141.50	\$ 337,141.50	\$ -	\$ 674,283.00
T007289		GDOT	FTA	5311	2024	TCAP	Berrien Co. Rural Transit	Capital	\$ 8,717.60	\$ 1,089.70	\$ 1,089.70	\$ 10,897.00
T007289		GDOT	FTA	5311	2024	TOPR	Berrien Co. Rural Transit	Operation	\$ 32,217.00	\$ -	\$ 32,217.00	\$ 64,434.00
T007292		GDOT	FTA	5311	2024	TCAP	Brooks Co. Rural Transit	Capital	\$ 22,503.20	\$ 2,812.90	\$ 2,812.90	\$ 28,129.00
T007292		GDOT	FTA	5311	2024	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T006178		GDOT	FTA	5311	2024	TCAP	Lowndes Co. Rural Transit	Capital	\$ 147,485.60	\$ 18,435.70	\$ 18,435.70	\$ 184,357.00
T006178		GDOT	FTA	5311	2024	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2024 Total									\$ 2,083,381.40	\$ 525,765.30	\$ 931,586.30	\$ 3,540,733.00
Tranist Total									\$ 8,438,658.60	\$ 2,016,613.70	\$ 3,169,867.70	\$ 13,625,140.00
											Total Transit Revenue	\$ 13,625,140.00
											Total FTA Section 53 Transit Revenue Less Local Projects	\$ 13,625,140.00
											Difference	\$ -

Table 6. VLMPO Previously Authorized and Obligated Projects

MPO Authorized Projects

MPO: Valdosta Year: Between 2018 - 2021

Primary Appling

PROJ	PROJ NO.	TIP NO.	Sponsor	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount	Funding Available for Subsequent Years
0014086			GDOT	I-75 FROM FLORIDA STATE LINE TO CR 361/FARMERS MARKET ROAD	AUTHORIZED	CST	2020	Valdosta	\$7,218,282.21	30	\$2,165,484.66	\$5,052,797.55
0017079			GDOT	RUMBLE STRIPS IN DISTRICT 4 - AREA 1 @ 17 ROUTES	AUTHORIZED	CST	2020	Valdosta	\$1,633,244.49	20	\$326,648.90	\$1,306,595.59
T004959			GDOT	FY 2020-21-FTA SEC.5329 SSO PROGRAM ADMINISTRATION	AUTHORIZED	740A1	2020	Valdosta	\$0.00	10	\$0.00	\$0.00
T004972			GDOT	FY 2020-STATEWIDE PROJECT-SEC.5339-RURAL	AUTHORIZED	114A1	2021	Valdosta		10	\$0.00	\$0.00

Primary Brooks

PROJ	PROJ NO.	TIP NO.	Sponsor	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount	Funding Available for Subsequent Years
T006141			Brooks	FY 2018-BROOKS COUNTY-SEC 5311-CAPITAL AND OPERATIONS	AUTHORIZED	111A2	2018	Valdosta	\$0.00	3	\$0.00	\$0.00
						114A3	2018	Valdosta	\$0.00	3	\$0.00	\$0.00
						300A1	2018	Valdosta	\$0.00	3	\$0.00	\$0.00
T006232			Brooks	FY 2019-BROOKS COUNTY-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	SCAP	2019	Valdosta	\$0.00	3	\$0.00	\$0.00
						TOPR	2019	Valdosta	\$0.00	3	\$0.00	\$0.00
T006323			Brooks	FY 2020-BROOKS COUNTY-SEC.5311-CAPITAL AND OPERATIONS	AUTHORIZED	300A7	2020	Valdosta	\$0.00	3	\$0.00	\$0.00
						TCAP	2020	Valdosta	\$0.00	3	\$0.00	\$0.00
						TOPR	2020	Valdosta	\$0.00	3	\$0.00	\$0.00
T006649			GDOT	QUITMAN - AIRPORT LAYOUT PLAN UPDATE	AUTHORIZED	AVIA	2018	Valdosta	\$0.00	100	\$0.00	\$0.00
T006796			GDOT	QUITMAN – CS AND REM RWY 10/28 AND CONSTRUCT RB	AUTHORIZED	AVIA	2019	Valdosta	\$0.00	100	\$0.00	\$0.00
T007477			Brooks	QUITMAN - CARES ACT	AUTHORIZED	AVIA	2020	Valdosta	\$0.00	100	\$0.00	\$0.00

Primary Echols												
PROJ	PROJ NO.	TIP NO.	Sponsor	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount	Funding Available for Subsequent Years
0016277		SGRC - 116	Lowndes	CR 70/CR 106/HICKORY GROVE ROAD @ GRAND BAY CREEK - TIA	AUTHORIZED	CST	2019	Valdosta	\$2,616,000.00	49	\$1,281,840.00	\$1,334,160.00
						PE	2019	Valdosta	\$84,000.00	49	\$41,160.00	\$42,840.00
						ROW	2019	Valdosta	\$0.00	49	\$0.00	\$0.00
Primary Lanier												
PROJ	PROJ NO.	TIP NO.		DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount	Funding Available for Subsequent Years
0016268		SGRC-106	Lanier	CR 75/BOYETTE ROAD FM SR 11/SR 37 TO LOWNDES COUNTY LINE-TIA	AUTHORIZED	CST	2021	Valdosta	\$1,159,240.09	14	\$162,293.61	\$996,946.48
Primary Lowndes												
PROJ	PROJ NO.	TIP NO.		DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount	Funding Available for Subsequent Years
0007386	CSNHS-0007-00(386)	G014	GDOT	I-75 @ CR 274/LAKE PARK-BELLVILLE ROAD - PHASE II	AUTHORIZED	CST	2020	Valdosta	\$28,962,326.45	100	\$28,962,326.45	\$0.00
						PE	2019	Valdosta	\$600,000.00	100	\$600,000.00	\$0.00
0010297		G016	GDOT	I-75 @ SR 31 - PHASE II - TIA	AUTHORIZED	PE	2019	Valdosta	\$1,178,545.00	100	\$1,178,545.00	\$0.00
0010298		G020	GDOT	I-75 @ SR 133 - PHASE II	AUTHORIZED	PE	2021	Valdosta	\$2,000,000.00	100	\$2,000,000.00	\$0.00
0010592			Hahira	EAST MAIN FM COLLEGE TO HAGAN & HAGAN FM EAST MAIN TO GRACE	AUTHORIZED	CST	2018	Valdosta	\$296,137.23	100	\$296,137.23	\$0.00
0010593			Valdosta	SR 7 ALT FROM CS 795/MAGNOLIA STREET TO CS 720/GORDON STREET	AUTHORIZED	CST	2019	Valdosta	\$312,500.00	100	\$312,500.00	\$0.00
0012846			GDOT	SR 7BU; SR 7SB; SR 38 & SR 38WE @ 15 LOCS - SIGNAL UPGRADES	AUTHORIZED	CST	2018	Valdosta	\$2,108,823.74	100	\$2,108,823.74	\$0.00
0013987		L019	GDOT	LAKE PARK BELLVILLE ROAD FROM SR 7 TO I-75	AUTHORIZED	PE	2020	Valdosta	\$450,000.00	100	\$450,000.00	\$0.00
						ROW	2019	Valdosta	\$314,063.00	100	\$314,063.00	\$0.00
							2020	Valdosta	\$3,285,937.00	100	\$3,285,937.00	\$0.00
0014134		V075	GDOT	CS 1517/JERRY JONES DR/EAGER RD FROM BAYTREE RD TO OAK ST	AUTHORIZED	PE	2020	Valdosta	\$100,000.00	100	\$100,000.00	\$0.00
						ROW	2019	Valdosta	\$6,060,000.00	100	\$6,060,000.00	\$0.00
							2020	Valdosta	\$1,000,000.00	100	\$1,000,000.00	\$0.00
0014485		G040	GDOT	SR 31 FROM SR 7/LOWNDES TO SR 135/LANIER	AUTHORIZED	PE	2018	Valdosta	\$594,341.90	54	\$320,944.63	\$273,397.27
							2020	Valdosta	\$1,125,000.00	54	\$607,500.00	\$517,500.00
0015365			GDOT	CR 94/DASHER JOHNSON ROAD @ CSX #637463K	AUTHORIZED	CST	2019	Valdosta	\$28,342.86	100	\$28,342.86	\$0.00
0015470			GDOT	PL VALDOSTA - FY 2018	AUTHORIZED	PLN	2018	Valdosta	\$134,934.01	100	\$134,934.01	\$0.00
0015614		L022	GDOT	CR 136/OLD QUITMAN ROAD @ CSX #637487Y 6 MI W OF VALDOSTA	AUTHORIZED	PE	2019	Valdosta	\$600,000.00	100	\$600,000.00	\$0.00

						ROW	2019	Valdosta	\$70,000.00	100	\$70,000.00	\$0.00
0015851			GDOT	VALDOSTA MPO TRANSP. DEMAND MODEL DEVELOPMENT FY 2018	AUTHORIZED	PLN	2018	Valdosta	\$19,040.00	100	\$19,040.00	\$0.00
0015876			GDOT	PL VALDOSTA - FY 2019	AUTHORIZED	PLN	2019	Valdosta	\$155,192.83	100	\$155,192.83	\$0.00
0016109			GDOT	SR 122 @ SR 125	AUTHORIZED	PE	2019	Valdosta	\$570,000.00	100	\$570,000.00	\$0.00
0016271		SGRC-110	Lowndes	CR 868/OLD US 41 FROM SR 7 TO CR 239/UNION ROAD - TIA	AUTHORIZED	CST	2020	Valdosta	\$5,316,800.00	100	\$5,316,800.00	\$0.00
						PE	2020	Valdosta	\$600,000.00	100	\$600,000.00	\$0.00
						ROW	2020	Valdosta	\$600,000.00	100	\$600,000.00	\$0.00
0016274		SGRC-113	Lowndes	CLYATTSTONE RD & SIMPSON LANE FM OLD US 41 TO VAL DEL RD-TIA	AUTHORIZED	CST	2019	Valdosta	\$2,300,000.00	100	\$2,300,000.00	\$0.00
0016276		SGRC-115	Lowndes	HIGHTOWER RD/COOPER RD FROM SR 125 TO NEW BETHEL RD - TIA	AUTHORIZED	CST	2019	Valdosta	\$3,750,000.00	100	\$3,750,000.00	\$0.00
0016284		SGRC-123	Valdosta	VALDOSTA REGIONAL AIRPORT - TRAFFIC CONTROL TOWER - TIA	AUTHORIZED	CST	2019	Valdosta	\$2,705,000.00	100	\$2,705,000.00	\$0.00
0016285		SGRC-124	Valdosta	OLD CLYATTVILLE RD FM GIL HARBIN IND BLVD TO AIRPORT RD-TIA	AUTHORIZED	CST	2020	Valdosta	\$7,317,514.00	100	\$7,317,514.00	\$0.00
						PE	2020	Valdosta	\$600,000.00	100	\$600,000.00	\$0.00
						ROW	2020	Valdosta	\$500,000.00	100	\$500,000.00	\$0.00
0016286		SGRC-125	Valdosta	SR 133 @ CS 1264/NORMAN DRIVE - TIA	AUTHORIZED	PE	2020	Valdosta	\$400,000.00	100	\$400,000.00	\$0.00
0016287		SGRC-126	Valdosta	SR 7BU @ CS 1274/GRIFFIN AVE - TIA	AUTHORIZED	CST	2020	Valdosta	\$1,128,000.00	100	\$1,128,000.00	\$0.00
						PE	2020	Valdosta	\$130,000.00	100	\$130,000.00	\$0.00
0016288		SGRC-127	Valdosta	SR 133 @ CS 1589/GORNT0 ROAD - TIA	AUTHORIZED	PE	2020	Valdosta	\$250,000.00	100	\$250,000.00	\$0.00
0016290		SGRC-129	Valdosta	CS 569/CS 1267/BAYTREE RD @ CS 1043/CS 1589/GORNT0 RD - TIA	AUTHORIZED	CST	2020	Valdosta	\$2,464,000.00	100	\$2,464,000.00	\$0.00
						PE	2020	Valdosta	\$270,000.00	100	\$270,000.00	\$0.00
0016562			GDOT	PL VALDOSTA FY 2020	AUTHORIZED	PLN	2020	Valdosta	\$157,642.14	100	\$157,642.14	\$0.00
0016636			Hahira	SR 7/SR 122 FROM NEWSOME STREET TO UNION ROAD IN HAHIRA	AUTHORIZED	PE	2019	Valdosta	\$593,032.50	100	\$593,032.50	\$0.00
0016898		V016	GDOT	SOUTH VALDOSTA TRUCK BYPASS	AUTHORIZED	SCP	2021	Valdosta	\$1,000,000.00	100	\$1,000,000.00	\$0.00
0016957			GDOT	CR 37/BRIGMAN ROAD @ NS #723572Y	AUTHORIZED	CST	2021	Valdosta	\$336,668.00	100	\$336,668.00	\$0.00
0016958			GDOT	CR 472/THOMPSON ROAD @ NS #723562T	AUTHORIZED	CST	2020	Valdosta	\$431,137.00	100	\$431,137.00	\$0.00
0016959			GDOT	CR 221/HALL ROAD @ NS #723563A	AUTHORIZED	CST	2020	Valdosta	\$345,376.00	100	\$345,376.00	\$0.00
0016972			GDOT	CS 1428/EAST PARK AVE @ CPR #732401W IN VALDOSTA	AUTHORIZED	CST	2020	Valdosta	\$213,722.20	100	\$213,722.20	\$0.00
0016974			GDOT	SR 7/US 41 @ CPR #904061P IN VALDOSTA	AUTHORIZED	CST	2021	Valdosta	\$336,402.20	100	\$336,402.20	\$0.00
0017104			GDOT	WRONG WAY DRIVING SAFETY ENHANCEMENTS @ 7 LOCS IN DISTRICT 4	AUTHORIZED	CST	2020	Valdosta	\$206,724.18	44	\$90,958.64	\$0.00

						PE	2020	Valdosta	\$1,228.86	44	\$540.70	\$688.16
0017164			GDOT	PL VALDOSTA - FY 2021	AUTHORIZED	PLN	2021	Valdosta	\$161,035.90	100	\$161,035.90	\$0.00
M005019			GDOT	SR 38 FM CS 1005/FOREST STREET TO E OF VALDOSTA CITY LIMITS	AUTHORIZED	MCST	2018	Valdosta	\$558,168.49	100	\$558,168.49	\$0.00
M005036			GDOT	SR 38 WE FROM SR 38 TO SR 38	AUTHORIZED	MCST	2018	Valdosta	\$222,806.81	100	\$222,806.81	\$0.00
M005854			GDOT	I-75 @ CR 783/LOCH LAUREL ROAD - BRIDGE REHAB	AUTHORIZED	MCST	2018	Valdosta	\$287,365.87	100	\$287,365.87	\$0.00
						MPE	2018	Valdosta	\$10,588.60	100	\$10,588.60	\$0.00
M005936			GDOT	I-75 FROM FLORIDA STATE LINE TO 0.69 MI S OF SR 133	AUTHORIZED	MCST	2019	Valdosta	\$672,560.74	100	\$672,560.74	\$0.00
M005978			GDOT	SR 125 FROM SR 7 TO CR 176/HIGHTOWER ROAD	AUTHORIZED	MCST	2020	Valdosta	\$3,081,355.91	100	\$3,081,355.91	\$0.00
S014966			GDOT	EXT SB LTL SR7/US41/N.VALDOSTA RD@OLD US41/FOXBOROUGH AVE	AUTHORIZED	TSA	2018	Valdosta	\$97,612.00	100	\$97,612.00	\$0.00
S014983			GDOT	TRAFFIC SIGNAL SR 125/BEMISS RD@CR 138/FOREST RD EXT	AUTHORIZED	TSA	2018	Valdosta	\$176,096.93	100	\$176,096.93	\$0.00
S015064			GDOT	LT TURN LN SR 31/MADISON HWY@CR 961/WHITE WATER RD	AUTHORIZED	TSA	2018	Valdosta	\$143,244.79	100	\$143,244.79	\$0.00
S015199			GDOT	REDUCE CENTER MEDIAN ON SR 7 BETWEEN E MAIN STREET & SR 376	AUTHORIZED	TSA	2019	Valdosta	\$121,638.17	100	\$121,638.17	\$0.00
S015236			GDOT	EEE ADDL LMIG PAVING OF LESTER ROAD & HOWELL LANE	AUTHORIZED	PR	2019	Valdosta	\$750,000.00	100	\$750,000.00	\$0.00
S015238			GDOT	EEE ADDL LMIG INT IMPROVEMENTS @ FORREST ST & PARK AVE	AUTHORIZED	PR	2019	Valdosta	\$200,000.00	100	\$200,000.00	\$0.00
S015335			GDOT	R-Cut in Type B median crossover of SR7 @ Valdosta High Sch	AUTHORIZED	TSA	2020	Valdosta	\$91,780.66	100	\$91,780.66	\$0.00
S015397			GDOT	INSTALL RCUT AT INTERSECTION OF SR 125 & HUNTLEY DRIVE	AUTHORIZED	TSA	2020	Valdosta	\$50,632.93	100	\$50,632.93	\$0.00
T006021			GDOT	FY 2021-VALDOSTA MPO-SEC.5303-PLANNING	AUTHORIZED	442A1	2021	Valdosta	\$65,410.00	100	\$65,410.00	\$0.00

Primary Ware

PROJ	PROJ NO.	TIP NO.	Sponsor	DESCRIPTION	Phase Status	Phase Code	Program Year	MPO	Latest Cost Estimated Total	% in MPO	Amount	Funding Available for Subsequent Years
T006059			GDOT	FY 2018-SOUTHERN GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2018	Valdosta	\$0.00	7	\$0.00	\$0.00
T006084			GDOT	FY 2020-SOUTHERN GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2020	Valdosta	\$0.00	7	\$0.00	\$0.00
T006095			GDOT	FY 2021-SOUTHERN GEORGIA RC-SEC.5304-PLANNING	AUTHORIZED	441A2	2021	Valdosta	\$35,360.00	7	\$2,475.20	\$32,884.80

TIER I PROJECT DATA SHEETS

VLMPO Project Data Sheet

Project Name: I-75 @ SR 376 - PHASE II

PI Number: 0010295	City: Valdosta	County: Lowndes
Local Name:	State/US #: I-75/SR 376	Local ID: G502
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott RC: Southern GA

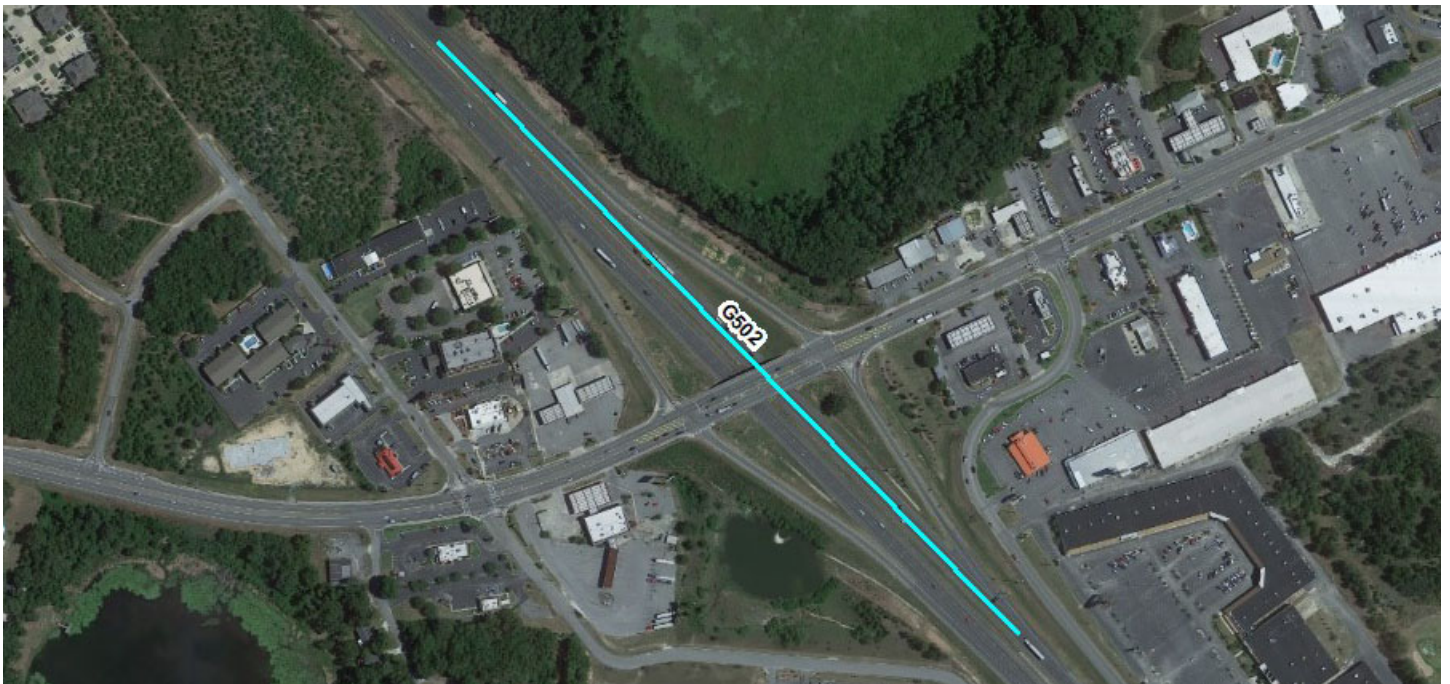
Project Description: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.

Purpose & Need: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.

Termini From: Exit 5	Termini To: Exit 5	Length: 0.40 mi
Current AADT: 10020 Year: 2018	# of Lanes: 4 Truck %: NA	
Future AADT: 13067 Year: 2045	# of Lanes: 4 85% Speed: NA	Func. Class: Arterial

Fund(s): Z232 (SCP)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$1,500,000.00	\$0.00
Project Cost	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$1,500,000.00	\$36,070,880.02
Federal Cost	\$0.00	\$0.00	\$0.00	\$1,200,000.00	\$1,200,000.00	\$0.00
State Cost	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II

PI Number: 0010296	City: Valdosta	County: Lowndes
Local Name:	State/US #:	Local ID: G503
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott RC: Southern GA

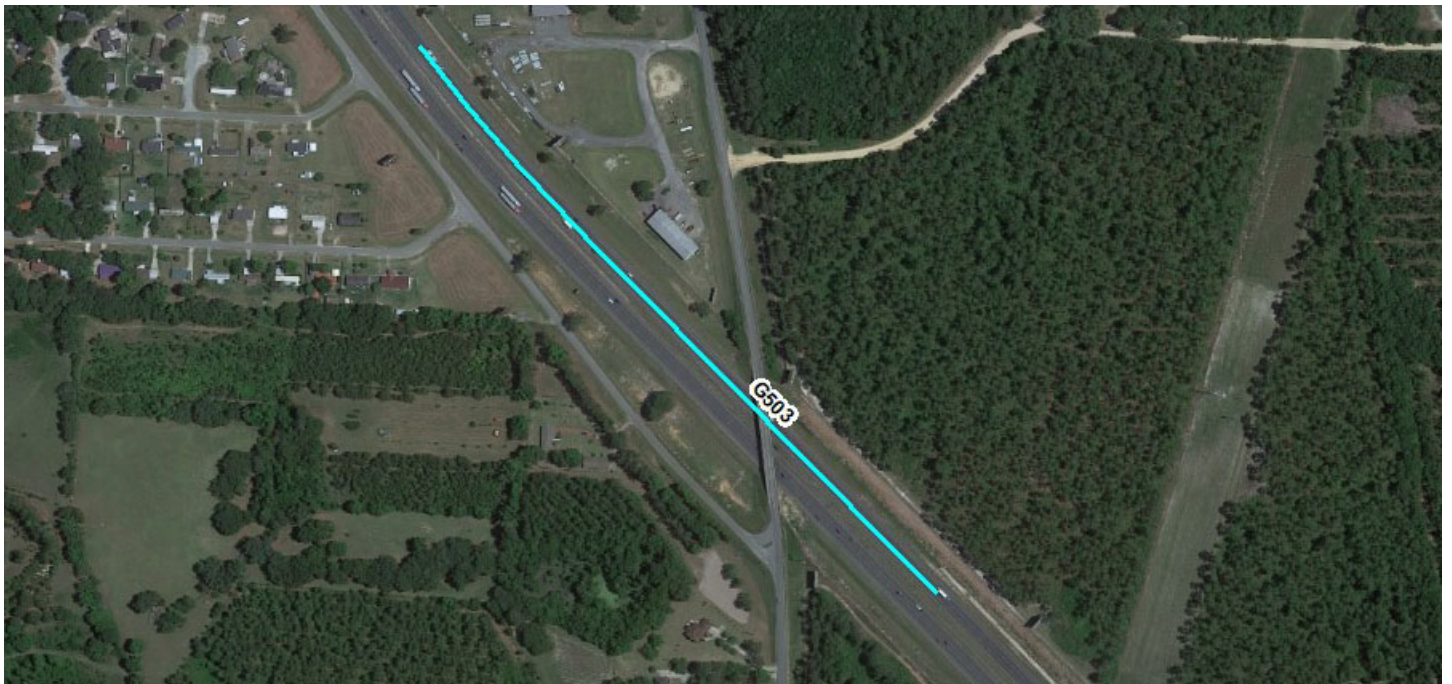
Project Description: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.

Purpose & Need: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.

Termini From: Loch Laurel Road	Termini To: Loch Laurel Road	Length: 0.40 mi
Current AADT: 2340 Year: 2018	# of Lanes: 2 Truck %: NA	
Future AADT: 4421 Year: 2045	# of Lanes: 2 85% Speed: NA	Func. Class: NA

Fund(s): Z232 (SCP)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$1,500,000.00	\$0.00
Project Cost	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$1,500,000.00	\$4,851,073.02
Federal Cost	\$0.00	\$0.00	\$0.00	\$1,200,000.00	\$1,200,000.00	\$0.00
State Cost	\$0.00	\$0.00	\$0.00	\$300,000.00	\$300,000.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: I-75 @ SR 31 - Phase II (Exit 11)

PI Number: 0010297	City: Valdosta	County: Lowndes
Local Name: Exit 11	State/US #:	Local ID: G016
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott RC: Southern GA

Project Description: The project will consist of reconstructing the 1-75 diamond type interchange at SR 31. The project will include improvements to the safety and operations of the interchange by providing additional capacity on the bridge and approaches over 1-75 as well as additional capacity for the entrance and exit ramps to and from 1-75. Safety will be enhanced by providing roundabouts at the ramp terminal intersections.

Purpose & Need: The principal reasons for reconstructing this Interchange is to eliminate the substandard shoulder/clear zones and widen the cross road bridges to accommodate the future traffic volumes.

Termini From: Exit 11	Termini To: Exit 11	Length: 0.52 mi
Current AADT: 39800 Year: 2017	# of Lanes: 4	Truck %: 26
Future AADT: 54639 Year: 2040	# of Lanes: 4	85% Speed: NA Func. Class: Interstate

Fund(s): Z001
(CST,UTL) / TIA (CST)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$166,923.00	\$0.00	\$0.00	\$0.00	\$166,923.00	\$0.00
Construction	\$25,808,295.00	\$0.00	\$0.00	\$0.00	\$25,808,295.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$25,975,218.00	\$0.00	\$0.00	\$0.00	\$25,975,218.00	\$40,638,318.10
Federal Cost	\$5,224,174.00	\$0.00	\$0.00	\$0.00	\$5,224,174.00	\$0.00
State Cost	\$1,306,044.00	\$0.00	\$0.00	\$0.00	\$1,306,044.00	\$0.00
Local Cost	\$19,445,000.00	\$0.00	\$0.00	\$0.00	\$19,445,000.00	\$0.00



VLMPO Project Data Sheet

Project Name: I-75 @ SR133 - Phase II (Exit 18)

PI Number: 0010298	City: Valdosta	County: Lowndes
Local Name: Exit 18	State/US #:	Local ID: G020
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott RC: Southern GA

Project Description: The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future clear zones remaining.

Purpose & Need: The principle for reconstructing the various interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus "managed" lanes.

Termini From: Exit 18	Termini To: Exit 18	Length: 0.40 mi
Current AADT: 17150 Year: 2018	# of Lanes: 4 Truck %: 4.47	
Future AADT: 17443 Year: 2045	# of Lanes: 4 85% Speed: NA	Func. Class: Interstate

Fund(s): HB170 (PE) /
Z001 (ROW)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$2,000,000.00	\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$10,457,000.01	\$10,457,000.01	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$2,000,000.00	\$0.00	\$0.00	\$10,457,000.01	\$12,457,000.01	\$31,052,882.00
Federal Cost	\$0.00	\$0.00	\$0.00	\$8,365,600.01	\$8,365,600.01	\$0.00
State Cost	\$2,000,000.00	\$0.00	\$0.00	\$2,091,400.00	\$4,091,400.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: CR 274/CS 1078/Lake Park Bellville Road from SR 7 to I-75

PI Number: 0013987	City: 05	County: Lowndes
Local Name: Bellville Rd	State/US #:	Local ID: L019
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott RC: Southern GA

Project Description: Widening and Realignment of Lake Park Bellville Road to accommodate for the semi truck traffic from the Yellow Freight/Roadway Terminal and the Home Depot Distribution Center as well as produce trucks from Echols County. This project will consist of widening the existing 2 lane road to a 5 lane road with designated turn lanes, deceleration and acceleration lanes. It is also proposed as a part of this project to realign Lake Park Bellville Road with SR 376 in Lake Park at its intersection with SR 7.

Purpose & Need: Lake Park Bellville Road is a major collector that extends from SR 7 in Lake Park to Interstate 75 at Exit 2 in southern Lowndes County. Located along Lake Park Bellville Road are the Lake Park Industrial Park, Yellow Freight/Roadway truck terminal, and the Home Depot Distribution Center. From these three locations, over 800 semi-truck trips per day are made along this two lane rural road. Finally, Lake Park Bellville Road is a major artery for fruit and vegetables to either be delivered to or shipped out of the fruit and vegetable packing sheds in Echols County. This will provide for a safer road for motorists and semi-trucks to travel. Currently, semi-trucks traveling to and from the packing sheds have to maneuver through an offset intersection at SR 7. There have been numerous accidents with semi-trucks and passenger vehicles as a result of the offset intersection. The realignment will also enable a stop and go traffic signal to be installed if warrants are met.

Termini From: SR-7		Termini To: I-75		Length: 2.7 mi	
Current AADT: 1820	Year: 2018	# of Lanes: 2	Truck %: 42		
Future AADT: 5906	Year: 2045	# of Lanes: 4	85% Speed: NA	Func. Class: Major Collector	

Fund(s): 41633 -State Bond Funds (CST,UTL)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$1,465,500.00	\$0.00	\$0.00	\$0.00	\$1,465,500.00	\$0.00
Construction	\$14,035,420.34	\$0.00	\$0.00	\$0.00	\$14,035,420.34	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$15,500,920.34	\$0.00	\$0.00	\$0.00	\$15,500,920.34	\$39,854,362.82
Federal Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost	\$15,500,920.34	\$0.00	\$0.00	\$0.00	\$15,500,920.34	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: CR 784/Jerry Jones Dr/Eager Rd from Baytree Road to Oak Street

PI Number: 0014134

City: 01

County: Lowndes

Local Name: Jerry Jones

State/US #:

Local ID: V075

Sponsor: Valdosta

GDOT Dist: 4

Congressional Dist: 08 - Scott

RC: Southern GA

Project Description: Includes a 3-lane curb and gutter project from Baytree Road to Oak Street which will include intersection and signal improvements at Hillendale Rd, Lake Drive, and Country Club Drive.

Purpose & Need: The City is requesting that GDOT provide engineering and all construction funding for a three lane curb and gutter project on this road. The project could include some intersection and signal improvements at Hillendale Road, Lake Drive, and Country Club Drive. This area is a stable, single family neighborhood but has high traffic counts and a poor level of service (LOS). The City believes a three lane project is an appropriate option to effectively balance the goal of maintaining the residential character of the area while balancing and managing the traffic demands.

Termini From: Baytree Road

Termini To: Gornto Road

Length: 2.5 mi

Current AADT: 17900

Year: 2018

of Lanes: 2

Truck %: 5

Future AADT: 17864

Year: 2045

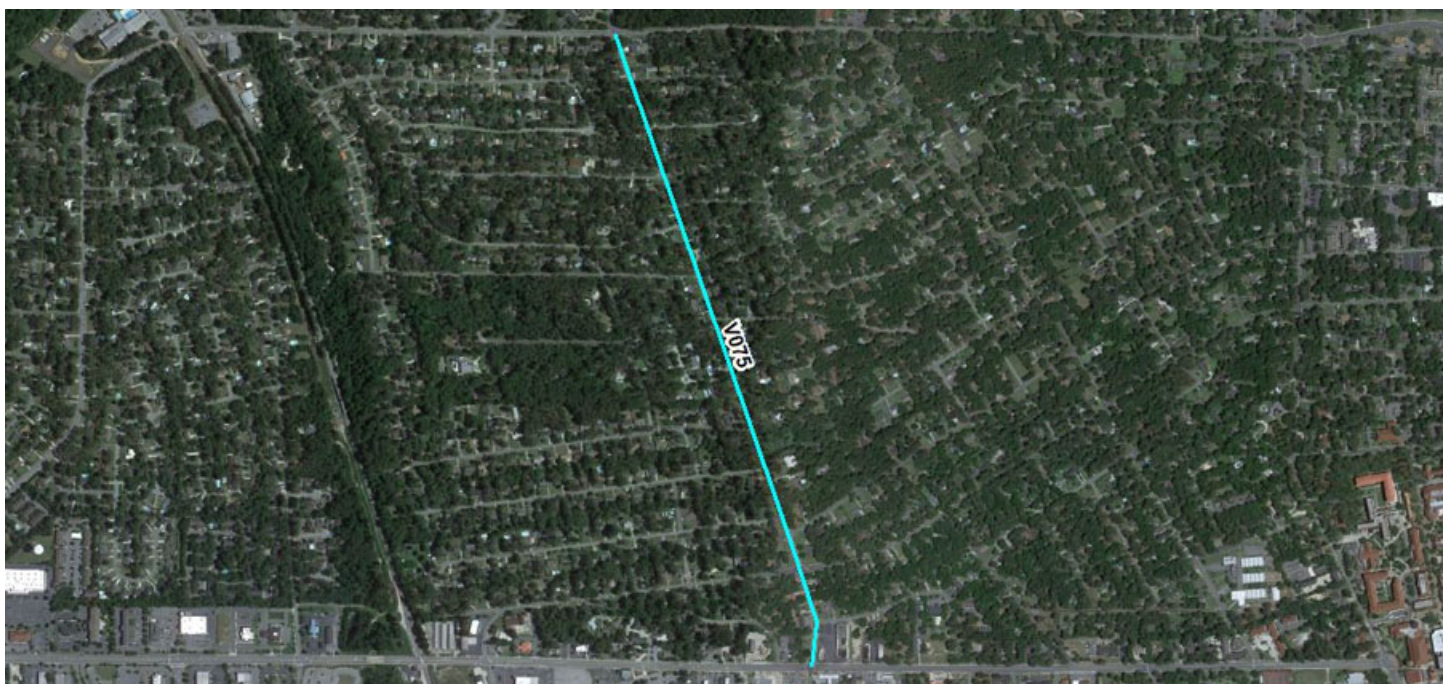
of Lanes: 2

85% Speed: NA

Func. Class: Minor Arterial

Fund(s): HB170 (CST,UTL)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$0.00	\$202,000.00	\$0.00	\$0.00	\$202,000.00	\$0.00
Construction	\$0.00	\$12,591,656.00	\$0.00	\$0.00	\$12,591,656.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$0.00	\$12,793,656.00	\$0.00	\$0.00	\$12,793,656.00	\$24,544,879.00
Federal Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost	\$0.00	\$12,793,656.00	\$0.00	\$0.00	\$12,793,656.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: SR 31 from SR 7/Lowndes to SR 135/Lanier

PI Number: 0014485

City: Valdosta

County: Lowndes

Local Name: Lakeland Hwy

State/US #:

Local ID: G040

Sponsor: GDOT

GDOT Dist: 4

Congressional Dist: 08 - Scott

RC: Southern GA

Project Description: Passing Lanes on SR 31 "Lakeland Hwy" beginning at SR 7/Lowndes "Inner Perimeter" to SR 135/Lanier "Burnt Church Rd"

Purpose & Need: Addition of passing lanes to aide in LOS increase and improve safety.

Termini From: SR 7/Lowndes

Termini To: SR 135/Lanier

Length: 15.05 mi

Current AADT: 3960

Year: 2017

of Lanes: 2

Truck %: 12.89

Future AADT: 9224

Year: 2040

of Lanes: 2

85% Speed: N/A

Func. Class: Minor Arterial

Fund(s): HB170 (ROW, UTL)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	4 Yr Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$810,000.00	\$0.00	\$0.00	\$810,000.00	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$4,643,730.00	\$0.00	\$4,643,730.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$0.00	\$810,000.00	\$4,643,730.00	\$0.00	\$5,453,730.00	\$12,099,490.02
Federal Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost	\$0.00	\$810,000.00	\$4,643,730.00	\$0.00	\$5,453,730.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: CR 136/Old Quitman Road @ CSX #637487Y 6MI W of Valdosta

PI Number: 0015614

City: Valdosta

County: Lowndes

Local Name: Old Quitman Rd

State/US #:

Local ID: L022

Sponsor: Lowndes

GDOT Dist: 4

Congressional Dist: 08 - Scott

RC: Southern GA

Project Description: Old Quitman Road is a local road that connects SR 38 and Ousley Road in western Lowndes County. At the SR 38 end of the Old Quitman Road, Georgia DOT bridge number 185-5021 is located over the CSX Railroad. The structural length of the bridge is 133 feet and the bridge roadway width is 18.6 feet. This prohibits the use of this bridge from school buses and fire trucks. In the latest Georgia DOT bridge inspection report, the following recommendation was made. "This structure requires posting due to the low original design capacity of the structure. A replacement structure is required to upgrade this structure to a point where posting is no longer required." The current sufficiency rating as set forth by Georgia DOT in the 2010 bridge inspection report was 23.18. The current structure is on a 30 degree skew.

Purpose & Need: The bridge was originally constructed in 1918 and since that time numerous repairs have been made to the bridge. The bridge is currently posted for a 5 ton weight limit.

Termini From: CSX Railroad

Termini To: CSX Railroad

Length: 0.40 mi

Current AADT: 510

Year: 2018

of Lanes: 2

Truck %: 5.49

Future AADT: 459

Year: 2040

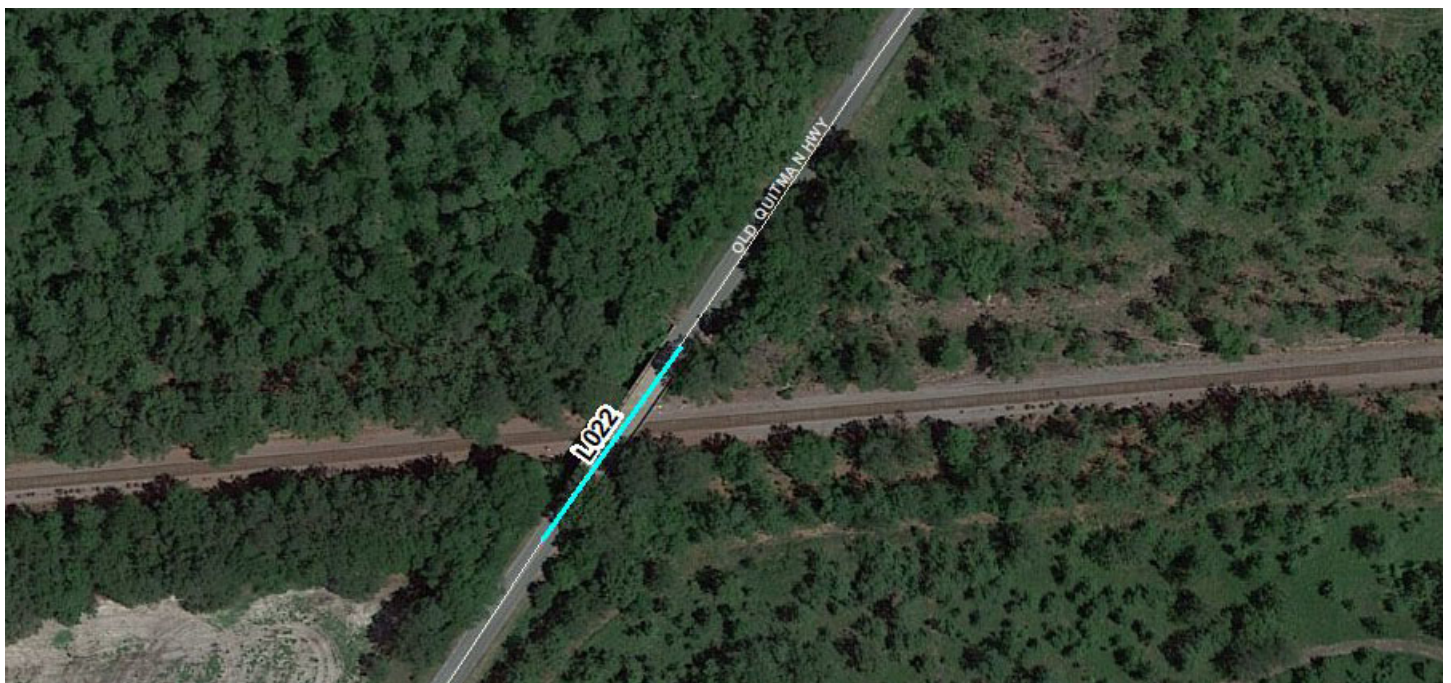
of Lanes: 2

85% Speed: NA

Func. Class: Local

Fund(s): Z233 (ROW,CST)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$70,000.00	\$0.00	\$0.00	\$0.00	\$70,000.00	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$1,400,000.00	\$0.00	\$1,400,000.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$70,000.00	\$0.00	\$1,400,000.00	\$0.00	\$1,470,000.00	\$2,434,346.01
Federal Cost	\$56,000.00	\$0.00	\$1,120,000.00	\$0.00	\$1,176,000.00	\$0.00
State Cost	\$14,000.00	\$0.00	\$280,000.00	\$0.00	\$294,000.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

Project Name: South Valdosta Truck Bypass

PI Number: 0016898	City: 01	County: Lowndes
Local Name:	State/US #:	Local ID: G501
Sponsor: GDOT	GDOT Dist: 4	Congressional Dist: 08 - Scott RC: Southern GA

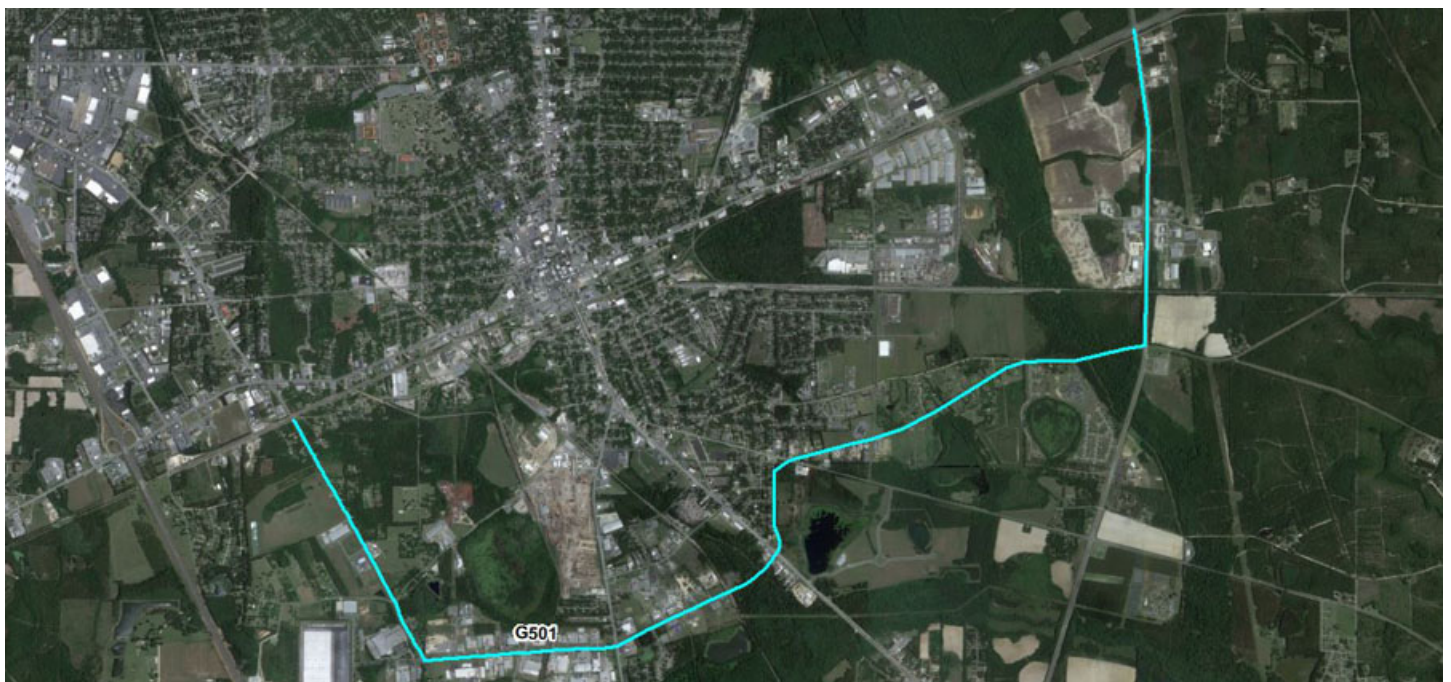
Project Description: Designed as a four-lane roadway with a grass median and will more efficiently serve freight generating facilities south of downtown through geometric improvements such as improved turning radii, stopping distances, and turning lanes. The proposed project utilizing the eastern segment of Gil Harbin Industrial Boulevard will include intersection design improvements and require additional ROW on the north side of the existing roadway. The segment between Madison Highway and South Patterson Street will also require widening to the four-lane typical section. Flyover ramps are also being proposed to provide more efficient access to the new bypass by avoiding railroad crossings. The proposed project would utilize existing roadway ROW along Tucker Road. Residential areas between Griffin Avenue and South Patterson Street will require additional consideration, as the properties are needed to connect the proposed alignment to existing Howell Road to US 41/Inner Perimeter Road. The final segment of the alignment follows Inner Perimeter Road north to US 84. Many of the Southern Bypass existing two-lane alignments that are utilized will need to be widened. These roads include Howell Road, Tucker Road, and Lloyd Jackson Road.

Purpose & Need: In a Valdosta MPO-sponsored study completed in 2009, local stakeholders identified safety, noise, air quality, operating, and economic concerns of trucks traveling in close proximity to passenger vehicles and pedestrians on the US 84 one-way-pairs through downtown Valdosta. The goal of this project is to re-designate the section of US 84 through downtown as a non-NHS route, such that local government could enact truck restrictions as they wish.

Termini From: Inner Perimeter Road	Termini To: St. Augustine Rd	Length: TBD mi
Current AADT: 4860 Year: 2018	# of Lanes: Varies Truck %: 10	
Future AADT: 11264 Year: 2045	# of Lanes: Varies 85% Speed: NA	Func. Class: NA

Fund(s): HB170 (SCP)

Project Phase	FY 2021	FY 2022	FY 2023	FY 2024	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Scoping	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00
Project Cost	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$206,733,696.39
Federal Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost	\$1,000,000.00	\$0.00	\$0.00	\$0.00	\$1,000,000.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VI. PUBLIC PARTICIPATION PROCESS

The Draft TIP entered a partner review period on September 15 through October 15, 2020. This review allowed for GDOT, Federal, local government partners to read the TIP and share their comments with MPO staff. The Draft TIP also had a public comment period from November 1 through November 30, 2020. This public comment period allowed the public time to read the TIP and express any concerns or submit comments.

Staff also followed strategies within the Public Participation Plan. These strategies included updating MPO committee member about the TIP update during meetings; legal notice to the MPO area newspapers; Project specific website availability.

ENVIRONMENTAL JUSTICE AREAS

As a federally funded program, the MPO is required to make sure transportation plans and programs meet the Environmental Justice (EJ) requirements of Title VI of the Civil Rights Act and Executive Order 12898. To identify areas where Environmental Justice (EJ) populations reside in Valdosta and Lowndes County, the MPO worked with Transport Studio, LLC who developed an Environmental Justice Assessment Report for Lowndes County, GA as a part of the 2045 Socioeconomic Data Study.

Identified EJ areas will need to be most vigorously sought out for inclusion in the public involvement process to ensure fair participation and inclusion, as well as equitable access to all benefits, and minimal negative impacts of new projects. The VLMPO uses six strategies and

techniques to help ensure that EJ populations are included and involved in the transportation planning process:

- **Identify:** The VLMPO will identify Environmental Justice communities through the use of GIS technology and U.S. Census Data. These identified areas will be thoroughly analyzed to identify the strengths as well as the challenges for each community.
- **Invite:** Outside of the VLMPO meetings and open houses that are normally held to encourage public participation, the VLMPO will use techniques and strategies that may be nontraditional such as handing out flyers to engage traditionally underserved communities in the public participation process.
- **Inform:** The VLMPO will inform traditionally underserved communities of the planning process, making an effort to explain complex and controversial issues effectively to the affected community.
- **Involve:** During the planning process, the VLMPO will gather pertinent information from the community that will help with the development and implementation of projects.
- **Mitigate:** The VLMPO will analyze the Socioeconomic Environmental Justice Report and gather information from the affected communities in order to consider community concerns and mitigate the impact that the development and implementation of projects may have on the affected community.
- **Improve:** The VLMPO will measure the effectiveness of this process and continue to modify or incorporate new strategies and techniques based on the level of public engagement from environmental justice communities.

To show how the Tier 1 project list impacts identified EJ areas, a map was created to display how many EJ characteristic (Poverty, Minority, LEP, Disability, Elderly) thresholds were surpassed in each projects area of potential effects. The threshold is surpassed when the percentage of the EJ population is higher than the county percentage.

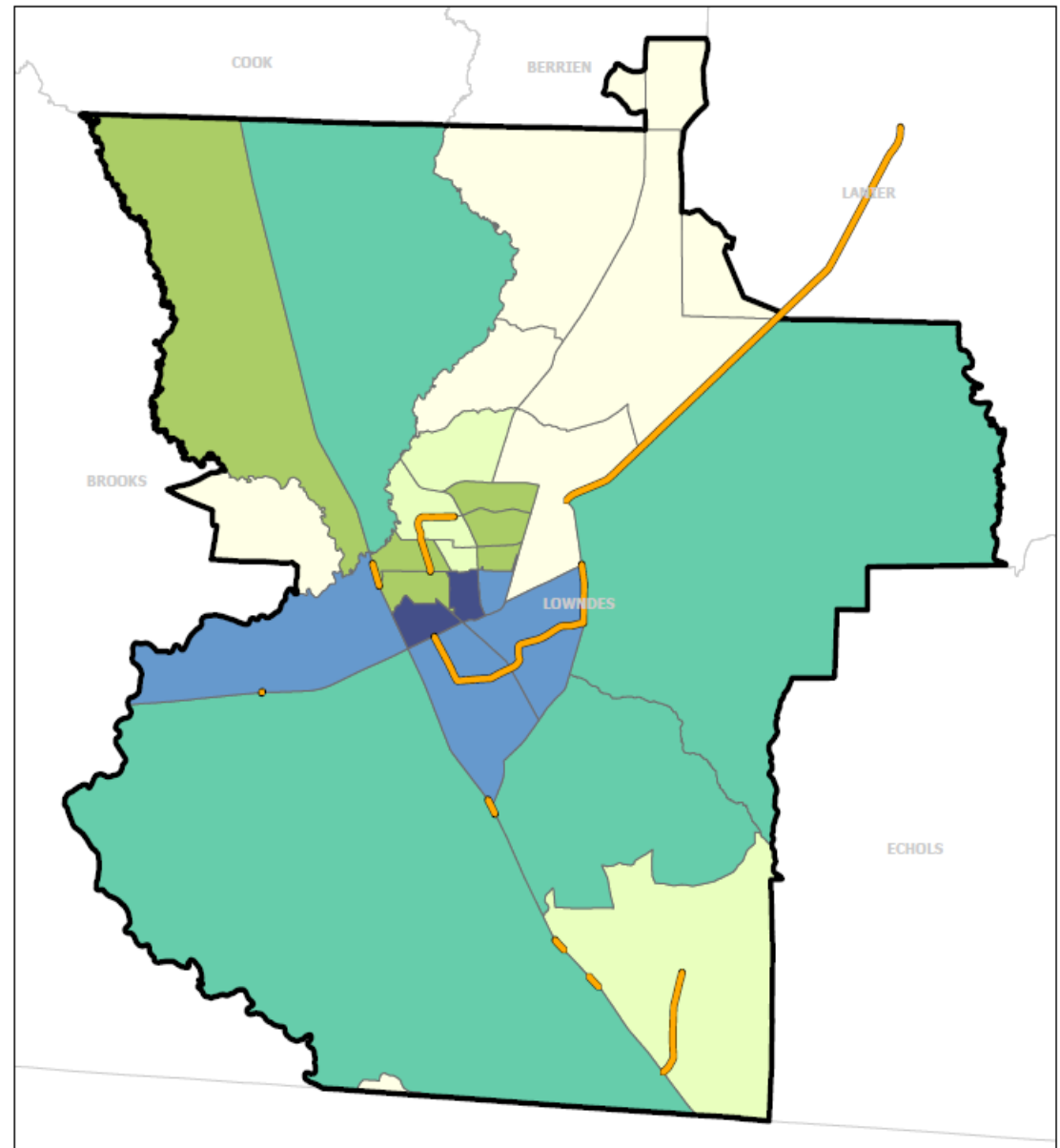


Figure 7. EJ Thresholds Surpassed

VII. ENVIRONMENTAL MITIGATION

Data collection and layer development was used to consider impacts and create high-level environmental impact mitigation or avoidance recommendations for projects in this TIP. This will help to identify Planning and Environmental Linkages (PEL)³ that may facilitate far more efficient environmental reviews, specific mitigation methodologies, and overall integration of planning and environmental factors and methodologies of projects. All the data collected was put together and used to create, for consultation purposes, the TEAMap. The TEAMap is a map application that identifies potential environmental concerns and provides mitigation strategies for the VLMPO area. This map has been made available to resource agencies to help them identify potential environmental impacts related to transportation projects in this TIP and any other locally planned projects. This resource will continue to be available to future project designers and environmental specialists as they begin to design and conduct environmental analyses on proposed projects.

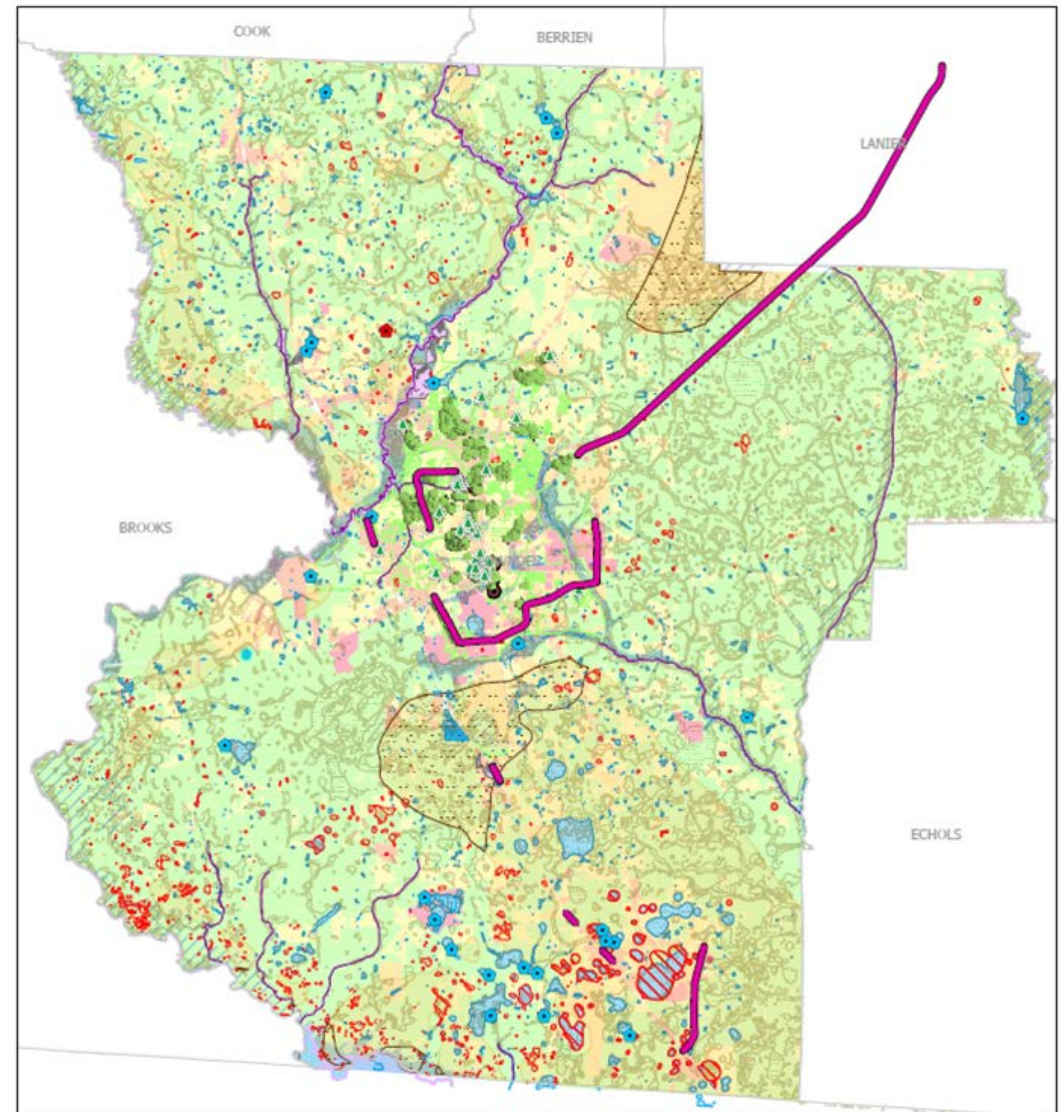


Figure 8. VLMPO Environmental

³ https://www.environment.fhwa.dot.gov/env_initiatives/PEL.aspx

VIII. TIP AMENDMENT PROCESS

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the FAST Act. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification “means a minor revision to a long-range statewide or metropolitan transportation plan or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstrations of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).”
- Amendment “means a revision to a long-range statewide or metropolitan transportation plan or TIP that involves a major change to a project included in a metropolitan transportation plan or TIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstrations of fiscal constraint, or a conformity

determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas). In the context of a long-range statewide transportation plan, an amendment is a revision approved by the State in accordance with its public involvement process.”

The following procedures have been developed for processing administrative modifications and amendments to the Metropolitan Planning Organization’s (MPO’s) TIPs and Long-Range Transportation Plans (LRTPs). Processes described below detail procedures that are to be used to update an existing approved STIP or TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

Administrative Modifications for Initial Authorizations

The following actions are eligible as Administrative Modifications to the TIP/LRTP⁴:

- A. Revise a project description without changing the project scope, conflicting with the environmental document, or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects.
- E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized.
- F. Shifting projects within the 4-year STIP as long as the subsequent annual draft STIP was submitted prior to September 30.

⁴ MPO Public Participation Plan

- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

An administrative modification can be processed in accordance with these procedures provided that:

1. It does not affect the air quality conformity determination.
2. It does not impact financial constraint.
3. It does not require public review and comment.

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT. The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

Amendments for Initial Authorizations

The following actions are eligible as Amendments to the TIP/LRTP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.

Shifting projects within the 4-year STIP which require redemonstrations of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification Item F.)

Amendments to the TIP/LRTP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out in accordance with the procedures outlined in the Participation Plan. The GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the TIP will be balanced during the TIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the State Transportation Improvement Program (STIP) becomes effective is when FHWA and FTA approve it.
3. The STIP/TIP is developed on the state fiscal year which is July 1-June 30.

Funds for cost increases will come from those set aside in the STIP/TIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the STIP/TIP at all times.

Additional Funding Request After the Initial Authorization

Additional funding requests for all phases after the receiving initial authorization for those phases shall be a modification and be reported at each month's end except under the following conditions:

- A. The Initial Work Authorization for the phase is older than 10 years.
- B. The additional funding request exceeds the Initial Work Authorization by greater than \$10 million.

IX. SYSTEM PERFORMANCE REPORT

Pursuant to the Moving Ahead for Progress in the 21st Century Act (MAP-21) Act enacted in 2012 and the Fixing America's Surface Transportation Act (FAST Act) enacted in 2015, state Departments of Transportation (DOT) and Metropolitan Planning Organizations (MPO) must apply a transportation performance management approach in carrying out their federally-required transportation planning and programming activities. The process requires the establishment and use of a coordinated performance-based approach to transportation decision-making to support national goals for the federal-aid highway and public transportation programs.

On May 27, 2016, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule).⁵ This regulation implements the transportation planning and transportation performance management provisions of MAP-21 and the FAST Act.

In accordance with The Planning Rule and the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report for applicable performance measures in their respective statewide and metropolitan transportation plans and programs. The System Performance Report presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for Transit Asset and Safety Measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance/PM3 measures.

The Valdosta-Lowndes MPO Fiscal Year (FY) 2018-2021 Transportation Improvement Program (TIP) was amended on September 5, 2018. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Valdosta-Lowndes MPO FY 2018-2021 TIP is included, herein, for the required Highway Safety/PM1, Pavement and Bridge Condition/PM2 and System Performance/PM3 measures performance measures.

⁵ 23 CFR 450.314

HIGHWAY SAFETY/PM 1

Effective April 14, 2016, the FHWA established the highway safety performance measures⁶ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

1. Number of fatalities;
2. Rate of fatalities per 100 million vehicle miles traveled;
3. Number of serious injuries;
4. Rate of serious injuries per 100 million vehicle miles traveled; and
5. Number of combined non-motorized fatalities and non-motorized serious injuries.

Safety performance targets are provided by the States to FHWA for each safety performance measure. Previous safety targets address calendar year 2018 and are based on a five-year rolling average (2014-2018). The Valdosta-Lowndes MPO adopted the Georgia statewide 2014-2018 safety performance targets on February 22, 2018. The previous safety targets (2015-2019) were administratively modified into the FY2018-2021 Transportation Improvement Program on February 21, 2019. The 2012-2016 safety targets reflected in the table are the baseline performance targets.

The Georgia statewide baseline and current safety performance targets for 2020 are included in Table 6; statewide system conditions for each performance measure are also included. The latest safety conditions will be updated on a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Performance Measures	Georgia Statewide Baseline Performance Targets (Five-Year Rolling Average 2012-2016)	2021 Georgia Statewide Safety Performance Targets (Five-Year Rolling Average 2017-2021)
Number of Fatalities	1,305.2	1,715.0
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.148	1.230
Number of Serious Injuries	17,404.6	6,407.0
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	15.348	4.422
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	1,138.0	686.5

Table 7. Highway Safety Performance Measures

⁶ 23 CFR Part 490, Subpart B

PAVEMENT AND BRIDGE CONDITION PERFORMANCE MEASURES AND TARGETS (PM2)

PM2 consists of the pavement condition and bridge condition measures on all interstates and non-interstate NHS roadways. The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark.

The MPO agreed on September 5, 2018 to support the performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018-2021 Transportation Improvement Program.

Table 8. shows the targets adopted on September 5, 2018.

National Safety Performance Measures	Description	GDOT PM2 2-Year & 4-Year Targets
Percentage of Interstate Pavement in Good Condition	Interstate pavement rated as 'Good' will be considered for potential pavement preservation treatments to maintain the 'Good' rating.	Greater than or equal to 50% in Good Condition
Percentage of Interstate Pavement in Poor Condition	Pavement conditions are measures through field inspections. Pavements in 'Poor' condition need work due to either the ride quality or due to a structural deficiency.	Less than or equal to 5% in Poor Condition
Percentage of non-Interstate NHS Pavement in Good Condition	Non-interstate NHS pavements in 'Good' condition will be evaluated for potential preservation treatments.	Greater than or equal to 40% in Good Condition
Percentage of non-Interstate NHS Pavement in Poor Condition	Non-interstate NHS pavements in 'Poor' condition need major maintenance. These will be evaluated for potential projects.	Less than or equal to 12% in Poor Condition
Percentage of NHS Bridges Classified as in Good Condition	Bridge Rated as 'Good' will be evaluated as the cost to maintain Good condition. Bridges rated as 'Fair' will be evaluated as to cost of replacement vs. Rehabilitation to bring the structure back to a condition of rating of Good	Greater than or equal to 60% (NHS) in Good Condition
Percentage of NHS Bridges Classified as in Poor Condition	Bridge conditions are based on the results of inspections on all Bridge structures. Bridges rated as 'Poor' are safe to drive on; however, they are nearing a point where it is necessary to either replace the bridge or extend its service life through substantial rehabilitation investments.	Less than or equal to 1.0% (NHS) in Poor Condition

Table 8. Pavement and Bridge Condition Performance Measures and Targets

Travel Time and Freight Reliability, Peak Hour Delay, and Emissions Measures and Targets (PM3)

PM3 consists of the travel time reliability, freight reliability, peak hour excessive delay, and total emissions reduction on all interstates and non-Interstate NHS roadways.

The FAST Act and subsequent federal regulations required MPO's to develop performance targets in this category or agree to support the safety performance targets developed by GDOT in terms of planning and programming of projects before the initial deadline of November 12, 2018. Targets in this group are required to be adopted every 4 years thereafter, with a revision possible at the 2-year mark. The MPO agreed on September 5, 2018 to support the performance targets developed by GDOT with a resolution amended into the 2040 Long Range Transportation Plan and the FY 2018-2021 Transportation Improvement Program. The table shows the targets adopted on September 5, 2018.

National Safety Performance Measures	GDOT PM3 - 2-Year Target	GDOT PM3 - 4-Year Target
Percentage of Person-Miles Traveled on the Interstate System that are Reliable	73.0%	67.0%
Percentage of Person-Miles Traveled on non-Interstate NHS that are Reliable	N/A	81%
Truck Travel Time Reliability (TTTR) Index (Interstate)	1.66%	1.78%
Total Emissions Reduction	N/A	N/A

Table 9. Travel Time and Freight Reliability Performance Measures and Targets

The Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the FY 2021-2024 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Vision2045 Metropolitan Transportation Plan (MTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The GDOT SWTP summarizes transportation deficiencies across the state and defines an investment portfolio across highway and

transit capacity, highway preservation, highway safety, and highway operations over the 25-year plan horizon.

- Investment priorities reflect optimal performance impacts across each investment program given anticipated transportation revenues.
- The Valdosta-Lowndes Vision2045 Metropolitan Transportation Plan (MTP) increases the safety of the transportation system for motorized and non-motorized users as required by The Planning Rule. The Vision2045 MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements.

To support progress towards implemented highway safety targets, the FY 2021-2024 TIP includes a number of key safety investments. A total of \$97,926,524.35 has been programmed in the FY 2021-2024 TIP to improve highway safety; averaging approximately \$24,481,631.09 per year.

X. PROJECT CONTRIBUTION TO ESTABLISHED PERFORMANCE TARGETS

Table 9. displays the Constrained list of projects in this TIP and the targets that they are anticipated to have a positive impact on. By agreeing to support GDOT's performance targets in the area of safety, pavement and bridge conditions and travel & freight reliability, the MPO has agreed to coordinate with GDOT to program projects that will contribute to the accomplishment of these National and State goals, measures, and targets.

PI#	LRTP # / PI#	Project Name	Safety PM	PM2: Pavement & Bridge	PM3: Travel & Freight Reliability & Delay
0010295	G502	I-75 @ SR 376 - Phase II	X	X	X
0010296	G503	I-75 @ CR 783/ Loch Laurel Road Phase II	X	X	
0010297	G016	I-75 @ SR 31 - Phase II	X	X	
0010298	G020	I-75 @ SR 133 Phase II	X	X	X
0013987	L019	CR 274 / CS 1078 /Lake Park / Bellville Road	X		X
0014134	V075	CS 1517 / Jerry Jones Drive/ Eager Road	X	X	X
0014485	G040	SR 31 from SR 7 / Lowndes to SR 135/Lanier	X		X
0015614	L022	CR 136/Old Quitman Road Bridge @ CSX #637487Y 6 Mi W of Valdosta	X	X	
0016898	G501	South Valdosta Truck Bypass	X	X	X

Table 10. Project Contribution to Established Targets

APPENDIX: COMMENTS / ADOPTION RESOLUTION

1. **Matthew Mrizek, Water Quality Forrester Specialist, Georgia Forestry Commission:**

Submitted a letter notifying VLMPO staff that for the current list of TIP projects there are no identified environmental impacts.

2. **GDOT Staff via Email:**

All projects

- Please correct the funding amounts and years in the funding tables. If you are showing the 2045 MTP funding column, please make sure the “4 yr. Total” column is shown as “TIP Total” (or similar column name), and its bolded, to make it easier to identify the amounts for the TIP years
- Question: are you using PE on the tables due to the lacking of SCP phase field? PI 0010295 does not show SCP phase (page 27), and neither does on PI 0016898 (page 35). This detail can also use “Project Description” field to add those breakdowns (you may want to use an asterisk on “PE” to insert a note in the description or below the table); but ideally, a SCP phase should be added to the table
- Please verify that the MPO Project IDs are correct
- Please add a detailed breakdown of project phase funding, similar to what was shown above on the FY 18-21 TIP; if you have more than one source, you can use the “Project Description” field to add those breakdowns

PI 0010295

- Please verify number of lanes (if referring to I-75, it should be 6 lanes).
- Please list the project’s funding code(s).

PI 0010296

- Please verify the number of lanes (if referring to I-75, it should be 6 lanes).
- Please add the project’s length in miles (0.4).
- Please list the project’s funding code(s), like Z232.

PI 0010297

- Please verify the number of lanes (if referring to I-75, it should be 6 lanes).
- Please add the project’s length in miles.
- Please list the project’s funding code(s), like Z001 and TIA.

PI 0010298

- Please verify the number of lanes (if referring to I-75, it should be 6 lanes).
- Please add the project's length in miles (0.4).
- Please list all of the project's funding code(s), HB170 and Z001.

PI 0013987

- Please verify the project's length (2.7 miles).
- Please list the project's funding code(s), 41633.

PI 0014134

- Please verify the project's length (2.5).
- The lane count should be shown as "[Current] # of Lanes 2/[Proposed] # of lanes 2". Lane counts should reflect the capacity of the road.
- Please list the project's funding code(s), HB 170.

PI 0014485

- Please list the project's funding code(s), HB 170.

PI 0015614

- Please add the project's length in miles (0.4).
- The funding for the FY 21 ROW is not even showing on this particular table.

PI 0016898

- Please modify the number of lanes; the current numbers are misleading as most of the road does not currently exist.
- Project length should be "TBD"; since the SCP phase is not done yet, and that will determine the future alignment, length, etc.
- Please list the project's funding code(s).

Additionally, please update the section Administrative Modifications for Initial Authorizations to reflect current processes.

Staff Response: Staff has updated the format of the TIP Tier I project data sheets for clarity and updated project costs with the most current project information. Staff has also updated the Administrative Modifications for Initial Authorizations section to reflect current processes.

3. Pat Collins, City of Valdosta Engineer via Email:

Where are the Five Point Roundabouts that are supposed to be in the FY21-24 TIP? It is mentioned in the body of the report that the GDOT intended (in January 2020) to install roundabouts. However, this improvement is not programmed.

Staff Response: Staff responded that this particular project falls under lump sum funding. Lump Sum funded projects are further explained on page 13 and the Lump Sum Revenue table is located on page 21.

RESOLUTION FY2021-3
VALDOSTA-LOWNDES
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION TO Adopt the FY2021-2024 Transportation Improvement Program

WHEREAS, in accordance with the U.S. Bureau of the Census officially designated Urbanized Area Boundaries established May 1, 2002, and updated on November 1, 2012; and

WHEREAS, the Southern Georgia Regional Commission has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Valdosta Urbanized Area in accordance with Federal requirements of Title 23, Section 134 of the United States Code to have a Cooperative, Comprehensive and Continuous transportation planning process; and

WHEREAS, the MPO conducts federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within the next 20 years; and

WHEREAS, the MPO is required through 23 CFR 450 to develop a four year horizon Transportation Improvement Program (TIP), that shall reflect the investment priorities established in the current metropolitan transportation plan; that the public has had a reasonable opportunity for comment on the proposed TIP, that the TIP shall make progress toward achieving performance targets. And;

WHEREAS, the MPO is required by 23 CFR 450.334 to publish an annual listing of obligated projects that is included in the TIP, and;

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the FY21-24 Transportation Improvement Program as follows:

See attached.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a regular meeting held on December 2, 2020.



Mark Barber, City Manager, City of Valdosta
Chair, Valdosta-Lowndes Metropolitan Planning Organization



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

Georgia Division

April 29, 2021

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

In Reply Refer To:
HIP-GA

Ms. Lisa Cribb, Executive Director
South Georgia Regional Commission
Valdosta-Lowndes MPO
1937 Carlton Adams Dr.
Valdosta, GA 31601

Dear Ms. Cribb:

The following is in response to our receipt of your final Fiscal Year (FY) 2022 Unified Planning Work Program (UPWP) adopted by the Policy Committee on March 3, 2021. Upon our review of the subject document, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have determined that the document satisfies the requirements of 23 U.S.C. 134, 49 U.S.C. 5303, 23 CFR Part 450 and 420, 2 CFR Part 200, and other pertinent legislation, regulations, and policies and hereby approve the FY 2022 UPWP.

The FY 2022 UPWP reflects \$128, 191.19 of programmed PL Funds. These funds are available upon an approved authorization. The FY 2022 UPWP 5303 funds are consistent with the distribution of FTA 5303 funds as identified by the Georgia Department of Transportation (GDOT) and are available upon award and execution by GDOT of a TEAM planning grant.

Expenditure invoicing and progress reports should be submitted quarterly and/or annually, with copies to the FHWA and FTA. Expenditures incurred without prior authorization will not be reimbursed.

If you have any questions, please contact Tamara N. Christion at 404-562-3690 or Mr. Keith Melton at 404-865-5614.

Sincerely,

Tamara N Christion

Moises Marrero
Division Administrator

cc: Matthew Risher, VLMPO

Tom McQueen, GDOT
Keith Melton, FTA

**CERTIFICATION
OF THE
VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION (VLMPO)**

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

I. 23 U.S.C. 134, 49 U.S.C. 5305, and this subpart

- a) Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- b) All major modes of transportation are members of the MPO
- c) Any changes to the MPA boundaries were reflected in the Policy Board representation.
- d) Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- e) Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP) / Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
- f) All MPO required planning products per 23 CFR Part 450, meeting minutes and agenda items are current and available on the MPO's website.
- a) The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals described in 23 U.S.C. 150(b) and the general purposes described in 49 U.S.C. 5301(c).

1. UPWP (23 CFR Part 450.308)

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

2. LRTP/MTP (23 CFR Part 450.324)

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

3. TIP 23 CFR Part 450.326)

- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- b) Each project included in the TIP is consistent with the LRTP/MTP.
- c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- d) The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.

- f) The MPO TIP is included in the STIP by reference, without modification.
- g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

4. Participation Plan (23 CFR Part 450.316)

- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
- b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
- d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.
- f) The disposition of comments and changes in the final LRTP/MTP/TIP are documented and reported when significant comments are submitted.
- g) Additional time is provided if the "final" document is significantly different from the draft originally made available for public review.
- h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full and open access for all.

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

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

II. In non-attainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93

- a) The MPO's UPWP incorporates all of the metropolitan transportation-related air quality planning activities addressing air quality goals, including those not funded by FHWA/FTA.
- b) Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- c) The MPO coordinates the development of the LRTP/MTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- d) The LRTP/MTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- e) The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- f) If applicable, the MPO ensures priority programming and expeditious implementation of TCMs from the STIP.

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

- a) The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- d) The MPO has a documented policy on how Title VI complaints will be handled.
- e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.
- f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

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

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

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

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

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

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

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

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

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

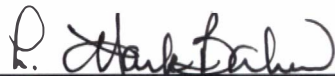
- a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

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

- a) The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

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

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



Mark Barber, Policy Committee Chairman
Valdosta MPO

Aug 17, 2021
Date

Radney Simpson, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

Date

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

Date