

**Policy Committee  
Meeting Agenda**

Tuesday, September 14, 2010

1:30 PM

NOTICE: This meeting will last 90 minutes.

- I. Call to Order
- II. Introductions/Roll Call
- III. Approval of Minutes – July 1, 2010
- IV. Old Business
  - A. VLMPO Policy Committee Bylaw Amendments  
Action: Review amendments for adoption at next meeting
- V. New Business
  - A. TIP Amendment: Administrative Amendment #2, Public Transit  
Action: None, Staff Review
  - B. UPWP FY11: UPWP Budget Amendment – Resolution FY2011-1  
Action: Approve UPWP Budget Amendment
  - C. 2035 Transportation Plan – Review & Discuss – Resolution FY2011-2  
Action: Adopt 2035 Transportation Plan
  - D. HB 277 Draft Criteria – Review & Discuss  
Action: None
- VI. Staff Update
  - A. Greater Lowndes Growth Advisory Comm. – September 24, 12-1:30pm, City Hall Annex
  - B. GPA 2010 Fall Conference - September 29-October 1, James H. Rainwater Conference Center
- VII. Privilege of the Floor/Public Comment
- VIII. Next Meeting Date
  - A. December 14, 2010; 1:30 PM; SGRC Office
- IX. Adjournment

*An Equal Opportunity Employer / Program*

**Minutes  
TCC Special Called Meeting  
July 1, 2010  
10:00 a.m.**

<b>Members Present</b>	<b>Organization</b>
Mike Fletcher	Lowndes County Engineer
Joe Sheffield	GDOT
Tim Kassa (Phone)	GDOT
Von Shipman	City of Valdosta Engineer
<b>Others Present</b>	
Whitney Biggers	SGRC
Corey Hull	SGRC VLMPO
Shane Pridgen	GDOT
Marco Trigueros (Phone)	GDOT

**Agenda Item #1 – Call to Order**

Mike Fletcher called the meeting to order at 10:02 a.m.

**Agenda Item #2 – Introductions/Roll Call**

Mike Fletcher introduced everyone and gave their affiliation with the TCC.

**Agenda Item #3 – Approval of Regular Meeting Minutes from June 21, 2010**

After a correction was made, Joe Sheffield made a motion to accept the minutes and Mike Fletcher seconded the motion. It was carried unanimously.

**Agenda Item #4 – Old Business**

A. 2035 Transportation Plan Draft Document Discussion and Prioritization of Projects:

Corey stated that the Policy Committee asked the TCC to re-evaluate their recommendation based on the corrected traffic counts and the new economic data. Corey explained the staff's recommendation. Corey recommended putting the Exit 18 operational improvements in the #1 spot in 2015. Exit 2 was put in the #2 spot in 2015. The full Exit 18 project was put in the #3 spot in 2020 with a 2016 inflation rate applied in order to balance the budget. Exits 22 & 29 were put in the #4 spot in 2020, and Exit 11 was in the #4 spot in 2025. Exit 5 and Loch Laurel Road would remain as Illustrative projects. Other projects included in the staff recommendation are listed on the 2035 Transportation Plan spreadsheet (attached to minutes).

Mike Fletcher stated that he did not agree with Staff's Recommendation of letting Exit 18 go ahead of Exit 11. Von Shipman stated that the full Exit 18 project was imperative due to

safety issues. Von stated that Exit 18 is the most utilized exit in the area. Mike stated that the condition on Exit 11 is unacceptable and it should go before Exit 18.

Tim Kassa asked Corey what made the full Exit 18 project financially possible. Corey stated that some projects were knocked off of the project list.

Joe Sheffield stated that his recommendation would be Exit 2, 11, 22, 29, and then the Exit 18 operational improvements.

Tim Kassa agreed that Exit 2 should be the #1 priority. Tim stated that the Exit 18 problems could be solved with the dual left turn lanes.

Von Shipman stated that he wanted the full Exit 18 project to still be in the plan, not just on the illustrative list.

Mike Fletcher asked if Exit 2 could be ready by 2015. Joe Sheffield stated that it was possible, but not likely.

Tim Kassa explained that the prioritization of the projects was the most important part of the plan, not the exact year. Tim stated the year is mainly an administrative function used to calculate the inflation rate.

Von Shipman added that if some projects were pushed off of the plan in order to have the full Exit 18 project in the plan, it would be more of an incentive for citizens to vote for the Regional Transportation Tax.

Mike Fletcher made a motion that the Exit 18 operational improvements and Exit 2 go into 2015, Exit 11 and Exits 22 & 29 go into 2020, and that the full Exit 18 project, Exit 5, and Loch Laurel Road go into the Illustrative list. Mike's rationale for his motion was that in 5 years the plan can be revised if Exit 18 is still having problems after the operational improvements are made. Tim Kassa seconded the motion. The motion carried (3/1 with Von Shipman voting against).

**Agenda Item #5 – New Business**

Corey stated that if the full Exit 18 project went into the illustrative list it would free up local funds for other projects.

**Agenda Item #6 – Staff Update**

None

**Agenda Item #7 – Privilege of the Floor/Public Comment**

There were no comments.

**Agenda Item #8 - Next Meeting Date and Time**

The next regularly scheduled TCC meeting will be held on **September 7, 2010 at 10:30 a.m. at SGRC.**

**Agenda Item #9 - Adjournment**

There being no further business, the meeting adjourned at 10:57 a.m.

**FY2011 VLMPO  
Policy Committee Membership**

**Voting Members:**

John Fretti <sup>^</sup>	City of Valdosta, Mayor	Chairman
Ashley Paulk <sup>^</sup>	Lowndes County, Manager	Vice-Chairman
Larry Hanson	City of Valdosta, Manager	Member
John Leonard	SGRC, Executive Director	Member
Vance Smith <sup>^*</sup>	GDOT, Commissioner	Member
Joe Pritchard	Lowndes County, Manager	Member
Wayne Bullard <sup>^</sup>	City of Hahira, Mayor	Member

**Non-Voting Members:**

Rodney Barry	FHWA -- GA Division, Administrator
Yvette Taylor	FTA Region IV, Administrator

<sup>^</sup>Permitted to send a representative to meetings

\*Cindy VanDyke is representative, Tim Kassa is alternate

The Policy Committee is the regional forum for cooperative decision-making by principal local elected officials, Federal Highway Administration (FHWA), Georgia Department of Transportation (GDOT), and other planning partners.

The Policy Committee meets on the 2nd Tuesday of the month at 1:30pm each quarter (March, June, September, and December).

For more information please contact Corey Hull, MPO Coordinator at 229-333-5277 or at [chull@sgrc.us](mailto:chull@sgrc.us).

Effective 7/1/10

**The Valdosta-Lowndes  
Metropolitan Planning Organization**

**Policy Committee Bylaws**

**Article I  
Name**

The name of this organization shall be the Policy Committee of the Valdosta-Lowndes Metropolitan Planning Organization.

**Article II  
Mission and Responsibilities**

1. The Policy Committee is the forum for state and local governments, and transportation agencies that oversee or develop major transportation modes within the Metropolitan Planning Area, and appropriate State officials. The Policy Committee has the following responsibilities:
  - a. To review and approve all transportation study plans and programs resulting from the Valdosta - Lowndes Urban Transportation Study.
  - b. To ensure that a continuing, comprehensive, and cooperative transportation process is maintained through a current Urban Transportation Study that is responsive to applicable laws, rules, and regulations and that its components include a Long Range Transportation Plan, a Unified Planning Work Program, and a Transportation Improvement Program, and other plans and reports that are responsive to the transportation needs of local governments and developed through an appropriate public involvement program.
  - c. To set priorities on the implementation of transportation projects based on the results of the Urban Transportation Study and the recommendations of the Technical Coordinating Committee.
  - d. To serve as a liaison between local municipal governments and other resource agencies in the coordination of the transportation plans, mitigation of impacts to natural resources and other planning activities carried out by the MPO.
  - e. To appoint members to the Technical Coordinating Committee and Citizens Advisory Committee.
  - f. To establish other transportation study committees as needed.
  - g. To establish a Public Involvement Program as developed through a Public Participation Plan.
2. The Policy Committee has the responsibilities through the Valdosta - Lowndes Urban Transportation Study to support the economic vitality of the metropolitan area; increase the safety of the transportation system for motorized and non-motorized users; increase the ability of the transportation system to provide security for

motorized and non-motorized users; increase the integration, accessibility and mobility options for people and freight; protect and enhance the environment, energy resources, and quality of life; promote consistency between transportation improvements and state and local land use and growth patterns; promote efficient management and operation of the transportation system emphasizing preservation of the existing system.

**Article III**  
**Organization and Membership**

1. The membership of the Policy Committee is ~~appointed through joint resolution adopted by the City of Valdosta and Lowndes County. The membership consists~~ as follows:

a. Voting Members

i. Chairman, Lowndes County Board of Commissioners ~~(or representative)~~

ii. ~~Mayor, City of Valdosta (or representative)~~

iii. ~~Annually Rotating Small Cities' Mayor (or representative)~~

iv. ~~ii.~~ This position rotates on a Fiscal Year (July 1 – June 30)

1. City of Dasher (FY2010, FY2014, and so on)

2. City of Hahira (FY2011, FY2015, and so on)

3. City of Lake Park (FY2012, FY2016, and so on)

4. City of Remerton (FY2013, FY2017, and so on)

v. ~~iii.~~ Lowndes County Manager

vi. ~~iv.~~ City of Valdosta Manager

vii. ~~v.~~ SGRDC Southern Georgia Regional Commission Executive Director

viii. ~~vi.~~ Georgia ~~DOT~~ Department of Transportation Commissioner ~~(or representative)~~

b. Non-Voting members

i. Georgia Division Administrator – Federal Highway Administration (or representative)

ii. Regional Administrator – Federal Transit Administration (or representative)

iii. Citizens' Advisory Committee Chairman

c. Proxy Representatives

i. Each voting member may designate a permanent or temporary proxy representative from their agency or local government; said proxy shall have the authority to vote on behalf of that member in the absence of that member. Provided, however, that no member of the Policy Committee may serve as the proxy for another member. Duly designated individuals serving as a proxy for a member shall be counted towards the number of members required for a quorum.

iii.1. An official letter designating a permanent proxy shall be presented annually and kept on file with the Southern Georgia Regional Commission.

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a. This provision does not preclude the member from attending meetings and voting on any action of the Policy Committee in place of their designated permanent proxy.

#### Article IV Election of Officers of the Policy Committee

~~2.1.~~ The Policy Committee shall elect from among its voting members a Chairman and a Vice Chairman ~~and Secretary~~.

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~~3.2.~~ Elections shall take place on the last meeting of the fiscal year (July 1 – June 30) providing there is a majority of the voting members present. The term of office shall be for one year or until such time as new officers are elected.

3. Election of Chairman, Vice Chairman shall be by a majority of the voting membership ~~present at the meeting of the election at a meeting where a quorum is present.~~

4. Should the Chairmanship become vacant in mid-term, the Vice Chairman shall become the Chairman; and a new Vice Chairman shall be elected. Should the Vice Chairman be unable to serve as Chairman, elections shall be held for both Chairman and Vice Chairman.

5. A Chairman, Vice Chairman may succeed himself/herself with no limitations to the number of terms.

#### Article V Duties of the Chairman and Vice Chairman

1. The Chairman shall preside at all meetings of the Policy Committee.

2. The Chairman shall authenticate, by his/her signature, **the minutes** and resolutions adopted by the Policy Committee.

~~2.3.~~ The Chairman shall represent the Policy Committee at hearings, conferences, and other events as necessary.

~~3.4.~~ The Chairman will appoint a nominating committee annually to select a slate of officers to be presented at the last meeting of the fiscal year.

4.5. In the absence of the Chairman, the Vice Chairman shall perform the duties of the Chairman.

5.6. The Chairman shall appoint a **Secretary who may be among the voting members** of the Policy Committee.

Comment [c1]: This allows the Chairman to appoint a staff person to fulfill the Secretary role

#### Article VI Duties of the Secretary



1. The Secretary shall be responsible for recording the proceedings of each Policy Committee meeting; for preparing minutes and resolutions that are adopted; and for disseminating the minutes and resolutions adopted at the meetings.
2. The Secretary may designate an assistant to assist in carrying out his/her duties.

#### **Article ~~VIVII~~ Meetings and Voting**

1. The Policy Committee shall meet at least quarterly or as necessary to carry out responsibilities of the transportation planning process and maintain certification of the transportation planning process.
2. The presence in person of a simple majority of the Policy Committee voting membership at Policy Committee meetings shall constitute a quorum for official business transaction.
  - a. Participation in a meeting via telephone conference call, or two-way video communication device or other similar method which allows each member of the Policy Committee participating in the meeting to hear and speak to each other member participating in the meeting shall be permitted and considered as being present in person.
    2. ~~Each voting member may designate a substitute representative who may attend meetings and have full voting privileges.~~
3. ~~Official action on agenda items of the Policy Committee will require a simple majority of the voting members (or representative) present at the Policy Committee meeting.~~
3. Any urgent action required to be taken at a meeting of the Policy Committee, or any action that may be taken at a meeting of the Policy Committee, may be taken without a meeting if consent in writing, setting forth the action so taken, is approved by a majority of the Policy Committee voting members. The written approval may be obtained through e-mail. All such e-mails shall be entered into the minutes of the next Policy Committee meeting.

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#### **Article ~~VIVIII~~ Rules of Order**

1. The Policy Committee shall conduct business as prescribed in the most up-to-date current edition of Robert's Rules of Order Newly Revised unless prescribed otherwise by amendment to these Bylaws.
2. The Secretary of the Policy Committee shall be the Policy Committee's Parliamentarian.

#### **Article ~~VIIIX~~ Amendments to Bylaws**

**Comment [c2]:** Staff Note: Macon uses proxy cards that are mailed before the meeting to those who will not be in attendance so they may cast a vote. They also use proxy cards after a meeting when a quorum was not present.

1. -These by-laws may be amended by an affirmative vote of a simple majority of the full voting membership of the Policy Committee except as noted below:
  - a. Other appointments may be added or removed as voting or non-voting members as agreed upon by a two-thirds majority vote of the full voting membership of the Policy Committee.
2. A proposed bylaw change shall be presented for consideration at a regular Policy Committee meeting; however, voting shall be deferred until the regular meeting following the meeting at which the bylaw change was proposed.

Date of Amended Bylaw adoption: ~~December 9, 2008~~ December 7, 2010.

SIGNED:

~~John Leonard~~ John Fretti – Chairman, Valdosta-Lowndes Metropolitan Planning Organization

ATTEST:

~~Whitney Biggers~~ Whitney Biggers – Secretary, Valdosta-Lowndes Metropolitan Planning Organization

August 3, 2010

Tyrhonda Edwards  
 GDOT Intermodal  
 600 W Peachtree Street NW  
 Atlanta, Georgia 30308

RE: VLMPO FY11-14 Administrative Amendment #2

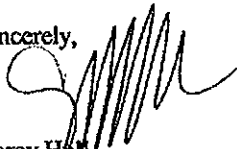
Dear Ms. Edwards:

Per the request of the Georgia Department of Transportation the following administrative amendment has been made to the FY2011-2014 Transportation Improvement Program (TIP) for the Valdosta Urbanized Area. This administrative amendment has been carried out in accordance with the guidelines set forth in this TIP. This administrative amendment changes the year from 2013 to 2014 for the following projects to correct an error in the original published document. No funding amounts are changing and therefore are not listed here.

	Program	Sponsor	Year	Description
Previous	5311	Lowndes	2013	Lowndes Co. Transit
	5311	Lowndes	2013	Lowndes Co. Transit
	5311	Berrien	2013	Berrien Co. Transit
	5311	Berrien	2013	Berrien Co. Transit
	5310	DHS	2013	SGRC (3 Counties)
	5310	DHS	2013	SGRC (18 Counties)
	5307	VLMPO	2013	Valdosta UA Transit
Amended	5311	Lowndes	2014	Lowndes Co. Transit
	5311	Lowndes	2014	Lowndes Co. Transit
	5311	Berrien	2014	Berrien Co. Transit
	5311	Berrien	2014	Berrien Co. Transit
	5310	DHS	2014	SGRC (3 Counties)
	5310	DHS	2014	SGRC (18 Counties)
	5307	VLMPO	2014	Valdosta UA Transit

If you have any questions please feel free to contact me at 229-333-5277 or at [chull@sgrc.us](mailto:chull@sgrc.us).

Sincerely,



Corey Hull  
 MPO Coordinator

CC:

Ann-Marie Day, FHWA  
 Marco Trigueros, GDOT Planning  
 VLMPO Policy Committee  
 VLMPO Technical Committee  
 Missy Rowland, SGRC  
 Danny Saturday, MIDS, Inc.  
 Elaine Shiver, Berrien County

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2035 Transportation Plan for the Valdosta Urbanized Area and the Valdosta-Lowndes Metropolitan Planning Organization

Year	Project ID	Location	Project Description	Estimated Cost	TP	TP	TP	TP
2010-2015	G001	Tucker Road	Bridge Replacement	\$ 735,385	N	N	0.01	2
2010-2015	L026	Dukes Bay Canal	Interchange Improvement	\$ 2,000,000	Y	Y	0.20	4
2010-2015	V019	SR 125/Berniss Road	Interchange Improvement	\$ 1,412,287	Y	Y	0.15	NA
2010-2015	V023	Twin Street	New Road CST	\$ 9,100,984	N	Y	0.21	5
2010-2015	G002	Woodrow Wilson Drive	Bridge Replacement	\$ 6,298,483	N	Y	0.11	2
2010-2015	V002	Withlacoochee River	Interchange Improvement	\$ 2,510,424	Y	N	0.20	NA
2010-2015	V001	SR 31 Bridge	Added Travel Lanes	\$ 10,432,023	Y	N	1.46	4
2010-2015	0000837	Jerry Jones Road	New Road CST	\$ 3,952,009	Y	N	0.53	2
2010-2015	V025	St. Augustine Road	Interchange Improvement	\$ 931,983	Y	Y	0.20	NA
2010-2015	V026	St. Augustine Road	Interchange Improvement	\$ 931,983	Y	Y	0.20	NA
2010-2015	V030	Forrest Street	Center Turn Lane	\$ 660,931	Y	N	1.72	3
2010-2015	V033	US 84/Hill Avenue	Interchange Improvement	\$ 931,983	Y	N	0.20	NA
2010-2015	L014	Val Del Road	Interchange Improvement	\$ 865,413	Y	N	0.20	NA
2010-2015	L008	Cat Creek Road	Interchange Improvement	\$ 798,843	N	N	0.15	NA
2010-2015	L003	SR 31/Madison Hwy.	Interchange Improvement	\$ 435,000	N	N	0.15	NA
2010-2015	G017	Exit 18 SB Ramp	Interchange Improvement	\$ 1,009,820	N	Y	0.10	NA
2010-2015	G014	Exit 2	Interchange Improvement	\$ 31,066,101	N	Y	0.25	5
				<b>\$ 74,087,650</b>	<b>2010-2015 Sub Total</b>			
2016-2020	G020	Exit 18	Interchange Improvement	\$ 63,890,099	N	Y	0.25	5
2016-2020	G003	NS Railroad	Grade Separation	\$ 22,857,979	Y	Y	0.25	4
2016-2020	L001	Beatty Branch	Bridge Replacement	\$ 1,070,106	N	N	0.02	2
2016-2020	L019	Wisnaker Road	Added Travel Lanes	\$ 12,186,882	N	Y	3.74	4
2016-2020	G005	Five Points	Added Travel Lanes	\$ 9,674,756	Y	N	0.71	5
2016-2020	G007	Park Avenue	Added Travel Lanes	\$ 27,558,883	Y	N	3.07	4
2016-2020	0007910	Smithbar Drive	Interchange Improvement	\$ 5,771,525	Y	Y	0.25	NA
2016-2020	V024	Forrest Street	Center Turn Lane	\$ 6,488,000	Y	N	1.42	3
2016-2020	V023	Gornto Road	Center Turn Lane	\$ 4,115,682	Y	N	0.71	3
2016-2020	V009	Jerry Jones Road	Interchange Improvement	\$ 960,179	Y	Y	0.20	NA
2016-2020	L002	US 84/Hill Avenue	Interchange Improvement	\$ 650,000	Y	Y	0.13	NA
2016-2020	L013	Lake Park Bellville Road	Interchange Improvement	\$ 386,919	Y	N	0.15	NA
2016-2020	L015	Val Del Road	Interchange Improvement	\$ 386,919	Y	N	0.15	NA
2016-2020	L012	Loch Laurel Road	Interchange Improvement	\$ 386,919	Y	N	0.15	NA
2016-2020	L009	Cat Creek Road	Interchange Improvement	\$ 386,919	N	N	0.15	NA
2016-2020	G015	Exit 29 and Exit 22	Interchange Improvement	\$ 52,317,424	N	Y	0.25	5
				<b>\$ 209,089,163</b>	<b>2016-2020 Sub Total</b>			
2021-2025	L022	Old Quitman Road Bridge	Bridge Replacement	\$ 1,978,810	N	N	0.01	2
2021-2025	L023	Howell Road Bridge	Bridge Replacement	\$ 2,374,572	Y	N	0.07	2
2021-2025	L010	Cat Creek Road	Interchange Improvement	\$ 429,288	N	N	0.15	NA
2021-2025	L018	Old 41 N	Added Travel Lanes	\$ 11,984,868	Y	N	2.91	4
2021-2025	G004	Oak Street Extension	Added Travel Lanes	\$ 11,984,868	Y	N	1.67	4
2021-2025	L020	Old Chyattville Road	Added Travel Lanes	\$ 13,521,390	N	Y	5.03	4
2021-2025	V006	Shiloh Road	Added Travel Lanes	\$ 15,642,597	N	N	0.90	4
2021-2025	V011	Old Chyattville Road	Added Travel Lanes	\$ 7,651,835	Y	Y	0.63	5
2021-2025	V016	Northside Drive	New Road CST	\$ 5,234,484	Y	N	0.57	2
2021-2025	G016	Loch Laurel Road	Interchange Improvement	\$ 429,288	Y	N	0.15	NA
2021-2025	G016	Exit 11	Interchange Improvement	\$ 42,581,019	N	Y	0.25	5
				<b>\$ 113,813,020</b>	<b>2021-2025 Sub Total</b>			
2026-2030	L017	Loch Laurel Road	Interchange Improvement	\$ 475,297	Y	N	0.15	NA
2026-2030	L011	Cat Creek Road	Interchange Improvement	\$ 476,297	N	N	0.20	NA
				<b>\$ 952,593</b>	<b>2026-2030 Sub Total</b>			
2031-2035	V015	Lankford Drive	New Road CST	\$ 18,543,987	N	Y	0.84	2
2031-2035	V022	Clay Road	Center Turn Lane	\$ 10,466,993	N	Y	1.71	3
				<b>\$ 29,010,981</b>	<b>2031-2035 Sub Total</b>			
				<b>\$ 426,933,407</b>	<b>2035 TP Total</b>			

Comments received from February 17, 2010 Public Open House: *(VLMPO Responses included in bold-italics)*

Name: Gretchen Quarterman

Comments:

Hi Corey,

Thanks for answering many of our questions during the Open House on February 17th. During the open house, I jotted down several things and hope that they will be of help to you in prioritizing projects.

I am assuming (but I could well be wrong) that GDOT projects are funded entirely with GDOT and/or Federal funds and therefore do not necessarily need prioritization. That is to say, the State will proceed with fixing the I75 over-passes as money is available.

***Yes, GDOT is responsible for maintenance and improvements to I-75 using federal and/or state funds. However, the project is prioritized for funding by the MPO.***

In general:

How will all of these paving projects (intersection improvements, additional lanes, new construction) address the ongoing storm water flow problems? The more of South Georgia that gets paved over, the less water can soak into the ground and therefore more water runs into the streams and rivers or just stands on top. Understanding and resolving the storm water problem is critical.

***The environmental impacts of each project will be reviewed and mitigated on a case-by-case basis during the environmental review and engineering and design phases of the project. The VLMPO will provide a contextual review of environmental mitigation measures as a part of this Long Range Transportation Plan.***

Regarding the prioritization of the Lowndes/Valdosta funded projects:

A) Intersection improvements.

1) I'm all for intersection improvements at places where they make sense. Some of the intersections along 84 and 133 are quite dangerous and I'm glad to see them on the list, however others don't make sense at all.

2) Cat Creek @ Pine Grove, (2015)  
Given that the school is closing, and all the school traffic will be moved to the new complex, this seems to not be needed at all.

3) Cat Creek @ Radar Site (2020)

Will encourage people to continue to "cut through" rather than using better quality state roads (122/125) to get to the base [Moody ABF]

4) Cat Creek @ New Bethel (2025)

ditto #3.

5) Cat Creek @ Hambrick (2030)

Hambrick is not suited for the amount and kind of traffic that it gets since it has been paved. There is chronic speeding on that road. It had been a rural local, EA kind of road, but since paving, it has turned into a cut-through to the base. This traffic should be on (122/125).

I suggest instead that the intersection at 122/125 (Walkers Crossing) be improved to have better visibility and either a 4 way stop or a light and some sensible turn lanes. It is very hard to cross there (going to/from Hahira/Lakeland) or to make a left turn in any direction.

An improvement to Walkers Crossing would potentially remove the need for three improvements on Cat Creek. And 122/125 are more well suited for heavy traffic than Hambrick/Cat Creek/Radar Site, which are becoming rutted and filled with pot-holes because of inappropriate traffic loads.

*Based on anticipated future residential, commercial, and institutional growth in areas served by these collector roadways and other connecting roadways, intersection improvements are anticipated to be a needed at these intersections. The recommendation of improvements at Walker's Crossing has been forwarded to GDOT.*

6) Five points (2030)

Given the recent city acquisition of property at 5 points and the chronic daily congestion at the beginning and end of the day, I think that a reconfiguration of that area should happen before 2030!

*This comment has been forwarded to the City of Valdosta for consideration.*

B) Added Travel Lanes

1) Old US41N (2020)

Without re-hashing all of the issues of the last proposal to widen US41N, it seems to me that there are two issues here.

First, the planning and county commission recommended and approved zoning for development along this corridor, before the infrastructure was in place. Now, the load is at times heavier than appropriate. Second, the twice daily traffic at Valwood School would benefit from a turn lane.

If the MPO could encourage the planning and county commissions to recognize current \*existing\* infrastructure when approving developments and zoning changes, rather than depending upon some unknown future state of roads, it would lead to a better overall outcome.

*This comment is noted, and the commenter is thanked for their participation.*

C) New Road Construction

1) The Lowndes County Commissioners and staff have made it repeatedly clear that they do not, will not pay for ROW acquisition. Unless this attitude changes, the construction of the Western Perimeter and Orr Road extensions is unlikely to ever happen. As far as the Orr Road extensions, exactly what is that serving?

*This comment has been forwarded to Lowndes County for consideration. Extensions to Orr Road will serve future areas of development on the north side of Valdosta.*

2) Connell Drive from Ashley to Oak (2030)  
Seems to go right through a shopping plaza. Is the city going to condemn that too?

*The VLMPO does not take a position on how a jurisdiction might acquire needed right-of-way for a future improvement.*

3) Forrest St Ext from Bemiss to Cherry Creek (2020)  
This appears to go through a large piece of farmland. While I am all for development close in to existing services. Tax dollars spent to build a road so that this land can be developed goes against my better judgment.

*The future alignment of this roadway is not currently known, the shortest distance between the logical termini is what is currently anticipated.*

I think that taking good care of existing infrastructure and facilities is more important than building more. Sometimes it simply is not fiscally sensible to buy things that one cannot afford, no matter how much one might like to have it.



*This comment is noted, and the commenter is thanked for their participation.*

D) Bridge Rplcment

1) Bridge Rplcment on Cat Creek (at Beatty Branch) (2020)

Right now, this bridge Rplcment is long overdue. Given the on-going run off that comes down stream, the bridge is likely to be overtaken in a large rain. Additionally, with the ever increasing traffic on Cat Creek, it is only a matter of time until a truck that is too heavy crosses it and does damage, as has happened on Beatty Mill. Then, the county is faced with an emergency Rplcment, rather than a scheduled, planned one.

Personally, I think that bridge Rplcments should be prioritized over new road construction. Government should take care to maintain existing facilities before buying new ones.

*This comment has been forwarded to Lowndes County for consideration.*

E) Natural Resources

1) On the natural resources map, the ponds and wetlands in the Quarterman Road area are missing. These are of significant size, larger than some other ponds and wetlands noted on the map.

*This comments is noted, the VLMPO will work to ensure that data resources which demonstrate the most accurate information are used in the future.*

2) Additionally, encouraging the City and County to focus on the value of the natural beauty of the county could benefit in attracting business and people for the quality of life available here.

*This comment is noted, and the commenter is thanked for their participation.*

3) Mayor Fretti said at a recent city council meeting that Valdosta encourages Urban Forests and is designated as a Tree City. This is good but there are alot of places in the city (and county) that are void of trees. There needs to be even more action taken to preserve, protect and plant trees in Lowndes County.

*This comment is noted, and the commenter is thanked for their participation.*

F) Bike Paths

I love the idea of bike lanes. I don't always like the implementation of them. Sometimes bike lanes abruptly end, leaving the rider to negotiate ill maintained shoulders with rumble strips or stones.

I might like to see a bike lane on Quarterman Road in one direction. This would slightly narrow the lanes and permit the lowering of the speed limit. I would suggest a bike lane on Hambrick Road as an alternative to 122 but Hambrick is already deteriorating under the inappropriate load of traffic.

*This comment is noted, and the commenter is thanked for their participation. The comment has been forwarded to Lowndes County for consideration.*

G) Conclusion

I'd like to write more (and maybe I will another day) but this has taken long enough and I want to get you something rather than nothing.

Thanks for all you do, your attention to detail and your willingness to accept and consider citizen input.

**Name:** Unknown

**Comments:**

Next time have someone to answer questions from average ordinary citizens who take the time to show up.

*This comment is noted, and the commenter is thanked for their participation.*

**Name: Jimbo Scruggs**  
**5264 Golf Drive**  
**Lake Park, GA 31636**

**229-242-5670; jimbo@valdostamechanical.net**

**Comments:**

Valdosta growth potential is almost stunted due to infrastructure. It is almost impossible to get from Park/Ashley area to the mall area or from the 5 points to MAFB area to the Mall. I think the focus should be on those routes first, adding lanes to Oak and Forrest to alleviate pressure on Ashley/Patterson (if Ashley & Patterson aren't going to one-way), and adding lanes to coming into town from Park, N Valdosta Rd, and S 41.

***This comment is noted, and the commenter is thanked for their participation.***

Comment received at July 20, 2010 Public Open House

**Name: Dave Bechler**

**2841 Bud McKey Circle**

**Valdosta, GA 31602**

**229-247-6448; dbechler@valdosta.edu**

**Comments:**

Cat Creek Rd in the area of the new and old Pine Grove Elementary Schools need to have sidewalks and bicycle lanes for the large number of k-8 students that live in the area and will be travelling to the school

More and more minorities and students are riding bike to work and school. Minority area and areas around VSU need as many bike lanes as possible.

***This comment is noted, and the commenter is thanked for their participation.***

Comment received during public comment period

**Name: Marco Trigueros**  
**GDOT – Atlanta**

**Comment via email**

**Comment:**

On the project sheets, you need to show the break-out of funding (Fed/State/Local) for all of the projects which in turn will complement your financial plan – that also needs to provide the balance sheet for the expenditures in Fed/State/Local dollar terms. You provided the revenue but not the expenses broken out the same way. For example, on your project sheets you'd show the total for PE/ROW/CST but for some projects the funding is not broken out by funding source. I believe providing this information will help illustrate that the plan is fiscally constrained.

**All project sheets have been updated to contain the amount of funding for each phase and funding source.**

PI 0000684's CST costs – What is the source?

**The funding source for this project is L110, a federal funding category.**

PI 432100 ROW costs – What is the source?

**The funding source for this project is L1C0, a federal funding category.**

PI 450200 CST is in 2018. [Please clarify].

**The funding amounts have been moved so this project is correctly listed in the 2016-2020 time period.**

PI 003266 has been cancelled [by GDOT] at the request of the local government. It's no longer in our system. This project may have been constructed already.

**The PI Number for this project has been removed. This is still an active project for Lowndes County, but not for GDOT.**

Some of the PE/ROW phases for your projects are identical. Is this intentional?

**Yes, in many cases the estimated costs for a project are the same.**

**Comments from VLMPO staff on technical corrections made during public comment period**

Pg. 3: Remove the word 'Metro' from 2035 Long Range Transportation Plan; Remove 'early' from second paragraph, last sentence.

Pg. 4: Remove the word 'Metro' from 2035 Long Range Transportation Plan

Pg. 5: Remove the word 'Metro' from 2035 Long Range Transportation Plan; in Vision Statement add comma after 'regional'; ensure that priorities match on following page

Pg. 7: Remove 'and units of government'

Pg. 16: Include attendance record in appendix from February 17, 2010 meeting; under EJ change 'a venue' to 'an opportunity'

Pg. 17: Better clarify MPA boundary rules in Berrien and Lanier Counties

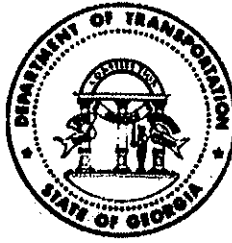
Pg. 21: Remove last sentence of introduction 'A technical review of this data and the methodologies used to put it into a useable format are described in a separate technical report.'

Pg. 24: Remove word 'respectively' in first paragraph

Pg. 34: Change 4 to 5 in seventh paragraph

Pg. 40: Change crash report years to 2006-2008 and 2010, respectively

On project data sheets updates were made to ensure all images, funding source, years, and other information was correct



August 3, 2010

County Commission Chairs, Mayors, and MPOs

**Subject: Request for Review and Comment on Draft Criteria  
for the Development of the Investment List per the Transportation Investment Act of 2010**

House Bill (HB) 277, the Transportation Investment Act (TIA) of 2010, gives Georgia an extraordinary opportunity to address some of the transportation funding challenges facing our state. In the summer of 2012, the citizens of Georgia may be given the opportunity to vote on a one percent regional sales tax to fund transportation projects in their region. Attached are a bill summary (Attachment A) and a timeline (Attachment B) that explains the provisions of HB 277, including activities of local governments and other responsible entities. As can be seen in the attachments, the first step in the process is to develop the criteria for selecting projects that will be included in the investment list. (See Section 48-4-243 of HB 277)

Over the last two years, the state worked to develop its first business plan for transportation investment called Investing in Tomorrow's Transportation Today (IT3). IT3 established a set of four goals for investments in Georgia's transportation network, all of which were recently approved in the Statewide Strategic Transportation Plan (SSTP):

1. Support Georgia's economic growth and competitiveness
2. Ensure safety and security
3. Maximize the value of Georgia's transportation assets
4. Minimize the impact of transportation on the environment

It is important to remember that the revenue raised by the regional sales tax is not intended to completely fill or solve all of our transportation funding shortfalls in the state. Therefore, it is vital that we begin with a list of projects that provides a strong return on investment and that the region's voters will find compelling in order to support the regional sales tax. It is equally vital that we strive to deliver 100% of those proposed projects. To help accomplish this, project criteria was developed for all 12 regional commission boundaries using the recommendations made by the SSTP as a starting point. Attached are criteria that lay out the end results expected, guiding principles of project selection, and allocation of investments. (Attachment C)

The next step in the HB 277 referendum process is for you and your staff to provide feedback on the draft criteria. In accordance with HB 277, we are sending the criteria to local governments and metropolitan planning organizations (MPOs) around the state. Please review the attached document carefully and send us your comments and suggestions for improving the criteria. Comments are due by **September 30, 2010**, and may be sent to [TIA@dot.ga.gov](mailto:TIA@dot.ga.gov). Based on comments received, the recommended criteria will be finalized by November 15, 2010. Also, at that time, the first meeting of the Regional Roundtables will be announced. At this initial Roundtable meeting, the criteria may be approved as written or amended by the Roundtable.



In addition to the criteria, attached are preliminary draft revenue estimates of the special district transportation sales and use tax for each special district prepared by the state fiscal economist (Attachment D). Comments and questions on these estimates should be provided to DOT at [TIA@dot.ga.gov](mailto:TIA@dot.ga.gov). DOT will then coordinate with the state fiscal economist to provide a response.

HB 277 also provides that a portion of the regional sales tax is not subject to the established criteria or roundtable selection process. Twenty-five percent (25%) is set aside for distribution by formula to the cities and counties to be used for "transportation purposes" as defined under HB 277. (Note: in the Atlanta region, only fifteen percent (15%) is set aside.) Please be aware that we are in the process of developing draft estimates for the set-aside amounts. In the near future, a spreadsheet will be provided that indicates projected formula amounts for each local jurisdiction statewide. However, these draft distributions are subject to change based on updated data from GDOT and/or U.S. Census findings.

Our state's transportation future and ability to capture economic opportunity depends on the success of our joint efforts. We must develop an investment list that is compelling not only for the voters in individual counties, but also for the region as a whole. Furthermore, we must ensure that we can deliver on our promises by selecting projects that can be delivered within the ten years of the tax. Voters will want to see earth moving, traffic flowing, people using the roads, transit and other projects promised in the investment list.

Working together, we can and will deliver on our promises. Thank you for your assistance with this effort now and in the coming two years. Information on the regional boundaries, HB 277, the Statewide Strategic Transportation Plan, project criteria, revenue projections and Senate Bill 200 can be found at [www.it3.ga.gov](http://www.it3.ga.gov). If you have any questions, please do not hesitate to call me at 404-631-1021.

Sincerely,



Todd I. Long, P.E.  
Director of Planning

Attachments: A – Bill Summary, B– HB 277 Timeline,  
C – Criteria, D - Revenue Projections from State Economist

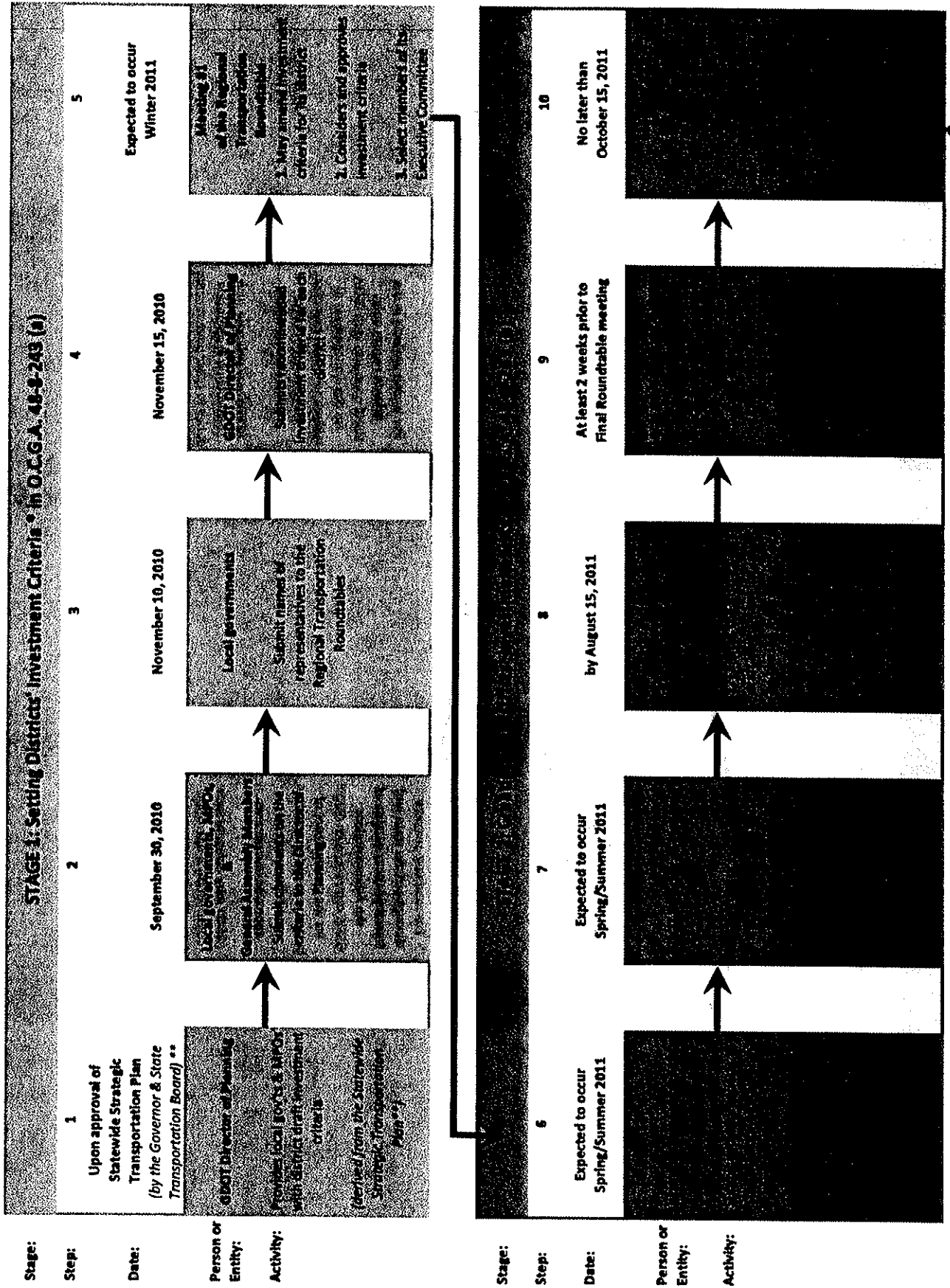
CC: Governor Sonny Perdue  
Lt. Governor Casey Cagle  
Speaker David Ralston  
President Pro Tem Tommie Williams  
Senate Majority Leader Chip Rogers  
Speaker Pro Tem Jan Jones  
House Majority Leader Jerry Keen  
Senator Jeff Mullis  
Representative Jay Roberts  
Members of the Senate and House Transportation Committee  
GDOT Commissioner Vance Smith  
GDOT Board  
Dr. Beverly Scott, MARTA  
Jannine Miller, GRTA

## Regional Transportation Sales Tax Referendum

- Keeps taxing authority with state and local governments
- Creates 12 Special Tax Districts for Transportation along boundaries of Regional Commissions
- GDOT Director of Planning initiates and assists with the development of each district's strategic investment list in collaboration with local government officials
- Local government officials create, review, amend, and approve their districts' investment list via "Regional Transportation Roundtables" which meet only twice (*does not set up a new level of government*)
- Incentives for districts to participate in the sales tax referenda:
  1. If a district's Roundtable does not approve by majority vote a project list their citizens can vote on, district "gridlock" is declared and local governments in that district set their match requirement at 50% for local transportation grants they receive from GDOT (match level is set for 2 years)
  2. If a district's Roundtable approves by majority vote a project list their citizens can vote on, local governments in that district will reduce their match requirement from 50% to 30% for local transportation grants they receive from GDOT (match level is set for 2 years)
  3. If a district's citizens approve the tax on the set list of projects, the local governments in that district will reduce their match requirement from 30% to 10% for local transportation grants they receive from GDOT (match level is set for 10 years)
- All counties must participate in the district
- Metro Planning Organizations (MPOs) play a role in developing the project list in their area (*to comply with federal law*)
- First vote is statewide at the general primary in 2012
- Votes tallied by district
- 10-year term of levy
- All revenues invested in districts where funds were collected
- A portion of each district's revenues are designated for discretionary use by local governments within the district, distributed to cities and counties by road miles and population (same as LARP formula) – 15% for any district wholly contained within a single MPO, 25% for other districts
- GSFIC serves as the trustee for each district's revenues and disburses funds to GDOT upon request for managing the voter-approved projects (GRTA will participate in project management but only in metro Atlanta and only for transit projects)
- Citizens Review Panels are set up in each district that levies the tax to check the progress on the investment list and make sure the voter-approved projects are on-time and within budget (members appointed by Speaker and Lt. Governor and must reside within the special district)
- Upon conclusion of the 10-year levy, the list development process and ballot may be reinitiated per a majority of the district's counties and a special act of the General Assembly; process is the same if a district's voters reject the tax following a 24-month waiting period.
- Proceeds of the tax may be used only for the voter-approved projects, which may be all transportation activities and purposes, including construction, maintenance, and operations (except for maintenance and operations of MARTA's existing system)
- Revenues may be used to fund a 20-year reserve for a district's transit maintenance & operations requirements

# Transportation Investment Act of 2010: Attachment B Timeline for Creation of Investment Criteria and Lists

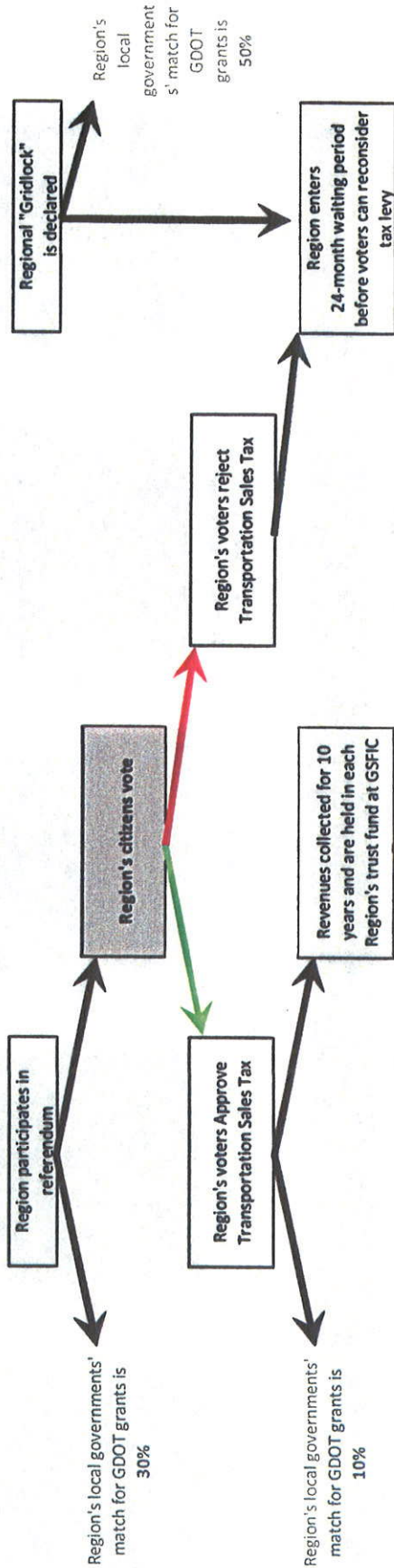
LC 34 2763ERS - As Passed Version (see Section 6 of the legislation for more detailed information)



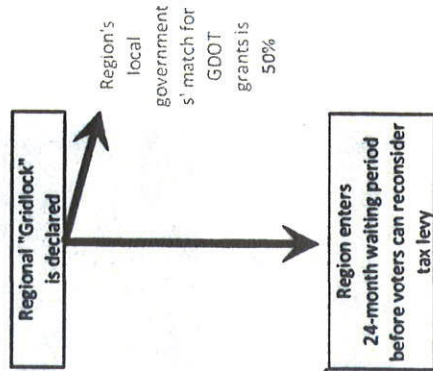
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**STAGE 3: Regional Participation and Vote in O.C.G.A. 48-8-244**

**A. Regional Transportation Roundtable approves an investment list**



**B. Regional Transportation Roundtable does not approve investment list**



**For roadway projects throughout the state and transit projects outside of the Atlanta region:**  
 GSFIC contracts with GDOT for the management of budget, schedule, execution, and delivery of voter-approved investments.  
*(GDOT may delegate such construction & operation duties to other governments and entities as appropriate to deliver projects on time and within budget as promised to the voters)*

**For transit projects in the Atlanta region only:**  
 GSFIC contracts with GRTA for the management of budget, schedule, execution, and delivery of voter-approved investments.  
*(GRTA may delegate such construction & operation duties to other governments and entities as appropriate to deliver projects on time and within budget as promised to the voters)*

\* Criteria is specified as transportation network performance goals, allocation of investments to programs that can deliver the performance goals, and execution of projects.  
 \*\* The Statewide Strategic Transportation Plan is based on the state's transportation investment policies in Georgia law and includes multiple economic development goals such as growth in private sector employment, reliable commutes, and freight movement efficiencies. The Strategic Plan is currently in final as of April 10, 2010, and was approved by the Governor on June 2, 2010 when HB 277 was signed into law. The State Transportation Board subsequently approved the Strategic Plan at the June Board meeting.

## Attachment C

### Draft Criteria for Special Tax Districts outside of Atlanta Region

*(Note: At this time, the draft criteria are the same for all 11 districts outside of Atlanta. We expect some variation as the process continues)*

*Recommended Criteria for the Development of an Investment List of Projects and Program  
Excludes 25% Local Share to be distributed by formula to Cities and Counties.*

#### OVERVIEW

**Outcomes** - The following desired outcomes drove the development of the draft investment criteria:

- Strategic use of funds to achieve the best value for taxpayers' dollars and improvement of the region's transportation network.
- Transportation projects delivered on time and on budget.
- Public support for projects funded by the regional sales tax and public trust that state and local governments will deliver on their promises.

**Guiding Principles** - The following principles guided the development of the draft investment criteria:

- Investment list is developed with a focus on deliverability.
- Projects are from existing plans and/or studies (for example, the GDOT work program, MPO long range plan and short range program, county transportation studies, etc.).
- Investment list is consistent with the policies of the Statewide Strategic Transportation Plan and the MPO's plan if applicable.
- Investment list encourages effective multimodal solutions that appeal to a broad spectrum of the region's citizens.

#### **Framework for Investment Criteria**

The final investment list of projects to be funded by the Transportation Investment Act's (TIA) regional transportation sales tax referendum will be developed by first setting investment allocation target ranges for each program area (see #1 on page 2) based on the Statewide Strategic Transportation Plan (SSTP) and the MPO long range plan, if applicable. These will be used to align the Unconstrained Example Investment List (UEIL) with performance goals for each program area within the revenue expected to be available. Next, projects being considered for support by the TIA revenue will be evaluated using qualitative screening criteria (see #on page 2) designed to allow further consideration of projects that align with the SSTP and MPO plans(if applicable) and can be delivered within the timeframe of the regional sales tax.

The Transportation Investment Act also requires that the criteria include performance goals and that projects on the investment list include a "statement of expected public benefits." Performance goals and public benefits analysis are inter-related and become one of the many tools to assist the Director of Planning to formulate the Unconstrained Example Investment List. The performance goals and public benefits will be provided along with the Unconstrained Example Investment List at a later date. The kind of metrics that will be used to determine the public benefit will come from the SSTP and MPO plans, if applicable. Ultimately, they are intended to assist the Roundtable in selecting the best projects and to allow the region's citizens a solid evaluation of the use of their sales tax dollars.

**Draft Criteria for Special Tax Districts outside of Atlanta Region**

**1. Draft Investment Allocation Target Ranges**

- a. Minimum and maximum investment goals (for the 10-year period) for program areas will support implementation of the Statewide Strategic Transportation Plan and MPO plan, if applicable.
- b. Program areas and allocation ranges:

<b>Program Areas</b>	<b>Target Ranges</b>
Roadway Capital	50-70%
Transit Capital	0-10%
Transit Operations and Maintenance	0-10%
Safety	15-30%
Traffic Operations	0-20%
Non-motorized (Bike/Pedestrian)	0-5%
Freight and Logistics	2-10%
Aviation	0-5%
Roadway and Bridge Maintenance(Asset Management)	0-5%

**2. Draft Screening Criteria by Program Area**

**a. Roadway Capital**

- i. The projects that qualify under “roadway capital” serve origins or destinations of trips to/from employment and activity centers throughout the region. These projects could be roadway widenings, interchanges, interstate improvements, economic development corridors, etc.
- ii. Emphasis will be on the construction phase, but projects can be included in the Unconstrained Example Investment List which are able to demonstrate assurances of deliverability of any funded phase within the 10 year sales tax period, including preliminary engineering, environmental reviews, and right-of-way.
- iii. The Director of Planning recommends prioritization of the project selection as follows: *(Tiers reflect the level of certainty in deliverability)*
  - a) Tier One – Projects that have construction phases which can begin within six years of the start of the regional sales tax.
  - b) Tier Two – Projects which have an approved concept report with no other work completed.
  - c) Tier Three – Projects recommended and endorsed by the local governments, MPO, or legislators but which have not reached the milestones noted above.

**b. Transit Capital**

- i. Generally, projects included in the investment list should have shown considerable progress to assure deliverability within the 10 year sales tax period. Emphasis will be placed on the construction phase or acquisition of capital equipment.
- ii. Transit capital projects should have a contingency plan to operate or liquidate assets if future operating funds are based on a renewal of HB 277.
- iii. Transit service for the proposed project should ultimately connect to employment centers or activity centers in the region and provide increased mobility for individuals.
- iv. Capital expenditures may include new, systematic replacement, upgrades, refurbishment, etc

**c. Transit Operations and Maintenance**

- i. Any funding must first serve to enhance the existing local or regional transit systems in operation as of January 1, 2011. After the existing systems are brought up to a state of good repair, operations and maintenance funding from the regional sales tax would then be allocated to new transit capacity projects.

**d. Safety**

- i. Projects which align with the key emphasis areas of the Governor's Strategic Highway Safety Plan (SHSP.)
- ii. Priority is given to projects that correct or improve a road location or feature with high potential for safety improvement, or addresses a specific highway safety deficiency. The objective of each project is to reduce fatalities and serious injuries.
- iii. Projects may include intersection improvements to address safety concerns, shoulder widening, pedestrian/bicycle safety improvements, projects that eliminate hazards at rail-roadway crossings, traffic calming measures, installation of guardrails, crash attenuators, traffic signals, signage, and pavement marking improvement projects, etc.

**e. Traffic Operations and High Tech Traffic Solutions**

- i. Projects which improve or enhance the region's intelligent transportation system network, incident management program, or signal coordination and timing where applicable.
- ii. Projects address an existing operational issue resulting in an improved level of service or reduction in delay or other congestion costs.

**f. Non-motorized**

- i. Projects which are identified in a Bike/Ped Plan.
- ii. Projects which provide connectivity to a regional employment or activity center.

- iii. Projects which provide connection to existing or planned transit including bus stops and multi-modal centers. (Note: Off-roadway paths/streetscapes, etc. should be pursued using the 25% discretionary share.)

**g. Freight and Logistics**

- i. Projects which address the demand for goods movement into, out of, and within the state as identified through the Statewide Freight and Logistics Study (ongoing).
- ii. Projects which enhance the flow of freight transported by trucks and/or rail.
- iii. Projects which facilitate the transfer of freight between modes. In particular, projects that improve the flow of freight into/out of Georgia's existing ports.

**h. Aviation**

- i. Projects at new or existing non-commercial service airports which are contained in the airport's 5-year Airport Capital Improvement Program submitted annually to the GA DOT and FAA. The types of projects included in this area are runways, taxiways, aprons, and navigational aids.
- ii. Projects which are consistent with the goals and objectives of Georgia's Statewide Aviation System Plan.

**i. Roadway and Bridge Maintenance (asset management)**

- i. Priority for resurfacing/rehabilitation needs is on state routes or routes that are considered regionally significant as defined by roads that connect regional employment centers. Priority will be based on PACES and bridge ratings provided by GDOT. (Note: Off-system resurfacing should be pursued using the 25% discretionary share.)



*Preliminary Draft – For Initial Planning Purposes Only*

**Base Case Regional Sales Tax Forecast – Net of All Special Exemptions**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Northwest Georgia	120,672,000	127,685,000	134,426,000	141,841,000	149,423,000	156,775,000	164,369,000	172,277,000	180,482,000	188,964,000	197,773,000
Georgia Mountains	93,871,000	100,665,000	107,147,000	114,294,000	121,675,000	128,965,000	136,588,000	144,560,000	152,932,000	161,676,000	170,844,000
Atlanta Regional Commission	714,867,000	747,765,000	779,865,000	815,645,000	851,800,000	886,127,000	921,277,000	957,578,000	994,915,000	1,033,178,000	1,070,956,000
Three Rivers	74,655,000	79,657,000	84,432,000	89,685,000	95,092,000	100,399,000	105,916,000	111,696,000	117,750,000	124,002,000	130,555,000
Northwest Georgia	76,527,000	81,991,000	87,203,000	92,997,000	99,858,000	104,703,000	110,796,000	117,200,000	123,905,000	130,903,000	138,238,000
Middle Georgia	78,893,000	82,492,000	86,014,000	89,918,000	93,873,000	97,625,000	101,467,000	105,432,000	109,510,000	113,853,000	117,978,000
Central Savannah River Area	69,800,000	72,957,000	75,957,000	79,276,000	82,637,000	85,815,000	89,064,000	92,414,000	95,855,000	99,371,000	102,987,000
River Valley	52,430,000	54,339,000	56,271,000	58,418,000	60,580,000	62,594,000	64,644,000	66,747,000	68,896,000	71,083,000	73,322,000
Heart of Georgia	35,267,000	36,868,000	38,433,000	40,165,000	41,920,000	43,585,000	45,280,000	47,049,000	48,857,000	50,706,000	52,610,000
Southwest Georgia	45,036,000	46,713,000	48,388,000	50,258,000	52,147,000	53,897,000	55,683,000	57,516,000	59,391,000	61,295,000	63,244,000
Southern Georgia	56,799,000	59,727,000	62,561,000	65,688,000	68,870,000	71,922,000	75,061,000	78,314,000	81,673,000	85,124,000	88,691,000
Coastal	130,844,000	137,311,000	145,850,000	155,063,000	164,642,000	174,160,000	184,071,000	194,473,000	205,351,000	216,684,000	228,544,000
	1,549,841,000	1,628,178,000	1,706,647,000	1,793,190,000	1,881,512,000	1,966,567,000	2,054,206,000	2,145,251,000	2,239,497,000	2,336,669,000	2,435,795,000

**Low Case Regional Sales Tax Forecast – Net of All Special Exemptions**

	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Northwest Georgia	114,578,000	120,755,000	126,958,000	133,620,000	140,492,000	147,269,000	154,296,000	161,731,000	169,446,000	177,340,000	185,506,000
Georgia Mountains	88,563,000	94,526,000	100,455,000	106,836,000	113,479,000	120,182,000	127,136,000	134,594,000	142,406,000	150,484,000	158,918,000
Atlanta Regional Commission	681,762,000	710,793,000	740,488,000	772,708,000	803,653,000	837,476,000	870,197,000	904,541,000	939,877,000	975,705,000	1,010,923,000
Three Rivers	70,630,000	75,028,000	79,406,000	84,108,000	88,987,000	93,858,000	98,940,000	104,348,000	109,994,000	115,804,000	121,850,000
Northwest Georgia	72,269,000	77,069,000	81,839,000	86,961,000	92,293,000	97,645,000	103,245,000	109,223,000	115,483,000	121,951,000	128,701,000
Middle Georgia	66,762,000	69,457,000	72,234,000	75,236,000	78,302,000	81,232,000	84,281,000	87,455,000	90,715,000	94,012,000	97,390,000
Central Savannah River Area	50,210,000	51,910,000	53,702,000	55,650,000	57,629,000	59,520,000	61,423,000	63,429,000	65,468,000	67,526,000	69,625,000
River Valley	33,655,000	35,066,000	36,513,000	38,078,000	39,678,000	41,223,000	42,810,000	44,473,000	46,187,000	47,919,000	49,696,000
Heart of Georgia	43,116,000	44,591,000	46,145,000	47,840,000	49,564,000	51,198,000	52,868,000	54,611,000	56,393,000	58,184,000	60,010,000
Southwest Georgia	54,065,000	56,846,000	59,727,000	62,077,000	64,970,000	67,792,000	70,706,000	73,775,000	76,845,000	80,167,000	83,485,000
Southern Georgia	126,242,000	131,766,000	139,730,000	148,124,000	156,925,000	165,819,000	175,114,000	185,022,000	195,385,000	206,071,000	217,211,000
Coastal											
Total	1,477,108,000	1,545,972,000	1,618,410,000	1,696,445,000	1,776,785,000	1,855,483,000	1,936,884,000	2,022,819,000	2,111,790,000	2,202,552,000	2,294,712,000

## Draft MPO Staff Comments on HB 277 Regional Project Selection Criteria

- General Comments:
    - Some might think that the projects can only be pulled from local transportation studies or MPO long range plans, when there are other documents to consider. Adding a general list of example plans at the beginning will help local governments, MPOs, the Director of Planning, and the Regional Transportation Roundtable better select projects for inclusion in the Unconstrained Example Investment List. Consider referencing the following plans as examples: local thoroughfare plans, MPO long range plans, MPO TIPs, MPO freight and goods movement studies, MPO Crash Reports, local comprehensive plans, regional comprehensive plans, rural transportation plans, rural public transit development plans, rural public transit implementation plans., etc.
    - Regional Transportation Roundtable should be required to consider and coordinate the improvements being proposed by other regions so that inter-regional transportation improvements are not funded in one region and not another.
  
  - “Program areas and allocation ranges”
    - Consider having minimum target ranges not just 0%, (Example: Transit Capital = 2 - 10%)
    - Consider changing the target ranges to the following in order to encourage at least a minimum investment in a regional multi-modal transportation system that is more sustainable, and helps to make the state and regional transportation system less reliant on the single-occupant automobile


▪ Roadway Capital	50-60%
▪ Transit Capital	5-15%
▪ Transit Ops. and Maint.	5-15%
▪ Safety	15-30%
▪ Traffic Operations	5-25%
▪ Non-motorized (Bike/Ped)	5-8%
▪ Freight and Logistics	2-15%
▪ Aviation	2-5%
▪ Roadway and Bridge Maint.	2-8%
    - Encourage the Regional Transportation Roundtable and Executive Committee to select projects that meet the minimum levels of investment targets (example above), encouraging investment across all modes of transportation.
- 
- “Roadway Capital”
  - In order to develop a regional multi-modal transportation system consider including that all roadway projects should address non-motorized transportation with the inclusion of at least one of the following facilities: sidewalk, bike lane, extra-wide shoulders, multi-purpose path, etc.

- “Roadway Capital, Tiers”
  - Consider using terminology other than the word ‘tier’, as this might be confused with the Tiers in the STIP and TIPs which have different definition and purpose. Other terminology to consider includes: milestone, stage, level, etc.
  
- “Transit Capital”
  - Consider adding criteria similar to the one found under “Roadway Capital, Tiers”: “Transit capital projects should be derived from plans which are recommended and/or endorsed by the local governments, MPO, GDOT, or in the Coordinated Human Service-Public Transit Transportation Plan, or other similar plans.”
  
- “Transit Operations and Maintenance”
  - Consider allowing new systems to start-up, prior to other systems being brought up to a state of good repair. In some cases, a new system might relieve the stresses on another system and increase the state of good repair on the existing transit system. An urban and rural system working together in a region will help to ensure the development of a regional multi-modal transportation system.

Allowing start-up systems might also help to address needs identified in the federally required Coordinated Human Services-Public Transit Transportation Plan, and support the efforts of the recently formed “Georgia Coordinating Committee for Rural and Human Services Transportation”.

- “Safety”
  - Consider adding a criteria requirement to include projects which are included in MPO Crash Reports or other documents or plans that includes safety projects.
  
- “Non-motorized”
  - Each Regional Commission has developed a bike and pedestrian plan. Most if not all MPOs have also completed a recent Bike and Pedestrian Plan. Consider adding to this criterion that non-motorized projects should be derived from the regional, MPO, or local bike and pedestrian plan, or other planning document.
  - The ‘Note’ suggesting that “Off-roadway paths/streetscapes, etc. should be pursued using the 25% discretionary share” should be rephrased so that it is a recommendation from the Director of Planning and not a part of the criteria that is presented to the Regional Transportation Roundtable. The Regional Transportation Roundtable can add this as criteria; however these types of project can greatly increase the quality of life, tourism and economic development of a community and may need to be considered by the Regional Transportation Roundtable.

- Off-roadway bike and pedestrian paths are sometimes the best alternative for safe effective travel to and from transit, jobs, economic corridors, multi-modal centers, etc. off-roadway paths can many times go where cars and other vehicles cannot, making them more efficient way for people to travel.
  - Non-motorized projects such as street beautification should also come from locally developed and endorsed plans.
- “Freight and Logistics”
  - Consider adding the following criteria: “Projects which alleviate freight related congestion in urban areas as identified in state, MPO, or local transportation plans.
- “Aviation”
  - Aviation projects at all commercial and general aviation airports should be eligible. Regional commercial airports provide great economic incentives for the state and help to relieve airline congestion at larger hub airports. Aviation projects should also be derived from local comprehensive plans, local aviation plans, MPO plans and other studies and sources.
- “Roadway and Bridge Maintenance”
  - Consider defining the criteria for roadway and bridge maintenance to functional classifications rather than by ‘regional significance’ or ‘connection to regional employment centers’. Generally arterial functionally classified road do connect regional employment centers, and to a lesser degree collectors do as well. By defining it as a state road, it looks as if GDOT is going to receive all of the money and leave the locals with little or no funding in this category.
    - This provision does not sit well with the elected officials or the public who think this is a tax to redistribute money to the state, away from locals, for state projects that do not benefit local roads or communities.



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## Local News

August 24, 2010

# LCBC to abandon Kinderlou-Clyattville Road

**Kara Ramos**  
The Valdosta Daily Times

VALDOSTA — The Lowndes County Board of Commissioners unanimously approved all agenda items during its final meeting at the LCBC building Tuesday.

The next meeting will be held in the new Lowndes County Judicial and Administrative Complex, Monday, Sept. 13 at 8:30 a.m.

The Lowndes County 911 Center received approval to renew two contracts, which are both funded by the county's annual budget. One is for an Equature recorder, which allows free software upgrades and employees to contact the DSS Corporation with issues relating to the recorder. The system permanently records 911 calls made to and from the center.

The second contract is for a Computer Aided Dispatch (CAD) system, which allows employees to contact Logisys about CAD issues, free software updates, customer service and an account technician. Dispatchers use the system for the 911 Center's telephone and radio calls.

The Lowndes County Emergency Management Agency (EMA) will apply for the \$20,000 Fiscal Year 2010 Citizens Corps grant.

"The request is for equipment and training for disaster volunteers," Ashley Tye, Lowndes County EMA director, said. "This is 100 percent funded so it would require no match from the county."

The county will also abandon Kinderlou-Clyattville Road, located from Mt. Zion Road to Rocky Ford Road, and excess right of way on Valencia Street. Both receive limited public use and will not impact the county's budget.

There are two property owners on Kinderlou-Clyattville Road and "the applicants are aware (that) an easement must be made to maintain utilities," Michael Fletcher, county engineer, said.

During the citizens to be heard portion of the meeting, John Chandler approached the board with his concerns of Johnson Road South/Pierce Road going through his property.

Chandler was requesting that the road be moved because it goes through his property, he cannot do anything with the road and he is paying taxes on the road. However, since the county owns and maintains that part of land, Chandler is not paying taxes on it, Ashley Paulk, chairman, said.



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To move the road, there are obstacles the county would need to overcome - there is no right of way to move the road, the county does not have the money to move the road, a power line easement is located to the south of the property and moving the road would cut off three parcels, Fletcher said.

"I wish there was something we could do with it," Paulk said.

✉     **Text Only**

**Local News**

**VSU marks beginning of construction on new Psychology and Counseling Building**



Tuesday morning officially marked the beginning of construction on a new academic building at Valdosta State University.

August 25, 2010 4 Photos

**Three jailed in home invasion**  
Two suspects are at large following a home invasion in the wee hours of the morning Tuesday. Three others are behind bars.



August 25, 2010 6 Photos

**Stabbing suspect still at large**  
Authorities continue to search for a Moultrie man they believe stabbed another man in the shoulder over the weekend.



August 25, 2010 1 Photo

**Thomas Co. police bust Valdostan at license checkpoint**  
A 24-year-old Valdosta man who stopped at a Thomas County drivers license checkpoint was charged with more than a traffic violation.



August 25, 2010 1 Photo

**Urgent need for blood donors**  
The American Red Cross Southern Blood Services Region has issued an urgent call for blood donors.

August 24, 2010

**Lead Me Home: Novel reflects author's choice**  
Max Peacock is a fictional character, but Dr. Niles Reddick understands him well.



August 24, 2010 1 Photo

**Concert proceeds to go towards Ghana trip**  
Organizers hope a concert will help send several city school students to Africa.

August 24, 2010

**Night Moves for Wednesday, August 25, 2010**

**Business Marquee**

**Marketplace Marquee**  
Wish Someone a Happy Birthday here for just \$10 per day. 229-244-1880

**Top News**

**Man shot in head on New Year's Eve, but notices 5 years later** 28 minutes

**China traffic jam stretching up to 60 miles could last for weeks** 1 hour


**9 states, D.C. get \$3.4B in 'Race to the Top' grants** 8 hours

**Deli meats recalled from Georgia Wal-Mart stores** 18 hours

**Federal grant opportunity to benefit Valdosta** 19

**House Ads**

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