



**FY 2011-2014**  
**Transportation Improvement Program**

*An Equal Opportunity Employer / Program*

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# **Transportation Improvement Program**

## **FY 2011-2014**

**Valdosta-Lowndes  
Metropolitan Planning Organization**

Adopted – June 8, 2010



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*Prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration.*

## Adoption Resolution

### RESOLUTION FY2010-11

#### VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

##### Resolution to ADOPT the FY2011-2014 Transportation Improvement Program

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

WHEREAS, the Southern Georgia Regional Commission (SGRC) has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Valdosta-Lowndes 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

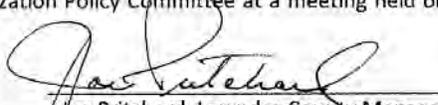
WHEREAS, the MPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within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

WHEREAS, the MPO is required through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to incorporate a four year horizon for the TIP, develop an annual listing of obligated projects (including bicycle and pedestrian facilities or investments), provide better visualization techniques regarding plans or projects to enhance the accessibility of plans by posting electronically or otherwise make available for public review as well as implementing new consultation processes and assessing potential environmental impacts of such plans to develop mitigation measures to minimize impacts (Section 450.322(f)7).

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the FY2011-2014 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303.

#### 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 meeting held on June 8, 2010.

  
Joe Pritchard, Lowndes County Manager  
Vice-Chair, Valdosta-Lowndes Metropolitan Planning Organization

## **Introduction**

The Southern Georgia Regional Commission (SGRC) 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 process involves collaboration among various governmental agencies and units of government and results in a consensus regarding the transportation plans for that urbanized area. Figure 1 displays the Valdosta Urbanized Area and Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien and Lanier Counties.

### ***VLMPPO Organization***

The Policy Committee is a forum for cooperative decision making by principal elected and appointed officials of the general purpose local governments and inter-modal transportation providers. The Policy Committee is also responsible for taking into consideration the recommendations from the CAC and the TCC when adopting plans or setting policy. The Policy Committee has final authority in the matters of policy and adoption of plans.

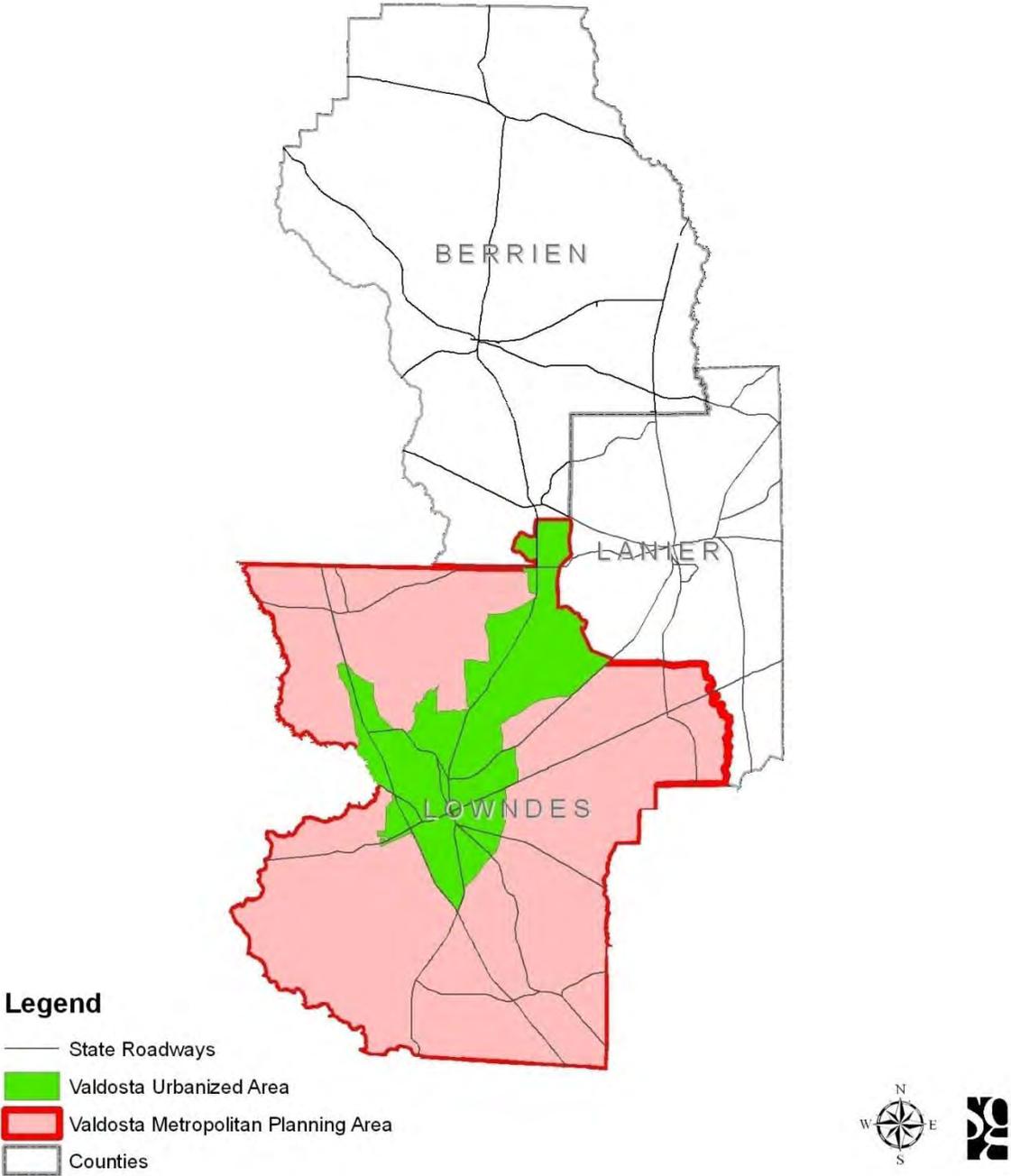
The Technical Coordinating Committee (TCC) membership includes staff from various federal, state, and local agencies and other associations who have a technical

knowledge of transportation or planning. The TCC functions to assure the involvement of all operation departments, advisory agencies, and multi-modal transportation providers involved with the planning process and subsequent implementation of plans. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.

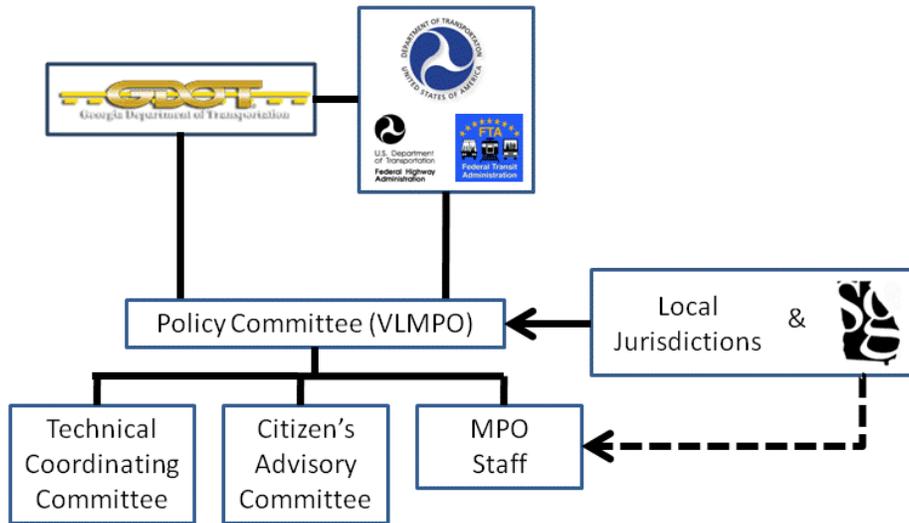
The Citizens Advisory Committee (CAC) consists of volunteers who are interested in transportation issues. The CAC is responsible for keeping the Policy Committee informed of the community’s perspective and shall also provide information to the community about transportation policies and issues. The CAC ensures that the values and interests of the communities of Lowndes County are taken into consideration in the planning process.

The Policy Committee, with input from the Citizens Advisory Committee and Technical Coordinating Committee, annually revises and adopts Transportation Improvement Program in order to comply with the federal regulations.

Figure 1 Valdosta Urbanized Area Boundary



**Figure 2 VLMPO Organizational Structure and Membership Rosters**



Policy Committee		Citizen's Advisory Committee	
Name	Agency	Name	Agency
John Leonard	Southern Georgia RC	Jim Langdale	Lowndes County
Joe Pritchard	Lowndes County	Bryan Almand	City of Valdosta
Larry Hanson	City of Valdosta	Kenneth Sherrill	City of Lake Park
John Fretti	City of Valdosta	Leggett Lovan	VL Chamber
Ashley Paulk	Lowndes County	Steve Coleman	Lowndes Co. BoE
Vance Smith	GDOT	Dr. Cason	Valdosta City BoE
Kenny Allen	City of Dasher	Ray Sable	Valdosta State Univ.
Rodney Barry	FHWA-GA	Vacant	Valdosta Tech. Coll.
Yvette Taylor	FTA Region IV	Brian Childress	City of Valdosta
Earl Wetherington	Citizen's Advisory Comm.	Greg Hall	Lowndes County
		Robert Jefferson	Lowndes County
Technical Coordinating Committee		Bert Chancy	City of Hahira
Name	Agency	Debbie Hobdy	Lowndes County
Von Shipman	City of Valdosta	W.G. Walker	City of Dasher
Mike Fletcher	Lowndes County	Carroll Griffin	City of Remerton
Tim Kassa	GDOT Planning	Mary Culbreth	Convention Center
Brent Thomas	GDOT District 4	Rebecca Shirley	Cntrl. Val. Dev. Auth.
Roger Christie	Lowndes Co. Schools	Brad Lofton	VL Industrial Auth.
Martin Roesch	Valdosta City Schools	Col. Clarence Parker	VL Airport Auth.
Patrick Paige	Bike/Ped Advocate	Steven Barnes	Leadership Lowndes
Ann-Marie Day	FHWA-GA	Earl Wetherington	City of Valdosta
Danny Weeks	Lowndes Co. EMA	Brian Geary	City of Valdosta
		Charlie Clark	Lowndes County

## TIP Development Process

Metropolitan planning responsibilities are outlined in federal legislation passed in 2005 and entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Following are key responsibilities and planning processes of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) which is staffed by the South Georgia Regional Development Center.

The TIP represents the programming for funding and implementation of the near term years of projects in the adopted Long Range Transportation Plan, or Metro 2030. The TIP is based on fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2010 will be the first day of FY 2011. Under SAFETEA-LU requirements, the TIP must cover a minimum of four fiscal years. The Valdosta Area's TIP covers four fiscal years, FY's 2011 through 2014.

For a transportation project to receive federal transportation funds, it must be included in an approved TIP. All funding categories in the TIP must be financially constrained, meaning that the cost of all projects in each category must not exceed the amount of revenue available.

Pursuant to provisions of SAFETEA-LU, VLMPO prepares a TIP at least every four years in order for federal agencies to authorize the use of federal transportation funds in the Region. Traditionally, VLMPO has exceeded this requirement by updating the region's TIP annually.

The date a TIP becomes effective is when the Governor or his designee approves it, after the MPO Policy Committee as received

public comment and approved the document as well.

## *Project Selection*

The purpose of this document is to explain all of these issues in more detail and to fully outline VLMPO's process for developing the FY 2011-2014 TIP.

VLMPO works with planning partners including the Georgia Department of Transportation, the City of Valdosta, and Lowndes County, other stakeholder groups and the general public to prioritize federally funded highway, transit, bicycle and pedestrian facilities, and other transportation projects for inclusion in the TIP.

Because VLMPO is small urbanized area, with a population under 200,000 the MPO works in a more close relationship with GDOT to develop projects for inclusion in the Regional Transportation Plan and in the TIP.

Annually VLMPO receives from GDOT expected revenue forecasts for the time period of the TIP. Because the VLMPO TIP must be fiscally constrained project expenditures identified in the program cannot annually exceed the projected revenues. Over the past year GDOT has worked with MPO's throughout the state and with local governments to develop a project selection and prioritization process to help better identify the best projects for inclusion in the TIP. Using this process, GDOT will annually submit to MPO's an updated listing of state projects to include in the TIP.

Currently locally developed, and federal-aid eligible projects are selected for inclusion in the TIP, by the priority in which they are listed in the Metro 2030 Long Range Transportation Plan.

### **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. The VLMPO region is split between the 1<sup>st</sup> and 2<sup>nd</sup> congressional districts. Once the TIP financial tables have been created, GDOT ensures all funding is spread equally. If there are discrepancies, they are generally handled by redistributing funds among projects across multiple congressional districts.

### ***Public Involvement Process***

VLMPO's Public Participation Plan outlines the process through which stakeholders and public input and comment are solicited for. During the development of this TIP the draft document and project listing was presented to the Technical and Policy Committees of the MPO for initial review at a meeting on April 13, 2010.

A notice of the public comment period was mailed to the VLMPO mailing list of over 300 local and regional stakeholder groups and interested parties. This notice is included in the appendix.

The document was then shared with the public for a 45-day public comment period from April 20 through June 3, 2010. During the public comment period the draft TIP was made available in hardcopy to the public at all libraries in Lowndes, Berrien, and Lanier Counties, at the Valdosta City

Hall, at the Lowndes County Commissioners Office, and at the Southern Georgia Regional Commission office. A digital copy was also made available on the SGRC website, with links from the websites of the City of Valdosta and Lowndes County websites.

During the public comment period a Public Open House was held on May 17, 2010 at the SGRC office from 12:00 PM to 7:00 PM.

VLMPO consulted with other Federal, State and local agencies responsible for land use development and management, natural resources, environmental protection, conservation, and historic preservation concerning the projects in the plan. A listing of these agencies is provided in the appendix. In order to better identify TIP projects and potential areas of concern for these stakeholder groups, a special Geographic Information Systems (GIS) website that displayed TIP project over areas such as: environmentally sensitive lands, historic districts, land uses, and other natural, social and economic geographies.

Written comments received during the public comment period from stakeholders and the general public alike have been shared and responded to in the appendix.

### ***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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users on February 14, 2007 with

an effective date of March 16, 2007. 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, 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, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

- Amendment means a revision to a TIP that involves a major change to a project included in a 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, redemonstration of fiscal constraint, or a conformity

determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas).

The following procedures have been developed for processing administrative modifications and amendments to the TIP Processes described below detail procedures that are to be used to update an existing approved TIP and associated plan, if applicable. A key element of the amendment process is to assure that funding balances are maintained.

#### **TIP Administrative Modifications**

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

- 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. The 20% scenario amount may not exceed \$10,000,000.
- F. Shifting projects within the 4-year TIP as long as the subsequent annual draft TIP was submitted prior to September 30.

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 letter written by the VLMPO staff to GDOT, FHWA and FTA. The administrative modification will also be presented for informational purposes at the next regularly scheduled VLMPO Policy Committee meeting.

**TIP Amendments**

The following actions are eligible as Amendments to the TIP:

- 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 (requires a 45-day public comment period).
- 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.

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

Amendments to the TIP 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 the VLMPO Metropolitan Planning Area, the public review process will require a 15-day public comment period, followed by a vote taken at a meeting of the VLMPO Policy Committee. The VLMPO 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.

## TIP Funding

Highway funding is typically authorized in a multiyear transportation authorization act that establishes the maximum level of federal transportation funding per fiscal year. The bill that authorized current transportation spending levels is called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The bill covers Federal FY 2005-2009, and has been extended through December 31, 2010.

Once the authorization of a Federal transportation bill takes place, the USDOT apportions funding among the states based on federal formulas set in the law. The apportionment for each state is estimated for each federal fiscal year, which runs from October 1st to September 30th. State DOTs and MPOs use this figure to create state and regional plans and programs. The amount of apportionment actually available to be spent is called obligation authority. Obligation authority is generally less than the state's apportionment identified in SAFETEA-LU. 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.

Each fall, the Georgia Department of Transportation receives the amount of federal funding available to the state of Georgia. GDOT then allocates funds 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, Tier 2, Lump Sum and

Transit. Tier 1 is the group of projects covering the years of the TIP, (Example: FY11-14). This is the most listing of highway projects that make up the TIP. The Tier 2 list are those projects that are just beyond the years of the tip and where money has been allocated already in future years (currently the Tier 2 list is blank as no money has been allocated at this time). The Lump Sum and Transit project lists are described later.

### Highway Programs

Under SAFETEA-LU, 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):

- **Interstate Maintenance (IM)** – The program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
- **National Highway System (NHS)** – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.
- **Surface Transportation Program (STP)** – The program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

- **Highway Bridge Program (BRG)** - The program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
- **Highway Safety Improvement Program (HSIP)** - The newly authorized Federal-aid funding program began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. A state must have a Strategic Highway Safety Plan (SHSP) in place in order to obligate HSIP funds.

A table describing the funding code categories and match requirements for all highway programs (including Lump Sum) is available in the appendix.

### **Lump Sum Programs**

Each year the Georgia Department of Transportation (GDOT) receives its share of federal funds for highway improvements from USDOT, performs congressional district balancing, and sub allocates the funds to the Metropolitan Planning Organizations (MPO) in the state. The MPO then uses the projected program funds in developing the Transportation Improvement Program. For the MPO planning area, the annual amount includes the actual amounts estimated by GDOT to be available for spending authority.

Of the total expected available funding, a portion is set aside for eight groups of projects that do not affect the capacity of the roadway. Funds are set up in lump sum categories to undertake projects that are developed after the STIP (State

Transportation Improvement Program) is approved. These lump sums are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Except for groups for preliminary engineering 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 1: Maintenance**

Criteria: existing system maintenance only

This group has six funding/work types: two are for bridge painting/maintenance and the other four are for roadway maintenance. Major types of work undertaken are: resurfacing, pavement rehabilitation, median work, impact attenuators, signing, fencing, pavement markings, landscaping, rest areas, walls, guardrail and shoulder work. Also included is preliminary engineering necessary to prepare plans and rights-of-way needed for work such as landslide repair, sewer hookups and erosion control.

### **Group 2: Safety**

Criteria: work qualifying for the High Hazard Safety Program and other safety projects

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard

elimination, roadway hazard elimination and special safety studies and programs.

**Group 3: Preliminary Engineering**

Criteria: planning, management systems and consultant design services

This group has two funding/work types: planning/management systems and consultant design services.

**Group 4: Wetland Mitigation**

Criteria: site restoration for projects already under construction/complete and wetland banks

This group is a single item.

**Group 5: Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

**Group 6: Rights of Way - Protective Buying and Hardship Acquisitions**

Criteria: purchase of parcel(s) of rights of way (ROW) for future projects that are in jeopardy of development and for hardship acquisition. Qualifying projects are those that have preliminary engineering (PE) underway or have a PE, ROW or construction phase in the STIP. For counties that are not in conformance for air quality the only qualifying projects are those that have a ROW phase in the STIP.

This group is a single item.

**Group 7: Transportation Enhancement**

Criteria: projects qualifying for the Transportation Enhancement program (TEA). TEA projects shown in the STIP will be funded on a first come first served basis.

When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group is a single item.

**Group 8: Safe Routes to Schools**

Criteria: To enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools.

This group has two items: Infrastructure and non-infrastructure.

**Transit Programs**

Under SAFETEA-LU, 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):

**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. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

#### **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 inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency 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 subrecipients within the state.

#### **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 of less than 50,000 populations. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program.

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. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met. Projects to 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.

Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000. The amount that the state may use for state administration, planning, and technical assistance activities is limited to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies, after consultation with affected intercity bus providers that the intercity bus needs of the state are adequately met.

#### **Section 5316 Job Access and Reverse Commute (JARC)**

The Job Access and Reverse Commute (JARC) program was established to address the unique transportation challenges faced by welfare recipients and low-income persons seeking to obtain and maintain employment. Many new entry-level jobs are located in suburban areas, and low-income individuals have difficulty accessing these jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night or on weekends when conventional transit services are either reduced or non-existent. Finally, many employment related-trips are complex and involve multiple destinations including reaching childcare facilities or other services.

The JARC program funds transportation projects designed to help low-income individuals access to employment and related activities where existing transit is unavailable, inappropriate, or insufficient. The JARC program also funds reverse

commute transit services available to the general public.

#### **Section 5317 New Freedom Program**

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed. The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

A table describing the match requirements for all transit programs is available in the appendix.

## Financial Plan

FY2011-2014 Transportation Improvement Program - VLMO - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2011-2014, all amounts include Federal, State and Local Funds								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2011	FY2012	FY2013	FY2014	Total
NHS	L050	Tier I	National Hwy Sys (road)		\$ 8,476,618		\$ 14,381,361	\$ 22,857,980
BRG	L110	Tier I	Off System Bridges	\$ 735,385				\$ 735,385
BRG	L1C0	Tier I	On/Off System Bridges	\$ 62,049		\$ 6,236,434		\$ 6,298,483
STP	L200	Tier I	Surface Transportation Prog				\$ 2,149,615	\$ 2,149,615
HPP	LY20S	Tier I	High Priority Project Sec 1702	\$ 2,000,000				\$ 2,000,000
<b>Total Tier I Revenue</b>				<b>\$ 2,797,434</b>	<b>\$ 8,476,618</b>	<b>\$ 6,236,434</b>	<b>\$ 16,530,977</b>	<b>\$ 34,041,463</b>
<b>Maintenance</b>								
IM	L010	Lump Sum	Interstate Maint. (road)	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
IM	L010	Lump Sum	Interstate Maint. (bridge)	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
NHS	L050	Lump Sum	National Hwy Sys (Miant)	\$ 245,000	\$ 245,000	\$ 245,000	\$ 245,000	\$ 980,000
STP	L240	Lump Sum	Bridge Painting	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000
STP	L240	Lump Sum	Signals	\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 420,000
STP	L240	Lump Sum	FA Maintenance	\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 420,000
STP	L240	Lump Sum	Road Maintenance	\$ 630,000	\$ 630,000	\$ 630,000	\$ 630,000	\$ 2,520,000
<b>Safety</b>								
SFT	LS30	Lump Sum	Safety	\$ 425,000	\$ 435,000	\$ 445,000	\$ 455,000	\$ 1,760,000
STP	L240	Lump Sum	Operational	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000
STP	LS40	Lump Sum	Railroad Crossing Hazardous	\$ 29,000	\$ 30,000	\$ 31,000	\$ 32,000	\$ 122,000
STP	LS50	Lump Sum	Railroad Crossing Protection	\$ 29,000	\$ 30,000	\$ 31,000	\$ 32,000	\$ 122,000
SFT	LS20	Lump Sum	High Risk Rural Road Safety	\$ 26,000	\$ 26,000	\$ 27,000	\$ 28,000	\$ 107,000
<b>Safe Routes to School</b>								
SRS	LU10	Lump Sum	Safe Route to School Program	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 8,000
SRS	LU20	Lump Sum	Safe Route to School Infr.	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 64,000
SRS	LU30	Lump Sum	Safe Route to School Either	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 16,000
<b>Preliminary Engineering</b>								
STP	L240	Lump Sum	Plan/Mgmt	\$ 7,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 70,000
STP	LZ20	Lump Sum	Construction Management	\$ 203,000	\$ 109,000	\$ 203,000	\$ 203,000	\$ 718,000
<b>Wetland Mitigation</b>								
STP	L240	Lump Sum	Wetland Mitigation	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Roadway/Interchange Lighting</b>								
NHS	L050	Lump Sum	National Hwy Sys (Light)	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 28,000
<b>Rights-of-Way/Protective Buying and Hardships</b>								
STP	L240	Lump Sum	RW Protective Buying	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 72,000
<b>Transportation Enhancement</b>								
TEA	L220	Lump Sum	Transportation Enhancement	\$ 182,000	\$ 182,000	\$ 182,000	\$ 182,000	\$ 728,000
DNR	L940	Lump Sum	Recreational Trails	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 36,000
<b>Total Lump Sum Revenue</b>				<b>\$ 2,252,000</b>	<b>\$ 2,184,000</b>	<b>\$ 2,291,000</b>	<b>\$ 2,304,000</b>	<b>\$ 9,031,000</b>
FTA	5310	Operations	Elderly and Disabled (Ops)	\$ 264,610	\$ 264,610	\$ 264,610	\$ 264,610	\$ 1,058,440
FTA	5310	Capital	Elderly and Disabled (Cap)	\$ 93,230	\$ 93,230	\$ 93,230	\$ 93,230	\$ 372,920
FTA	5311	Operations	Rural Transit (Ops)	\$ 420,103	\$ 414,091	\$ 414,091	\$ 414,091	\$ 1,662,376
FTA	5311	Capital	Rural Transit (Cap)	\$ 104,150	\$ 61,100	\$ 105,700	\$ 105,700	\$ 376,650
FTA	5307	Operations	Urban Formula (Ops)	\$ 95,475	\$ 381,899	\$ 661,799	\$ 941,699	\$ 2,080,872
FTA	5307	Rolling Stock	Urban Formula (Rolling Stock)	\$ 665,000	\$ 230,000	\$ 230,000	\$ 230,000	\$ 1,355,000
FTA	5307	Capital	Urban Formula (Cap)	\$ 656,000	\$ 55,000	\$ 55,000	\$ 55,000	\$ 821,000
FTA	5316	Capital	JARC (Cap)	\$ -	\$ 200,000	\$ -	\$ -	\$ 200,000
<b>Total Transit Revenue</b>				<b>\$ 2,298,568</b>	<b>\$ 1,699,930</b>	<b>\$ 1,824,430</b>	<b>\$ 2,104,330</b>	<b>\$ 7,927,258</b>
<b>Grand Total Anticipated Revenue</b>				<b>\$ 7,348,002</b>	<b>\$ 12,360,548</b>	<b>\$ 10,351,864</b>	<b>\$ 20,939,307</b>	<b>\$ 50,999,721</b>

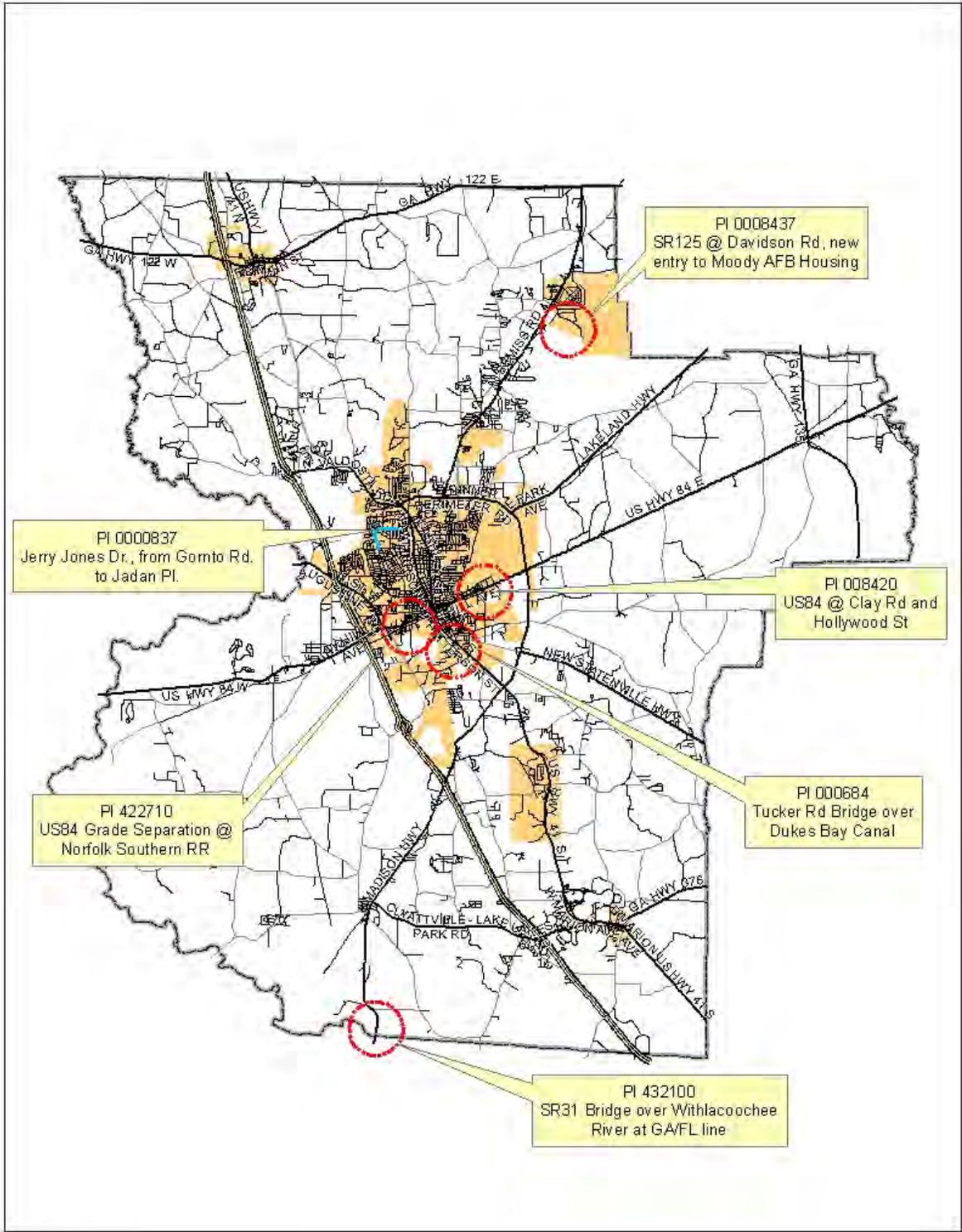
# **Project Listings**

Valdosta-Lowndes MPO TIP FY2011-2014

**Tier I Projects**

FY2011-2014 Transportation Improvement Program												
Valdosta-Lowndes Metropolitan Planning Organization												
Valdosta, Georgia Urbanized Area												
Tier I Projects FY2011-2014 - Anticipated Expenditures by Fiscal Year and Source												
PI #	VLMP0 #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total \$
000684	VL09	GDOT	Bridge	L110	2011	CST	Tucker Road Bridge over Dukes Bay Canal	Bridge	\$ 588,308	\$ 147,077	\$ -	\$ 735,385
0008437	VL0008437	Lowndes	STP	LY20S	2011	CST	SR 125 @ Davidson Road, new entry to Moody AFB Housing	Intersection Improvement	\$ 1,600,000	\$ 400,000	\$ -	\$ 2,000,000
432100	VL02	GDOT	STP	L1CO	2011	ROW	SR 31 Bridge over Withlacoochee River at GA/FL line	Bridge	\$ 49,639	\$ 12,410	\$ -	\$ 62,049
<b>FY2011 Total</b>									<b>\$ 2,237,947</b>	<b>\$ 559,487</b>	<b>\$ -</b>	<b>\$ 2,797,434</b>
422710	VL07	GDOT	NHS	L050	2012	ROW	US84 Grade Separation @ Norfolk Southern RR	Bridge	\$ 6,781,295	\$1,695,324	\$ -	\$ 8,476,618
<b>FY2012 Total</b>									<b>\$ 6,781,295</b>	<b>\$1,695,324</b>	<b>\$ -</b>	<b>\$ 8,476,618</b>
432100	VL02	GDOT	STP	L1CO	2013	CST	SR 31 Bridge over Withlacoochee River at GA/FL line	Bridge	\$ 4,989,147	\$1,247,287	\$ -	\$ 6,236,434
<b>FY2013 Total</b>									<b>\$ 4,989,147</b>	<b>\$1,247,287</b>	<b>\$ -</b>	<b>\$ 6,236,434</b>
0000837	VL10	Valdosta	STP	L200	2014	CST	Jerry Jones Dr., from Gornto Rd. to Jadan Place	Widening	\$ 1,400,000	\$ 350,000	\$399,615	\$ 2,149,615
422710	VL07	GDOT	NHS	L050	2014	CST	US84 Grade Separation @ Norfolk Southern RR	Bridge	\$11,505,089	\$2,876,272	\$ -	\$ 14,381,361
<b>FY2014 Total</b>									<b>\$12,905,089</b>	<b>\$3,226,272</b>	<b>\$399,615</b>	<b>\$ 16,530,977</b>
<b>Total</b>									<b>\$26,913,478</b>	<b>\$6,728,370</b>	<b>\$399,615</b>	<b>\$ 34,041,463</b>
											<b>Total Tier I Program Cost</b>	<b>\$ 34,041,463</b>
											<b>Total Tier I Program Anticipated Revenue</b>	<b>\$ 34,041,463</b>
											<b>Difference</b>	<b>\$ -</b>

**Tier I Project Map**



**Tier II Projects**

FY2011-2014 Transportation Improvement Program												
Valdosta-Lowndes Metropolitan Planning Organization												
Valdosta, Georgia Urbanized Area												
Tier II Projects FY2015-2016 - Anticipated Expenditures by Fiscal Year and Source												
PI #	VLMPPO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total \$
None at this time									\$ -	\$ -	\$ -	\$ -
<b>FY2015 Total</b>									\$ -	\$ -	\$ -	\$ -
None at this time									\$ -	\$ -	\$ -	\$ -
<b>FY2016 Total</b>									\$ -	\$ -	\$ -	\$ -
<b>Total</b>									\$ -	\$ -	\$ -	\$ -

**Lump Sum Projects**

FY2011-2014 Transportation Improvement Program				
Valdosta-Lowndes Metropolitan Planning Organization				
Valdosta, Georgia Urbanized Area				
Lump Sum Projects FY2011-2014 - Anticipated Expenditures				
PI #	VLMP0 #	County	Description	Cost
<b>Group: Maintenance</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
<b>Group: Safety</b>				
0008420		Lowndes	US 84 at Clay Road and Hollywood Street	\$ 1,352,000
				<b>Group Total:</b> \$ 1,352,000
<b>Group: Preliminary Engineering</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
<b>Group: Wetland Mitigation</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
<b>Group: Roadway/Interchange Lighting</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
<b>Group: Rights-of-Way/Protective Buying and Hardships</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
<b>Group: Transportation Enhancement</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
<b>Group: Safe Routes to School</b>				
No Projects at this time				\$ -
				<b>Group Total:</b> \$ -
				<b>Total Lump Sum Program Cost</b> \$ 1,352,000
				<b>Total Lump Sum Program Anticipated Revenue</b> \$ 9,031,000
				<b>Difference</b> \$ 7,679,000

**Transit Projects**

FY2011-2014 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area								
Transit FY2011-2014 - Anticipated Expenditures by Fiscal Year and Source								
Program	Sponsor	Year	Description	Phase	Federal \$	State \$	Local \$	Total \$
5311	Lowndes	2011	Lowndes Co. Transit	Operations	\$ 132,221	\$ -	\$ 161,604	\$ 293,825
5311	Lowndes	2011	Lowndes Co. Transit	Capital	\$ 48,880	\$ 8,125	\$ 4,095	\$ 61,100
5311	Berrien	2011	Berrien Co. Transit	Operations	\$ 63,139	\$ -	\$ 63,139	\$ 126,278
5311	Berrien	2011	Berrien Co. Transit	Capital	\$ 34,440	\$ 4,305	\$ 4,305	\$ 43,050
5310	DHS	2011	SGRC (3 Counties)	Capital	\$ 74,584	\$ 18,646	\$ -	\$ 93,230
5310	DHS	2011	SGRC (18 Counties)	Operations	\$ 264,610	\$ -	\$ -	\$ 264,610
5307	VLMPO	2012	Valdosta UA Transit	TBD	\$ 1,104,538	\$ 132,100	\$ 179,837	\$ 1,416,475
<b>FY2011 Total</b>					<b>\$ 1,722,412</b>	<b>\$ 163,176</b>	<b>\$ 412,980</b>	<b>\$ 2,298,568</b>
5311	Lowndes	2012	Lowndes Co. Transit	Operations	\$ 132,221	\$ -	\$ 161,604	\$ 293,825
5311	Lowndes	2012	Lowndes Co. Transit	Capital	\$ 48,880	\$ 8,125	\$ 4,095	\$ 61,100
5311	Berrien	2012	Berrien Co. Transit	Operations	\$ 60,133	\$ -	\$ 60,133	\$ 120,266
5311	Berrien	2012	Berrien Co. Transit	Capital	\$ -	\$ -	\$ -	\$ -
5310	DHS	2012	SGRC (3 Counties)	Capital	\$ 74,584	\$ 18,646	\$ -	\$ 93,230
5310	DHS	2012	SGRC (18 Counties)	Operations	\$ 264,610	\$ -	\$ -	\$ 264,610
5307	VLMPO	2012	Valdosta UA Transit	TBD	\$ 418,950	\$ 28,500	\$ 219,449	\$ 666,899
5316	VLMPO	2012	Valdosta UA Transit (JARC)	Capital	\$ 160,000	\$ -	\$ 40,000	\$ 200,000
<b>FY2012 Total</b>					<b>\$ 1,159,378</b>	<b>\$ 55,271</b>	<b>\$ 485,281</b>	<b>\$ 1,699,930</b>
5311	Lowndes	2013	Lowndes Co. Transit	Operations	\$ 132,221	\$ -	\$ 161,604	\$ 293,825
5311	Lowndes	2013	Lowndes Co. Transit	Capital	\$ 48,880	\$ 8,125	\$ 4,095	\$ 61,100
5311	Berrien	2013	Berrien Co. Transit	Operations	\$ 60,133	\$ -	\$ 60,133	\$ 120,266
5311	Berrien	2013	Berrien Co. Transit	Capital	\$ 35,680	\$ 4,460	\$ 4,460	\$ 44,600
5310	DHS	2013	SGRC (3 Counties)	Capital	\$ 74,584	\$ 18,646	\$ -	\$ 93,230
5310	DHS	2013	SGRC (18 Counties)	Operations	\$ 264,610	\$ -	\$ -	\$ 264,610
5307	VLMPO	2013	Valdosta UA Transit	TBD	\$ 558,900	\$ 28,500	\$ 359,399	\$ 946,799
<b>FY2013 Total</b>					<b>\$ 1,175,008</b>	<b>\$ 59,731</b>	<b>\$ 589,691</b>	<b>\$ 1,824,430</b>
5311	Lowndes	2013	Lowndes Co. Transit	Operations	\$ 132,221	\$ -	\$ 161,604	\$ 293,825
5311	Lowndes	2013	Lowndes Co. Transit	Capital	\$ 48,880	\$ 8,125	\$ 4,095	\$ 61,100
5311	Berrien	2013	Berrien Co. Transit	Operations	\$ 60,133	\$ -	\$ 60,133	\$ 120,266
5311	Berrien	2013	Berrien Co. Transit	Capital	\$ 35,680	\$ 4,460	\$ 4,460	\$ 44,600
5310	DHS	2013	SGRC (3 Counties)	Capital	\$ 74,584	\$ 18,646	\$ -	\$ 93,230
5310	DHS	2013	SGRC (18 Counties)	Operations	\$ 264,610	\$ -	\$ -	\$ 264,610
5307	VLMPO	2013	Valdosta UA Transit	TBD	\$ 698,850	\$ 28,500	\$ 499,349	\$ 1,226,699
<b>FY2014 Total</b>					<b>\$ 1,314,958</b>	<b>\$ 59,731</b>	<b>\$ 729,641</b>	<b>\$ 2,104,330</b>
<b>Total</b>					<b>\$ 5,371,756</b>	<b>\$ 337,909</b>	<b>\$ 2,217,593</b>	<b>\$ 7,927,258</b>
<b>Total Transit Program Cost</b>								<b>\$ 7,927,258</b>
<b>Total Transit Program Anticipated Revenue</b>								<b>\$ 7,927,258</b>
<b>Difference</b>								<b>\$ (0)</b>

**Authorized Projects**

Berrien County and Lanier County – None

Lowndes County:

PI Number	Description	FE Auth Date	ROW Auth Date	CST Auth Date
462605-	CR 140/STUDSTILL ROAD NEAR VALDOSTA GFRR #732408U			10/1/1998
422280-	SR 125 FM CR 867 TO N OF HIGHTOWER/MOODY AFB N GATE/VALDOSTA	3/18/1993	9/27/1995	5/30/2000
M002393	I-75 @ CR 239 LOWNDES COUNTY - EMERGENCY REMOVAL OF BRIDGE			10/28/2002
M002418	SR 1024 INNER PERIMETER ROAD			3/3/2003
0005813	I-75 @ FRANKS CREEK RD & DETOUR- EMERGENCY BRIDGE REPLACEMENT	11/1/2002	2/14/2003	4/14/2003
S005395	FOUR COUNTY ROADS			6/9/2003
S005396	FOUR COUNTY ROADS			6/9/2003
S005397	TWO CITY STREETS IN HAHIRA			6/9/2003
S005398	TWO CITY STREETS IN LAKE PARK			6/9/2003
S005399	THREE CITY STREETS IN VALDOSTA			6/9/2003
S005400	TWO CITY STREETS IN VALDOSTA			6/9/2003
S005880	DASHER ROAD IN DASHER			8/9/2003
0005480	CR 508/OLD CLYATTVILLE @ NS #713650B			7/15/2003
0003663	SR 7/NORTH VALDOSTA RD @ CS 1268/COUNTRY CLUB DRIVE			7/25/2003
0004611	CS 782/WEST STREET @ NS# 723531U			7/25/2003
M002511	SR 135 FROM FLORIDA STATE LINE TO SR 38 IN NAYLOR/LOWNDES CO			8/25/2003
S005904	MOORE CROSSING ROAD (CR 13)			11/3/2003
M002718	SR 38WE FM W OF FORREST ST TO E OF WELLS ST IN VALDOSTA			1/21/2004
442780-	CR 777/CAT CREEK ROAD @ CAT CREEK OVERFLOW SW OF BARRETT'S	7/1/1997		3/10/2004
442790-	CR 777/CAT CREEK ROAD @ CAT CREEK APP 3 MI SW OF BARRETT'S	7/1/1997		3/10/2004
S006221	TEN COUNTY ROADS			3/29/2004
S006222	JOHNSON STREET IN HAHIRA			3/29/2004
S006223	GORDON STREET IN LAKE PARK			3/29/2004
S006224	MURRAY ROAD IN VALDOSTA			3/29/2004
S006225	AIRPORT ROAD IN VALDOSTA			3/29/2004
0000083	VALDOSTA MULTI-USE TRAIL			8/26/2004
M003010	LOWNDES CO RR XING UPGRADE CS 782 WEST ST			9/13/2004
S007301	US 41/SR 7/CHURCH STREET IN HAHIRA			10/28/2004
S007302	US 41/SR 7/CHURCH STREET			10/28/2004
442980-	SR 122 @ WITHLACOOCHEE RIVER APP 4.5 MI E OF HAHIRA	10/25/1998	11/5/2005	11/15/2004
442981-	SR 122 @ CAT CREEK APP 9 MI E OF HAHIRA	1/21/2000	11/5/2003	11/15/2004
0006515	CS 1111/LAWSON STREET @ NS #723569R			11/22/2004
M003087	INNER PERIMETER ROAD IN VALDOSTA			1/18/2005
S007576	JOHNSTON ROAD			4/11/2005
S007578	WEBB STREET AND JACQUELYN STREET IN HAHIRA			4/11/2005
S007579	GORDON STREET IN LAKE PARK			4/11/2005
S007581	FOUR STREETS IN VALDOSTA			4/11/2005
S008024	TEN COUNTY ROADS			4/11/2005
S008025	TWO STREETS IN VALDOSTA			4/11/2005

PI Number	Description	PE Auth Date	ROW Auth Date	EST Auth Date
M003277	SR 31 FM CR 961/WHITEWATER ROAD TO SR 7/US 41			7/18/2005
T001527	FY 2006 SECTION 5310 CAPITAL FOR VALDOSTA			10/1/2005
S007300	BAYTREE PLACE & PLUM STREET			11/7/2005
S008210	ASHLEY STREET @ ONE MILE BRANCH			11/7/2005
S008211	PATTERSON STREET @ TWO MILE BRANCH			11/7/2005
S008212	PARK AVENUE @ ONE MILE BRANCH			11/7/2005
S008094	RIVER ROAD (CR 205)			12/12/2005
0007476	UPGRADE TRAFFIC SIGNS ON SEV SR @ VARIOUS LOCS IN DIST 4	6/30/2005		12/14/2005
M003421	SR 38 FROM CR 533/BRIARWOOD DRIVE TO CS 870/FORREST STREET			1/19/2006
S008095	REED ROAD			2/20/2006
S008837	BROADWAY ST. IN LAKE PARK			3/20/2006
S008838	MYRTLE ST. IN REMERTON			3/20/2006
S008839	SIX STREETS IN VALDOSTA			3/20/2006
S009202	OLD US 41 SOUTH IN DASHER			3/20/2006
S009207	HALL STREET IN HAHIRA			3/20/2006
S009224	VAL-DEL ROAD			3/20/2006
S009384	TWO STREETS IN VALDOSTA			4/10/2006
432150-	SR 122 @ MEETINGHOUSE CK & LITTLE RIVER BROOKS-LOWNDES CO LN	10/25/1999	7/7/2005	6/7/2006
T001528	FY 2007 SECTION 5310 CAPITAL FOR VALDOSTA			10/1/2006
0006440	SR 1024/INNER PERIMETER RD @ SR 94	5/10/2004	6/1/2006	11/1/2006
M003598	LOWNDES CO SR 31 SHOULDER PAVING			11/6/2006
S008342	OLD CLYATTVILLE ROAD			3/5/2007
M003653	SR 31 FROM SR 7/INNER PERIMETER ROAD TO SR 11			5/7/2007
0008343	CS 814/ROGERS STREET @ NS #732398R			5/18/2007
0008455	OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN LOWNDES COUNTY			6/28/2007
S009437	BORING POND ROAD (CR 3)			7/2/2007
442645-	CR 781/STATEN ROAD @ WITHLACOOCHEE RIVER	11/17/1999		7/17/2007
M003734	SR 122 FM CR 38/UNION RD/LOWNDES TO CS 531/PAFFORD ST/LANIER			8/27/2007
T001529	FY 2008 SECTION 5310 CAPITAL FOR VALDOSTA			10/1/2007
0005950	SR 125 @ CR 784/NORTHSIDE DR & SR 133 @ CR 485/RIVER ST	6/30/2004	12/21/2006	6/17/2008
0008897	CR 16; CR 57; CR 106 & CR 782-OFF-SYSTEM SAFETY IMPROVEMENTS			3/4/2009
M003998	I-75 FROM FLORIDA STATE LINE TO SR 133			10/20/2009
0009509	CR 779/HOWELL RD FM CR 1274/STATENVILLE TO SR 7/PERIMETER RD			11/18/2009
0009510	CR 782/MORVEN ROAD FROM SR 122 TO BROOKS COUNTY LINE			11/17/2009
M004066	SR 7 ALT FROM SR 7BU TO CR 449/SMITHBRIAR DRIVE			3/18/2010

PI Number	Description	PE Auth Date	ROW Auth Date	CST Auth Date
0007384	7,651.59 STREAM & WETLAND CREDITS FOR 28 PROJECTS		6/21/2005	
431480-	CR 868 (OLD US 41) FM SR 7/N VALDOSTA RD TO SR 122	7/30/1999		
450200-	N FORREST ST IN VALDOSTA FM SR 31/PARK AVE TO BEMISS ROAD	7/30/1999		
450510-	CR 188/NORTH OAK ST EXT FM SR 7BU TO CS 1093/BRECKENRIDGE DR	7/30/1999		
450520-	GORNTO ROAD AND PARK AVE FROM BAY TREE ROAD TO LEE STREET	10/26/1999		
450440-	CR 555/CR 720/GORDON STREET FM BAYTREE RD TO N FORREST ST	1/31/2000		
422710-	SR 38/US 84/W. HILL AVE GRADE SEPARATION @ NORFOLK SOU. RR	11/2/2000		
432100-	SR 31 @ WITHLACOOCHEE RIVER @ THE GA-FLA STATE LINE	11/2/2000		
0000684	CS 1191/TUCKER ROAD @ DUKES BAY CANAL 1.5 MI SW OF VALDOSTA	11/27/2000		
0000837	CR 784/JERRY JONES RD FM GORNTO RD TO JADAN PLACE	1/8/2002		
0001559	SR 38/US 84 MEDIAN TURN LANES FM QUITMAN TO VALDOSTA	1/8/2002		
0001566	SR 38/US 84 MEDIAN TURN LANES FROM VALDOSTA TO LANIER CO	1/8/2002		
0003265	CR 572/SMITH AVE @ DUKES BAY CANAL SE VALDOSTA-LITTLE MIAMI	11/1/2002		
0003266	CR 777/CAT CREEK ROAD @ BEATTY BRANCH WEST OF MOODY AF BASE	11/18/2002		
0006676	DISTRICT OFF-SYSTEM SAFETY COORDINATORS - DISTRICT 4	6/10/2004		
0006007	PL VALDOSTA 2005	6/21/2004		
0000762	I-75 FM NORTH OF SR 133 TO COOK COUNTY LINE - PHASE II	3/16/2005		
0007645	I-75 @ SR 122/US 41 INTERCHANGE - LIGHTING	10/26/2005		
0007386	I-75 @ 5 LOCS FM FLORIDA STATE LINE TO SR 133 - PHASE II	2/3/2006		
0007481	SR 38 FM E OF CS 700/YOUNG ST TO W OF CR 539/KINDERLOU RD	6/30/2006		
M003563	I-75 VALDOSTA WELCOME CENTER - RESTROOM BUILDING	6/30/2006		
431485-	CR 868/OLD US 41 @ FRANKS CREEK TRIB. APP 1.5 MI S OF HAHIRA	7/18/2006		
0008420	SR 38/US 84 @ CR 439/CLAY ROAD/CS 1271/HOLLYWOOD STREET	3/19/2007		

# **TIP Project Data Sheets**

VLMPD Project Data Sheet

Project Information								
Project Name:	Tucker Road Bridge over Dukes Bay Canal			PI Number:	0000684	City:	Valdosta	
Local Name/#:	CS1191	State/US #:	NA	Local ID:	VL09	County:	Lowndes	
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC	
Project Details								
Project Description:	Rebuild bridge on Tucker Road in south Valdosta over Dukes Bay Canal. Replace with a double 10x11 box culvert.							
Purpose and Need:	This project is the replacement of the narrow and structurally deficient bridge on Tucker Road @ Dukes Bay Canal.							
Termini:	From: Bridge Only	To: Bridge Only	Length (mi):	0.21				
Current AADT:	590	Year:		# of Lanes:	2	Truck %:	NA	
Future AADT:	1680	Year:	2035	# of Lanes:	2	85% Speed:	NA	
				Func. Class.:	U - Collector			
Crash Year:	2005	2006	2007	Value Engineering Analysis:	NA		Base Yr LOS:	C or Better
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA - Tier I Project		Build LOS:	C or Better
Injury Only:	0	0	0	Financial Plan:			No Build LOS:	C or Better
Fatal/Injury:	0	0	0	Local Priority:			Bridge Suff.:	27.26
Total Crashes:	0	0	0	Priority Selection Score:				
Crash Rate:	NA /Mill Ent Veh			Env. Mitigation Anlys:				
Bike and Pedestrian:	No							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	NA							
Safety/Security Elements:	NA							
Companion Projects:	NA							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding In Year of Expenditure Dollars					Total	TIP Tier
		2011	2012	2013	2014	2015		
Preliminary Engineering:	Q10						\$ 70,000	Authorized
Right-of-Way Acquisition:	LOC						\$ 97,000	Authorized
Construction:	L110	\$ 735,385.00					\$ 735,385	Tier I
<b>Total Project Cost:</b>		<b>\$ 735,385.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 902,385</b>	
Federal Amount:		\$ 588,308.00					\$ 588,308	
State Amount:		\$ 147,077.00					\$ 147,077	
Local Amount:							\$ -	
Project Timeline				Project Location Map				
Activity	Actual/Estimated Date							
Concept Approval	1/31/2007							
Value Engineering Study	NA							
Public Information Open House	NA							
Environmental Approval	2/11/2008							
Preliminary Plans	Est. 11/5/09							
R/W Plans Approved	Est. 1/29/10							
Final Design	Est. 9/14/10							
Let Date	Est. 1/26/11							
Project Manager:	Sandy Griffin							
Design Consultant:	GDOT In-House							

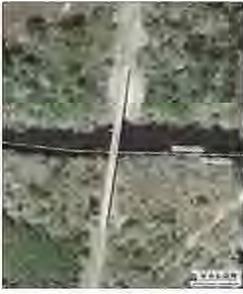
4/13/2010

VLMO Project Data Sheet

Project Information								
Project Name:	SR 125 @ Davidson Road, New Moody Entrance			PI Number:	0008437	City:		
Local Name/#:	Bemiss Road	State/US #:	NA	Local ID:	VL0008437	County:		
Sponsor:	Lowndes	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:		
SGRC								
Project Details								
Project Description:	In order to provide access to Moody AFB, use funds efficiently, and to provide benefit for both the commercial gate and housing projects, Moody desires to construct a curb and gutter, raised median, paved road that will serve the new commercial gate and area housing							
Purpose and Need:	This project is intersection improvements at SR 125 and Davidson Road to connect with the new Moody AFB entry point at the southwest corner of the base.							
Termini:	From: Bemiss Road	To: Moody AFB Gate	Length (mi):	0.15				
Current AADT:	15000	Year:	2007	# of Lanes:	4/2	Truck %:		
Future AADT:	23879	Year:	2027	# of Lanes:	4/2	85% Speed:		
						Func. Class.:		
						U - Minor Arterial		
Crash Year:	2005	2006	2007	Value Engineering Analysis:	NA			
PDO Crashes:	0	1	1	Benefit/Cost Ratio:	NA - Tier I Project			
Injury Only:	2	1	0	Financial Plan:				
Fatal/Injury:	0	0	0	Local Priority:				
Total Crashes:	2	2	1	Priority Selection Score:				
Crash Rate:	0.61 /Mill Ent Veh			Env. Mitigation Anlys:				
Bike and Pedestrian:	Sidewalks on both sides of Davidson Road							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	SR 125 - L & R Turn Lanes, Davidson - R Turn Lane							
Safety/Security Elements:	Meets Dept. of Defence safety and security standards							
Companion Projects:	NA							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2011	2012	2013	2014	2015		
Preliminary Engineering:							\$ -	
Right-of-Way Acquisition:							\$ -	
Construction:	LY20S	\$ 2,000,000					\$ 2,000,000	
Total Project Cost:		\$ 2,000,000	\$ -	\$ -	\$ -	\$ -	\$ 2,000,000	
Federal Amount:		\$ 1,600,000					\$ 1,600,000	
State Amount:		\$ 400,000					\$ 400,000	
Local Amount:							\$ -	
Project Timeline				Project Location Map				
Activity	Actual/Estimated Date							
Concept Approval	8/11/2009							
Value Engineering Study	NA							
Public Information Open House	NA							
Environmental Approval	NA							
Preliminary Plans	NA							
R/W Plans Approved	NA							
Final Design	NA							
Let Date	NA							
Project Manager:	Sandy Griffin							
Design Consultant:	ASA							

4/13/2010

VLMO Project Data Sheet

Project Information										
Project Name:	SR 31 Bridge over Withlacoochee River				PI Number:	432100	City:			
Local Name/#:	Madison Hwy.	State/US #:	SR 31/SR 145		Local ID:	VL02	County:	Lowndes		
Sponsor:	GDOT	GDOT Dist:	4		Congressional Dist:	2 - Bishop	RC:	SGRC		
Project Details										
Project Description:	Replace bridge on SR 31 over Withlacoochee River at the Georgia Florida Line. FDOT is contributing funding to this project.									
Purpose and Need:	This bridge is structurally deficient and has been posted as load limited. The bridge ranks very high on the statewide bridge replacement list. The purpose is to replace the existing bridge with a new 2-lane bridge.									
Termini:	From:	Bridge Only		To:	Bridge Only		Length (mi):	0.33		
Current AADT:	5000	Year:	2008	# of Lanes:	2	Truck %:	10			
Future AADT:	7500	Year:	2028	# of Lanes:	2	85% Speed:	55	Func. Class.:	R - Minor Arterial	
<b>Crash Year:</b>	<b>2005</b>	<b>2006</b>	<b>2007</b>	Value Engineering Analysis:			NA		Base Yr LOS:	C or Better
PDO Crashes:	0	0	0	Benefit/Cost Ratio:			NA - Tier I Project		Build LOS:	C or Better
Injury Only:	0	0	0	Financial Plan:					No Build LOS:	C or Better
Fatal/Injury:	0	0	0	Local Priority:					Bridge Suff.:	34.04
Total Crashes:	0	0	0	Priority Selection Score:						
Crash Rate:	NA /Mill Ent Veh			Env. Mitigation Anlys:						
Bike and Pedestrian:	No									
Intelligent Transportation:	NA									
Land Use/Access Mgmt:	NA									
Safety/Security Elements:	NA									
Companion Projects:	NA									
Project Funding										
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier		
		2011	2012	2013	2014	2015				
Preliminary Engineering:	Q10						\$ 479,559	Authorized		
Right-of-Way Acquisition:	L1C0	\$ 62,049					\$ 62,049	Tier I		
Construction:	L1C0			\$ 6,236,434			\$ 6,236,434	Tier I		
<b>Total Project Cost:</b>		\$ 62,049	\$ -	\$ 6,236,434	\$ -	\$ -	\$ 6,778,042			
Federal Amount:		\$ 49,639		\$ 4,989,147			\$ 5,038,786			
State Amount:		\$ 12,410		\$ 1,247,287			\$ 1,259,697			
Local Amount:							\$ -			
Project Timeline					Project Location Map					
Activity	Actual/Estimated Date									
Concept Approval	8/23/2001									
Value Engineering Study	NA									
Public Information Open House	Est. 8/29/09									
Environmental Approval	4/9/2008									
Preliminary Plans	Est. 11/5/09									
R/W Plans Approved	Est. 2/2/11									
Final Design	Est. 11/11/11									
Let Date	est. 5/28/12									
Project Manager:	Ted Cashin									
Design Consultant:	HNTB									

6/14/2010

VLMPD Project Data Sheet

Project Information											
Project Name:	US 84 Grade Separation at Norfolk Southern RR				PI Number:	422710	City:	Valdosta			
Local Name/#:	Hill Ave.	State/US #:	US 84/SR 38		Local ID:	VL07	County:	Lowndes			
Sponsor:	GDOT	GDOT Dist:	4		Congressional Dist:	1 - Kingston		RC:	SGRC		
Project Details											
Project Description:	Construct overpass Grade Separation on US 84 over several Norfolk Southern railroad tracks. Estimated 2033 traffic is 28600.										
Purpose and Need:	Minimize turning conflicts on US84 and side street intersections between Third Street and West Ave. Reduce delays at the NS RR crossing. Reduce delay for emergency services. Provide safe pedestrian access over RR crossing.										
Termini:	From:	West St.		To:	Central Ave.			Length (mi):	0.62		
Current AADT:	16700	Year:	2008	# of Lanes:	4		Truck %:	11.5			
Future AADT:	20100	Year:	2013	# of Lanes:	4		85% Speed:	NA		Func. Class.:	U - Principal Arterial
<b>Crash Year:</b>	2005	2006	2007	Value Engineering Analysis:	Yes - Complete			Base Yr LOS:	C or Better		
PDO Crashes:	3	3	0	Benefit/Cost Ratio:	NA - Tier I Project			Build LOS:	C or Better		
Injury Only:	1	1	3	Financial Plan:				No Build LOS:	C or Better		
Fatal/Injury:	0	0	0	Local Priority:				Bridge Suff.	NA		
Total Crashes:	4	4	3	Priority Selection Score:							
Crash Rate:	1.12 /Mill Ent Veh			Env. Mitigation Anlys:							
Bike and Pedestrian:	Yes, six foot sidewalks										
Intelligent Transportation:	NA										
Land Use/Access Mgmt:	No change in access control.										
Safety/Security Elements:	Grade Separation of RR will help with crossing safety.										
Companion Projects:	NA										
Project Funding											
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier			
		2011	2012	2013	2014	2015					
Preliminary Engineering:	Q20						\$ 1,500,000	Authorized			
Right-of-Way Acquisition:	L050		\$ 8,476,618				\$ 8,476,618	Tier I			
Construction:	L050				\$ 14,381,361		\$ 14,381,361				
<b>Total Project Cost:</b>		\$ -	\$ -	\$ -	\$ 14,381,361	\$ -	\$ 24,357,979				
Federal Amount:			\$ 6,781,294		\$ 11,505,089		\$ 18,286,383				
State Amount:			\$ 1,695,324		\$ 2,876,272		\$ 4,571,596				
Local Amount:							\$ -				
Project Timeline					Project Location Map						
Activity	Actual/Estimated Date										
Concept Approval	5/19/2005										
Value Engineering Study	4/16/2009										
Public Information Open House	9/16/2004										
Environmental Approval	Est. 3/31/10										
Preliminary Plans	Est. 3/31/10										
R/W Plans Approved	Est. 8/15/10										
Final Design	Est. 4/15/12										
Let Date	12/12/2012										
Project Manager:	Tim Matthews										
Design Consultant:	GDOT In-House										

6/17/2010

VLMPO Project Data Sheet

Project Information										
Project Name:	Jerry Jones, from Gornto to Jaden Place				PI Number:	0000837	City:	Valdosta		
Local Name/#:	CR 784	State/US #:	N/A		Local ID:	VL10	County:	Lowndes		
Sponsor:	Valdosta	GDOT Dist:	4		Congressional Dist:	1 - Kingston		RC:	SGRC	
Project Details										
Project Description:	Widen and various intersection improvements on Jerry Jones Road, from Gornto Road to Oak Street (to match Eager Drive/Northside Drive)									
Purpose and Need:	Relieve traffic congestion along Jerry Jones from Gornto to Oak, road widening project.									
Termini:	From:	Gornto Road			To:	Jaden Place			Length (mi):	1.66
Current AADT:	20740	Year:		# of Lanes:	2	Truck %:	NA			
Future AADT:	30990	Year:	2035	# of Lanes:	4	85% Speed:	NA		Func. Class.:	U - Minor Arterial
Crash Year:	2005	2006	2007	Value Engineering Analysis:	NA			Base Yr LOS:	D	
PDO Crashes:	43	51	41	Benefit/Cost Ratio:	NA - in TIP			Build LOS:	C or Better	
Injury Only:	12	12	9	Financial Plan:				No Build LOS:	E	
Fatal/injury:	1	0	0	Local Priority:				Bridge Suff.	NA	
Total Crashes:	56	63	50	Priority Selection Score:						
Crash Rate:	14.9 /Mill Ent Veh			Env. Mitigation Anlys:						
Bike and Pedestrian:	Yes, see VL Bike/Ped Materplan, Valdosta TMP, SGRDC Regional Bike/Ped Plan									
Intelligent Transportation:	NA									
Land Use/Access Mgmt:	NA									
Safety/Security Elements:	NA									
Companion Projects:	NA									
Project Funding										
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier		
		2011	2012	2013	2014	2015				
Preliminary Engineering:	Q20						\$ -	Authorized		
Right-of-Way Acquisition:	LOC						\$ -	Authorized		
Construction:	L200				\$ 2,149,615		\$ 2,149,615	Tier I		
<b>Total Project Cost:</b>		\$ -	\$ -	\$ -	\$ 2,149,615	\$ -	\$ 2,149,615			
Federal Amount:					\$ 1,400,000		\$ 1,400,000			
State Amount:					\$ 350,000		\$ 350,000			
Local Amount:					\$ 399,615		\$ 399,615			
Project Timeline					Project Location Map					
Activity	Actual/Estimated Date									
Concept Approval	Est. 8/27/09									
Value Engineering Study	NA									
Public Information Open House	Est. 9/11/09									
Environmental Approval	Est. 4/22/10									
Preliminary Plans	Est. 1/18/11									
R/W Plans Approved	Est. 9/12/11									
Final Design	Est. 6/26/12									
Let Date	Est. 9/17/13									
Project Manager:	Sandy Griffin									
Design Consultant:	JE & A									

7/6/2010

# Appendices

*Public Notice of Comment Period*

**Valdosta-Lowndes Metropolitan Planning Organization  
DRAFT FY2011-2014 Transportation Improvement Program  
Public Comment Period Announcement**

The Valdosta-Lowndes Metropolitan Planning Organization (MPO) has developed the Draft Fiscal Year 2011-2014 Transportation Improvement Program (TIP) for the Valdosta Urbanized Area which includes all of Lowndes County and portions of Berrien and Lanier Counties.

This TIP is available for public review and comment from April 20, 2010 through June 3, 2010 at the Southern Georgia Regional Commission, 327 W. Savannah Ave.; the South Georgia Regional Library located at 300 Woodrow Wilson Dr.; the Valdosta City Hall located at 216 E. Central Ave.; the Lowndes County Administrative Offices located at 325 W. Savannah Ave.; or on the internet at [www.sgrc.us/transportation](http://www.sgrc.us/transportation); [www.valdostacity.com](http://www.valdostacity.com); or [www.lowndescounty.com](http://www.lowndescounty.com).

A Public Open House will be held on Monday, May 17, 2010 from 12:00 PM to 7:00 PM at the Southern Georgia Regional Commission located at 327 W Savannah Ave., Valdosta, GA, for interested parties to view the document and ask questions of staff.

Comments are being accepted by email at [chull@sgrc.us](mailto:chull@sgrc.us) by fax at 229-333-5312, or by mailing them to VLMPO, 327 W Savannah Ave., Valdosta, GA 31601.

For more information, please call Corey Hull, MPO Coordinator at 229-333-5277.

Valdosta - Lowndes Metropolitan Planning Organization

Committee: 11-14 TIP Public Open House

Location: SGRC

Date: 5/17/10

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	CHARLES S. PARKER	CITIZENS ADVISORY CATE 2310 N. SHEPHERD AVE VALDOSTA	(228) 244-7212	
2				
3				
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11/12/2009

## ***Public Comments Received***

### **Comment #1:**

Name: VLMPO Staff

During the public review period the VLMPO staff noticed several items that needed to be corrected.

1. On Page 30, the 'total column' did not equal the sum of the other columns; this mathematical error has been corrected.
2. On Page 22, dollar amounts for Berrien County Transit did not match the GDOT dollar amounts available. The dollar amounts were changed to match GDOT estimates.

### **Comment #2:**

Name: John Quarterman

Date: 5/5/2010 via email

Comment:

I was wondering if there's a bit more detail about some of the projects. "Four County Roads" [in Authorized Projects Section] for example seems a bit vague.

Response:

Some projects in the Authorized list do have a vague description, the commenter can provide a listing of the PI numbers they would like more information on and a more detailed description can be obtained.

### **Comment #3:**

Name: Abby Ebodaghe, GDOT

Date: 5/18/2010 via email

Comment:

On the US 84/Hill Ave. Grade Separation the AADT should be 16,700 for 2008, not 2009.

Response:

This error has been corrected.

**Comment #4**

Name: VLMPO Staff

Date: 5/21/2010

Comment:

I believe the cost to widen Jerry Jones/Eager will be approximately \$10,432,023 [for construction], based on updated MPO cost estimates and consultation with GDOT and the City of Valdosta.

Response:

This dollar amount has been corrected accordingly for this project.

**Comment #5**

Name: Tim Kassa, GDOT

Date: 6/4/10 via email

Comment: Please update the dollar amounts for PI#s 4321000 and 422710 (corrections attached to email). Also please describe Tier 1 and Tier 2 projects in the narrative.

Response:

The dollar amounts have been updated and a section describing Tier 1 & 2 projects has been added to the narrative.

## Annual Self-Certification

### CERTIFICATION OF THE VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION

Be it known to all, the below signees do hereby endorse and certify the Metropolitan Planning Process for the Valdosta-Lowndes Metropolitan Planning Organization, 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

- o 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).
- o All major modes of transportation are members of the MPO
- o Any changes to the MPA boundaries were reflected in the Policy Board representation.
- o 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.
- o Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
  - UPWP
  - o The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
  - o The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
  - o The UPWP provides funding for the professional development of MPO staff.
  - o The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
  - o Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
  - o Planning activities and status reports are submitted quarterly by the MPO to GDOT.
    - LRTP
    - o The LRTP incorporates a minimum 20-year planning horizon.
    - o The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
    - o The LRTP is fiscally constrained.
    - o The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
    - o All of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors were considered in the planning process.

- The LRTP 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.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- 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 in accordance with 40 CFR Part 93.

TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- 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.

Participation Plan

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

- The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full an open access for all.  
*CMP (applies to TMAs)*
- In TMA's, the planning process includes the development of a CMP that provides for effective management of new and existing transportation facilities through the use of travel demand reduction and operational management strategies, thus meeting the requirements of 23 CFR Part 500.
- The CMP is fully integrated into the overall metropolitan planning process.
- The CMP has established performance measures.
- The MPO has a process for periodically evaluating the effectiveness of the CMP.
- The CMP is updated on a periodic basis to reevaluate network strategies and projects.
- The CMP work activities are included in the UPWP.  
*List of Obligated Projects*
- The MPO provides a listing for all projects for which funds are obligated each year, including bicycle and pedestrian facilities.
- The annual listing is made available to the public via the TIP or the LRTP.

**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**

- 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.
- Agreements exist to outline the process for cooperative planning within full nonattainment/maintenance areas that are not designated by the MPO planning area.
- The MPO coordinates the development of the LRTP with SIP development and the development of Transportation Control Measures (TCM) if applicable.
- The LRTP includes design concept and scope descriptions of all existing and proposed transportation facilities in sufficient detail, regardless of funding source, to permit conformity determinations.
- The MPO's TIP includes all proposed federally and non-federally funded regionally significant transportation projects, including intermodal facilities.
- 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**

- The MPO has adopted goals, policies, approaches and measurements to address Title VI and related requirements.
- 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.
- The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- The MPO has a documented policy on how Title VI complaints will be handled.
- The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

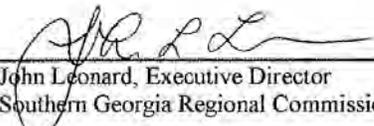
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- 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 SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- 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**
- 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**
- 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**
- 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**

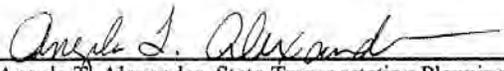
- o The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- o The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage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

- o 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

  
\_\_\_\_\_  
John Leonard, Executive Director  
Southern Georgia Regional Commission  
4/8/10  
Date

  
\_\_\_\_\_  
Cynthia L. VanDyke, Assistant State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning  
4-14-10  
Date

  
\_\_\_\_\_  
Angela D. Alexander, State Transportation Planning Administrator  
Georgia Department of Transportation, Office of Planning  
4/14/10  
Date

  
\_\_\_\_\_  
Todd I. Long, Director of Planning  
Georgia Department of Transportation, Division of Planning  
4/16/10  
Date

### ***Federal Highway and Transit Funding Programs***

<b>Funding Codes for FHWA Programs</b>					
<b>Includes minimum match requirements</b>					
<b>Project Prefix</b>	<b>SAFETEA-LU Funding Code</b>	<b>Class of Funds</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
BRG	L1C0	On/Off System Bridges	80%	20%	
BRG	L110	Off System Bridges	80%	20%	
NHS	L010	Interstate Maintenance	90%	10%	
NHS	L050	National Highway System	80%	20%	
STP	L230	Population over 200,000	80%		20%
STP	L240	Use for Any Area	80%	20%	20%
SFT	LS20	High Risk Rural Road Safety	* 90%	10%	
SFT	LS30	Safety	* 90%	10%	
SFT	LS40	Railroad Safety and Railroad Bridges	100%		
SFT	LS50	Railroad Safety	100%		
SRS	LU10	Safe Route to School Program	100%		
SRS	LU20	Safe Route to School Infrastructure	100%		
SRS	LU30	Safe Route to School Either	100%		
HPP	LY10, LY 20	High Priority Project Section 1702	80%	20%	
HPP		High Priority Project	80%	20%	
TEE	L220	Enhancement (33R = 100%)	80%		20%
PL	L450	Metropolitan Planning	80%		20%
SPR	L550	Planning	80%	20%	
DNR	L940	Recreational Trails	80%	20%	
*100% for certain projects.					

<b>Funding Programs for FTA</b>			
<b>Includes minimum match requirements</b>			
<b>Program</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
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 5316 Capital Program	80%	10%	10%
Section 5316 Operating	50%		50%
Section 5317 Capital Program	80%	10%	10%
Section 5317 Operating	50%		50%
Section 5316 and 5317 Vehicles	80%	15%	5%
* State participates at different levels depending on capital improvement, most are 10%.			

Marco Trigueros  
 GDOT Planning  
 600 W Peachtree Street NW  
 Atlanta, Georgia 30308

RE: VLMPO FY11-14 Administrative Amendment #1

Dear Mr. Trigueros:

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.

	PI #	Description	Federal \$	State \$	Local \$	Total \$
Previous	0000837	Jerry Jones, from Gornto Road to Jadan Place (widening)	\$8,345,618	\$350,000	\$1,736,405	\$10,432,023
Amended			\$1,400,000	\$350,000	\$399,615	\$2,149,615

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  
 Steve Kish, GDOT Intermodal  
 VLMPO Policy Committee  
 VLMPO Technical Committee

*An Equal Opportunity Employer / Program*

August 3, 2010

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

RE: VLMPO FY11-14 Administrative Amendment #2

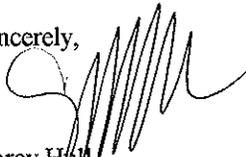
Dear Ms. Edwards:

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 Hill  
 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

*An Equal Opportunity Employer / Program*

September 17, 2010

Tim Kassa  
 GDOT Planning  
 One Georgia Center  
 Atlanta, GA 30308

RE: VLMPO FY11-14 TIP Administrative Amendment #3

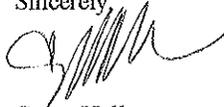
Dear Mr. Kassa:

Per the request of the Georgia Department of Transportation the following administration 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 2012 to 2011 and the funding source from L050 to C240/L20E for the following project.

	PI #	Description	Year	Fund Code	Federal \$	State \$	Total \$
Previous	422710	US84 Grade Separation @ Norfolk Southern RR	2012	L050	\$6,781,295	\$1,695,324	\$8,476,618
Amended			2011	C240/L20E	\$6,269,688	\$1,567,422	\$7,837,110

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  
 Steve Kish, GDOT Intermodal  
 VLMPO Policy Committee  
 VLMPO Technical Committee

*An Equal Opportunity Employer / Program*

October 4, 2010

Karen Quarles  
 GDOT Intermodal  
 One Georgia Center  
 600 W Peachtree Street, NW  
 Atlanta, GA 30308

RE: VLMPO FY11-14 TIP Administrative Amendment #4

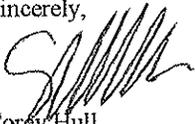
Dear Ms. Quarles:

Per the request of the Georgia Department of Transportation (GDOT) the following administration 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 funding amounts for the 5310 Transit Program Capital Phase to reflect new estimates provided by the Department of Human Services and GDOT as well as clarifying that only two counties in the VLMPO area are serviced by these services (Berrien and Lowndes).

	Program	Sponsor	Description	Year	Federal \$	State \$	Total \$
Previous	5310	DHS	SGRC (3 Counties)	2011	\$74,584	\$18,646	\$93,230
	5310	DHS	SGRC (3 Counties)	2012	\$74,584	\$18,646	\$93,230
	5310	DHS	SGRC (3 Counties)	2013	\$74,584	\$18,646	\$93,230
	5310	DHS	SGRC (3 Counties)	2014	\$74,584	\$18,646	\$93,230
Amended	5310	DHS	SGRC (2 Counties)	2011	\$75,276	\$18,819	\$94,095
	5310	DHS	SGRC (2 Counties)	2012	\$79,040	\$19,760	\$98,800
	5310	DHS	SGRC (2 Counties)	2013	\$79,435	\$19,859	\$99,294
	5310	DHS	SGRC (2 Counties)	2014	\$83,407	\$20,852	\$104,259

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:

Missy Rowland, SGRC  
 Lavera Stevens, DHS  
 Marco Trigueros, GDOT  
 Ann-Marie Day, FHWA  
 Steve Kish, GDOT Intermodal  
 VLMPO Policy Committee  
 VLMPO Technical Committee

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