



Transportation Improvement Program

FY2018-2021

VALDOSTA-LOWNDES
METROPOLITAN PLANNING
ORGANIZATION

Transportation Improvement Program

FY 2018-2021

Valdosta-Lowndes Metropolitan Planning Organization

Adopted – September 6, 2017



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The contents in this publication reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The opinions, findings, and conclusions in this publication are those of the author(s) and do not necessarily reflect those of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration. This publication does not constitute a standard, specification or regulation.

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

VLMPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. VLMPO's website (www.sgrc.us/transportation) may be translated into multiple languages. Publications and other public documents can be made available in alternative languages or formats, if requested.

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Adoption Resolution

RESOLUTION FY2018-1

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

RESOLUTION TO Adopt the FY2018-2021 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 Fixing America's Surface Transportation Act (FAST Act) 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 adopt the FY2018-2021 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303; and that the FY2018-21 Transportation Improvement Program is consistent with the 2040 Transportation Vision Plan.

See attachments.

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 September 6, 2017.



Larry Hanson, Vice-Chairman, City of Valdosta
Chair, Valdosta-Lowndes Metropolitan Planning Organization Policy Committee

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 Brooks, 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 TAC when adopting plans or setting policy. The Policy Committee has final authority in the matters of policy and adoption of plans. Starting in FY2017, officials from county and municipal governments from Berrien, Brooks, Lanier, and Lowndes Counties as well as the SGRC and GDOT formed the

membership of the MPO Policy Committee according to their by-laws.

The Technical Advisory Committee (TAC) membership includes staff from various federal, state, and local agencies and other associations who have a technical knowledge of transportation or planning. The TAC 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 TAC 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 Advisory Committee, annually revises and adopts Transportation Improvement Program in order to comply with the federal regulations.

Figure 1 VLMPO Metropolitan Planning Area

Metropolitan Planning Area Boundary

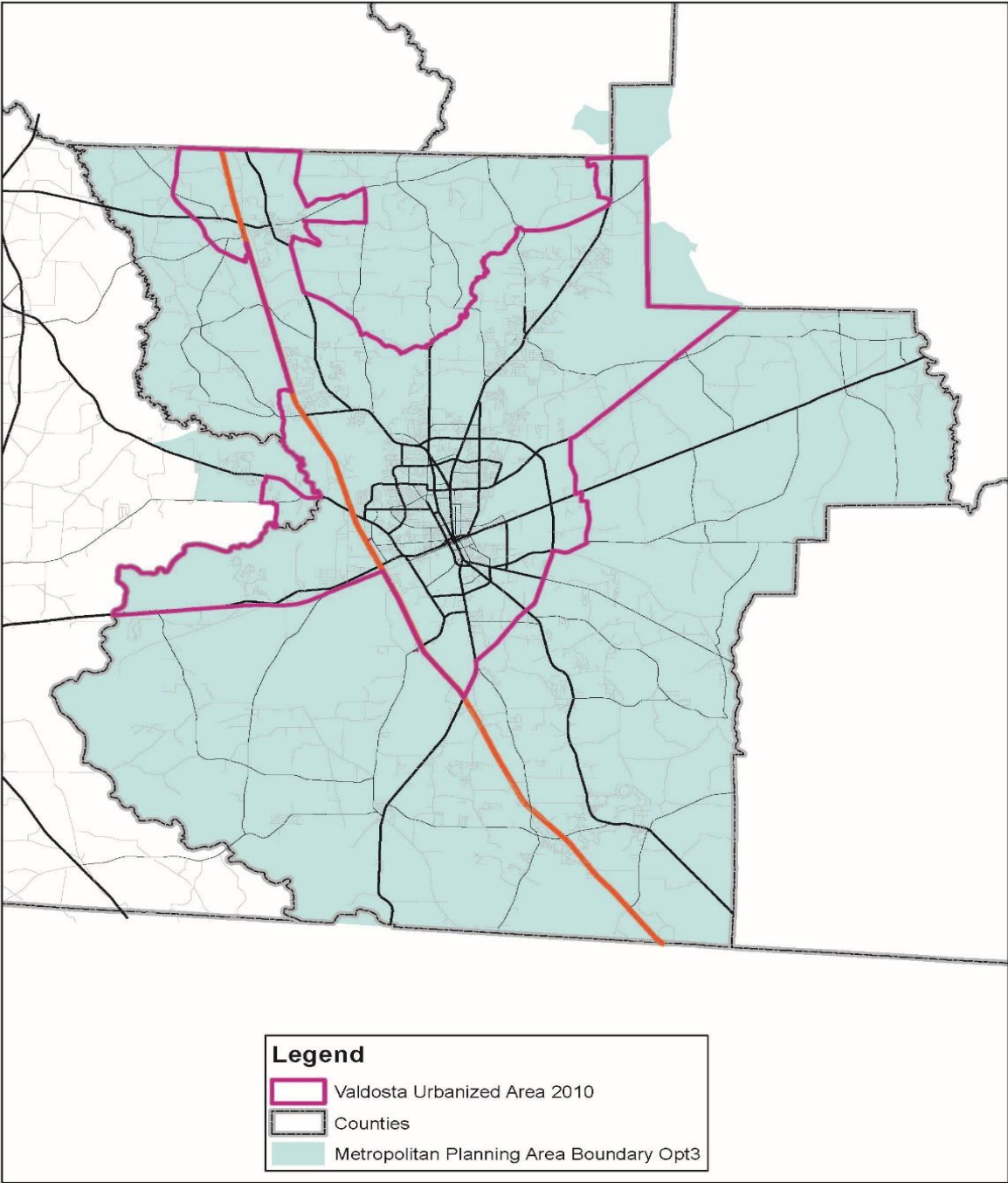
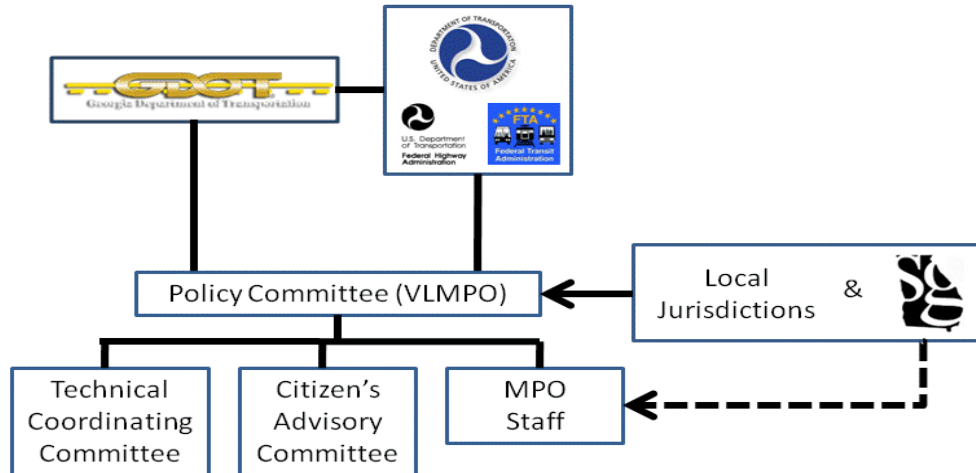


Figure 2 VLMPO Organizational Structure and Membership Rosters

VLMPO Organization Chart



Policy Committee	
Name	Agency
Bruce Cain	City of Hahira*
Lisa Cribb	Southern Georgia RC
Joe Pritchard	Lowndes County
Larry Hanson	City of Valdosta
John Gayle	City of Valdosta
Bill Slaughter+	Lowndes County
Russell McMurry	GDOT
Cornelius Holsendolph	City of Remerton*
Justin DeVane	Brooks County*
Rodney Barry	FHWA-GA
Yvette Taylor	FTA Region IV
John Nugent	Berrien County*

Technical Coordinating Committee	
Name	Agency
Patrick Collins	City of Valdosta
Mike Fletcher+	Lowndes County
William Eastin	GDOT Planning
Brent Thomas	GDOT District 4
Jeff Hill	Lowndes Co. Schools
Gwen Weaver	Valdosta City Schools
Mike Meeks	Bike/Ped Advocate
Andrew Edwards	FHWA-GA
Danny Weeks	Lowndes Co. EMA

Citizen's Advisory Committee	
Name	Agency
Robert Wilbers	Lowndes County
Jim Parker	City of Valdosta
Keith Sandlin	City of Lake Park
Myrna Ballard	VL Chamber
Wes Taylor	Lowndes Co. BoE
Dr. Todd Cason	Valdosta City BoE
Ray Sable	Valdosta State Univ.
Angela Crance	Wiregrass Tech. Coll.
Bill Branham+	City of Valdosta
Phil Hubbard	Lowndes County
Ronald Skrine	Lowndes County
Harriet Crum	City of Hahira
Debbie Hobdy	Lowndes County
Tessa Carder	City of Dasher
Carroll Griffin	City of Remerton
Frank Simons	Convention Center
Mike Cooper	Cntrl. Val. Dev. Auth.
Stan Crance	VL Industrial Auth.
Jim Galloway	VL Airport Auth.
Steven Barnes	Leadership Lowndes
Vanessa Flucas	City of Valdosta
Dr. Richard Saeger	City of Valdosta
Clayton Milligan	Lowndes County

* Members of small counties (Berrien, Brooks, Lanier)/cities (Dasher, Hahira, Lake Park, Remerton)

+ Indicates Chair of Committee

TIP Development Process

Metropolitan planning responsibilities are outlined in federal legislation passed in 2015 and entitled the FAST Act and other previous laws and regulations. Following are key responsibilities and planning processes of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) which is staffed by the designated MPO for the Valdosta Urbanized Area, the Southern Georgia Regional Commission.

The Transportation Improvement Program (TIP) represents the programming for funding and implementation of the near term years of projects in the adopted 2040 Transportation Plan for Valdosta and Lowndes County and surrounding areas. The TIP is based on fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2017 is the first day of FY 2018. Under federal regulations, the TIP must cover a minimum of four fiscal years. The Valdosta Area's TIP covers four fiscal years, FY's 2018 through 2021.

For a transportation project to receive federal transportation funds, it must be included in an approved TIP. All funding categories in the TIP and current Long Range Transportation Plan must be financially constrained and consistent with one another, meaning that the cost of all projects in each category must not exceed the amount of revenue available.

Pursuant to provisions of federal regulations, 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 has received public comment and approved the document as well.

Project Selection

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 a 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 2040 Transportation Vision 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.

Currently locally developed, and federal-aid eligible projects are selected for inclusion in the TIP, primarily by the priority in which they are listed in the 2040 Transportation Vision 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. This law was changed during the 2013 legislative session and now excludes Interstates and freight corridors from the balancing equation. The VLMPO region is split between the 1st and 8th Congressional Districts. 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.

Key Project Updates

Downtown Truck Traffic Study

Current strategies focus on the evaluation of various alternative truck routes. More information is available online under the SGRC Transportation home page.

5 Points

GDOT is currently evaluating alternatives under the Lump Sum funding category included within this TIP.

I-75 Interchanges

Exits 22, 29 were let in June 2017, CST to take several years.

Exits 2, 11 are scheduled to begin utility and construction phases in FY 2019.

Urban Area Transit

Community input is being gathered and presented to local elected officials for consideration to implement a permanent system.

Forrest Street

GDOT and local officials continue to evaluate alternatives to improve transportation along this corridor.

US 84

Construction is underway in Clinch and Ware counties, with an estimated completion date of May 2019.

SR 133

Construction is underway in Brooks, Colquitt, Worth and Dougherty Counties.

Environmental Justice Areas

As a federally funded program, the VLMPO is required to make sure transportation plans and programs meet the Environmental Justice (EJ) requirements of Title VI of the Civil Rights Act and Executive Order 12898.

The VLMPO utilizes six strategies and techniques for incorporating EJ populations in the transportation planning process:

- **Identify:**
The VLMPO will identify Environmental Justice communities through the use of GIS technology and U.S. Census Data. These identified areas will be thoroughly analyzed to identify the strengths as well as the challenges for each community. (See map in appendix)
- **Invite:**
Outside of the VLMPO meetings and open houses that are normally held to encourage public participation, the VLMPO will use techniques and strategies that may be nontraditional such as handing out flyers to engage traditionally underserved communities in the public participation process.
- **Inform:**
The VLMPO will inform traditionally underserved communities of the planning process, making an effort to explain complex and controversial

issues effectively to the affected community.

- **Involve:**
During the planning process, the VLMPO will gather pertinent information from the community that will help with the development and implementation of projects.
- **Mitigate:**
The VLMPO will analyze the Environmental Justice Community Report and gathered information from the affected communities in order to consider community concerns and mitigate the impact that the development and implementation of projects may have on the affected community.
- **Improve:**
The VLMPO will measure the effectiveness of this process and continue to modify or incorporate new strategies and techniques based on the level of public engagement from environmental justice communities.

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 discussed at a meeting of staff from GDOT, Valdosta and Lowndes County.

A notice of the public comment period was sent to the VLMPO mailing list of over 800 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 30-day public comment period from August 1, 2017 through August 31, 2017. During the public comment period the draft TIP was made available in hardcopy to the public at all libraries in Lowndes, Berrien, Brooks, and Lanier Counties, at all local government administration offices in Lowndes, Berrien, Brooks and Lanier Counties, and at the Southern Georgia Regional Commission office. A digital copy was also made available on the SGRC website.

During the public comment period a Public Open House was held on August 22, 2017 at the SGRC office from 10:00 AM to 6:00PM.

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 contacted 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 projects over layers such as: environmentally sensitive lands, historic districts, land uses, and other natural, social and economic geographic layers.

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 Fixing America's Surface Transportation (FAST) Act with an effective date of December 4, 2015. 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
- 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 monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

The GDOT will submit quarterly reports detailing projects drawn from each lump sum bank with remaining balance to the FHWA.

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

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

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 and transit project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP (requires a minimum 15-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.

Notes:

1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
2. The date the STIP becomes effective is when FHWA and FTA approve it.
3. The TIP/STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the TIP/STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the TIP/STIP at all times.

GDOT has additional policies for requirements for additional PE funds added to projects, separate from the amendments and modifications sections above.

These policies pertain to FMIS (Federal authorization and accounting software) modifications incurred after the initial authorization. The initial authorization must be programmed in the applicable TIP to receive funding. The FHWA Georgia Division reserves the right to deny the FMIS

modification request regardless of whether it meets the below requirements. Additional funding requests for PE phases after the receiving initial authorization shall be a modification and be reported at each month's end. Any requests not meeting the below expectations or appear to not be a candidate for additional funds through a FMIS modifications shall be required to have programming in the current planning document updated to reflect the request. Mitigation phases added as a FMIS modification will not be approved and must be programmed separately.

If any requests fall outside of the below guidelines the request will need to be programmed in the current planning document.

- The Initial Work Authorization for the phase is older than 7 years.
- The additional funding request exceeds the Initial Work Authorization by greater than \$2,000,000 or 20% of the amount of the initial authorization, whichever is greater.

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 law that authorized current transportation spending levels is called the Fixing America's Surface Transportation (FAST) Act. The law covers Federal FY2016-2020.

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 the FAST Act. 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 according to federal regulations (according to 23 CFR 450.324) to each of the regions, counties and cities within the state using the appropriate plans such as the TIP, laws such as congressional balancing, and formulas.

The TIP is divided into different sections identified as Tier 1, Lump Sum, and Transit. Tier 1 is the group of projects covering the

years of the TIP, (Example: FY18-21). The Tier 1 projects include information about the "amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth year, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds)" (23 CFR 450.324.e.3). The Lump Sum and Transit project lists are described later.

Highway Programs

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

- **National Highway Performance Program (NHPP)** – This program serves to support the condition and performance, and construction of the National Highway System, which includes all Principle Arterials, Interstates and the Strategic Defense Network.
- **Highway Safety Improvement Program (HSIP)** – This program uses a data-driven, strategic approach to improving highway safety on all public roads.
- **Surface Transportation Program (STP)** – The program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, to preserve or improve conditions of the highway. Other projects include bridge projects on any public road, transit capital projects, and

intracity and intercity bus terminals and facilities.

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 eleven groups of projects that do not affect the capacity of the roadway. This Lump Sum Program is intended to give GDOT and MPOs flexibility to address projects of an immediate need while fulfilling the requirements of the STIP (State Transportation Improvement Program) and TIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These lump sum Banks, are listed in a number of funding types for each year for GDOT's convenience in managing and accounting for the funding. These Lump Sum banks are shown in the TIP/STIP with the words "Lump Sum" in the project description field and contain an amount of funding for each year. 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. Listed below are these eleven groups and information about them. 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.

Individual projects are programmed and funds drawn from the Lump Sum Bank at the time these funds are needed for Preliminary Engineering, Rights of Way and Construction. These projects may be funded in the current year or one of the other TIP/STIP years. Funds for these projects are not counted until authorization is requested for the funds. At that time the actual cost is deducted from the balance in the Lump Sum Bank.

To provide the readers of the TIP/STIP with as much information as possible, individual projects to be funded from the Lump Sum Bank in the future may be shown in the TIP/STIP with a program year of LUMP and a preliminary estimated cost.

Group: 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: Low Impact Bridges

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

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

Group: 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: 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: Traffic and Revenue/Design-Build/Special Studies

Criteria: These studies are to determine how much traffic and how much revenue a toll facility (such as a managed lane) could generate in order to guide project development/financing. Special studies, related to transportation, would also be included in this group.

This group is a single item.

Group: Roadway/Interchange Lighting

Criteria: lighting

This group is a single item.

Group: 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: Transportation Enhancement

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs. TE 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 has two funding types

Group: Transportation Alternative Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Consistent with what is allowed in the FAST Act legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-

needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner. The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process.

This group has two funding types.

Group: Livable Centers Initiative

Criteria: Applies to the Atlanta MPO only, no funding included in VLMPO TIP.

Group: High Risk Rural Roads

Criteria: States are required to identify these roadways (and expend the HRRR funds) according to the following definition:

Any roadway functionally classified as a rural major collector or a rural local road and

- A. On which the accident rate for fatalities and incapacitating injuries exceeds the statewide average for those functional classes of roadway; or
- B. That will likely have increases in traffic volume that are like to create an accident rate for fatalities and incapacitating injuries that exceeds the statewide average for those functional classes of roadway.

Group: Regional Traffic Signal Optimization

Criteria: Applies to maintenance and operation of traffic control devices statewide. Candidate projects include:

- A. Regional Traffic Operations Concepts

- B. Micro-Regional Traffic Operations
- C. Traffic Control Maintenance Contracts
- D. Signal Timing
- E. Identification of minor operations improvement projects to be submitted for Operational Projects under another Lump Sum category.

Projects will:

- A. Have to support the Regional or Statewide Traffic Signal Concept of Operations
- B. Focus on operating and maintained the components of traffic control systems

Local or quasi-governmental agencies may be contract with at the project level.

Transit Programs

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

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.

Currently this funding is not being utilized in the Valdosta Urbanized Area; however a proposal for a public transit system is in place and would use this funding if it is implemented.

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.

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

Financial Plan

FY2018-2021 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2018-2021, all amounts include Federal, State and Local Funds, unless noted otherwise								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2018	FY2019	FY2020	FY2021	Total
NHPP	Z001	Tier 1	National Hwy Sys (road)	\$ -	\$ 23,261,394.00	\$ -	\$ -	\$ 23,261,394.00
STP	Z233	Tier 1	STP, Off-system Bridge	\$ -	\$ 500,000.00	\$ 125,000.00	\$ -	\$ 625,000.00
GDOT	HB170	Tier 1	HB170 State Funds	\$ 436,800.00	\$ 17,942,921.00	\$ 20,601,998.00	\$ 42,055,638.00	\$ 81,037,357.00
Local	LOC	Tier 1 Local	100% Local Funded Projects	\$ -	\$ 650,121.00	\$ 125,000.00	\$ -	\$ 775,121.00
Total Tier I Revenue				\$ 436,800.00	\$ 42,354,436.00	\$ 20,851,998.00	\$ 42,055,638.00	\$ 105,698,872.00
Group: Maintenance								
NHPP	Z001	Lump Sum	Bridge Painting (Interstate)	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 956,000.00
NHPP	Z001	Lump Sum	National Hwy Sys (Maintenance)	\$ 1,424,000.00	\$ 1,424,000.00	\$ 875,000.00	\$ 875,000.00	\$ 4,598,000.00
STP	Z240	Lump Sum	Bridge Painting	\$ 119,000.00	\$ 119,000.00	\$ 119,000.00	\$ 119,000.00	\$ 476,000.00
STP	Z240	Lump Sum	Road Maintenance	\$ 1,273,000.00	\$ 1,273,000.00	\$ 1,074,000.00	\$ 1,074,000.00	\$ 4,694,000.00
Group: Low Impact Bridges								\$ 10,724,000
STP	Z240	Lump Sum	Low Impact Bridges	\$ 207,000.00	\$ 207,000.00	\$ 207,000.00	\$ 207,000.00	\$ 828,000.00
Group: Safety								
HSIP	ZS30	Lump Sum	Safety	\$ 756,000.00	\$ 796,000.00	\$ 796,000.00	\$ 796,000.00	\$ 3,144,000.00
HSIP	ZS40	Lump Sum	RRX Hazard Elimination	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 40,000.00	\$ 160,000.00
HSIP	ZS50	Lump Sum	Railroad Crossing Protection Device	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 32,000.00	\$ 128,000.00
Group: Preliminary Engineering								\$ 3,432,000
Group: Traffic and Revenue/Design-Build/Special Studies								
NHPP	Z001	Lump Sum	Traffic Control Devices - NHS	\$ 36,000.00	\$ 40,000.00	\$ 191,000.00	\$ 191,000.00	\$ 458,000.00
STP	Z240	Lump Sum	Construction Management	\$ 318,000.00	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 1,035,000.00
Group: Roadway/Interchange Lighting								\$ 1,493,000.00
NHPP	Z001	Lump Sum	Roadway Lighting	\$ 13,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 37,000.00
Group: Rights of Way - Protective Buying and Hardship Acquisitions								
STP	Z240	Lump Sum	RW Protective Buying	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 48,000.00
STP	Z240	Lump Sum	Wetland Mitigation	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 40,000.00
Group: Transportation Enhancement Program								\$ 88,000.00
		Lump Sum	Transportation Enhancements	NA	NA	NA	NA	NA
Group: Transportation Alternatives Program								
TAP	Z940	Lump Sum	Recreational Trails	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 40,000.00
STP	L220	Lump Sum	Transportation Enhancement	\$ 151,000.00	\$ 151,000.00	\$ 151,000.00	\$ 151,000.00	\$ 604,000.00
Group: Livable Centers Initiative								\$ 644,000.00
		Lump Sum	Livable Centers Initiative	NA	NA	NA	NA	NA
Group: Regional Traffic Signal Optimization								
STP	Z240	Lump Sum	Traffic Control Devices	\$ 243,000.00	\$ 239,000.00	\$ 48,000.00	\$ 48,000.00	\$ 578,000.00
STP	Z240	Lump Sum	Operational	\$ 95,000.00	\$ 95,000.00	\$ 95,000.00	\$ 95,000.00	\$ 380,000.00
								\$ 958,000.00
Total Lump Sum Revenue				\$ 4,968,000.00	\$ 4,924,000.00	\$ 4,136,000.00	\$ 4,136,000.00	\$ 18,204,000.00
Total Highway Revenue				\$ 5,404,800.00	\$ 47,278,436.00	\$ 24,987,998.00	\$ 46,191,638.00	\$ 123,902,872.00
FTA	5304	Planning	SGRC Rural Planning	\$ 2,475.00	\$ 2,475.00	\$ 2,475.00	\$ 2,475.00	\$ 9,900.00
FTA	5307	Cap/Ops	VLMPO Urban Transit CAP and OPS	\$ 1,013,394.00	\$ 1,013,394.00	\$ 1,013,394.00	\$ 1,013,394.00	\$ 4,053,576.00
FTA	5310	Capital	Elderly and Disabled	\$ -	\$ -	\$ -	\$ -	\$ -
FTA	5310	Operations	Elderly and Disabled	\$ 503,995.75	\$ 503,995.75	\$ 503,995.75	\$ 503,995.75	\$ 2,015,983.00
FTA	5311	Capital	Berrien Co. Rural Transit	\$ 7,000.00	\$ 48,200.00	\$ -	\$ 52,000.00	\$ 107,200.00
FTA	5311	Operations	Berrien Co. Rural Transit	\$ 108,970.00	\$ 108,970.00	\$ 108,970.00	\$ 108,970.00	\$ 435,880.00
FTA	5311	Capital	Brooks Co. Rural Transit	\$ 150,406.76	\$ 48,200.00	\$ -	\$ 149,000.00	\$ 347,606.76
FTA	5311	Operations	Brooks Co. Rural Transit	\$ 281,288.00	\$ 281,288.00	\$ 281,288.00	\$ 281,288.00	\$ 1,125,152.00
FTA	5311	Capital	Lowndes Co. Rural Transit	\$ 73,468.92	\$ 93,200.00	\$ 90,000.00	\$ 163,000.00	\$ 419,668.92
FTA	5311	Operations	Lowndes Co. Rural Transit	\$ 368,714.00	\$ 368,714.00	\$ 368,714.00	\$ 368,714.00	\$ 1,474,856.00
Total Transit Revenue				\$ 2,509,712.43	\$ 2,468,436.75	\$ 2,368,836.75	\$ 2,642,836.75	\$ 9,989,822.68
Grand Total Anticipated Revenue				\$ 7,914,512.43	\$ 49,746,872.75	\$ 27,356,834.75	\$ 48,834,474.75	\$ 133,892,694.68

Tier I Project

FY2018-2021 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Projects FY2018-2021 - Anticipated Expenditures by Fiscal Year and Source													
PI #	VLMP#	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2040 LRTP)*
0014485	G040	GDOT	GDOT	HB170	2018	PE	SR 31 from SR 7/Lowndes to SR 135/Lanier	Passing Lanes	\$ -	\$ 436,800.00	\$ -	\$ 436,800.00	\$ 9,736,800.00
FY2018 Total									\$ -	\$ 436,800.00	\$ -	\$ 436,800.00	\$ 9,736,800.00
0015614	L022	Lowndes	GDOT	Z233	2019	PE	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ 400,000.00	\$ 100,000.00	\$ -	\$ 500,000.00	\$ 2,150,000.00
0013987	L019	GDOT	GDOT	HB170	2019	ROW	CR 274/CS 1078/Lake Park Belleville Rd from SR 7 to I-75	Widening	\$ -	\$ 314,063.00	\$ -	\$ 314,063.00	\$ 34,117,676.93
0007386	G014	GDOT	GDOT	HB170	2019	CST	I-75 @ CR274/Lake Park Belleville Road - Phase II (Exit 2)	Interchange	\$ -	\$ 16,501,858.00	\$ -	\$ 16,501,858.00	\$ 31,143,858.00
0007386	G014	GDOT	GDOT	HB170	2019	UTL	I-75 @ CR274/Lake Park Belleville Road - Phase II (Exit 2)	Interchange	\$ -	\$ 1,127,000.00	\$ -	\$ 1,127,000.00	\$ 31,143,858.00
0010297	G016	GDOT	NHPP	Z001	2019	CST	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 17,937,433.00	\$ 4,484,358.00	\$ -	\$ 22,421,791.00	\$ 35,844,468.00
0010297	G016	GDOT	NHPP	Z001	2019	UTL	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 671,682.00	\$ 167,921.00	\$ -	\$ 839,603.00	\$ 35,844,468.00
0014134	V075	Valdosta	Local	LOC	2019	ROW	CR 784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St	Turning Lanes	\$ -	\$ -	\$ 650,121.00	\$ 650,121.00	\$ 21,221,216.69
FY2019 Total									\$ 19,009,115.00	\$ 22,695,200.00	\$ 650,121.00	\$ 42,354,436.00	\$ 191,465,545.62
0014485	G040	GDOT	GDOT	HB170	2020	ROW	SR 31 from SR 7/Lowndes to SR 135/Lanier	Passing Lanes	\$ -	\$ 1,500,000.00	\$ -	\$ 1,500,000.00	\$ 9,736,800.00
0014134	V075	Valdosta	GDOT	HB170	2020	CST	CR 784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St	Turning Lanes	\$ -	\$ 17,946,998.69	\$ -	\$ 17,946,998.69	\$ 21,221,216.69
0014134	V075	Valdosta	GDOT	HB170	2020	UTL	CR 784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St	Turning Lanes	\$ -	\$ 1,155,000.00	\$ -	\$ 1,155,000.00	\$ 21,221,216.69
0015614	L022	Lowndes	GDOT	Z233	2020	ROW	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ 100,000.00	\$ 25,000.00	\$ -	\$ 125,000.00	\$ 2,150,000.00
0015614	L022	Lowndes	Local	LOC	2020	ROW	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ -	\$ -	\$ 125,000.00	\$ 125,000.00	\$ 2,150,000.00
FY2020 Total									\$ 100,000.00	\$ 20,626,998.69	\$ 125,000.00	\$ 20,851,998.69	\$ 56,479,233.38
0014485	G040	GDOT	GDOT	HB170	2021	CST	SR 31 from SR 7/Lowndes to SR 135/Lanier	Passing Lanes	\$ -	\$ 7,800,000.00	\$ -	\$ 7,800,000.00	\$ 9,736,800.00
0013987	L019	GDOT	GDOT	HB170	2021	CST	CR 274/CS 1078/Lake Park Belleville Rd from SR 7 to I-75	Widening	\$ -	\$ 31,525,649.93	\$ -	\$ 31,525,649.93	\$ 34,117,676.93
0013987	L019	GDOT	GDOT	HB170	2021	UTL	CR 274/CS 1078/Lake Park Belleville Rd from SR 7 to I-75	Widening	\$ -	\$ 729,989.00	\$ -	\$ 729,989.00	\$ 34,117,676.93
0010298	G020	GDOT	GDOT	HB170	2021	PE	I-75 @ SR133 - Phase II (Exit 18)	Interchange	\$ -	\$ 2,000,000.00	\$ -	\$ 2,000,000.00	\$ 31,052,882.00
FY2021 Total									\$ -	\$ 42,055,638.93	\$ -	\$ 42,055,638.93	\$ 109,025,035.86
Total									\$ 19,109,115.00	\$ 85,814,637.62	\$ 775,121.00	\$105,698,873.62	\$ 366,706,614.86

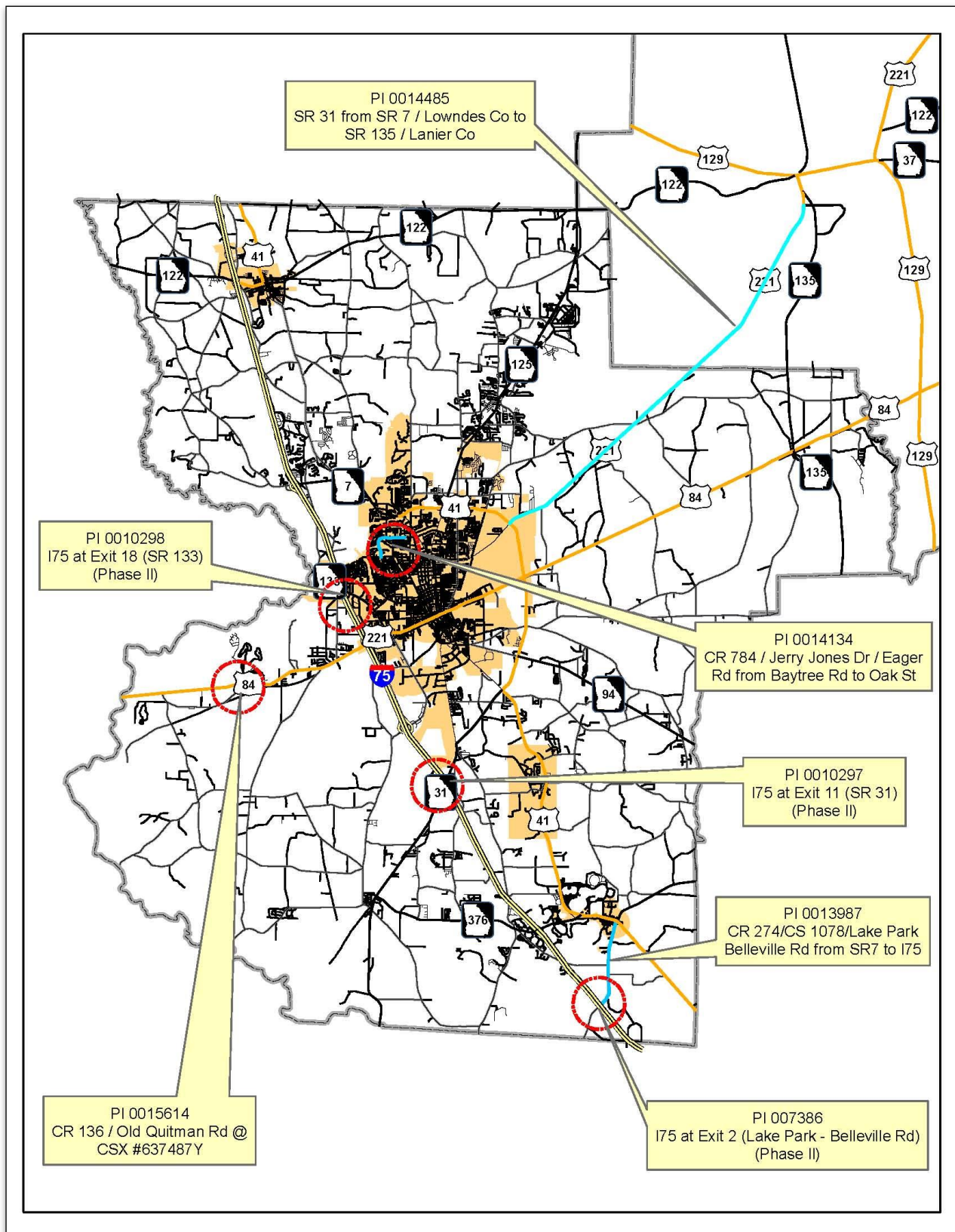
Total Tier I Program Cost \$105,698,873.62

Total Tier I Program Anticipated Revenue Less Locally Funded Projects \$105,698,873.62

Difference \$ -

* Total Project \$ (2040 LRTP) - This column is shown to illustrate the total project cost for all phases included in the 2040 (and previous) Long Range Transportation Plan and is provided for informational purposes only.

Tier I Project Map



Lump Sum Projects

FY2018-2021 Transportation Improvement Program					
Valdosta-Lowndes Metropolitan Planning Organization					
Valdosta, Georgia Urbanized Area					
Lump Sum Projects FY2018-2021 - Anticipated Expenditures					
PI #	VLMPO #	County	Phase	Description	Cost
Group: Maintenance					
M003648		Lanier	CST	SR 125 FROM S OF CR 127 TO BERRIEN COUNTY LINE, resurfacing	NA
0010116		Lowndes	CST	SR 7BU/US 41 @ Gordon, Ann, College, Moore, Park, Bemiss, Cowart, Northside, Connell, Oak & SR 7 ALT @ Park, Northside - SIGNAL UPGRADES	NA
M003563		Lowndes	PE, CST	I-75 VALDOSTA WELCOME CENTER - RESTROOM BUILDING	NA
0012846		Lowndes	ROW, CST	SR 7BU; SR 7SB; SR 38 & SR 38BU @ 15 LOCS - SIGNAL UPGRADES at E/W Hill, E/W Central, N Ashley, N Patterson @ Fry, Forest, Lee, Ashley, N/S Patterson, Toombs, Oak, Valley, Magnolia	NA
0013559	G009	Lowndes	PE, CST	SR 38/US 84 @ From Valdosta to Lanier County Median Turn Lanes	NA
0013952		Lowndes	PE, CST	SR 7 ALT From CS 738/Ann St. to CS 1044/Georgia Ave. (Pedestrian Xing)	NA
0015122		Lowndes	PE, CST	CR 126/Good Hope Rd @ CSX #637448H	NA
0015123		Lowndes	PE, CST	CR28/Old Naylor Rd @ CSX #637451R	NA
0015365		Lowndes	CST	Dasher Johnson Rd @ CSX #637463K & Kinderlou Rd @ CSX #637485K	NA
0015445		Lowndes	PE, ROW, CST, UTL	SR 7 BU From CS 188/North Oak Street to SR 7 Alt (5 Points)	NA
M004801		Lowndes		SR 7 FROM FLORIDA STATE LINE TO NSR	NA
M005013		Lowndes		SR 7BU FROM SR 7 TO SR 7	NA
M005019		Lowndes		SR 38 FM CS 1005/FORREST STREET TO E OF VALDOSTA CITY LIMITS	NA
M005036		Lowndes		SR 38 WE FROM SR 38 TO SR 38	NA
M005100		Lowndes		SR 7SB FROM SR 7BU TO SR 7BU	NA
0013172		Lowndes	PE, ROW, CST	Pedestrian Upgrades @ 16 LOCS in District 4 (5 in Lowndes along SR 7)	NA
0014086		Lowndes	PE, CST	I-75 From Florida State Line to CR 361/Farmers Market Rd (Signage)	NA
Group Total:					\$ 10,724,000
Group: Low Impact Bridges					
No Projects at this time					NA
Group Total:					\$ 828,000
Group: Safety					
0008420		Lowndes	UTL, CST	SR 38/US 84 @ CR 439/Clay ROAD/CS 1271/Hollywood St	NA
0015185		Lowndes	CST	Off-System Safety Improvements @ 28 LOCs in Lowndes County	NA
Group Total:					\$ 3,432,000
Group: Preliminary Engineering					
No Projects at this time					NA
Group Total:					\$ -
Group: Traffic and Revenue/Design-Build/Special Studies					
No Projects at this time					NA
Group Total:					\$ 1,493,000
Group: Roadway/Interchange Lighting					
No Projects at this time					NA
Group Total:					\$ 37,000
Group: Rights of Way - Protective Buying and Hardship Acquisitions					
No Projects at this time					NA
Group Total:					\$ 88,000
Group: Transportation Enhancements					
No Projects at this time					NA
Group Total:					\$ -
Group: Transportation Alternatives					
0010592	VL-TE003	Lowndes	ROW, CST	EAST MAIN FM COLLEGE TO HAGAN & HAGAN FM EAST MAIN TO GRACE	NA
0010593	VL-TE004	Lowndes	ROW, CST	SR 7 ALT FM MAGNOLIA ST TO GORDON ST (N Patterson in VLD)	NA
Group Total:					\$ 644,000
Group: Livable Centers Initiative					
This Group is the Atlanta MPO only.					NA
Group Total:					\$ -
Group: Safe Routes to School					
No Projects at this time					NA
Group Total:					\$ -
Group: High Risk Rural Roads					
No Projects at this time					NA
Group Total:					\$ -
Group: Regional Traffic Signal Optimization					
No Projects at this time					NA
Group Total:					\$ 958,000
Total Lump Sum Program Cost					\$ 18,204,000
Total Lump Sum Program Anticipated Revenue					\$ 18,204,000
Difference					\$ -

Transit Projects

FY2018-2021 Transportation Improvement Program												
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area												
FTA Section 53xx Transit Projects FY2018-2021 - Anticipated Expenditures by Fiscal Year and Source												
PI #	VLMO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$
T006059		GDOT	FTA	5304	2018	PLN	SGRC Rural Planning(Lowndes Only)	Planning	\$ 1,980.00	\$ -	\$ 495.00	\$ 2,475.00
T006047		GDOT	FTA	5307	2018	CAP/OP	VLMO Urban Transit CAP/OPS*	Cap/Ops	\$ 1,013,394.00	\$*	\$*	\$ 1,013,394.00
		GDOT	FTA	5310	2018	TCAP	Elderly and Disabled	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2018	TOPR	Elderly and Disabled	Operation	\$ 251,997.88	\$ 251,997.88	\$ -	\$ 503,995.75
T006138		GDOT	FTA	5311	2018	TCAP	Berrien Co. Rural Transit	Capital	\$ 5,600.00	\$ 700.00	\$ 700.00	\$ 7,000.00
T006138		GDOT	FTA	5311	2018	TOPR	Berrien Co. Rural Transit	Operation	\$ 54,485.00	\$ -	\$ 54,485.00	\$ 108,970.00
T006141		GDOT	FTA	5311	2018	TCAP	Brooks Co. Rural Transit	Capital	\$ 120,325.41	\$ 15,040.68	\$ 15,040.68	\$ 150,406.76
T006141		GDOT	FTA	5311	2018	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T006178		GDOT	FTA	5311	2018	TCAP	Lowndes Co. Rural Transit	Capital	\$ 58,775.14	\$ 7,346.89	\$ 7,346.89	\$ 73,468.92
T006178		GDOT	FTA	5311	2018	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2018 Total									\$ 1,831,558.42	\$ 275,085.44	\$ 403,068.57	\$ 2,509,712.43
T006059		GDOT	FTA	5304	2019	PLN	SGRC Rural Planning(Lowndes Only)	Planning	\$ 1,980.00	\$ -	\$ 495.00	\$ 2,475.00
T006047		GDOT	FTA	5307	2019	CAP/OP	VLMO Urban Transit CAP/OPS*	Cap/Ops	\$ 1,013,394.00	\$*	\$*	\$ 1,013,394.00
		GDOT	FTA	5310	2019	TCAP	Elderly and Disabled	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2019	TOPR	Elderly and Disabled	Operation	\$ 251,997.88	\$ 251,997.88	\$ -	\$ 503,995.75
T006138		GDOT	FTA	5311	2019	TCAP	Berrien Co. Rural Transit	Capital	\$ 38,560.00	\$ -	\$ 4,820.00	\$ 48,200.00
T006138		GDOT	FTA	5311	2019	TOPR	Berrien Co. Rural Transit	Operation	\$ 54,485.00	\$ -	\$ 54,485.00	\$ 108,970.00
T006141		GDOT	FTA	5311	2019	TCAP	Brooks Co. Rural Transit	Capital	\$ 38,560.00	\$ -	\$ 4,820.00	\$ 48,200.00
T006141		GDOT	FTA	5311	2019	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T006178		GDOT	FTA	5311	2019	TCAP	Lowndes Co. Rural Transit	Capital	\$ 74,560.00	\$ -	\$ 9,320.00	\$ 93,200.00
T006178		GDOT	FTA	5311	2019	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2019 Total									\$ 1,798,537.88	\$ 251,997.88	\$ 398,941.00	\$ 2,468,436.75
T006059		GDOT	FTA	5304	2020	PLN	SGRC Rural Planning(Lowndes Only)	Planning	\$ 1,980.00	\$ -	\$ 495.00	\$ 2,475.00
T006047		GDOT	FTA	5307	2020	CAP/OP	VLMO Urban Transit CAP/OPS*	Cap/Ops	\$ 1,013,394.00	\$*	\$*	\$ 1,013,394.00
		GDOT	FTA	5310	2020	TCAP	Elderly and Disabled	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2020	TOPR	Elderly and Disabled	Operation	\$ 251,997.88	\$ 251,997.88	\$ -	\$ 503,995.75
T006138		GDOT	FTA	5311	2020	TCAP	Berrien Co. Rural Transit	Capital	\$ -	\$ -	\$ -	\$ -
T006138		GDOT	FTA	5311	2020	TOPR	Berrien Co. Rural Transit	Operation	\$ 54,485.00	\$ -	\$ 54,485.00	\$ 108,970.00
T006141		GDOT	FTA	5311	2020	TCAP	Brooks Co. Rural Transit	Capital	\$ -	\$ -	\$ -	\$ -
T006141		GDOT	FTA	5311	2020	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T006178		GDOT	FTA	5311	2020	TCAP	Lowndes Co. Rural Transit	Capital	\$ 72,000.00	\$ 9,000.00	\$ 9,000.00	\$ 90,000.00
T006178		GDOT	FTA	5311	2020	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2020 Total									\$ 1,718,857.88	\$ 260,997.88	\$ 388,981.00	\$ 2,368,836.75
T006059		GDOT	FTA	5304	2021	PLN	SGRC Rural Planning(Lowndes Only)	Planning	\$ 1,980.00	\$ -	\$ 495.00	\$ 2,475.00
T006047		GDOT	FTA	5307	2021	CAP/OP	VLMO Urban Transit CAP/OPS*	Cap/Ops	\$ 1,013,394.00	\$*	\$*	\$ 1,013,394.00
		GDOT	FTA	5310	2021	TCAP	Elderly and Disabled	Capital	\$ -	\$ -	\$ -	\$ -
		GDOT	FTA	5310	2021	TOPR	Elderly and Disabled	Operation	\$ 251,997.88	\$ 251,997.88	\$ -	\$ 503,995.75
T006138		GDOT	FTA	5311	2021	TCAP	Berrien Co. Rural Transit	Capital	\$ 41,600.00	\$ 5,200.00	\$ 5,200.00	\$ 52,000.00
T006138		GDOT	FTA	5311	2021	TOPR	Berrien Co. Rural Transit	Operation	\$ 54,485.00	\$ -	\$ 54,485.00	\$ 108,970.00
T006141		GDOT	FTA	5311	2021	TCAP	Brooks Co. Rural Transit	Capital	\$ 119,200.00	\$ 14,900.00	\$ 14,900.00	\$ 149,000.00
T006141		GDOT	FTA	5311	2021	TOPR	Brooks Co. Rural Transit	Operation	\$ 140,644.00	\$ -	\$ 140,644.00	\$ 281,288.00
T006178		GDOT	FTA	5311	2021	TCAP	Lowndes Co. Rural Transit	Capital	\$ 130,400.00	\$ 16,300.00	\$ 16,300.00	\$ 163,000.00
T006178		GDOT	FTA	5311	2021	TOPR	Lowndes Co. Rural Transit	Operation	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00
FY2021 Total									\$ 1,938,057.88	\$ 288,397.88	\$ 416,381.00	\$ 2,642,836.75
Transtit Total									\$ 7,287,012.04	\$ 1,076,479.07	\$ 1,607,371.57	\$ 9,989,822.68
Total Transit Revenue												\$ 9,989,822.68
*Total Phase does not include State and Local match portions which are yet to be determined									Total FTA Section 53 Transit Revenue Less Local Projects			\$ 9,989,822.68
Difference												\$ -

Authorized Projects

FY2018-2021 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area					
Listing of Previously Authorized and Obligated Projects					
PI #	PROJECT NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
District Wide/Multi-County					
0014086	**District Wide**	I-75 From Florida State Line to CR 361/Farmers Market Road	PE	2016	\$1,092,000.00
M005388	**District Wide**	I-75 @ 11 Locations in District 4 Bridge Preservation	MCST	2017	\$1,270,339.32
M005388	**District Wide**	I-75 @ 11 Locations in District 4 Bridge Preservation	MPE	2016	\$22,200.00
M005384	**District Wide**	I-75 @ 15 Locations in Cook; Lowndes & Tift County	MCST	2016	\$1,383,288.58
M005384	**District Wide**	I-75 @ 15 Locations in Cook; Lowndes & Tift County	MPE	2016	\$5,046.39
Lowndes County					
0008172	CSTEE-0008-00(172)	MLK Corridor Project in Lowndes County	CST	2016	\$625,000.00
0008420	CSSFT-0008-00(420)	SR 38/US 84 @ CR439/Clay Road/CS 1271/Hollywood Street	CST	2016	\$4,322,564.88
0010116		SR 7BU/US 41 @ 10 LOCS & SR 7 ALT @ 2 LOCS - SIGNAL UPGRADES	CST	2016	\$1,957,833.02
0012846		SR 7BU; SR 7SB; SR 38 & SR 38BU @ 15 Locations - Signal Upgrades	ROW	2017	\$490,000.00
0012938		PL Valdosta FY2015	PLN	2015	\$106,285.55
0013047		CS 838/Floyd St # NS#723532B & CS 1351/Holiday St @ NS #723547R	CST	2015	\$15,000.00
0013283		CR 508/Old Clyattville Rd @ VR #866818P in Valdosta	CST	2016	\$190,340.21
0013347		OFF-SYSTEM SAFETY IMPROVEMENTS @ 11 CR LOCS IN LOWNDES COUNTY	CST	2016	\$48,175.94
0013408		PL Valdosta FY2016	PLN	2013	\$48,175.94
0013952		SR 7 ALT From CS 738/Ann St to CS 1044/Georgia Ave	PE	2013	\$200,000.00
0013987		CR 274/CS 1078/Lake Park Bellevill Rd From SR 7 to I-75	SCP	2016	\$500,000.00
0013987		CR 274/CS 1078/Lake Park Bellevill Rd From SR 7 to I-75	PE	2017	\$1,547,975.00
0014052		CF994/S Blanchard St @ CSX #637464S	PE	2016	\$14,370.00
0014052		CF994/S Blanchard St @ CSX #637464S	CST	2016	\$226,432.00
0014114		PL Valdosta FY2017	PLN	2017	\$84,022.71
0014134		CR784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St.	PE	2016	\$1,469,097.00
0014485		SR 31 From SR 7/Lowndes to SR 135/Lanier	SCP	2017	\$86,112.00
0015122		CR 126/Good Hope Rd @ CSX #637448H	PE	2016	\$14,310.00
0015123		CR28/Old Naylor Rd @ CSX #637451R	PE	2016	\$14,310.00
0015185		OFF-SYSTEM SAFETY IMPROVEMENTS @ 28 CR LOCS IN LOWNDES COUNTY	CST	2017	\$27,904.36
0015379		Valdosta MPO Traffic Signal Optimization Study FY2017	PLN	2017	\$112,000.00
M004801		SR 7 From Florida State Line to NSR	MCST	2017	\$618,409.43
M004806		I-75 FM 0.98 mi. S of SR 133 to 0.10 mi. S of Cook County Line	MCST	2017	\$10,716,088.87
M004897		SR 31 From Florida State Line to I-75	MCST	2017	\$1,182,841.96
M004982		SR 125 FM N of CR 176/Hightower Rd/Lowndes to SR 11/Berrien	MCST	2017	\$384,777.72
M005013		SR 7 BU from SR 7 to SR 7	MCST	2017	\$3,099,131.85
M005100		SR 7 SB from SR 7 BU to SR 7 BU	MCST	2017	\$220,847.29
M005194		I-75 @ CR 785/Old Clyattville Rd - Deck Replacement & Rehab	MCST	2015	\$2,238,568.95
S014660		Add EB Decel/RT LN US 84/SR 38 @ CR 1121/Lake Alapaha Blvd	TSA	2016	\$143,158.31
S014794		EEE LMIG CS 1328/E. Park Ave Newbern MS & Scintilla School ACC IMP	PR	2017	\$500,000.00
T005162		VALDOSTA-INSTALL AIRFIELD ELECT. VAULT CONDUCT WILDLIFE MGMT	AVIA	2015	\$598,661.66
T005402		Valdosta-Remark Primary RWY 17/35 Design TXWY C Shoulder	AVIA	2016	\$115,262.35
T005502		Valdosta-Construct Commercial Terminal Apron Expansion	AVIA	2016	\$3,465,728.41
T005773		Valdosta-Construct TWY "C" Shoulder Milling Removal	AVIA	2016	\$184,011.00

TIP Tier 1 Project Data Sheets

VLMPO Project Data Sheet

9/25/2017 12:57 PM

Project Name: CR 784/Jerry Jones Dr/Eager Rd from Baytree Road to Oak Street
PI Number: 0014134 **City:** Valdosta
Local Name/##: Jerry Jones **State/US #:** **Local ID:** V075 **County:** Lowndes
Sponsor: Valdosta **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

L RTP Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2015-2020	State/Local	2040 TP	Tier 1	\$1,469,097.00	\$650,121.00	\$1,155,000.00	\$17,946,998.69	\$21,221,216.69	\$0.00	\$19,395,818.09	\$650,121.00	\$20,045,939.09

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

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

Termini:	From:	Baytree Road		To:	Gornto Road		Length(mi):	2.3 miles	
Current AADT:	20800	Year:	2017	# of Lanes:	2	Truck %:	14		
Future AADT:	21343	Year:	2040	# of Lanes:	3	85% Speed:	NA	Func. Class:	Minor Arterial
Crash Year:	2014	2015	2016	Value Engineering Analysis:		NA	Base Yr LOS:	D	
PDO Crashes:	69	227	74	Benefit/Cost Ratio:		NA	Build LOS:	C or Better	
Injury Only:	52	56	48	Financial Plan:		NA	No Build LOS:	E	
Fatal/Injury:	0	0	0	Local Priority:		High	Bridge Sufficiency:	97.4	
Total Crashes:	121	283	122	Priority Selection Score:		NA			
Crash Rate:	46	/Mill Ent Veh		Env. Mitigation Analysis:		NA			

Bike and Pedestrian: Include where financially and engineering feasible **Safety/Security Elements:** NA
Intelligent Transportation: Yes **Companion Projects:** No
Land Use/Access Mgmt: NA

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	Authorized	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	Local	\$0.00	\$650,121.00	\$0.00	\$0.00	\$650,121.00
Utility	State HB170	\$0.00	\$0.00	\$1,155,000.00	\$0.00	\$1,155,000.00
Construction	State HB170	\$0.00	\$0.00	\$17,946,998.69	\$0.00	\$17,946,998.69
Project Cost		\$0.00	\$650,121.00	\$19,101,998.69	\$0.00	\$19,752,120.00
Federal Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost		\$0.00	\$0.00	\$19,101,998.69	\$0.00	\$19,101,998.69
Local Cost		\$0.00	\$650,121.00	\$0.00	\$0.00	\$650,121.00



VLMPO Project Data Sheet

9/25/2017 12:53 PM

Project Name: I-75 @ CR274/Lake Park Bellville Road - **PI Number:** 0007386 **City:** Lake Park
Phase II
Local Name/#: Exit 2 **State/US #:** **Local ID:** G014 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

L RTP Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2015-2020	Fed/State	2040 TP	Tier 1	\$7,387,421.00	\$13,515,000.00	\$1,127,000.00	\$16,501,858.00	\$38,531,279.00	\$16,721,936.80	\$21,809,342.20	\$0.00	\$38,531,279.00

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

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

Termini: From: Exit 2 To: Exit 2 **Length(mi):** NA

Current AADT: 36000 **Year:** 2017 **# of Lanes:** 6 **Truck %:** 26

Future AADT: 48952 **Year:** 2040 **# of Lanes:** 6 **85% Speed:** NA **Func. Class:** Interstate

Crash Year: 2014 2015 2016 **Value Engineering Analysis:** Complete **Base Yr LOS:** C or Better

PDO Crashes: 6 5 8 **Benefit/Cost Ratio:** NA **Build LOS:** C or Better

Injury Only: 0 5 3 **Financial Plan:** NA **No Build LOS:** C or Better

Fatal/Injury: 0 0 0 **Local Priority:** NA **Bridge Sufficiency:** 64.9

Total Crashes: 6 10 11 **Priority Selection Score:** 5

Crash Rate: 1 /Mill Ent Veh **Env. Mitigation Analysis:** Ongoing

Bike and Pedestrian: NA **Safety/Security Elements:** NA

Intelligent Transportation: NA **Companion Projects:** NA

Land Use/Access Mgmt: NA

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	Authorized	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	Authorized	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	State HB170	\$0.00	\$1,127,000.00	\$0.00	\$0.00	\$1,127,000.00
Construction	State HB170	\$0.00	\$16,501,858.00	\$0.00	\$0.00	\$16,501,858.00
Project Cost		\$0.00	\$17,628,858.00	\$0.00	\$0.00	\$17,628,858.00
Federal Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost		\$0.00	\$17,628,858.00	\$0.00	\$0.00	\$17,628,858.00
Local Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

9/25/2017 12:43 PM

Project Name: SR 31 from SR 7/Lowndes to SR 135/Lanier **PI Number:** 0014485 **City:** Valdosta
Local Name#: Lakeland Hwy **State/US #:** **Local ID:** G040 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

LRTP Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2021-2025	State	2040 TP	Tier 1	\$436,800.00	\$1,500,000.00	\$0.00	\$7,800,000.00	\$9,736,800.00	\$0.00	\$9,736,800.00	\$0.00	\$9,736,800.00

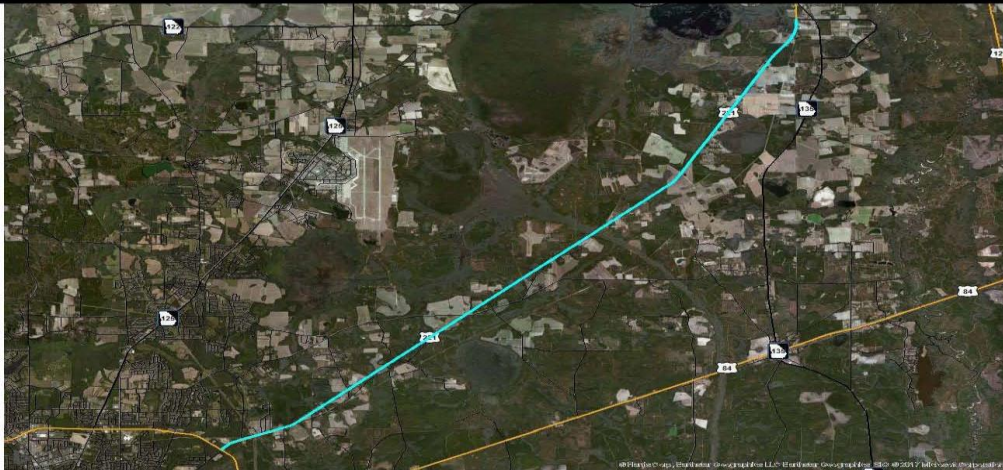
Project Description: Passing Lanes on SR 31 "Lakeland Hwy" beginning at SR 7/Lowndes "Inner Perimeter" to SR 135/Lanier "Burnt Church Rd"

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

Termini: From: SR 7/Lowndes To: SR 135/Lanier **Length(mi):** 15.05
Current AADT: 3960 **Year:** 2017 **# of Lanes:** 2 **Truck %:** 12.89
Future AADT: 9224 **Year:** 2040 **# of Lanes:** 2 **85% Speed:** N/A **Func. Class:** Minor Arterial
Crash Year: 2014 2015 2016 **Value Engineering Analysis:** N/A **Base Yr LOS:** C or Better
PDO Crashes: 10 11 8 **Benefit/Cost Ratio:** N/A **Build LOS:** C or Better
Injury Only: 13 17 11 **Financial Plan:** N/A **No Build LOS:** C or Better
Fatal/Injury: 1 0 0 **Local Priority:** N/A **Bridge Sufficiency:** N/A
Total Crashes: 24 28 19 **Priority Selection Score:** N/A
Crash Rate: 33 /Mill Ent Veh **Env. Mitigation Analysis:** N/A

Bike and Pedestrian: N/A **Safety/Security Elements:** Passing lanes
Intelligent Transportation: N/A **Companion Projects:** N/A
Land Use/Access Mgmt: N/A

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	State HB170	\$436,800.00	\$0.00	\$0.00	\$0.00	\$436,800.00
Right-Of-Way	State HB170	\$0.00	\$0.00	\$1,500,000.00	\$0.00	\$1,500,000.00
Utility	N/A	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	State HB170	\$0.00	\$0.00	\$0.00	\$7,800,000.00	\$7,800,000.00
Project Cost		\$436,800.00	\$0.00	\$1,500,000.00	\$7,800,000.00	\$9,736,800.00
Federal Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost		\$436,800.00	\$0.00	\$1,500,000.00	\$7,800,000.00	\$9,736,800.00
Local Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

9/25/2017 12:51 PM

Project Name: CR 274/CS 1078/Lake Park Bellville Road from SR 7 to I-75
PI Number: 0013987
City: Lake Park
Local Name/#: Bellville Rd
State/US #:
Local ID: L019
County: Lowndes
Sponsor: Lowndes
GDOT Dist: 4
Congressional Dist: 8-Scott
RC: SGRC

LRTF Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2021-2025	Fed/State	2040 TP	Tier 1	\$1,547,975.00	\$314,063.00	\$729,989.00	\$31,525,649.93	\$34,117,676.93	\$1,238,380.00	\$32,879,296.93	\$0.00	\$34,117,676.93

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

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

Termini: From: SR-7 To: I-75 Length(mi): 3.02

Current AADT: 3240 Year: 2017 # of Lanes: 2 Truck %: 26

Future AADT: 5552 Year: 2040 # of Lanes: 4 85% Speed: NA Func. Class: Major Collector

Crash Year: 2014 2015 2016 Value Engineering Analysis: NA Base Yr LOS: C or Better

PDO Crashes: 12 12 7 Benefit/Cost Ratio: NA Build LOS: C or Better

Injury Only: 0 5 3 Financial Plan: NA No Build LOS: C or Better

Fatal/Injury: 0 0 0 Local Priority: High Bridge Sufficiency: NA

Total Crashes: 12 17 10 Priority Selection Score: 1

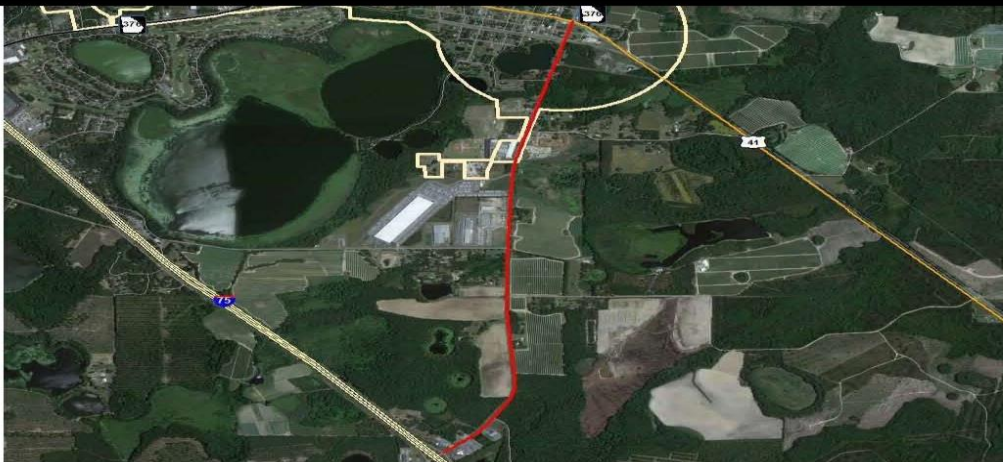
Crash Rate: 22 /Mill Ent Veh Env. Mitigation Analysis: NA

Bike and Pedestrian: NA Safety/Security Elements: NA

Intelligent Transportation: NA Companion Projects: Yes, G014

Land Use/Access Mgmt: NA

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	Authorized	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	State HB170	\$0.00	\$314,063.00	\$0.00	\$0.00	\$314,063.00
Utility	State HB170	\$0.00	\$0.00	\$0.00	\$729,989.00	\$729,989.00
Construction	State HB170	\$0.00	\$0.00	\$0.00	\$31,525,650.00	\$31,525,650.00
Project Cost		\$0.00	\$314,063.00	\$0.00	\$32,255,639.00	\$32,569,702.00
Federal Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost		\$0.00	\$314,063.00	\$0.00	\$32,255,639.00	\$32,569,702.00
Local Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet								9/25/2017 1:17 PM	
Project Name: CR 136/Old Quitman Road @ CSX #637487Y 6MI W of Valdosta				PI Number: 0015614		City: Valdosta			
Local Name/#: Old Quitman Rd		State/US #:		Local ID: L022		County: Lowndes			
Sponsor: Lowndes		GDOT Dist: 4		Congressional Dist: 8-Scott		RC: SGRC			

LRTP Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2015-2020	F/S/L	2040 TP	Tier 1	\$500,000.00	\$250,000.00	\$0.00	\$1,400,000.00	\$2,150,000.00	\$1,620,000.00	\$405,000.00	\$125,000.00	\$2,150,000.00

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

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

Termini:	From:	CSX Railroad	To:	CSX Railroad	Length(mi):	0.4
Current AADT:	370	Year: 2017	# of Lanes: 2	Truck %: 5.49		
Future AADT:	459	Year: 2040	# of Lanes: 2	85% Speed: NA	Func. Class: Local	

Crash Year:	<u>2014</u>	<u>2015</u>	<u>2016</u>	Value Engineering Analysis:	NA	Base Yr LOS:	C or Better
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA	Build LOS:	C or Better
Injury Only:	0	0	0	Financial Plan:	NA	No Build LOS:	C or Better
Fatal/Injury:	0	0	0	Local Priority:	High	Bridge Sufficiency:	23.4
Total Crashes:	0	0	0	Priority Selection Score:	52		
Crash Rate:	0	/Mill Ent Veh		Env. Mitigation Analysis:	NA		

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: NA

Safety/Security Elements: NA
Companion Projects: NA

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	Fed/State 2233	\$0.00	\$500,000.00	\$0.00	\$0.00	\$500,000.00
Right-Of-Way	Local	\$0.00	\$0.00	\$125,000.00	\$0.00	\$125,000.00
Right-Of-Way	Fed/State 2233	\$0.00	\$0.00	\$125,000.00	\$0.00	\$125,000.00
Utility	N/A	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	N/A	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost		\$0.00	\$500,000.00	\$250,000.00	\$0.00	\$750,000.00
Federal Cost		\$0.00	\$400,000.00	\$100,000.00	\$0.00	\$500,000.00
State Cost		\$0.00	\$100,000.00	\$25,000.00	\$0.00	\$125,000.00
Local Cost		\$0.00	\$0.00	\$125,000.00	\$0.00	\$125,000.00

VLMPO Project Data Sheet

9/25/2017 12:58 PM

Project Name: I-75 @ SR133 - Phase II (Exit 18) **PI Number:** 0010298 **City:** Valdosta
Local Name/##: Exit 18 **State/US #:** **Local ID:** G020 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

LRTP Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2021-2025	State/Long Range	2040 TP	Tier 1	\$2,000,000.00	\$10,457,000.00	\$251,800.00	\$18,344,082.00	\$31,052,882.00	\$23,242,305.60	\$7,810,576.40	\$0.00	\$31,052,882.00

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

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

Termini: From: Exit 18 To: Exit 18 **Length(mi):** 0.4

Current AADT: 24700 **Year:** 2017 **# of Lanes:** 4 **Truck %:** 4.47

Future AADT: 35192 **Year:** 2040 **# of Lanes:** 4 **85% Speed:** NA **Func. Class:** Interstate

Crash Year: 2014 2015 2016 **Value Engineering Analysis:** **Base Yr LOS:** C or Better

PDO Crashes: 17 24 22 **Benefit/Cost Ratio:** **Build LOS:** C or Better

Injury Only: 6 6 9 **Financial Plan:** **No Build LOS:** C or Better

Fatal/Injury: 1 0 0 **Local Priority:** **Bridge Sufficiency:**

Total Crashes: 24 30 31 **Priority Selection Score:**

Crash Rate: 6 /Mill Ent Veh **Env. Mitigation Analysis:**

Bike and Pedestrian: NA **Safety/Security Elements:** NA

Intelligent Transportation: NA **Companion Projects:** NA

Land Use/Access Mgmt: NA

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	State HB170	\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$2,000,000.00
Right-Of-Way	N/A	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	N/A	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	N/A	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost		\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$2,000,000.00
Federal Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
State Cost		\$0.00	\$0.00	\$0.00	\$2,000,000.00	\$2,000,000.00
Local Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

9/25/2017 12:55 PM

Project Name: I-75 @ SR 31 - Phase II (Exit 11) **PI Number:** 0010297 **City:** Valdosta
Local Name/##: Exit 11 **State/US #:** **Local ID:** G016 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

LRTP Band Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Utilities	Construction	Phase Total	Federal Amount	State Amount	Local Amount	Total
2015-2020	Fed/State	2040 TP	Tier 1	\$2,118,741.00	\$12,300,000.00	\$839,603.00	\$22,421,791.00	\$37,680,135.00	\$30,144,107.80	\$7,536,027.20	\$0.00	\$37,680,135.00

Project Description: The previous widening of I-75 resulted in substandard outside shoulders/clear zones remaining at this Interchange location. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the Overpass location to allow for future traffic growth.

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

Termini: From: Exit 11 To: Exit 11 **Length(mi):** 0.4
Current AADT: 39800 **Year:** 2017 **# of Lanes:** Varies **Truck %:** 26
Future AADT: 54639 **Year:** 2040 **# of Lanes:** Varies **85% Speed:** NA **Func. Class:** Interstate
Crash Year: 2014 2015 2016 **Value Engineering Analysis:** Complete **Base Yr LOS:** C or Better
PDO Crashes: 12 10 10 **Benefit/Cost Ratio:** NA **Build LOS:** C or Better
Injury Only: 4 5 2 **Financial Plan:** NA **No Build LOS:** C or Better
Fatal/Injury: 0 0 0 **Local Priority:** NA **Bridge Sufficiency:** VARIES
Total Crashes: 16 15 12 **Priority Selection Score:** 7
Crash Rate: 2 /Mill Ent Veh **Env. Mitigation Analysis:** Ongoing

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: Yes

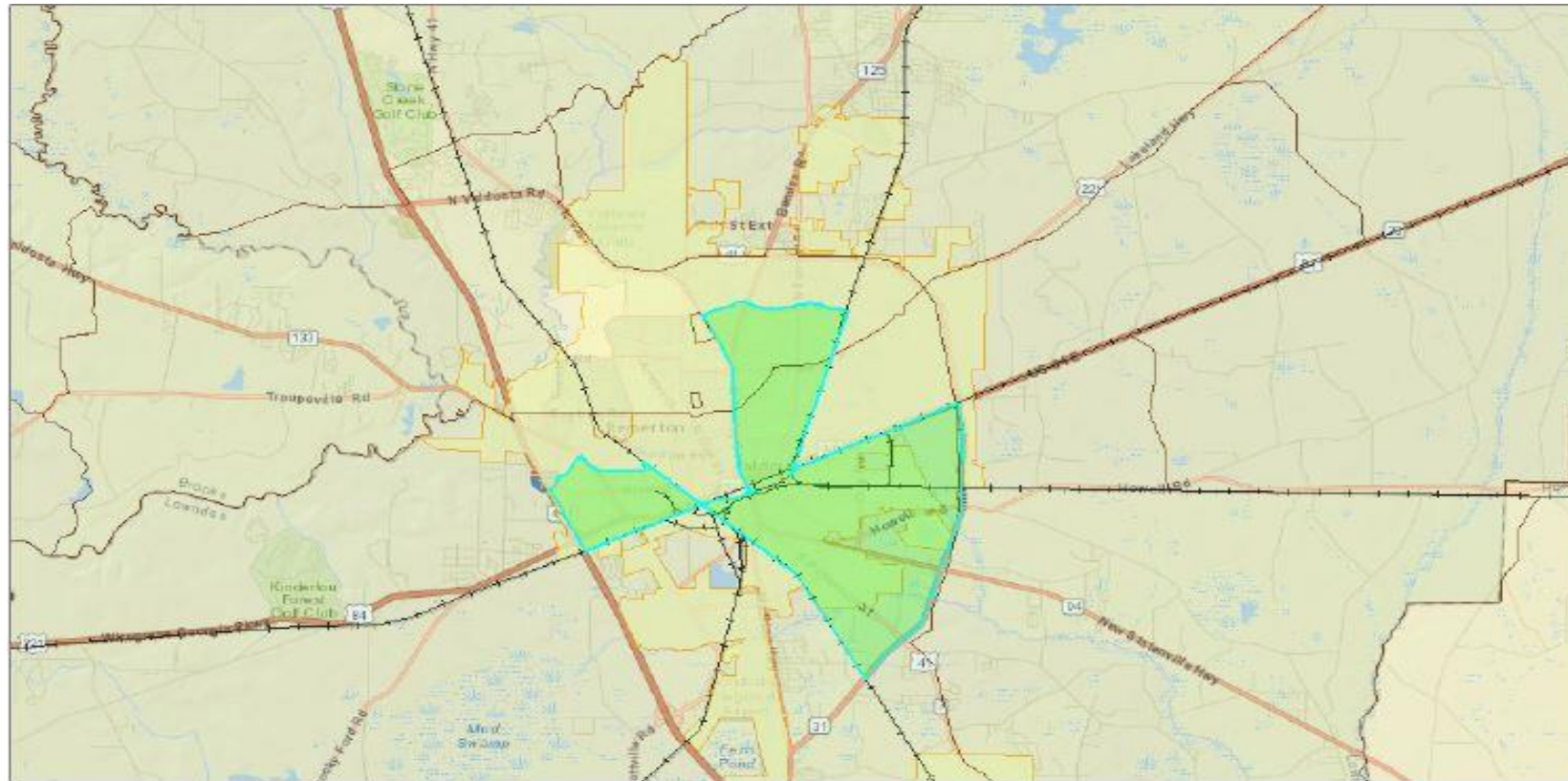
Safety/Security Elements: Yes
Companion Projects: NA

Project Phase	Source	FY 2018	FY 2019	FY 2020	FY 2021	Total
Preliminary Engineering	Authorized	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	Authorized	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	Fed/State 2001	\$0.00	\$839,603.00	\$0.00	\$0.00	\$839,603.00
Construction	Fed/State 2001	\$0.00	\$22,421,791.00	\$0.00	\$0.00	\$22,421,791.00
Project Cost		\$0.00	\$23,261,394.00	\$0.00	\$0.00	\$23,261,394.00
Federal Cost		\$0.00	\$18,609,115.00	\$0.00	\$0.00	\$18,609,115.00
State Cost		\$0.00	\$4,652,279.00	\$0.00	\$0.00	\$4,652,279.00
Local Cost		\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

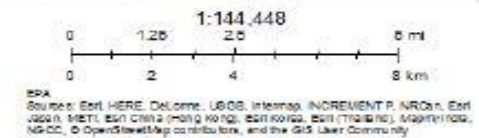
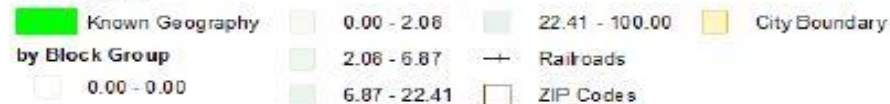


Appendices

GIS Map of Environmental Justice Areas



June 15, 2017



Public Notice of Comment Period

Public Notice of a Comment Period and Open House

In accordance with requirements set forth in 23 CFR 450 and other laws and regulations; the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) has amended its Transportation Improvement Plan for Fiscal Years 2018-2021 (TIP) for the Valdosta Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien, Brooks and Lanier Counties.

This TIP is available for public review and comment from August 1, 2017 to August 31, 2017 at the Southern Georgia Regional Commission, 327 W Savannah Ave, Valdosta, GA 31601.; all public libraries in Berrien, Brooks, Lanier and Lowndes Counties; on the VLMPO website (www.sgrc.us); all county government administration offices in Berrien, Brooks, Lanier and Lowndes Counties; and all city government administration offices in Lowndes County.

The VLMPO staff will host an Open House on August 22, 2017 from 10:00 am to 6:00 pm at the Southern Georgia Regional Commission. Accessibility aids (interpreter, large print, etc.) will be made available at the open house if a written request is made at least one week prior to the event. Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la SGRC al teléfono 229-333-5277, cuando menos 1 semana antes de la junta.

Comments are being accepted by email at 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.

Public Comments Received

Comment #1

Name: Cathy Perry, Georgia Department of Human Services

Date: 9/5/17, via email

Southern Georgia RC will receive \$503,995.75 in 5310 funding for FY18. The increase of around \$28,000 from last year is small UZA funding that must go to the MPO area in and around Valdosta.

Response #1: The above minor comments have been addressed in the final document

Comment #2

Name: Staff, Georgia Department of Transportation

Date: 9/28/17, via email/phone call

Comment:

Change Moving Ahead for Progress in the 21st Century Act (MAP-21) language to Fixing America's Surface Transportation (FAST) Act.

Response: The language has been updated to replace references from MAP-21 to the FAST Act in the final document.

Comment: **PI# 0007386** I-75 @ CR274/Lake Park Bellville Rd Phase II ROW Phase moved to FY17

Response: ROW Phase removed due to authorization

Comment: **PI# 0013987** CR274/CS 1078/Lake Park Bellville Rd from SR 7 to I-75 Construction cost increase

Response: Construction amounts updated in final document

Comment: **PI# 0014134** CR784/Jerry Jones Dr/Eager Rd from Baytree Rd to Oak St. Construction cost increase

Response: Construction amounts updated in final document

Comment: **PI# 0007910** SR7 @ Oak St & @ Patterson St & @ Ashley St – Five Points Remove

Response: Project removed from 2040 TVP and replaced with PI#0015445 as Lump Sum project

Comment #3

Name: Corey Hull, Southern Georgia Regional Commission/VLMPO Staff

Date: 9/6/17

Comment: Work to align the formatting of the project data sheets with the FHWA/DOT guidelines.

Response: The VLMPO will update the project management software and the final outputs from the software for the final document

Annual Self-Certification

Russell R. McMurry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

June 1, 2017

Corey Hull
Valdosta-Lowndes MPO
327 West Savannah Avenue
Valdosta, Georgia 31601

Dear Mr. Hull:

Subject: Certification of Metropolitan Planning Process

Enclosed is a signed copy of the joint self-certification statement required by §450.334(a) of the Metropolitan Planning Regulations. The statement certifies to the FHWA and FTA that the MPO's planning process is meeting all applicable federal requirements.

The Department has reviewed the statements and concurs in self-certifying the planning process. We will forward a copy of the Certification Statement to the FHWA and FTA.

If you have any questions, please feel free to call Mr. Matthew Fowler, Assistant Planning Administrator, at 404-631-1777.

Sincerely,

A handwritten signature in blue ink that reads "Matthew Fowler".

for Cynthia L. VanDyke
State Transportation Planning Administrator

CLV:MF

Enclosure

**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

- 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).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- 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.
- 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
- The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
- The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
- The UPWP provides funding for the professional development of MPO staff.
- The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
- Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- Planning activities and status reports are submitted quarterly by the MPO to GDOT.
 - LRTP
- The LRTP incorporates a minimum 20-year planning horizon.
- The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- The LRTP is fiscally constrained.
- The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
- All of the Fixing America's Surface Transportation (FAST-Act) 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 FAST-Act (Pub. L. 114-357) 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

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

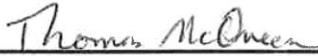
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments



Corey Hull, MPO Coordinator
Valdosta-Lowndes MPO

5/22/17

Date



Thomas McQueen, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

5-30-17

Date



Cynthia L. VanDyke, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

5-30-17

Date

Federal Highway and Transit Funding Programs

Funding Codes for FHWA Programs Includes minimum match requirements					
Fund Prefix	MAP-21 Funding Code	Fund Description	Federal Share	State Share	Local Share
NHPP	Z001	National Highway Performance Program	80%	20%	20%
NHPP	Z002	NHPP Exempt	80%	20%	20%
GDOT	HB170	State Funded		100%	
STP	L220	Enhancement	80%	20%	20%
STP	Z231	STP, Population 5,000 - 200,000	80%	20%	20%
STP	Z232	STP, Population 5,000 & under	80%	20%	20%
STP	Z233	STP, Off-System Bridge	80%	20%	20%
STP	Z234	STP, Special Rule Population 5,000 & under	80%	20%	20%
STP	Z240	Surface Transportation Program Flex	80%	20%	20%
HSIP	ZS30	Highway Safety Improvement Program	90%	10%	10%
HSIP	ZS40	HSIP, Rail-Highway Hazard Elimination	90%	10%	10%
HSIP	ZS50	HSIP, Rail-Highway Protective Devices	90%	10%	10%
TAP	Z300	Transportation Alternatives Program	80%	20%	20%
TAP	Z302	TAP, Population 5,000 to 200,000	80%	20%	20%
TAP	Z303	TAP, Population 5,000 & under	80%	20%	20%
PL	Z450	Metropolitan Planning Program	80%		20%
SPR	Z550	State Planning and Research	80%	20%	20%
TAP	Z940	Recreational Trails Program	80%	20%	
Local	LOC	Local			100%
Does not include all FAST Act programs, only those available to VLMPO.					

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

Resource Agency List

The following is a listing of agencies that were selected to receive a letter to comment on the FY18-21 TIP.

USDA Natural Resources Conservation Service	Berrien County Historical Foundation
Valdosta-Lowndes County Chamber of Commerce	Behavioral Health Service of South Georgia
Georgia Environmental Protection Division	Georgia Department of Community Affairs
Georgia State Road & Tollway Authority	GA Department of Labor Blindness or Vision Impaired Division
Berrien County Parks and Recreation Authority	Georgia Forestry Commission
Seven Rivers RC & D	Georgia Department of Transportation
Coastal Plains RESA	Berrien County Chamber of Commerce
Georgia Department of Community Affairs	Quitman-Brooks County Chamber of Commerce
GA DNR Historic Preservation Division	Lakeland-Lanier County Chamber of Commerce
Georgia Soil and Water Conservation Commission	Georgia Forestry Commission Flint District
Georgia Department of Economic Development	GA DNR State Parks and Historic Sites
FHWA GA Division	GA DNR State Parks and Historic Sites - Region 2
GA DNR Environmental Protection Division - Albany	GA DNR State Parks and Historic Sites - Region 4
Georgia Forestry Commission	GA DNR State Parks and Historic Sites - Region 3
Grand Bay Wildlife Management Area	CSX Railroad
Brooks County Museum	Norfolk Southern Railroad
Georgia Soil and Water Conservation Commission	Lowndes County Public Works Department
Georgia Department of Natural Resources	Valdosta Public Works Department
Banks Lake National Wildlife Refuge	Berrien County
US EPA Region 4	Lanier County
Georgia Ports Authority	Brooks County
GA DNR Wildlife Resources Division	Lowndes County
Georgia Forestry Commission	City of Valdosta
Georgia Department of Transportation	City of Lake Park
Georgia Forestry Commission	City of Hahira
GA DNR Environmental Protection Division	City of Remerton
Georgia Forestry Commission Satilla District	City of Dasher
Valdosta-Lowndes Parks and Recreation Authority	Valdosta Regional Airport
Valdosta Lowndes Development Authority	Valdosta Community Development Department
	Valdosta Planning and Zoning Office

Lowndes County Planning and Zoning Office
Lowndes County Code Enforcement
GA DOT Intermodal Programs
Easter Seals of South Georgia
Southeastern Freight Lines
Outsource Logistics
Roadway
Home Depot Distribution Center
Lowe's Distribution Center
Dillard's Distribution Center
SGRC Coordinated Transportation
GA DHS Coordinated Transportation
Valdosta Bike Center
Valdosta Mayor's Council for Persons with Disabilities
MIDS, Inc.
South Health District
Lowndes County Board of Health
Lanier County Board of Health
Brooks County Board of Health
Berrien County Board of Health
South Georgia Medical Center
Moody Air Force Base 23d CES/CEN
The Muscogee (Creek) Nation
Poarch Band of Creeks
Thlopthlocco Tribal Town
The Seminole Nation of Oklahoma
Kialagee Tribal Town
Coushatta Tribe of Louisiana
Muscogee Nation of Florida
GDEcD Tourism
GA Department of Agriculture
US Army Corps of Engineers, Jacksonville District