

TRANSPORTATION IMPROVEMENT PROGRAM FY2027-2030

Prepared by

**Valdosta-Lowndes Metropolitan Planning
Organization Staff**

In Cooperation with

**The Georgia Department of Transportation,
Federal Highway Administration, and
Federal Transit Administration**

Adoption Date: September 23, 2026



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This Transportation Improvement Program (TIP) was prepared in cooperation with GDOT, FHWA, and FTA and in compliance with the metropolitan transportation planning requirements outlined in 23 CFR Part 450 and the Infrastructure Investment and Jobs Act (IIJA). The VLMPO's adopted Public Participation Plan (PPP) serves as the public involvement process for the development of the TIP. This process meets FTA requirements for public participation associated with the development of the Section 5307 Program of Projects (POP), allowing the POP to be included and published through the TIP public involvement procedures.

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This publication was prepared in cooperation with the Department of Transportation, State of Georgia, Federal Transit Administration, and Federal Highway Administration. The opinions, findings, and conclusions in these publications are those of the author(s) and not necessarily those of the Department of Transportation, State of Georgia, or Federal Highway Administration.

After approval by the Valdosta-Lowndes MPO and GDOT, the TIP shall be included without modification, directly or by reference, in the STIP. The exception to that rule is in non-attainment and maintenance areas, where a conformity finding by the FHWA and the FTA must be made before it is included in the STIP. After approval by the Valdosta-Lowndes MPO and the GDOT, a copy shall be provided to the FHWA and the FTA. The state shall notify the MPO when a TIP, including projects under the jurisdiction of these agencies, has been included in the STIP.

TABLE OF CONTENTS

Resolution1

Introduction2

VLMPO Committees3

 Figure 2. Transportation Planning Process4

Purpose Of the TIP5

TIP Development Process.....5

Public Participation5

Performance-Based Planning and Programming6

FY2027-2030 TIP Financial Plan8

Lump Sum Funding9

 Lump Sum Funding Project Tables12

Highway Funding13

FY2027-2030 Anticipated Revenue and Expenditures14

Transit15

 Transit Project Tables16

STIP Funds Table17

Valdosta Project Cost Summary Table18

Valdosta Project Cost Detail Table19

VLMPO Project Sheets21

VLMPO Authorized Projects24

Administrative Modification and Amendment Process27

System Performance Report30

Annual Self-Certification.....46

Appendix.....53

RESOLUTION FY2027-2
VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY
COMMITTEE
RESOLUTION TO ADOPT THE FY2027-2030 TRANSPORTATION IMPROVEMENT
PROGRAM

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

WHEREAS, the Southern Georgia Regional Commission has been designated by the Governor of Georgia as the Metropolitan Planning Organization (MPO) for the Valdosta-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 conducts federally required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within the next 20 years; and

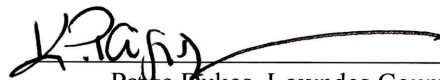
WHEREAS, the MPO is required through 23 CFR 450 to develop a four-year horizon Transportation Improvement Program (TIP), that shall reflect the investment priorities established in the current metropolitan transportation plan, that the public has had a reasonable opportunity for comment on the proposed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

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

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the FY27-30 Transportation Improvement Program as follows:

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 23, 2026.



Paige Dukes, Lowndes County, Manager
Chairwoman, Valdosta-Lowndes Metropolitan Planning Organization

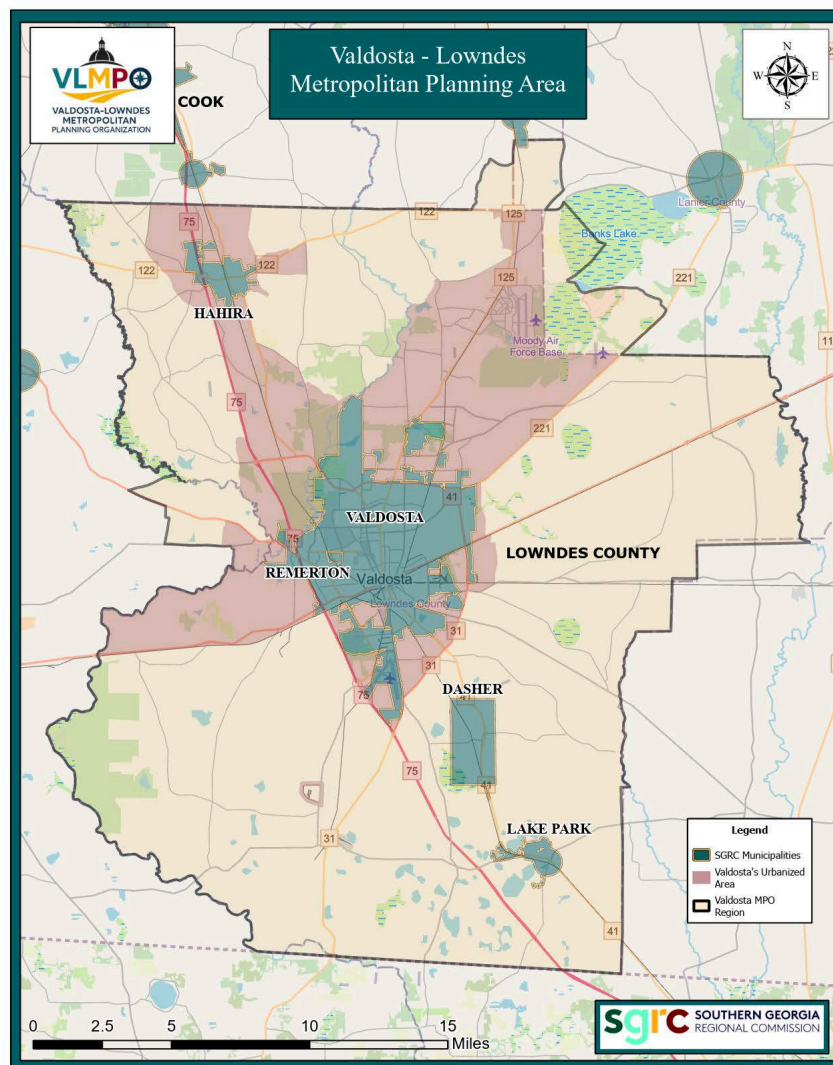
Introduction

The Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) is the federally designated Metropolitan Planning Organization (MPO) for the Valdosta Urbanized Area. As required by the Federal Aid Highway Act of 1962 and subsequent surface transportation legislation, MPOs must carry out a continuing, cooperative, and comprehensive (“3-C”) transportation planning process in partnership with federal, state, and local agencies, as well as the public and other stakeholders. This process ensures that regional transportation decisions are data-driven, collaborative, and supportive of the area’s long-term mobility, safety, and economic goals.

The MPO Policy Committee adopted the current 2050 Metropolitan Transportation Plan (MTP) on September 3, 2025. The MTP provides the long-range framework for transportation investment in the region by assessing existing conditions, identifying transportation needs, outlining anticipated revenues, and establishing priority strategies and projects through the planning horizon.

The Transportation Improvement Program (TIP) serves as the short-range implementation tool for the MTP. The TIP includes projects that are expected to be funded and advanced over a four-year period and must be consistent with the region’s adopted MTP, fiscally constrained, and developed in accordance with federal planning requirements. Projects contained in this TIP represent commitments to improving safety, mobility, system condition, transit service, freight movement, and overall transportation efficiency within the VLMPO area.

Figure 1. displays the VLMPO planning boundary in relation to the local municipalities and county boundaries within the VLMPO region.



VLMPO COMMITTEES

The Valdosta–Lowndes MPO comprises three committees that primarily meet independently, with periodic joint meetings held approximately four times annually. The membership, roles, and responsibilities of each committee are described below.

The **Citizens Advisory Committee** consists of community members with an interest in transportation issues. The CAC:

- Communicates community perspectives to the Policy Committee
- Shares information with residents about transportation plans and policies
- Ensures community priorities and concerns are reflected in the planning process

Together, these committees integrate policy direction, technical expertise, and public input to support informed, transparent, and cooperative decision-making for the region’s transportation system.

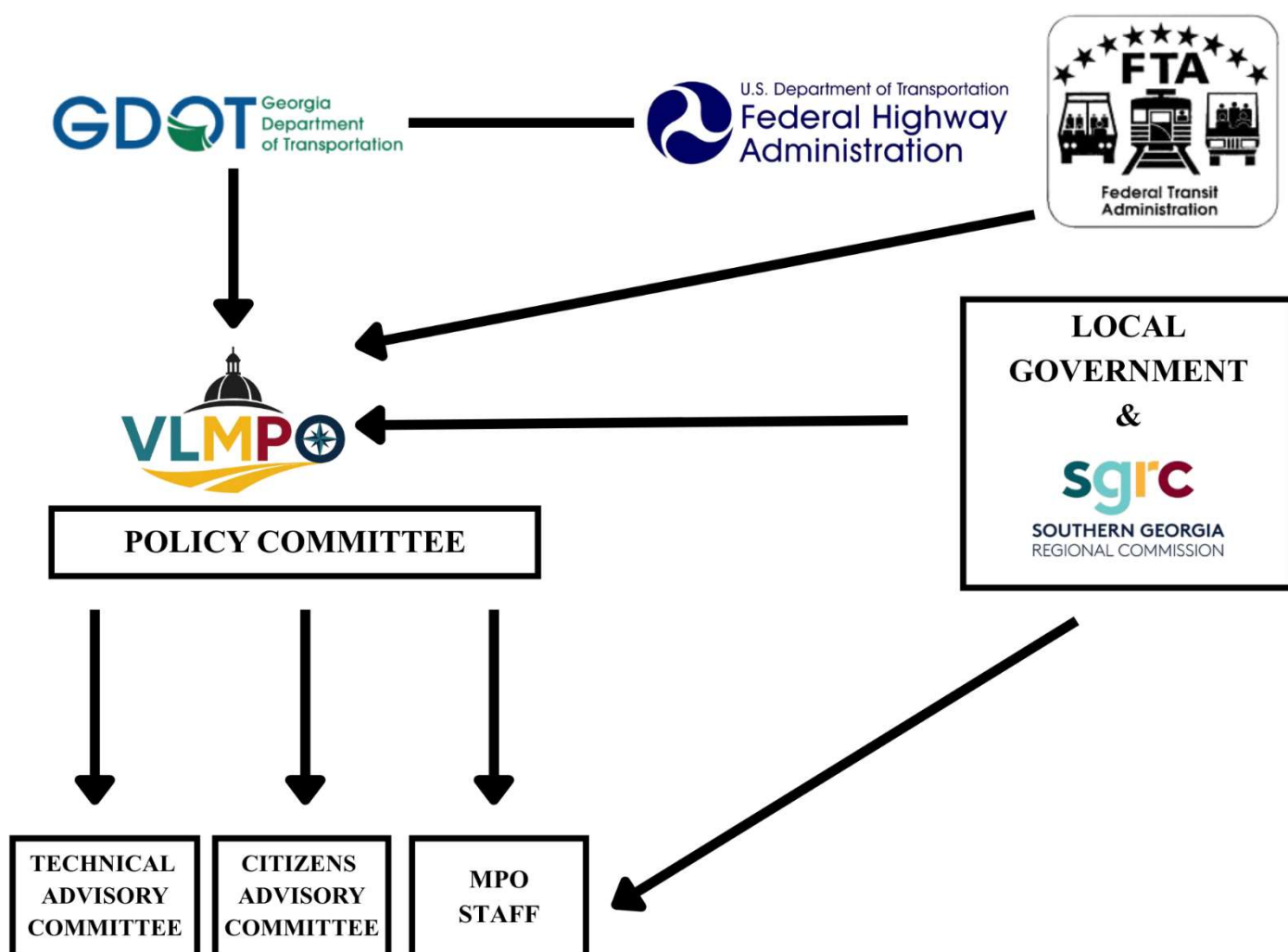
The **Technical Advisory Committee** includes staff from federal, state, and local agencies, along with representatives from organizations with transportation, engineering, or planning expertise. The TAC provides technical reviews of transportation plans and projects to ensure analytical accuracy, project readiness, financial feasibility, and consistency with regional goals.

The **Policy Committee** is the primary decision-making body of the VLMPO. It is composed of elected and appointed officials representing local governments and intermodal transportation providers. The PC adopts the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP), and other MPO policy actions.

<u>VLMPO Citizen’s Advisory Committee</u>	<u>Organization</u>	<u>Position</u>
Clayton Milligan	Lowndes County	Chairman
Carroll Griffin	City of Remerton	Member
Tanner Herrington	City of Valdosta	Member
Joseph Hancock	Lowndes County	Member
Kathleen Hodges	City of Valdosta	Member
Tim Hood	Valdosta-Lowndes Airport Authority	Member
Phil Hubbard	Lowndes County	Member
Marshall Ingram	City of Hahira	Member
Ray Sable	Valdosta State University	Member
Ronald Skrine	Lowndes County	Member
Debbie White	City of Valdosta	Member
Gary Wisenbacker	Lowndes County	Member
<u>VLMPO Technical Advisory Committee</u>	<u>Organization</u>	<u>Position</u>
Benjamin O’Dowd	City of Valdosta, Engineer	Chairman
Chad McLeod	Lowndes County Engineer (PROXY)	PROXY/Vice-Chairman
Cheyenne Thomas	GDOT, Transportation Planner	Member
Jason Willingham	GDOT District 4 Engineer	Member
Ashley Tye	Lowndes County, Emergency Services Dispatch Rep.	Non-Voting Member
Jeff Hill	Lowndes BOE, Bus System Rep.	Non-Voting Member
Travis Jones	Valdosta City BOE, Bus System Rep.	Non-Voting Member
Olivia Lewis	FHWA - GA Division	Non-Voting Member

VLMPO Policy Committee	Organization	Position
Paige Dukes	Lowndes County	Chairman
Scott Matheson	City of Valdosta	Vice-Chairman
Vivian Delgadillo-Canizares	Georgia Department of Transportation	Member
Patrick Folsom	Brooks County	Member
Robert Griner	Berrien County	Member
Bill Hatfield	City of Dasher	Member
Kimberly Hobbs	Southern Georgia Regional Commission	Member
Alex Lee	Lanier County	Member
Jena Sandlin	City of Lakepark	Member
Bill Slaughter	Lowndes County	Member
Jennifer Wheeler	City of Valdosta	Member
Clayton Milligan	Lowndes County	Non-Voting Member
Sabrina David	Lowndes County	Non-Voting Member
Yvette Taylor	Federal Highway Administration	Non-Voting Member

Figure 2. Transportation Planning Process



Purpose Of the TIP

The Transportation Improvement Program (TIP) represents the programming for funding and implementation of regionally significant transportation projects in the adopted 2050 Metropolitan Transportation Plan for the Valdosta-Lowndes County MPO and surrounding areas.

The TIP is organized by fiscal year, which begins on July 1 and ends on June 30. Federal regulations require the TIP to cover at least four fiscal years; this TIP covers fiscal years 2027 through 2030. The TIP serves as a short-range implementation document for the Metropolitan Transportation Plan and supports the continued programming and delivery of projects identified in the 2050 MTP. It includes information that documents the transportation planning process and the programming of projects included in the TIP.

TIP Development Process

The MPO coordinates development of the TIP with its planning partners, including the MPO committees, the Federal Highway Administration (FHWA), the Georgia Department of Transportation (GDOT), local governments, transit providers, and the public. Through this cooperative process, transportation projects eligible for federal funding are identified, prioritized, including highway, transit, bicycle, pedestrian, and other multi-modal improvements.

Although the TIP is a separate document; the TIP is not a standalone plan but rather a complementary short-range transportation plan to the 20-year horizon span of the MTP. The TIP must be heavily reliant on and consistent with the 2050 MTP pursuant to federal regulations. The 2050 MTP provides a foundation of identified needs, performance-based planning analysis and project prioritization criteria for the TIP.

More importantly, pursuant to federal regulations 23 CFR 450.326, the MPO prepares a TIP at least every four years to be incorporated into the Statewide Transportation Improvement Program (STIP) for federal agencies to authorize the use of federal transportation funds in the MPA.

Public Participation

The VLMPO public participation process is detailed in the adopted Public Participation Plan and outlines the methods through which stakeholder input and public comment are solicited and considered. During TIP development, draft project listings and funding are coordinated with GDOT, FHWA, and local partners.

Draft TIP documents are made available for a minimum 30-day public review period, with access provided at the Southern Georgia Regional Commission office, local libraries within the MPO area, and on the VLMPO website. The public comment period is advertised through legal notices in newspapers serving Berrien, Brooks, Lanier, and Lowndes Counties, as well as through the MPO website and mailing lists.

MPO committee meetings include opportunities for public comment, and members are encouraged to share information with their communities. All comments received are documented and considered as part of the final TIP. The VLMPO also coordinates with partner and resource agencies during the review period to support a comprehensive and collaborative planning process.

Performance-Based Planning and Programming

The Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) supports a performance-based approach to transportation planning and decision-making consistent with the Infrastructure Investment and Jobs Act (IIJA), federal transportation planning regulations, and Transportation Performance Management (TPM) requirements established by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Performance-based planning and programming helps ensure that transportation investments contribute to nationally established goals related to safety, infrastructure condition, system reliability, freight movement, congestion reduction, environmental sustainability, and transit asset management.

As part of this process, the VLMPO coordinates with the Georgia Department of Transportation (GDOT), transit providers, and other transportation partners to monitor system performance and incorporate performance targets into the metropolitan transportation planning process. The VLMPO has adopted and supports the statewide performance targets established by GDOT and applicable transit agencies, as documented through the metropolitan transportation planning process.

The VLMPO currently tracks and supports the following federal performance measures.

PM1 – Highway Safety

- Number of Fatalities
- Rate of Fatalities
- Number of Serious Injuries
- Rate of Serious Injuries
- Number of Non-Motorized Fatalities and Serious Injuries

PM2 – Pavement and Bridge Condition

- Interstate Pavement Condition
- Non-Interstate NHS Pavement Condition
- National Highway System (NHS) Bridge Condition

PM3 – System Performance

- Interstate Travel Time Reliability
- Non-Interstate NHS Travel Time Reliability
- Freight Reliability on the Interstate System
- Congestion Mitigation and Air Quality (CMAQ) Measures, where applicable

Transit Asset Management (TAM)

Performance measures related to the condition and maintenance of capital assets used in public transportation service

Public Transportation Agency Safety Plan (PTASP)

Safety performance measures established by public transportation agencies receiving federal transit funding

The VLMPO considers these performance measures when developing and updating the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Unified Planning Work Program (UPWP). Through coordination with GDOT, FHWA, FTA, and local transit providers, the VLMPO seeks to advance projects and programs that improve transportation system performance,

enhance safety, preserve existing infrastructure, and support efficient movement of people and goods throughout the metropolitan planning area.

The appendices to this TIP include applicable resolutions and supporting documentation related to the performance targets adopted by the VLMPO and its transportation partners.

FY2027-2030 TIP Financial Plan

The FY 2027–2030 Transportation Improvement Program (TIP) is financially constrained and demonstrates that sufficient federal, state, local, and transit funding is reasonably expected to be available to implement the projects identified during the program period. Revenue estimates are based on current funding sources and information developed through the continuing, cooperative, and comprehensive (3-C) transportation planning process.

All projects included in the TIP utilize Year of Expenditure (YOE) cost estimates and are consistent with the fiscally constrained project list contained in the VLMPO Metropolitan Transportation Plan (MTP). The projects programmed in this TIP support the preservation, operation, and improvement of the transportation system within the VLMPO planning area, including roadway and bridge maintenance, safety improvements, transit services, and other transportation investments.

Federal regulations require that projects receiving federal transportation funds be included in an approved TIP. Accordingly, all project costs and anticipated revenues have been evaluated to ensure that planned expenditures do not exceed reasonably available funding and that the TIP remains financially consistent with the MTP.

******In accordance with 23 CFR § 450.218(l), reasonable inflation rates are applied to federal revenues and project costs to align STIP/TIP estimates with year-of-expenditure (YOE) dollars. For federal revenues, inflation was applied to the core formula programs in the outer STIP years, using the FY 2026 obligation authority level as a baseline. A 2% annual compounded inflation rate is applied to project costs once PE is authorized, using the latest cost estimate date and the proposed fiscal year for each phase. Inflation rates for transit are estimated based on historical expenditures and FTA apportionments. New IIJA programs were not inflated since their continuation is not certain in the upcoming transportation bill.

The year of expenditure (YOE) process is developed cooperatively by providing MPOs and transit operators with projected revenues and federally programmed project costs that reflect the inflation rates used in the planning process. They review these assumptions and estimates as part of developing their programs, and GDOT remains available throughout the process to answer questions, discuss methodologies, and consider their feedback or suggestions. This collaborative approach helps ensure that the YOE assumptions are transparent, consistently applied, and supported by all participating agencies.******

Lump Sum Funding

Pursuant to [23 CFR § 450.218\(j\)](#), projects that are not considered to be of appropriate scale for individual identification in a given program year may be grouped by function, work type, and/or geographic area. In the context of Georgia's STIP, the federal term "groups" is equivalent to the GDOT term "lump sum" and can be used interchangeably. The Lump Sum projects program is intended to give the Department and MPOs flexibility to address projects of immediate concern while fulfilling the requirements of the STIP. A portion of the STIP funding is set aside for this program to be spent on certain groups of projects that do not substantially increase roadway capacity. Lump sum banks are listed for each program year for managing and accounting for this funding and can be found in the statewide or "All Counties" section of the STIP. Lump Sum Banks are shown in the STIP with the words "Lump Sum" in the project description and contain an amount of funding for each year.

GDOT creates a lump-sum bank for each project group. Individual projects are not listed at the time of STIP adoption but are programmed throughout the fiscal year and draw from the available lump-sum balance for that project group. A single lump-sum entry may fund project work at one or several locations for letting and accounting purposes. Except for rights-of-way protective buying, the total available lump-sum funding is shown as construction for easy accounting, but preliminary engineering and right-of-way may be drawn from this amount when required in that category. **The lump-sum grouping process provides flexibility to advance low-cost, non-capacity projects while maintaining fiscal constraint and consistent financial tracking in the STIP.** Listed below are these groups and information about them.

List of Project Groups

Each of GDOT's project groups, along with illustrative activities, subgroups, and notes, are shown below. Project group categories are subject to change and identified activities and work types may not be all inclusive for each project group.

Group: Transportation Alternative Program (TAP)

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

State DOTs and MPOs are not eligible entities to receive TAP funds as defined under 23 U.S.C. 133(h)(4)(B) and therefore are not eligible project sponsors. However, State DOTs and MPOs may partner with an eligible entity project sponsor to carry out a project. In accordance with 23 U.S.C. 133(h)(4), project selection for this program is achieved through a competitive process administered by Georgia DOT.

Group: Maintenance

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

- Bridge Maintenance consists of Preservation (polymer overlays of bridge decks,

joint replacements, debris removal and painting of the steel super and sub structure components) & Rehabilitation (bridge deck rehabilitation, spall repairs, strengthening, pile encasements, reconstruction of structural members, etc.).

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

Group: Preservation, including but not limited to spall repairs, strengthening, pile encasements, and lighting

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

Group: Rights of Way Protective Buying and Hardship Acquisitions

This group is for the acquisition of parcel(s) of rights-of-way (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.

Group: Safety

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

- The Railroad program consists of railroad protection device projects & hazard elimination projects which includes the installation of new or upgraded train activated warning, signing and pavement marking upgrades, elimination of redundant or unnecessary crossings, vertical and horizontal geometric improvements, sight distance improvements, lighting, channelization and surface widening projects.
- Safety Improvements include cable barriers, guardrail, intersection improvements, pavement markings, roundabouts, rumble strips, safety equipment upgrades, signals, signing and turning lanes.

Group: Operations

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

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

Group: Low Impact Bridges

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

Group: Alternative Fuel

Qualifying projects support the streamlined deployment of charging stations and supporting infrastructure in urban and rural areas following the build out of the Alternative Fuel Corridors. This group is intended to facilitate a more flexible use of available federal funds for alternative fuel infrastructure.

MPO Lump Sum Projects - Valdosta

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All Counties

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013172			PEDESTRIAN UPGRADES @ 16 LOCS IN DISTRICT 4 - VRU	PE	AUTHORIZED	ROW	PRECST	CST	PRECST		

Brooks

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M006520			BRIDGE PRESERVATION @ 8 LOCS IN DISTRICT 4								

Cook

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
M006797			I-75 FROM S OF COOK COUNTY LINE TO S OF SOUTHWELL BLVD								

Lowndes

				PE		ROW		CST		UTL	
PROJ	PROJ NO.	TIP NO.	DESCRIPTION								
0013559		G009	SR 38/US 84 FM VALDOSTA TO LANIER COUNTY - MEDIAN TURN LANES	PE	PRECST			CST	PRECST		
0016636			SR 7/SR 122 FROM UNION ROAD TO NEWSOME STREET IN HAHIRA	PE	PRECST	ROW	AUTHORIZED	CST	PRECST	UTL	PRECST
0020394			RAILROAD CROSSINGS @ 10 NS LOCS IN ECHOLS & LOWNDES COUNTY	PE	PRECST	ROW	PRECST	CST	PRECST	UTL	PRECST
0020780			NORTHSIDE DRIVE @ CPR #732402D IN VALDOSTA					CST	PRECST		
M006737			SR 133 FROM SR 38 TO BROOKS COUNTY LINE								
M006788			SR 7/US 41 SB & NB @ CSX #723553U - BRIDGE PREVENTATIVE								

Highway Funding

These programs are funded by the Infrastructure Investment and Jobs Act (IIJA).

National Highway Performance Program (NHPP)

This program provides support for the condition and performance of the National Highway System (NHS). The enhanced NHS is composed of rural and urban roads serving major population centers, intermodal transportation facilities and major travel destinations. It includes the Interstate System, all principal arterials, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

Surface Transportation Block Grant (STBG)

STBG funds may be used by the State and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities. Under IIJA, the distribution of STBG funds includes 55% for use in urban and rural areas of the state based on population. The remaining 45% can be used in any area of the state at the direction of the Department.

Highway Safety Improvement Program (HSIP)

The goal of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Funds from this program are also set aside to carry out the Railway-Highway Crossing Program, which includes safety projects for hazard elimination, railroad crossing, and railroad protective devices.

Congestion Mitigation/Air Quality (CMAQ)

These funds are for projects, which can be proven to reduce traffic congestion and/or improve air quality in non-attainment or maintenance areas. Projects such as intersection improvements, signal coordination, and ride sharing qualify for these funds. Currently, there are sixteen counties in non-attainment or maintenance areas: Barrow, Bartow, Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Newton, Paulding, and Rockdale.

Transportation Alternative Program (TAP)

This program encompasses projects that were previously eligible activities under separately funded programs. Qualifying projects include transportation enhancement activities, recreational trails, safe routes to school, and planning, designing or constructing roadways within the right-of-way of former Interstate routes or other divided highways.

National Highway Freight Program (NHFP)

This program improves the efficient movement of freight on the National Highway Freight Network (NHFN) and supports several goals. Some of these goals include investing infrastructure and operational improvements, improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas, and reducing the environmental impacts of freight movement on the NHFN.

FY2027-2030 Transportation Improvement Program							
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area							
FY 2027 – FY 2030 Anticipated Revenue and Expenditures by Fiscal Year and Source							
FUND TYPE	FUND CODE	FUND PROGRAM	2027	2028	2029	2030	TOTAL
NHPP	Y001	FHWA	\$ -	\$ -	\$ 2,173,791	\$ -	\$ 2,173,791
STBG	Y233	FHWA	\$ -	\$ -	\$ -	\$ 650,000	\$ 650,000
Carbon	Y606	FHWA	\$ 255,471	\$ 260,581	\$ 265,792	\$ 271,108	\$ 1,052,952
Local	LOC	FHWA	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
TOTAL			\$ 255,471	\$ 260,581	\$ 2,439,583	\$ 1,071,108	\$ 4,026,743

*For informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to change.
For authorization and other Federal approvals, lump sum projects should reference the STIP.

Transit

Public transportation within the Valdosta-Lowndes MPO planning area is provided through Valdosta On-Demand, a microtransit service operated by the City of Valdosta, and SGRC Transit, which provides regional demand-response transit service throughout the Southern Georgia Region. These services improve access to employment, healthcare, education, shopping, and other essential destinations while supporting mobility for residents, visitors, older adults, and individuals with disabilities. The Southern Georgia Regional Transit Development Plan (RTDP) identifies continued transit investment and coordination as important strategies for meeting current and future mobility needs throughout the region.

The RTDP recommends enhancing transit connectivity between rural and urban areas, improving access to major employment centers and activity hubs, evaluating future fixed-route transit opportunities within the City of Valdosta, and strengthening regional mobility through coordinated transit services. These recommendations support the long-term vision of providing accessible, efficient, and sustainable transportation options throughout the Southern Georgia Region.

The projects listed in the table below reflect anticipated Federal Transit Administration (FTA) funding programmed within the FY 2027–2030 Transportation Improvement Program. Funding includes Section 5307 Urbanized Area Formula Program funds for transit capital and operating assistance and Section 5303 funds for metropolitan transit planning activities. These investments support continued transit service, system planning, and future transit development within the Valdosta Urbanized Area.

5304

Provides funding to support statewide and rural transportation planning activities. These funds assist state DOTs, regional agencies, and local partners in conducting planning studies, transit planning, research, and coordination efforts that improve transportation services and mobility in non-metropolitan areas.

5307

Provides federal funding to support public transportation in urbanized areas with populations of 50,000 or more. Funds may be used for capital investments, planning activities, preventive maintenance, and, in certain circumstances, operating assistance to improve and maintain public transit services.

5311

Provides financial assistance for public transportation services in rural areas with populations under 50,000. Funding may be used for operating, capital, and planning assistance to support rural transit services and improve access to employment, healthcare, education, and other essential destinations.

The Southern Georgia Regional Transit Development Plan (RTDP) Executive Summary is available on the Southern Georgia Regional Commission website and provides additional information on regional transit conditions, needs, recommendations, and implementation strategies:

[Public Transit Services | Southern Georgia Regional Commission](#)

FY2027-2030 Transportation Improvement Program											
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area											
FTA Section 53xx Transit Projects FY2027-2030 Anticipated Expenditures by Fiscal Year and Source											
PI #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$
T008426	GDOT	FTA	5307	2027	TOPR	FY 2027-VALDOSTA-SEC.5307- CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	\$ 1,455,529.00	\$ 90,970.00	\$ 818,737.00	\$ 2,365,236.00
T008499	GDOT	FTA	5303	2027	TPLN	FY 2027-VALDOSTA MPO-SEC. 5303- PLANNING	Transit Projects	\$ 65,503.00	\$ 8,188.00	\$ 8,188.00	\$ 81,879.00
FY2027 Total								\$ 1,521,032.00	\$ 99,158.00	\$ 826,925.00	\$ 2,447,115.00
T008427	GDOT	FTA	5307	2028	TOPR	FY 2028-VALDOSTA-SEC.5307- CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	\$ 1,455,529.00	\$ 90,970.00	\$ 818,737.00	\$ 2,365,236.00
T008500	GDOT	FTA	5303	2028	TPLN	FY 2028-VALDOSTA MPO-SEC. 5303- PLANNING	Transit Projects	\$ 66,813.00	\$ 8,352.00	\$ 8,352.00	\$ 83,517.00
FY2028 Total								\$ 1,522,342.00	\$ 99,322.00	\$ 827,089.00	\$ 2,448,753.00
T009170	GDOT	FTA	5303	2029	TPLN	FY 2028-VALDOSTA MPO-SEC. 5303- PLANNING	Transit Projects	\$ 68,149.00	\$ 8,519.00	\$ 8,519.00	\$ 85,187.00
T009345	GDOT	FTA	5307	2029	TOPR	FY 2028-VALDOSTA-SEC.5307- CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	\$ 1,544,171.00	\$ 96,510.00	\$ 868,598.00	\$ 2,509,279.00
FY2029 Total								\$ 1,612,320.00	\$ 105,029.00	\$ 877,117.00	\$ 2,594,466.00
T009171	GDOT	FTA	5303	2030	TPLN	FY 2028-VALDOSTA MPO-SEC. 5303- PLANNING	Transit Projects	\$ 69,512.00	\$ 8,689.00	\$ 8,689.00	\$ 86,890.00
T009348	GDOT	FTA	5307	2030	TOPR	FY 2028-VALDOSTA-SEC.5307- CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	\$ 1,590,496.00	\$ 99,405.00	\$ 894,656.00	\$ 2,584,557.00
FY2030 Total								\$ 1,660,008.00	\$ 108,094.00	\$ 903,345.00	\$ 2,671,447.00
Transit Total								\$ 6,315,702.00	\$ 411,603.00	\$ 3,434,476.00	\$ 10,161,781.00

*Total Phase does not include State and Local match portions which are yet to be determined

Total Transit Revenue \$ 10,161,781.00
Total FTA Section 53 Transit Revenue Less Local Projects \$ 10,161,781.00
Difference \$ -

VALDOSTA
TOTAL EXPECTED HIGHWAY & TRANSIT
STIP FUNDS (MATCHED)
FY 2027 - FY 2030

FUND	CODE	2027	2028	2029	2030	TOTAL
NHPP	Y001	\$ -	\$ -	\$ 2,173,791	\$ -	\$ 2,173,791
STBG	Y233	\$ -	\$ -	\$ -	\$ 650,000	\$ 650,000
Carbon	Y606	\$ 255,471	\$ 260,581	\$ 265,792	\$ 271,108	\$ 1,052,952
Local	LOC	\$ -	\$ -	\$ -	\$ 150,000	\$ 150,000
Transit	5303	\$ 81,879	\$ 83,517	\$ 85,187	\$ 86,890	\$ 337,473
Transit	5307	\$ 2,365,236	\$ 2,365,236	\$ 2,509,279	\$ 2,584,557	\$ 9,824,308
TOTAL		\$ 2,702,586	\$ 2,709,334	\$ 5,034,049	\$ 3,742,555	\$ 14,188,524

Note: This information is subject to change

LUMP SUM BANK ESTIMATES *							
FUND	CODE	2027	2028	2029	2030	TOTAL	LUMP SUM DESCRIPTION
NHPP	Y001	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 28,000	LIGHTING
NHPP/STBG	Various	\$ 430,000	\$ 430,000	\$ 430,000	\$ 430,000	\$ 1,720,000	BRIDGE MAINTENANCE
NHPP/STBG	Various	\$ 2,795,000	\$ 2,795,000	\$ 2,795,000	\$ 2,795,000	\$ 11,180,000	ROAD MAINTENANCE
STBG	Y240	\$ 86,000	\$ 86,000	\$ 86,000	\$ 86,000	\$ 344,000	OPERATIONS
STBG	Y240	\$ 215,000	\$ 215,000	\$ 215,000	\$ 215,000	\$ 860,000	TRAF CONTROL DEVICES
STBG	Y240	\$ 11,000	\$ 11,000	\$ 11,000	\$ 11,000	\$ 44,000	RW PROTECTIVE BUY
HSIP	YS30	\$ 717,000	\$ 717,000	\$ 717,000	\$ 717,000	\$ 2,868,000	SAFETY
RRX	YS40	\$ 64,000	\$ 64,000	\$ 64,000	\$ 64,000	\$ 256,000	RAILROAD CROSSINGS
TOTAL		\$ 4,325,000	\$ 4,325,000	\$ 4,325,000	\$ 4,325,000	\$ 17,300,000	

** For informational purposes only. These dollar amounts are not suballocated to the MPO and are subject to change.*

For authorization and other Federal approvals, lump sum projects should reference the STIP.

Valdosta Project Cost Summary

FY 2027 thru FY 2030

PI #	Year	Fund Code	Federal	State	Other	Total
T008499	2027	5303	\$65,503	\$8,188	\$8,188	\$81,879
		5303 Totals:	\$65,503	\$8,188	\$8,188	\$81,879
T008426	2027	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
		5307 Totals:	\$1,455,529	\$90,970	\$818,737	\$2,365,236
FY 2027 Totals:			\$1,521,032	\$99,158	\$826,925	\$2,447,115
T008500	2028	5303	\$66,813	\$8,352	\$8,352	\$83,517
		5303 Totals:	\$66,813	\$8,352	\$8,352	\$83,517
T008427	2028	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
		5307 Totals:	\$1,455,529	\$90,970	\$818,737	\$2,365,236
FY 2028 Totals:			\$1,522,342	\$99,322	\$827,089	\$2,448,753
0010296	2029	Y001	\$1,739,033	\$434,758	\$0	\$2,173,791
		Y001 Totals:	\$1,739,033	\$434,758	\$0	\$2,173,791
T009170	2029	5303	\$68,149	\$8,519	\$8,519	\$85,187
		5303 Totals:	\$68,149	\$8,519	\$8,519	\$85,187
T009345	2029	5307	\$1,544,171	\$96,510	\$868,598	\$2,509,279
		5307 Totals:	\$1,544,171	\$96,510	\$868,598	\$2,509,279
FY 2029 Totals:			\$3,351,353	\$539,787	\$877,117	\$4,768,257
0019937	2030	Y233	\$250,000	\$0	\$0	\$250,000
0020144	2030	Y233	\$320,000	\$80,000	\$0	\$400,000
		Y233 Totals:	\$570,000	\$80,000	\$0	\$650,000
0019937	2030	LOC	\$0	\$0	\$50,000	\$50,000
0020144	2030	LOC	\$0	\$0	\$100,000	\$100,000
		LOC Totals:	\$0	\$0	\$150,000	\$150,000
T009171	2030	5303	\$69,512	\$8,689	\$8,689	\$86,890
		5303 Totals:	\$69,512	\$8,689	\$8,689	\$86,890
T009348	2030	5307	\$1,590,496	\$99,405	\$894,656	\$2,584,557
		5307 Totals:	\$1,590,496	\$99,405	\$894,656	\$2,584,557
FY 2030 Totals:			\$2,230,008	\$188,094	\$1,053,345	\$3,471,447
Valdosta Totals:			\$8,624,735	\$926,361	\$3,584,476	\$13,135,572

Valdosta Project Cost Detail

FY 2027 thru FY 2030

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
T008426		FY 2027-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2027	TOPR	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
T008499		FY 2027-VALDOSTA MPO-SEC. 5303-PLANNING	Transit Projects	2027	TPLN	5303	\$65,503	\$8,188	\$8,188	\$81,879
FY 2027 Totals:							\$1,521,032	\$99,158	\$826,925	\$2,447,115
T008427		FY 2028-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2028	TOPR	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
T008500		FY 2028-VALDOSTA MPO-SEC. 5303-PLANNING	Transit Projects	2028	TPLN	5303	\$66,813	\$8,352	\$8,352	\$83,517
FY 2028 Totals:							\$1,522,342	\$99,322	\$827,089	\$2,448,753
0010296	G503	I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II	Bridges	2029	PE	Y001	\$1,739,033	\$434,758	\$0	\$2,173,791
T009170		FY 2029-VALDOSTA MPO-SEC. 5303-PLANNING	Transit Projects	2029	TPLN	5303	\$68,149	\$8,519	\$8,519	\$85,187
T009345		FY 2029-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2029	TOPR	5307	\$1,544,171	\$96,510	\$868,598	\$2,509,279
FY 2029 Totals:							\$3,351,353	\$539,787	\$877,117	\$4,768,257
0019937		JUMPING GULLY RD @ JUMPING GULLY CREEK 6 MI SW OF LAKE PARK	Bridges	2030	ROW	LOC	\$0	\$0	\$50,000	\$50,000
0019937		JUMPING GULLY RD @ JUMPING GULLY CREEK 6 MI SW OF LAKE PARK	Bridges	2030	ROW	Y233	\$250,000	\$0	\$0	\$250,000

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0020144		LAMAR STREET @ SUGAR CREEK IN VALDOSTA	Bridges	2030	ROW	LOC	\$0	\$0	\$100,000	\$100,000
0020144		LAMAR STREET @ SUGAR CREEK IN VALDOSTA	Bridges	2030	ROW	Y233	\$320,000	\$80,000	\$0	\$400,000
T009171		FY 2030-VALDOSTA MPO-SEC. 5303-PLANNING	Transit Projects	2030	TPLN	5303	\$69,512	\$8,689	\$8,689	\$86,890
T009348		FY 2030-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2030	TOPR	5307	\$1,590,496	\$99,405	\$894,656	\$2,584,557
FY 2030 Totals:							\$2,230,008	\$188,094	\$1,053,345	\$3,471,447
Valdosta Totals:							\$8,624,735	\$926,361	\$3,584,476	\$13,135,572

PROJECT NAME: I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II				PI #: 0010296		FUND: Y001	
							
PROJECT DESCRIPTION: Project created to improve the sub-standard horizontal clearance on I-75 created when we widened I-75. This was a condition of the FHWA design exception to fix the clearances with future projects.				VLMP# #: G503			
				GDOT DISTRICT: 04			
				CONG. DISTRICT: 008			
IMPROVEMENT TYPE: Bridges		SR/US ROAD #:		COUNTY: Lowndes			
FROM:		TO:		RC: Southern Georgia			
EXISTING No. LANES: 6	Planned No. Lanes: 6	Length (miles): .40	2020 Volume:			2040 Volume:	
PROJECT PHASE	FY 2027	FY 2028	FY 2029	FY 2030	TIP TOTAL	PROJECT TOTAL	
Preliminary Engineering			\$ 2,173,791.00			\$ 2,173,791.00	
Right-of-Way						\$ -	
Utility Relocate						\$ -	
Construction						\$ -	
PROJECT COST	\$ -	\$ -	\$ 2,173,791.00	\$ -	\$ -	\$ 2,173,791.00	
Federal Cost (80%)	\$ -	\$ -	\$ 1,739,033	\$ -	\$ -	\$ 1,739,033	
State Cost (20%)	\$ -	\$ -	\$ 434,758	\$ -	\$ -	\$ 434,758	
Local Cost							
Comments/Remarks:							

PROJECT NAME: JUMPING GULLY RD @ JUMPING GULLY CREEK 6 MI SW OF LAKEPARK				PI #: 0019937		FUND: LOC/Y233	
							
PROJECT DESCRIPTION: Bridge replacement at JUMPING GULLY ROAD @ JUMPING GULLY CREEK 6 MI SW OF LAKE PARK					VLMPO #: GH-119		
					GDOT DISTRICT: 04		
					CONG. DISTRICT: 008		
IMPROVEMENT TYPE: Bridges		SR/US ROAD #:		COUNTY: Lowndes			
FROM:		TO:		RC: Southern Georgia			
EXISTING No. LANES: 2	Planned No. Lanes: 2	Length (miles): .23	2020 Volume:			2040 Volume:	
PROJECT PHASE	FY 2027	FY 2028	FY 2029	FY 2030	TIP TOTAL	PROJECT TOTAL	
Preliminary Engineering						\$ -	
Right-of-Way				\$ 300,000.00		\$ 300,000.00	
Utility Relocate						\$ -	
Scoping							
Construction						\$ -	
PROJECT COST	\$ -	\$ -	\$ -	\$ 300,000.00	\$ -	\$ 300,000.00	
Federal Cost (80%)	\$ -	\$ -	\$ -	\$ 250,000	\$ -	\$ 250,000	
State Cost (20%)	\$ -	\$ -	\$ -		\$ -	\$ -	
Local Cost				\$ 50,000.00		\$ 50,000	
Comments/Remarks:							

PROJECT NAME: LAMAR STREET @ SUGAR CREEK IN VALDOSTA				PI #: 0020144		FUND: LOC/Y233	
							
PROJECT DESCRIPTION: This bridge (185-5033-0; Lamar Street over Sugar Creek in Lowndes County) was built in 1970. The existing bridge consists of a single timber beam span with a timber deck and timber piles with timber cap abutment walls. Timber components of the bridge have advancing deterioration (timber decay) to the point that the county recently closed the bridge in January 2026.					VLMPPO #: GDOT DISTRICT: 04 CONG. DISTRICT: 008		
IMPROVEMENT TYPE: Bridges		SR/US ROAD #:		COUNTY: Lowndes			
FROM:		TO:		RC: Southern Georgia			
EXISTING No. LANES: 2	Planned No. Lanes: 2	Length (miles): .20	2020 Volume:			2040 Volume:	
PROJECT PHASE	FY 2027	FY 2028	FY 2029	FY 2030	TIP TOTAL	PROJECT TOTAL	
Preliminary Engineering						\$ -	
Right-of-Way				\$ 500,000.00		\$ 500,000.00	
Utility						\$ -	
Scoping							
Construction						\$ -	
PROJECT COST	\$ -	\$ -	\$ -	\$ 500,000.00	\$ -	\$ 500,000.00	
Federal Cost (80%)	\$ -	\$ -	\$ -	\$ 320,000.00	\$ -	\$ 320,000	
State Cost (20%)	\$ -	\$ -	\$ -	\$ 80,000.00	\$ -	\$ 80,000	
Local Cost				\$ 100,000.00		\$ 100,000	
Comments/Remarks:							

VLMPO Authorized Projects

MPO Authorized Projects - Valdosta

Processed on: Apr-20-2026 02:35 PM

Primary County: **All Counties**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0019031	I-75 @ 6 LOCS; SR 3 @ 1 LOC & SR 38 @ 1 LOC IN DISTRICT 4	AUTHORIZED	CST	2024	28	\$17,612,044	\$4,931,372
Grand Total						\$17,612,044	\$4,931,372

Primary County: **Crisp**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
M006519	I-75 @ 4 LOCS IN COOK; CRISP & LOWNDES - BRIDGE PRESERVATION	AUTHORIZED	MCST	2026	25	\$763,669	\$190,917
Grand Total						\$763,669	\$190,917

Primary County: **Lanier**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0018051	OFF-SYSTEM SAFETY IMPROVEMENTS @ 17 LOCS IN LANIER CO - HRRR	AUTHORIZED	CST	2024	2	\$210,721	\$4,214
Grand Total						\$210,721	\$4,214

Primary County: **Lowndes**

PROJECT ID	DESCRIPTION	Phase Status	Phase Code	Program Year	% in MPO	Total Amount	MPO Total
0010295	I-75 @ SR 376 - PHASE II	AUTHORIZED	SCP	2024	100	\$1,500,000	\$1,500,000
0010296	I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II	AUTHORIZED	SCP	2024	100	\$1,500,000	\$1,500,000
0015445	SR 7 BU FROM CS 188/NORTH OAK STREET TO SR 7 ALT	AUTHORIZED	CST	2025	100	\$9,980,541	\$9,980,541
0015614	CR 136/OLD QUITMAN ROAD @ CSX #637487Y 6 MI W OF VALDOSTA	AUTHORIZED	CST	2026	100	\$6,170,904	\$6,170,904
0016273	ORR RD EXTENSION FROM SKIPPER BRIDGE RD TO MULLIGAN RD-TIA	AUTHORIZED	CST	2024	100	\$855,000	\$855,000
			PE	2024	100	\$120,000	\$120,000
			ROW	2024	100	\$200,000	\$200,000
0016281	CR 221/HALL RD FROM CR 38/UNION RD TO CR 57/VAL DEL RD - TIA	AUTHORIZED	CST	2024	100	\$3,700,000	\$3,700,000
0016283	CS 1539/ST AUGUSTINE RD @ CSX #637479G S OF SR 38/US 84-TIA	AUTHORIZED	ROW	2026	100	\$1,662,536	\$1,662,536
0016636	SR 7/SR 122 FROM UNION ROAD TO NEWSOME STREET IN HAHIRA	AUTHORIZED	PE	2024	100	\$156,968	\$156,968
			ROW	2024	100	\$1,000,000	\$1,000,000
0019231	CR 783/LOCH LAUREL RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	AUTHORIZED	CST	2024	100	\$119,441	\$119,441
0019823	SIGNING & MARKING @ 5 VR LOCS IN DISTRICT 4	AUTHORIZED	CST	2024	100	\$16,052	\$16,052
0019937	JUMPING GULLY RD @ JUMPING GULLY CREEK 6 MI SW OF LAKE PARK	AUTHORIZED	PE	2024	100	\$1,000,000	\$1,000,000
0020144	LAMAR STREET @ SUGAR CREEK IN VALDOSTA	AUTHORIZED	PE	2025	100	\$1,400,000	\$1,400,000
0020358	WEIGH STATION @ I-75 SB IN LOWNDES COUNTY	AUTHORIZED	PE	2025	100	\$700,000	\$700,000

0020527	HICKORY GROVE ROAD FROM SR 7 TO ECHOLS COUNTY LINE - TIA	AUTHORIZED	CST	2026	100	\$3,000,000	\$3,000,000
0020528	SKIPPER BRIDGE ROAD FROM VALDOSTA TO COOK COUNTY LINE - TIA	AUTHORIZED	CST	2026	100	\$3,250,000	\$3,250,000
0020529	VAL DEL ROAD FROM SR 7 TO MCMILLAN ROAD - TIA	AUTHORIZED	PE	2026	100	\$2,000,000	\$2,000,000
			ROW	2026	100	\$3,000,000	\$3,000,000
0020959	SR 133 @ SUGAR CREEK - EMERGENCY PROJECT	AUTHORIZED	CST	2025	100	\$22,000	\$22,000
0020961	SR 7BU/US 41 @ ONE MILE BRANCH - EMERGENCY PROJECT	AUTHORIZED	CST	2025	100	\$25,000	\$25,000
0020962	I-75 S OF CSX #637481H - EMERGENCY PROJECT	AUTHORIZED	CST	2025	100	\$20,000	\$20,000
M006412	SR 7 ALT FROM MAGNOLIA STREET TO SMITHBRIAR DRIVE	AUTHORIZED	MCST	2026	100	\$2,288,791	\$2,288,791
M006737	SR 133 FROM SR 38 TO BROOKS COUNTY LINE	AUTHORIZED	MCST	2026	100	\$2,729,319	\$2,729,319
S015979	Widen I-75 NB Exit Ramp for Right Turn Lane onto SR 376	AUTHORIZED	TSA	2024	100	\$164,629	\$164,629
S015980	Add Lane on I-75 SB Exit Ramp onto SR 376	AUTHORIZED	TSA	2024	100	\$190,103	\$190,103
S016126	Nov 6. Emergency Repairs to Country Club Rd & others roads	AUTHORIZED	PR	2025	100	\$950,000	\$950,000
Grand Total						\$47,721,284	\$47,721,284

Georgia Statewide and Metropolitan Administrative Modification and Amendment Process

The federal statewide and metropolitan planning regulations contained in 23 CFR 450 govern the provisions for revisions of the STIP and individual MPO TIPs. The intent of this federal regulation is to acknowledge the relative significance, importance, and/or complexity of individual programming actions. If necessary, 23 CFR 450.328 permits the use of alternative procedures by the cooperating parties to effectively manage actions encountered during a given S/TIP cycle. Cooperating parties include GDOT, MPOs, FHWA, FTA, and transit agencies and the procedures must be agreed upon and documented in the STIP/TIP.

The following procedures have been developed for processing administrative modifications and amendments to the STIP and MPO TIPs and Metropolitan Transportation Plans (MTPs). The processes described below detail procedures that are to be used to update an existing approved STIP, TIPs, and associated plans, when applicable, and adhere to the guidelines stated above and below for administrative modifications and amendments.

Administrative Modifications for Federal Authorizations

Administrative modification means a minor revision to a long-range statewide or metropolitan transportation plan, Statewide Improvement Program (STIP), or Transportation Improvement Program (TIP) that includes minor changes to project/project phase costs, minor changes to funding sources of previously included projects, and minor changes to project/project phase initiation dates. An Administrative Modification is a revision that does not require public review and comment, re-demonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

The following actions satisfy the Georgia Division and FTA Region 4 requirements for an Administrative Modification to the STIP/TIP/MTP:

- A. **Air Quality** - A STIP/TIP/MTP administrative modification can be processed on a project when it does not impact an air quality conformity determination.
- B. **Cost Increase Threshold** - A STIP/TIP/MTP administrative modification can be processed on a project phase with a cost increase of up to \$4 million or 40% in federal share with a cap at \$40 million of the amounts to be authorized. When:
 - 1. the Federal Share of the project phase amount in the STIP/TIP/MTP is \$10 million or less, the cost may be increased by an amount up to \$4 million and fiscal constraint is not impacted, as shown in Note (d) or
 - 2. the Federal Share of the project phase amount in the STIP/TIP/MTP is greater than \$10 million the cost may be increased by a maximum of 40% up to a cost increase of \$40 million and fiscal constraint is not impacted, as shown in Note (d).

- C. **Non-Federal Funded Phases** - Adding a project phase that utilizes 100 percent non-federal funding that does not impact fiscal constraint, federal share match, and air quality.
- D. **Shifting Project Phase** - A STIP/TIP/MTP administrative modification can be processed when shifting projects/project phase within the existing 4-year STIP/TIP.
- E. **Public Review and Comment** - A STIP/TIP/MTP administrative modification can be processed on a project phase if it does not require public review and comment.
- F. **August Redistribution** - A STIP/TIP/MTP administrative modification can be processed if an existing project is utilizing August Redistribution funding and is exempt from air quality conformity determination. *If a project is non-exempt, it must follow all federal requirements for a S/TIP Amendment.*

Amendments for Federal Authorizations

Amendment means a revision to a long-range statewide or metropolitan transportation plan, STIP, or TIP that involves a major change to a project included in a metropolitan transportation plan, STIP, or TIP, including the addition or deletion of a project or a 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 or changing the number of stations in the case of fixed guideway transit projects). 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 and a re-demonstration of fiscal constraint. If an amendment involves “non-exempt” projects in nonattainment and maintenance areas, a conformity determination is required.

The following actions require an Amendment to the STIP/TIP/MTP when:

- A. The addition of a new project or the addition of a phase with federal funds to an existing project. This includes any new projects that are funded with Congressionally Directed Spending, Federal Land Access Program (FLAP) funds, or Title 23 or Title 49 discretionary funding.
- B. Project changes that impact air quality conformity determination.
- C. Shifting a project or a project phase that falls outside the existing 4-year STIP/TIP range (i.e., existing STIP/TIP year is 2024 – 2027 but bringing in a project phase from a previous Fiscal Year (FY) or beyond the last year of the STIP period)
- D. A major change in total project termini length greater than 1 mile, if applicable. Changes in project termini lengths for project concepts or scopes such as bridge replacements, intersection improvements, passing lanes, resurfacing, etc. are not considered a major change.

The following actions also require a redemonstration of fiscal constraint:

- A. Financial changes that exceed the above administrative modifications threshold.
- B. Annual rebalancing of the existing STIP to demonstrate fiscal constraint for the upcoming FY.
- C. Shifting project funding sources such as changing a non-federally funded project to a federally funded project.

Amendments require public review and responses to all comments, either individually or in summary form. For amendments in MPO areas, the public review process should be carried out by the procedures outlined in the Participation Plan. Georgia DOT will ensure that the amendment process and the public involvement procedures have been followed.

Except for Congressionally Directed Spending, FLAP, and Discretionary Grants, ALL other amendments to the STIP must be approved jointly by FHWA and FTA.

Notes:

- a. The date a TIP becomes effective is when the Governor or his designee approves it. For non-attainment and maintenance areas, the effective date of the TIP is based on the date of the U.S. Department of Transportation's positive finding of conformity.
- b. The date the STIP or the STIP amendment becomes effective is when FHWA and FTA jointly approve it.
- c. The STIP is developed on the state fiscal year, which is July 1 - June 30.
- d. Funds for amendments and administrative modifications will come from the funds set aside in the STIP Financial Plan.
- e. Before the start of each State Fiscal Year, GDOT shall submit an Annual STIP Amendment that updates the STIP Financial Plan to show funding set aside for amendments and administrative modifications for the upcoming fiscal year. In the event the STIP amendment update is delayed, GDOT will submit the amendment no later than October 1st.
- f. GDOT will submit to FHWA/FTA a detailed monthly Modification report, showing financial transactions and balances.
- g. GDOT will submit to FHWA/FTA accompanying Administrative Modification Authorizations Tables for review before requesting FMIS authorizations in advance of the monthly Modification report.
- h. Projects that are funded with Congressionally directed spending, FLAP funds, or Title 23 or Title 49 discretionary funding can be incorporated into the STIP/TIP/MTP via an informational appendix after the amendment process is complete.
- i. A public comment period is required for all projects funded under a Title 23 and Title 49 discretionary grant program. Public review for discretionary grant projects can be advertised as informational only and comments received will be forwarded to the project sponsor.

System Performance Report

Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated May 2026)

Background

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

To help transportation agencies take the necessary steps toward achieving the national goals, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) promulgated a series of rulemakings between 2016 and 2019 that established performance measures (PM) for the federal-aid highway and public transportation programs. Part of that series of rulemakings was the Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning Final Rule (The Planning Rule)¹ issued on May 27, 2016, that implemented the transportation planning and TPM provisions of MAP-21 and the FAST Act.

On November 15, 2021, President Joe Biden signed into law the Infrastructure Investment and Jobs Act (IIJA), also known as the [Bipartisan Infrastructure Law \(BIL\)](#). The BIL (or IIJA) delivers generational investments in our roads and bridges, promotes safety for all road users, helps combat the climate crisis, and advances equitable access to transportation. The TPM approach from MAP-21 and the FAST Act is carried forward to this current law.

In accordance with National Performance Management Measures², the Planning Rule, as well as the Georgia Performance Management Agreement between the Georgia DOT (GDOT) and the Georgia Association of Metropolitan Planning Organizations (GAMPO), GDOT and each Georgia MPO must publish a System Performance Report (SPR) for applicable performance targets in their respective statewide and metropolitan transportation plans and programs.

- A System Performance Report (SPR) and subsequent updates are a federal requirement as part of any Metropolitan Transportation Plan (MTP) to evaluate the condition and performance of the transportation system with respect to the established performance targets;
- While the implemented Transportation Improvement Program (TIP) shows progress towards meeting the established performance targets.

¹ [23 CFR Part 450, Subpart B and Subpart C](#)

² [23 CFR 490.107](#)

The SPR presents the condition and performance of the transportation system with respect to required performance measures, documents performance targets, and progress achieved in meeting the targets in comparison with previous reports. This is required for the following:

- In any statewide or metropolitan transportation plan or program amended or adopted after May 27, 2018, for Highway Safety/PM1 measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after October 1, 2018, for transit asset measures;
- In any statewide or metropolitan transportation plan or program amended or adopted after May 20, 2019, for Pavement and Bridge Condition/PM2 and System Performance, Freight, and Congestion Mitigation and Air Quality/PM3 measures; and
- In any statewide or metropolitan transportation plan or program amended or adopted after July 20, 2021, for transit safety measures.

The Valdosta-Lowndes MPO 2050 Metropolitan Transportation Plan (MTP) was adopted on September 3, 2025. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Valdosta-Lowndes MPO 2050 MTP is included, herein, for the required Highway Safety/PM1, Bridge and Pavement Condition/PM2, and System Performance, Freight, and (if applicable) Congestion Mitigation and Air Quality/PM3 measures.

Highway Safety/PM1

Effective April 14, 2016, the FHWA established highway safety performance measures³ to carry out the Highway Safety Improvement Program (HSIP). These performance measures are:

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

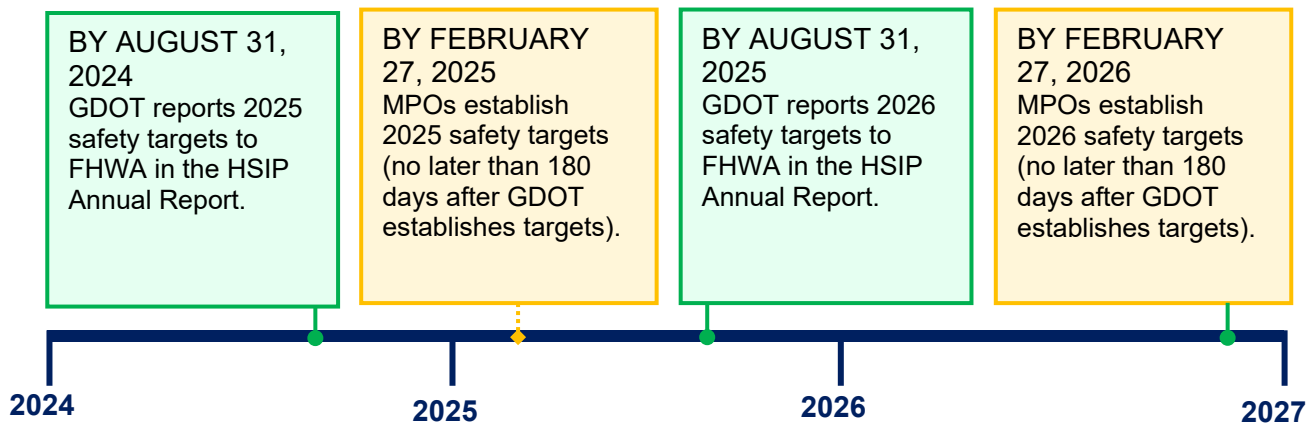
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2025 annual report was submitted to FHWA by August 31, 2025 and established the statewide safety targets for year 2025 based on an anticipated five-year rolling average (2021-2025). The HSIP 2026 annual report will be submitted to FHWA by August 31, 2026 and establishes the statewide safety targets for year 2026 based on an anticipated five-year rolling average (2022-2026). Georgia statewide safety performance targets for 2026 are included in Table 1, along with statewide safety performance for the two most recent reporting periods⁴. MPOs have 180 days after the states (GDOT) submit their targets to FHWA to either adopt the state targets or set their own PM1 targets; The 2026 MPO PM1 targets must be set by February 27, 2026.⁵ The Valdosta-Lowndes MPO adopted/approved the Georgia statewide safety performance targets on December 3, 2025.

³ [23 CFR Part 490, Subpart B](#)

⁴ https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/

⁵ <https://safety.fhwa.dot.gov/hsip/spm/timeline.cfm>

Safety Performance Targets Timeline (2024-2026)



The latest safety conditions will be updated annually over a rolling 5-year window and reflected within each subsequent System Performance Report, to track performance over time in relation to baseline conditions and established targets.

Table 1 shows the Georgia statewide safety performance and targets and five-year rolling averages over the last three years.

Table 1. Statewide Highway Safety/PM1, System Conditions and Performance Targets (Due August each year to FHWA)

Performance Measures	2024 Georgia Statewide Performance Target (Five-Year Rolling Average 2020-2024)	2025 Georgia Statewide Performance Target (Five-Year Rolling Average 2021-2025)	2026 Georgia Statewide Performance Target (Five-Year Rolling Average 2022-2026)
Number of Fatalities	1,680	1,600	1,574
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.360	1.250	1.245
Number of Serious Injuries	8,966	7,109	8,103
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	7.679	5.711	6.408
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	802	797.0	1,312

Source: GDOT's HSIP reports.

The Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to

the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), and the Georgia 2050 Statewide Transportation Improvement Plan (SWTP)/2021 Statewide Strategic Transportation Plan (SSTP).

- The Georgia SHSP is intended to reduce the number of fatalities and serious injuries resulting from motor vehicle crashes on public roads in Georgia. Existing highway safety plans are aligned and coordinated with the SHSP, including (but not limited to) the Georgia HSIP, MPO and local agencies' safety plans. The SHSP guides GDOT, the Georgia MPOs, and other safety partners in addressing safety and defines a framework for implementation activities to be carried out across Georgia.
- The GDOT HSIP annual report provides for a continuous and systematic process that identifies and reviews traffic safety issues around the state to identify locations with potential for improvement. The ultimate goal of the HSIP process is to reduce the number of crashes, injuries and fatalities by eliminating certain predominant types of crashes through the implementation of engineering solutions.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above-mentioned categories.⁶
- The Valdosta-Lowndes MPO 2050 MTP increases the safety of the transportation system for motorized and non-motorized users as required by the Planning Rule. The MTP identifies safety needs within the metropolitan planning area and provides funding for targeted safety improvements. The plan establishes a performance-based approach to transportation planning by aligning long-range goals with investment priorities to improve safety outcomes and support system reliability.

The FY 2027–2030 TIP is developed to carry out these priorities by advancing projects that are consistent with the 2050 MTP and coordinated with statewide efforts, including the Georgia Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), and the Georgia Statewide Transportation Plan (SWTP). Programmed projects, such as roadway resurfacing, bridge improvements, and targeted safety enhancements, contribute to maintaining infrastructure conditions and achieving adopted performance targets.

Appendix A shows project types and Appendix B shows the current Tier I projects' contribution to established targets.

⁶ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

Pavement and Bridge Condition/PM2

Effective May 20, 2017, FHWA established performance measures to assess pavement condition⁷ and bridge condition⁸ for the National Highway Performance Program. This second FHWA performance measure rule (PM2) established six performance measures:

1. Percent of Interstate pavements in good condition;
2. Percent of Interstate pavements in poor condition;
3. Percent of non-Interstate National Highway System (NHS) pavements in good condition;
4. Percent of non-Interstate NHS pavements in poor condition;
5. Percent of NHS bridges by deck area classified as in good condition; and
6. Percent of NHS bridges by deck area classified as in poor condition.

Pavement Condition Measures

The pavement condition measures represent the percentage of lane-miles on the Interstate or non-Interstate NHS that are in good condition or poor condition. FHWA established five metrics to assess pavement condition: International Roughness Index (IRI); cracking percent; rutting; faulting; and Present Serviceability Rating (PSR). For each metric, a threshold is used to establish good, fair, or poor condition.

Pavement condition is assessed using these metrics and thresholds. A pavement section in good condition if three metric ratings are good, and in poor condition if two or more metric ratings are poor. Pavement sections that are not good or poor are considered fair.

The pavement condition measures are expressed as a percentage of all applicable roads in good or poor condition. Pavement in good condition suggests that no major investment is needed. Pavement in poor condition suggests major reconstruction investment is needed due to either ride quality or a structural deficiency.

Bridge Condition Measures

The bridge condition measures represent the percentage of bridges, by deck area, on the NHS that are in good condition or poor condition. The condition of each bridge is evaluated by assessing four bridge components: deck, superstructure, substructure, and culverts. FHWA created a metric rating threshold for each component to establish good, fair, or poor condition. Every bridge on the NHS is evaluated using these component ratings. If the lowest rating of the four metrics is greater than or equal to seven, the structure is classified as good. If the lowest rating is less than or equal to four, the structure is classified as poor. If the lowest rating is five or six, it is classified as fair.

To determine the percent of bridges in good or in poor condition, the sum of total deck area of good or poor NHS bridges is divided by the total deck area of bridges carrying the NHS. Deck area is computed using structure length and either deck width or approach roadway width. Good condition suggests that no major investment is needed. Bridges in poor condition are safe to drive on; however, they are nearing a point where substantial reconstruction or replacement is needed.

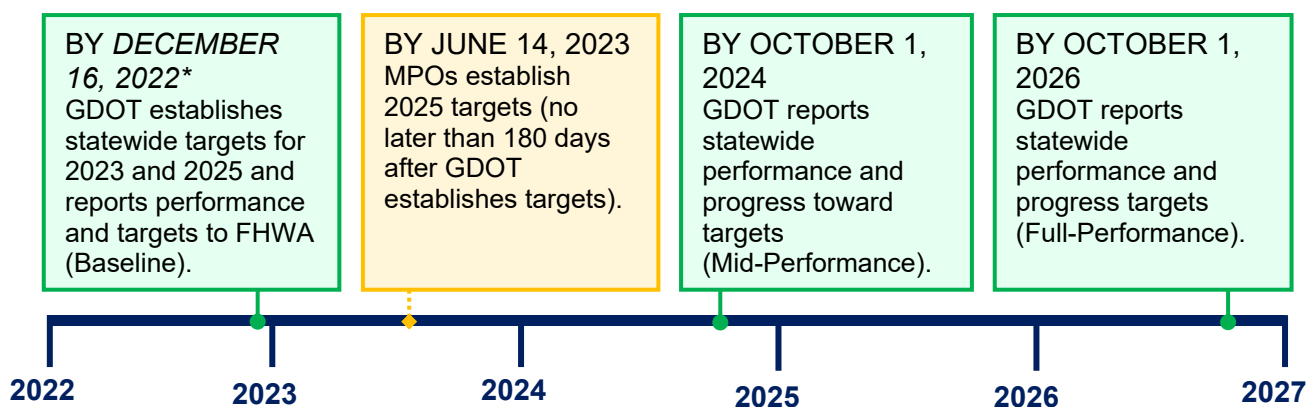
⁷ [23 CFR Part 490, Subpart C](#)

⁸ [23 CFR Part 490, Subpart D](#)

Pavement and Bridge Targets

Pavement and bridge condition performance is assessed and reported over a four-year performance period. The first performance period began on January 1, 2018, and through December 31, 2021. GDOT reported baseline PM2 performance and targets to FHWA on October 1, 2018, and will report updated performance information at the midpoint and end of the performance period. The second four-year performance period covers January 1, 2022, to December 31, 2025, with additional performance periods following every four years. The PM2 rule requires states and MPOs to establish two-year and/or four-year performance targets for each PM2 measure. Current two-year targets under the second four-year performance period represent expected pavement and bridge condition at the end of calendar year 2023, while the current four-year targets represent expected condition at the end of calendar year 2025. By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



** FHWA changed the due date from October 1, 2022, to December 16, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of Interstate pavements in good and poor condition – four-year targets;
- Percent of non-Interstate NHS pavements in good and poor condition – two-year and four-year targets; and
- Percent of NHS bridges by deck area in good and poor condition – two-year and four-year targets.

MPOs have 180 days after the states (GDOT) submit their targets to FHWA to establish four-year targets for each measure by either agreeing to the statewide targets or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established current statewide two-year and four-year PM2 targets on December 16, 2022. MPOs have 180 days from December 16, 2022 to adopt the state PM2 targets or set their own

PM2 targets; The MPO second performance period PM2 targets must be set by June 14, 2023. The Valdosta-Lowndes MPO adopted/approved the Georgia statewide PM2 targets on April 26, 2023. Table 2 presents statewide baseline performance for each PM2 measure as well as the current two-year and four-year statewide targets established by GDOT. GDOT will establish the next set of PM2 targets by August 1, 2026, and MPOs must submit 2029 targets to FDOT by March 30, 2027.

On October 1, 2024, GDOT provided FHWA with a detailed mid-performance report of pavement and bridge condition performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Valdosta-Lowndes MPO will have the opportunity at that time to revisit the four-year PM2 targets. GDOT will submit a Second Reporting Period (2022-2025) to FHWA by October 1, 2026.

Table 2. Pavement and Bridge Condition/PM2 Performance and Targets

Performance Measures	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of Interstate pavements in good condition	67.4%	50.0%	50.0%
Percent of Interstate pavements in poor condition	0.1%	5.0%	5.0%
Percent of non-Interstate NHS pavements in good condition	49.2%	40.0%	40.0%
Percent of non-Interstate NHS pavements in poor condition	0.6%	12.0%	12.0%
Percent of NHS bridges (by deck area) in good condition	79.1%	50.0%	60.0%
Percent of NHS bridges (by deck area) in poor condition	0.5%	10.0%	10.0%

The Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, Georgia's Transportation Asset Management Plan (TAMP), the Georgia Interstate Preservation Plan, and the current SSTP/2050 SWTP.

- MAP-21 initially required GDOT to develop a TAMP for all NHS pavements and bridges within the state. In addition, BIL requires considering extreme weather and resilience as part of the life-cycle planning and risk management analyses within a State TAMP process and evaluation. GDOT's TAMP describes Georgia's current bridge (bridge culverts) and pavement asset management processes for improving and preserving the condition of the National Highway System (NHS), which comprised of approximately 7,200 miles of roadway within the State which includes interstates, state routes and local roads as well as 4,300 structures of both bridges and bridge culverts. GDOT has recently developed TAMP for FY 2022-2031, which uses life-cycle planning and outlines the priorities and investment strategies leading to a program of projects that would make progress toward achievement of GDOT's statewide pavement and bridge condition targets and cost effectively manage and preserve these assets over the next 10 years.

- The Georgia Interstate Preservation Plan applied a risk profile to identify and communicate Interstate preservation priorities; this process leveraged a combination of asset management techniques with risk management concepts to prioritize specific investment strategies for the Interstate system in Georgia.
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.⁹
- The Valdosta-Lowndes MPO 2050 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. The plan supports a performance-based approach by emphasizing the maintenance of existing assets and improving overall system condition through strategic investments.

The FY 2027–2030 TIP is developed to implement these priorities by advancing projects consistent with the 2050 MTP and coordinated with statewide efforts, including the Georgia Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Program (HSIP), and the Georgia Statewide Transportation Plan (SWTP). Programmed investments such as resurfacing, bridge rehabilitation, and targeted safety and operational improvements support the continued performance of the transportation system and progress toward established performance targets.

Appendix A shows project types and Appendix B shows the current Tier I projects' contribution to established targets

⁹ [2021Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

System Performance, Freight, and Congestion Mitigation & Air Quality Improvement Program/PM3

Effective May 20, 2017, FHWA established measures to assess performance of the National Highway System¹⁰, freight movement on the Interstate system¹¹, and the Congestion Mitigation and Air Quality Improvement (CMAQ) Program¹². This third FHWA performance measure rule (PM3) established six performance measures, described below.

National Highway System Performance:

1. Percent of person-miles on the Interstate system that are reliable;
2. Percent of person-miles on the non-Interstate NHS that are reliable;

Freight Movement on the Interstate:

3. Truck Travel Time Reliability Index (TTTR);

Congestion Mitigation and Air Quality Improvement (CMAQ) Program:

4. Annual hours of peak hour excessive delay per capita (PHED);
5. Percent of non-single occupant vehicle travel (Non-SOV); and
6. Cumulative two-year and four-year reduction of on-road mobile source emissions for CMAQ funded projects (CMAQ Emission Reduction).

The CMAQ performance measures apply to states and MPOs with projects financed with CMAQ funds whose boundary contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. The Valdosta-Lowndes MPO meets air quality standards, therefore, the CMAQ measures do not apply and are not reflected in the System Performance Report.

System Performance Measures

The two System Performance measures assess the reliability of travel times on the Interstate or non-Interstate NHS system. The performance metric used to calculate reliability is the Level of Travel Time Reliability (LOTTR). LOTTR is defined as the ratio of longer travel times (80th percentile) to a normal travel time (50th percentile) over all applicable roads during four time periods (AM peak, Mid-day, PM peak, and weekends) that cover the hours of 6 AM to 8 PM each day.

The LOTTR ratio is calculated for each segment of applicable roadway, essentially comparing the segment with itself. A segment is deemed to be reliable if its LOTTR is less than 1.5 during all four time periods. If one or more time periods have a LOTTR of 1.5 or above, that segment is unreliable.

The measures are expressed as the percent of person-miles traveled on the Interstate or non-Interstate NHS system that are reliable. Person-miles take into account the number of people traveling in buses, cars, and trucks over these roadway segments. To determine total person

¹⁰ [23 CFR Part 490, Subpart E](#)

¹¹ [23 CFR Part 490, Subpart F](#)

¹² [23 CFR Part 490, Subparts G and H](#)

miles traveled, the vehicle miles traveled (VMT) on each segment is multiplied by average vehicle occupancy. To calculate the percent of person miles traveled that are reliable, the sum of the number of reliable person miles traveled is divided by the sum of total person miles traveled.

Freight Movement Performance Measure

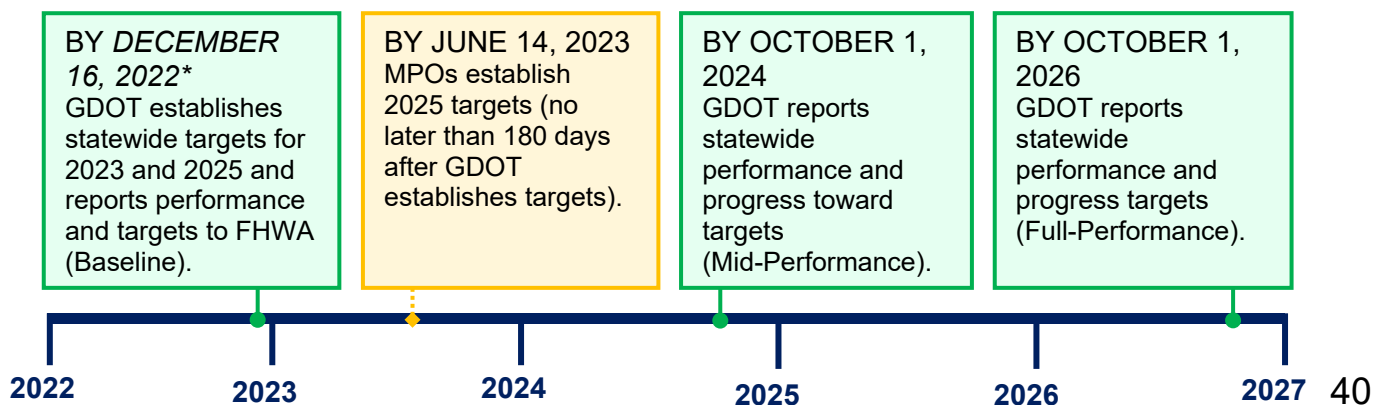
The Freight Movement performance measure assesses reliability for trucks traveling on the Interstate. A TTTR ratio is generated by dividing the 95th percentile truck travel time by a normal travel time (50th percentile) for each segment of the Interstate system over five time periods throughout weekdays and weekends (AM peak, Mid-day, PM peak, weekend, and overnight) that cover all hours of the day. For each segment, the highest TTTR value among the five time periods is multiplied by the length of the segment. The sum of all length-weighted segments is then divided by the total length of Interstate to generate the TTTR Index.

PM3 Performance Targets

Performance for the PM3 measures is assessed and reported over a four-year performance period. For all PM3 measures except the CMAQ Emission Reduction measure, the first performance period began on January 1, 2018, and will end on December 31, 2021. For the CMAQ Emission Reduction measure, the first performance period began on October 1, 2017, and will end on September 30, 2021. GDOT reported baseline PM3 performance and targets (for First Performance Period) to FHWA on October 1, 2018, the baseline PM3 performance and targets (for Second Performance Period) to FHWA on December 16, 2022, and reported updated performance information at the midpoint and end of the performance period. The second four-year performance period will cover January 1, 2022, to December 31, 2025 (October 1, 2021, to September 30, 2025, for the CMAQ Emission Reduction Measure), with additional performance periods following every four years.

The PM3 rule requires state DOTs and MPOs to establish two-year and/or four-year performance targets for each PM3 measure. The performance periods for the CMAQ emissions reduction measure are on a federal fiscal year basis and the performance periods for all other measures are on a calendar year basis. For all targets except CMAQ Emission Reductions, the current two-year and four-year targets represent under the second four-year performance period expected performance at the end of calendar years 2023 and 2025, respectively. For the current CMAQ Emission Reduction measure the two-year and four-year targets represent cumulative VOC and NOx emission reductions from CMAQ-funded projects during the periods of October 1, 2022, to September 30, 2023 (for the two-year target) and October 1, 2022, to September 30, 2025 (for the four-year target). By October 1, 2026, GDOT will submit the next Baseline Performance Period Report detailing the final performance outcomes for the 2022-2025 period and establishing targets for the subsequent performance period.

SECOND Performance Period (January 1, 2022, to December 31, 2025)



** FHWA changed the due date from October 1, 2022, to December 16, due to a technical issue with the reporting system.*

States establish targets as follows:

- Percent of person-miles on the Interstate system that are reliable – two-year and four-year targets;
- Percent of person-miles on the non-Interstate NHS that are reliable – four-year targets;
- Truck Travel Time Reliability – two-year and four-year targets;
- Annual hours of peak hour excessive delay per capita (PHED) – four-year targets;
- Percent of non-single occupant vehicle travel (Non-SOV) – two-year and four-year targets; and
- CMAQ Emission Reductions – two-year and four-year targets.

MPOs establish four-year targets for the System Performance, Freight Movement, and PHED measures, and two-year and four-year targets for the Non-SOV and CMAQ Emission Reduction measures. MPOs establish targets by either agreeing to program projects that will support the statewide targets, or setting quantifiable targets for the MPO's planning area that differ from the state targets.

GDOT established statewide PM3 targets and submitted to FHWA by December 16, 2022. The Valdosta-Lowndes MPO adopted/approved the Georgia statewide PM3 targets on April 26, 2023. Table 6 presents statewide baseline performance for each PM3 measure as well as the current two-year and four-year statewide targets established by GDOT. GDOT will establish the next set of PM2 targets by August 1, 2026 and MPOs must submit 2029 targets to FDOT by March 30, 2027.

On or before October 1, 2024, GDOT provided FHWA with a detailed mid-performance report of PM3 performance covering the period of January 1, 2022, to December 31, 2023, for the second performance period. GDOT and the Valdosta-Lowndes MPO will have the opportunity at that time to revisit the four-year PM3 targets. GDOT will submit a Second Reporting Period (2022-2025) to FHWA by October 1, 2026.

Table 3. System Performance/Freight Movement/CMAQ (PM3) Performance and Targets

Performance Measure	Georgia Performance (Baseline 2021)	Georgia 2-year Target (2023)	Georgia 4-year Target (2025)
Percent of person-miles on the Interstate system that are reliable	82.8%	73.9%	68.4%
Percent of person-miles on the non-Interstate NHS that are reliable	91.9%	87.3%	85.3%
Truck Travel Time Reliability Index	1.47	1.62	1.65
Annual hours of peak hour excessive delay per capita (PHED)	14.4 hours	23.7 hours	27.2 hours
Percent Non-SOV travel	25.7%	22.7%	22.7%
CMAQ VOC Cumulative Emission Reductions	365.006 kg/day*	157.200 kg/day	257.100 kg/day
CMAQ NOx Cumulative Emission Reductions	1,184.582 kg/day*	510.900 kg/day	904.200 kg/day

*4-year Cumulative Emission Reductions from 2018-2021

The Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets. As such, the 2050 MTP directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Statewide Freight and Logistics Action Plan, and the current 2021 SSTP/2050 SWTP.

- The 2023 Georgia Freight Plan documents freight planning activities and investments in the state, identifies and assesses current and future freight needs and challenges incorporating both technical analysis and stakeholder engagement, and guides freight-related transportation decisions and investments. The plan integrates policy positions and strategies from existing documents to help identify and prioritize freight investments critical to the state's economic growth and global competitiveness. The Georgia Freight Plan establishes specific goals for freight transportation and addresses freight issues that are not covered in other statewide planning documents.¹³
- The 2021 SSTP/2050 SWTP combines GDOT's strategic business case for transportation investment with the long-range, comprehensive transportation planning considerations under Federal law. The SSTP/SWTP is organized into three investment categories, reflecting three major ways people and freight move in Georgia; statewide freight and logistics, people mobility in Metro Atlanta, and people mobility in emerging metros and rural Georgia. The plan identifies strategies to bring about Foundational, Catalytic, and Innovation investments for the above mentioned categories.¹⁴
- The Valdosta-Lowndes MPO 2050 MTP addresses reliability, freight movement, congestion, [and emissions] and identifies needs for each of these issues within the metropolitan planning

¹³ <https://www.dot.ga.gov/GDOT/Pages/Freight.aspx>

¹⁴ [2021 Statewide Strategic Transportation Plan/2050 Statewide Transportation Plan](#)

area and allocates funding for targeted improvements. The Valdosta-Lowndes MPO recognizes the importance of linking transportation investments to performance objectives and supporting progress toward statewide system reliability and freight movement targets. The 2050 Metropolitan Transportation Plan (MTP) emphasizes maintaining a reliable transportation system, preserving critical infrastructure, improving freight mobility, and supporting economic vitality throughout the region. The FY 2027-2030 Transportation Improvement Program (TIP) advances these goals by programming projects that improve transportation system resiliency and maintain efficient movement along key corridors.

The FY 2027-2030 TIP includes investments that support system reliability through the preservation and improvement of critical transportation infrastructure. Projects such as I-75 at CR 783/Loch Laurel Road Phase II (PI 0010296), Jumping Gully Road at Jumping Gully Creek (PI 0019937), and Lamar Street at Sugar Creek (PI 0020144) help maintain access, improve network resiliency, and reduce the potential for disruptions caused by deteriorating infrastructure. The TIP also includes transit planning and operational assistance as well as statewide maintenance, operational, railroad crossing, and safety programs that contribute to the efficient movement of people and goods throughout the region. These investments demonstrate the linkage between the 2050 MTP and the FY 2027-2030 TIP and support progress toward the adopted PM3 performance targets.

Appendix A shows project types and Appendix B shows the current Tier I projects' contribution to established targets.

Appendix A: Project Types

The matrix below is based on 2027-2030 STIP projects as general guidelines; In reality, individual projects may yield benefits to other PMs than shown here given specific project characteristics.

Table 4: Projects/Work Types That Support Each Performance Measure Targets

Work Type	PM1	PM2		PM3				
	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*		
						PHED	Non-SOV	Emissions Reduction
Bicycle / Pedestrian Facilities	✓						✓	
Bridges		✓						
Drainage Improvements			✓					
Grade Separation				✓		✓		
Interchange				✓	✓	✓		
Intersection Improvement				✓		✓		
ITS				✓				✓
Lighting								
Managed Lanes				✓		✓		✓
Operational Improvement				✓	✓	✓		
Pavement Rehabilitation	✓							
Railroad Crossing	✓			✓				
Transit							✓	✓
Truck Lanes					✓			
Widening				✓				

* The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains a NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. In Georgia, the CMAQ measures only apply to statewide for GDOT as well as individually for ARC and CBMPO.

Appendix B: Example MPO TIP Projects – Valdosta-Lowndes MPO

Table 5: Valdosta-Lowndes MPO TIP Projects, 2027-2030

			PM1	PM2		PM3		
PI#	Cost	Work Type	Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*
0010296	\$2,173,791	Bridges		✓				
0019937	\$300,000	Bridges		✓				
0020144	\$500,000	Bridges		✓				

Note: The CMAQ measures including PHED, Non-SOV, and Emission Reduction apply only within the boundaries of each U.S. Census Bureau-designated urbanized area (UZA) that contains an NHS road, has a population of more than 200 thousand, and contains any part of a nonattainment or maintenance area for ozone, carbon monoxide or particulate matter. Valdosta-Lowndes MPO does not have to track CMAQ measures on PHED, Non-SOV, or Emissions Reduction performance.

Annual Self-Certification

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

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

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

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

1. UPWP (23 CFR Part 450.308)

- a) The UPWP documents in detail the activities to be performed with Title 23 and the 49 U.S.C. Chapter 53.
- b) The UPWP activities are developed, selected and prioritized with input from the State, MPO committees and public transit agency(ies).
- c) The final UPWP is submitted in a timely manner to GDOT with authorization occurring before the MPO's fiscal year begins.
- d) Initial Adoption and Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan, described in 23 CFR 450.316.
- e) Planning activities and status reports are submitted quarterly by the MPO to GDOT and FHWA.

2. MTP (23 CFR Part 450.324)

- a) The MTP incorporates a minimum 20-year planning horizon.
- b) The MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system

- c) The MTP is fiscally constrained.
- d) The development of the MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators). TIP consultation requirements are outlined in [23 U.S.C. 134\(g\)](#).
- e) All of the Infrastructure Investment and Jobs Act (IIJA) planning factors, described in [23 U.S.C. 134\(h\)](#), were considered in the planning process.
- f) The MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- g) The MPO approves the MTP in a timely manner without entering into a planning lapse.
- h) Initial Adoption and Amendments to the MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- i) The transit authority's planning process is coordinated with the MPO's planning process.
- j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended MTP in accordance with [40 CFR Part 93](#).

3. TIP ([23 CFR Part 450.326](#))

- a) The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- b) Each project included in the TIP is consistent with the MTP.
- c) The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- d) The TIP contains all projects to be funded under Title 23 U.S.C. and [Title 49 U.S.C. Chapter 53](#).
- e) The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- f) The MPO TIP is included in the STIP by reference, without modification, as described in [23 CFR 450.328\(b\)](#).
- g) Initial Adoption and Amendments to the TIP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- h) In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with [40 CFR Part 93](#).

4. Participation Plan ([23 CFR Part 450.316](#))

- a) A 45-day comment period was provided before the Participation Plan was adopted/revised.
- b) Transportation plans, programs and projects provide timely information about transportation issues and processes to citizens and others who may be affected.
- c) Opportunities are provided for participation by local, State, and federal environmental resource and permit agencies where appropriate.
- d) The public involvement process demonstrates explicit consideration and responsiveness to public input received during the planning and program development process.
- e) The transportation planning process identifies and addresses the needs of those traditionally underserved, including low-income and minority households.

- f) The disposition of comments and changes in the final MTP/TIP are documented and reported when significant comments are submitted.
- g) Additional time is provided if the “final” document is significantly different from the draft originally made available for public review.
- h) The MPO undertakes a periodic review of the public involvement process to determine if the process is efficient and provides full and open access for all.

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

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

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

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

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

- a) The MPO has adopted goals, policies, approaches, and measurements to address Title VI and related requirements.
- b) The public involvement process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance execution by the State.
- c) The MPO has processes, procedures, guidelines, and/or policies that address Title VI, ADA, and DBE.
- d) The MPO has a documented policy on how Title VI complaints will be handled.
- e) The MPO has a demographic profile of the metropolitan planning area that includes identification of the locations of protected populations.

- f) As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).

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

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

V. Section 1101(b) of the Infrastructure Investment and Jobs Act (Pub. L. 117-58) and 49 CFR parts [23](#) and [26](#) regarding the involvement of disadvantaged business enterprises in U.S. DOT-funded projects

- a) Pursuant to [USDOT's Interim Final Rule](#) (IFR) published on October 3, 2025, the GDOT establishes DBE participation goals for the percentage of work to be performed by DBE's based on the projections of federal-aid highway contracts to be awarded and the number of DBEs expected to be available to compete, without regard to race or sex. Under the revised rule, the previously race and sex-based presumption of disadvantage has been removed. Under the revised rule, any individual seeking to demonstrate social or economic disadvantage status for purposes of a DBE certification is required to make an individualized showing of disadvantage, regardless of race or sex.

VI. Title VII of the Civil Rights Act of 1964 ([42 U.S.C. 2000e-2](#))

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

VII. The provisions of the [Americans with Disabilities Act of 1990](#) (et seq.) and 49 CFR parts [27](#), [37](#), and [38](#)

- a) The MPO as required by [49 U.S.C. 5332](#) prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, [42 U.S.C. 2000d](#), and U.S. DOT regulations, "Nondiscrimination in Federally Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," [449 CFR part 21 at 21.7](#).
- b) The MPO as required by the Americans with Disabilities Act of 1990 and [49 CFR Part 27](#), does not discriminate on the basis of disability in any program or activity receiving Federal financial assistance from U.S. DOT.
- c) Pursuant to [U.S. DOJ Interim Final Rule](#) regarding Accessibility of Web Information and Services of State and Local Government Entities, effective April 20, 2026, the MPO shall ensure its web content and mobile applications conform to Web Content Accessibility

Guidelines. Compliance deadlines are April 26, 2027, for State and local government entities with a total population of 50,000 or more persons, and April 26, 2028, for public entities with a total population of less than 50,000 persons, or any special district government.

VIII. The Age Discrimination Act of 1975, as amended ([42 U.S.C. 6101](#)), and the Older Americans Act, as amended ([42 U.S.C. 3001](#))

- a) The MPO prohibits discrimination on the basis of age in programs or activities receiving Federal financial assistance.
- b) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

IX. [23 U.S.C. Section 324](#), regarding the prohibition of discrimination based on sex

- a) The MPO adheres to the prohibition of sex discrimination under any program or activity receiving Federal assistance and prohibits direct and indirect discrimination based on sex.
- b) The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

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

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

Self-Certification Statement

Date of most recent GDOT five-year review or FHWA/FTA Certification review: 6/24/2026

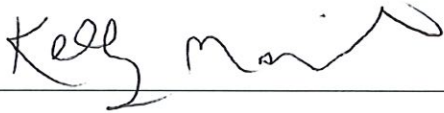


9-15-2026

Paige Dukes, Policy Committee Chairwoman

Date

Valdosta-Lowndes Metropolitan Planning Organization



9/17/26

Kelly Martin, Assistant Director

Date

Georgia Department of Transportation, Office of Planning

APPENDIX

PUBLIC COMMENTS

COMMENT:

TIP Comments:

Page 15: Are 2027 planning and capital expenditures flipped in the chart? Years 28-30 indicate planning expenditures at +/- \$80k and Capital expenditures at +/- \$2.3M, but year 2027 is the reverse.

Clayton Milligan, PE
Executive Vice President

RESPONSE:

Good Afternoon,
The typo has been corrected and will be reflected on the Final TIP. Thank you for the feedback.

Kayla Frey, MBA
MPO Planner/Coordinator



COMMENT:

Am I on the MPO Policy Committee? I was reading through the 2027 TIP and I am listed as member of Policy Committee on page 5. I thought I was only on the CAC.

Clayton Milligan, PE
Executive Vice President

RESPONSE:

Subject: Re: PUBLIC COMMENT PERIOD FY27-30 TIP

Good Afternoon,

Per the Citizens Advisory Committee (CAC) bylaws, the CAC Chairperson serves on the Policy Committee as a non-voting member. As a non-voting member, attendance is not required for quorum purposes, and participation in meetings is appreciated but optional.

Kayla Frey, MBA
MPO Planner/Coordinator

COMMENT:

Subject: Re: PUBLIC COMMENT PERIOD FY27-30 TIP

Kayla,
Did I get bumped off the Policy Committee for some reason or are we dealing with a typo!!
Thanks,
Bill Slaughter, Chairman
Lowndes County Board of Commissioners

RESPONSE:

Good Morning Bill,
Thank you for catching that error, I will get it corrected for the final copy of the TIP.

Kayla Frey, MBA
MPO Planner/Coordinator



COMMENT:

Subject: Re: PUBLIC COMMENT PERIOD FY27-30 TIP

Good afternoon Kayla;
Reviewing the draft, at present the Lamar Street PROJECT is not scheduled for repair until 2030, Prior to 2030, it was a project in 2025, and cost \$22,000. In conclusion, what is the reason behind this length of time?

Thanks Deborah White

RESPONSE:

To: Debbi White <debbiwhite55@gmail.com>

Good Afternoon Debbi,

I reached out to GDOT for clarification regarding the Lamar Street project. GDOT advised that project dates are tentative and subject to change. The project was programmed in 2025, and preliminary engineering began; however, GDOT's Bridge Office subsequently recommended revising the project to "No Build."

The current draft FY 2027–2030 TIP shows the right-of-way (ROW) phase programmed for 2030. Please note that the project schedule remains subject to change as GDOT continues to evaluate the project and determine the appropriate next steps.

I hope this helps clarify why the timeline has changed.

Kayla Frey, MBA
MPO Planner/Coordinator

COMMENT:

Hi Kayla,

Thank you again for your continued effort and work on the TIP development.

Please see below for a few additional comments that need to be addressed in the final document:

1. **Table of Contents** – Please include a table of contents in the final document.
2. **Page 9** – The title currently states “FY 2024–2027 TIP Financial Plan.” Please update the title to reflect **FY 2027–2030**.
3. **Page 15** – The totals for **T008426** and **T008499** appear to differ from the totals shown on Pages 17 and 18.

Thank you,

Cheyenne Thompson

Transportation Planning Specialist

RESPONSE: Items corrected in the plan.

COMMENT:

Subject: FY2027-2030 TIP

Good afternoon, Kayla,

I was reviewing the TIP and noticed in the FTA Transit Expenditure table that the FY27 5307 & 5303 funding amounts seem to be mismatched. Also, the TIP was emailed to me by the City Manager, which is fine; however, so that I can stay abreast of the items that impact the Transit System in a timely manner, will you please add me to the agenda notification list as the Transit Manager for the City of Valdosta.

RESPONSE:

Good afternoon, Amy,

Received, and thank you for your comment. If you have any additional comments, please submit them to vlmpo@sgrc.us.

In regard to the VLMPO Agenda, we distribute the agenda to the VLMPO Committees, and all others are able to locate the agenda on our website 2 weeks prior to the committee meetings. We do not have an agenda notification list that we distribute agendas to; however, the VLMPO webpage will contain the most current information: <https://www.sgrc.us/transportation-meetings-and-agendas.html>

I have attached the FY27 Committee Meeting Schedule for you.

Thank you!

COMMENT:

Subject: Re: FY 2027–2030 TIP: Advanced 30-Day Review Period

Kayla,

See comment below from the 7/7/26 distribution of draft TIP.

I was reviewing the draft distribution for TIP from yesterday and Lamar St. Br. is still on there.

Can you request clarification from GDOT regarding this project? I was told it was on "NO BUILD" alternative recommendation. I spoke with Jason Willingham at D4 and he mentioned that we could submit a formal letter of support for the Lamar Street project from the Mayor and that may sway or influence the outcome for that project.

We would really like to see it done - just need formal feedback as it still appears to be indicated as a project on the TIP.

If it's still "alive" I'd be happy to get the Mayor to sign a LOS for the project if that helps get it across the finish line. It is a route to school and provides critical secondary/primary access to that neighborhood for emergency vehicles as well as school buses.

Thank you!

Benjamin O'Dowd, PE
City Engineer

Subject: Re: FY 2027–2030 TIP: Advanced 30-Day Review Period

Kayla,

Last discussion about Lamar St Bridge was that the project has been recommended for "No Build". I'm going to try and get some local letters of support from elected officials to request that it still be constructed but I figured I would bring it up since it still appears to be on the DRAFT TIP just before the Jumping Gully Br.

RESPONSE:

Good morning Benjamin,

Thank you for your comments and for bringing this to our attention.

We are in the process of scheduling a meeting with GDOT early next week to discuss the Lamar Street Bridge project and obtain clarification regarding its current status. Once we have additional information, I will be sure to provide an update.

Thank you,

Kayla Frey, MBA
MPO Planner/Coordinator

