



**Valdosta-Lowndes Metropolitan
Planning Organization**

Transportation Improvement Program FY2024-2027

Transportation Improvement Program FY2024-2027

Prepared by

Valdosta-Lowndes Metropolitan Planning Organization Staff

In Cooperation with

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

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

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

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RESOLUTION FY2024-1
VALDOSTA-LOWNDES
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

RESOLUTION TO Adopt the FY2024-2027 Transportation Improvement Program

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

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

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

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

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

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the FY24-27 Transportation Improvement Program as follows:

See attached.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a regular meeting held on October 11, 2023.



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

Introduction

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

The MPO Policy Committee approved the Vision2045 Metropolitan Transportation Plan on September 2, 2020. The Vision2045 MTP provides an analysis of the transportation network, identifies transportation issues, outlines funding, financial revenue, and outlook for transportation improvements. The Transportation Improvement Program (TIP) is the document that serves as an implementation tool of the projects listed in the Vison2045 MTP. The TIP is updated every four years and the projects identified within this TIP must be consistent with the Metropolitan Transportation Plan.

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

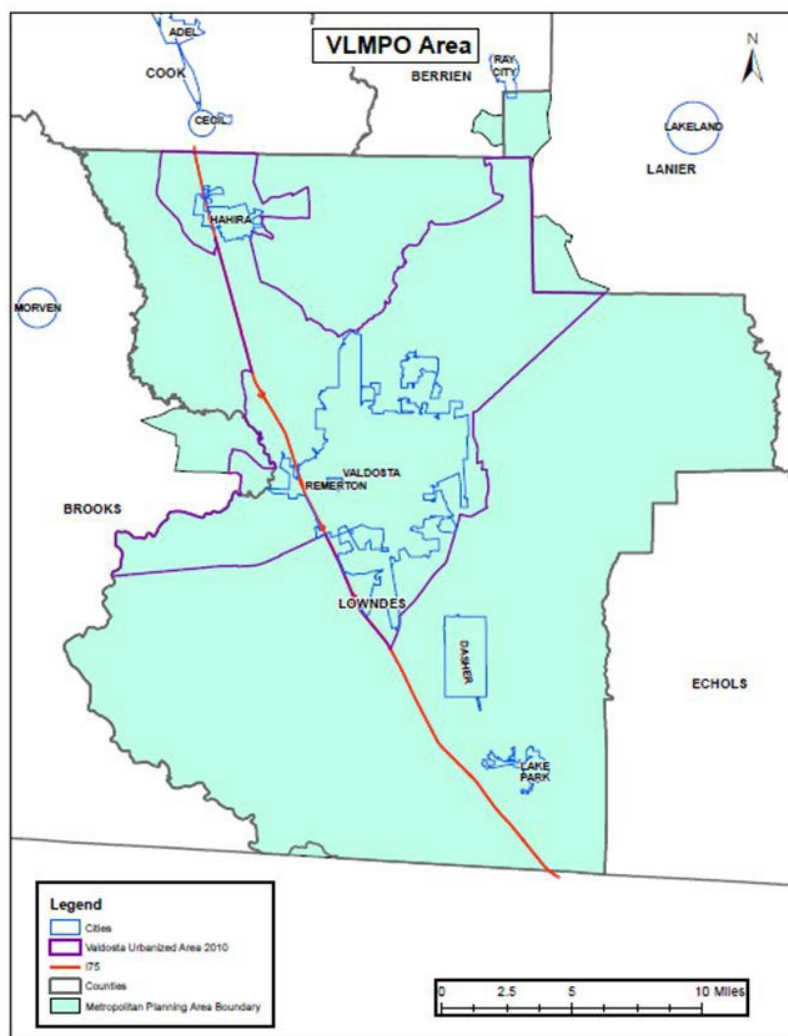


FIGURE 2. VLMPO AREA MAP

VLMPO Overview

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

Policy Committee

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

Technical Advisory Committee

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

Citizen’s Advisory Committee

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

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

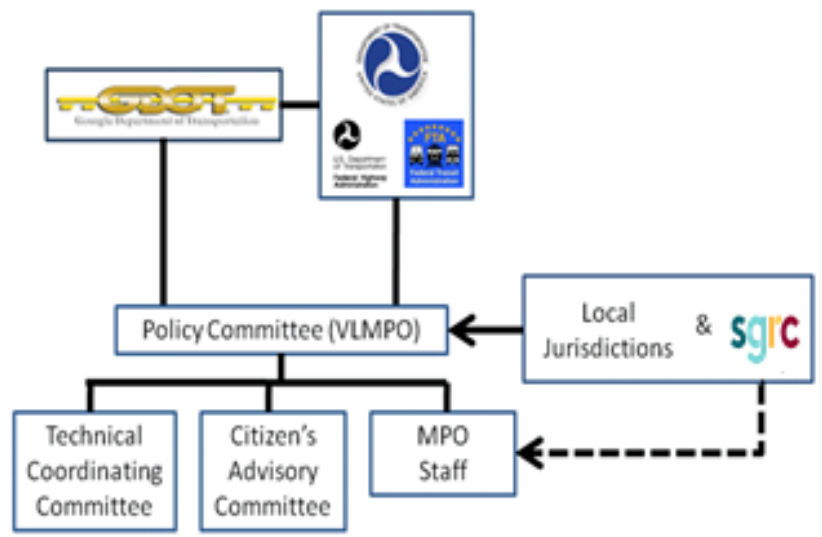


FIGURE 3. TRANSPORTATION PLANNING PROCESS

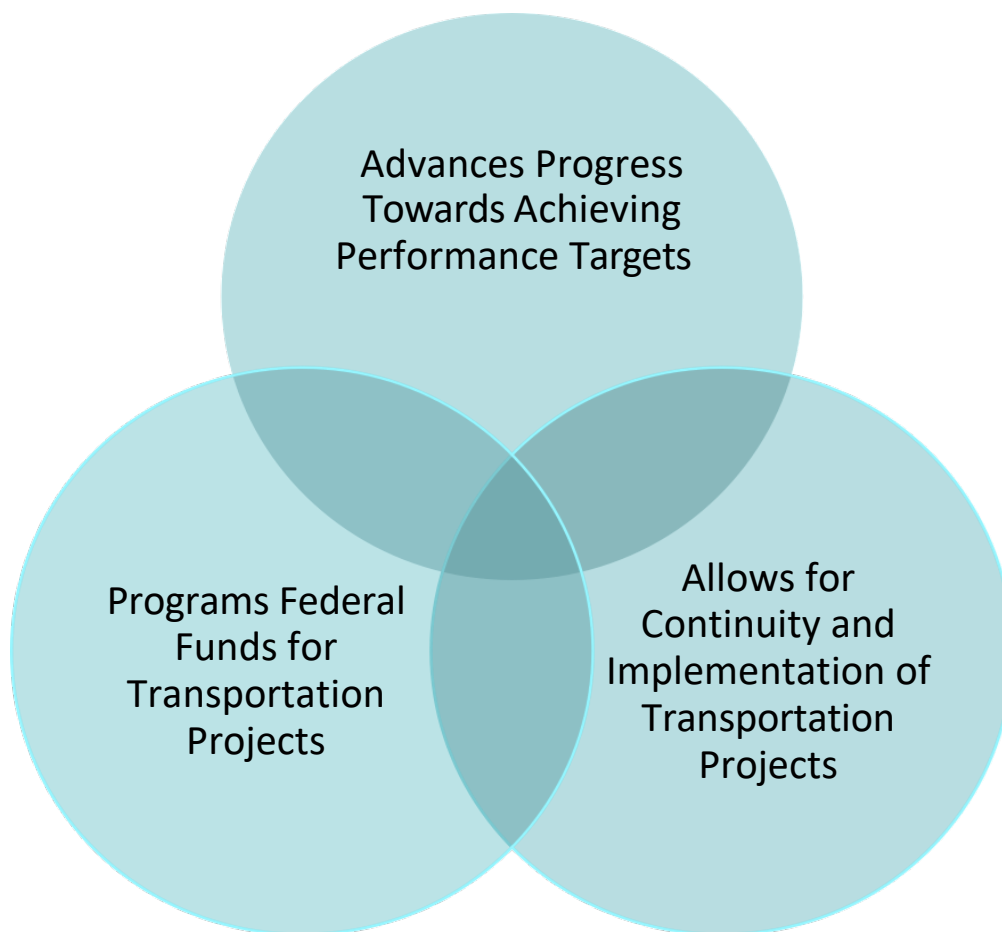
Purpose Of The Tip

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

The TIP is planned by fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2023 is the first day of FY 2024. Under federal regulations, the TIP must cover a minimum of four fiscal years. This TIP will cover the fiscal years 2024 through 2027. The TIP serves the purpose of summarizing the Metropolitan Transportation Plan and is a resource to the continuity and implementation of projects in the Vision2045 Metropolitan Transportation Plan. The TIP contains specific information across multiple content areas that document the transportation planning process and programming of the projects within the TIP.

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

FIGURE 4. TIP CORE PURPOSES



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

Key Project Updates:

South Truck Bypass (PI 0016898)

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

5 Points (PI 0015445)

In January of 2020, GDOT revealed that it plans to replace traffic signals at 5 Points with roundabouts. GDOT authorized the right-of-way acquisition phase in 2023. This project is scheduled to let in the first quarter of 2025.

Jerry Jones (PI 0014134)

This project will add additional turn lanes and minor widening. Right-of-way acquisition began in 2020. The project had to undergo utility redesign and is scheduled to let in 2025.

Lake Park Belville Road (PI 0013987)

This project will widen Lake Park Belville Road from SR 7 to I-75. The preliminary engineering and right-of-way phases are underway and the construction phase is anticipated to begin in 2024. Project is expected to be completed in 2025.

I-75 Interchanges

Exit 22 (PI 0000762) was completed in June of 2020 and Exit 29 (PI 0000762) was completed in May of 2020. Reconstruction of Exit 2 (PI 0007386) was completed in June of 2023. Exit 11 (PI 0010297) is scheduled to begin construction in 2024. Exit 18 (PI 0010298) is scheduled to begin preliminary engineering and right-of-way phases in 2025.

Urban Area Transit

The Valdosta On-Demand Public Transit System was implemented in 2021. The system continues to see upward growth in trips and is seeking various Transit related funding due to the continued increase in trips.

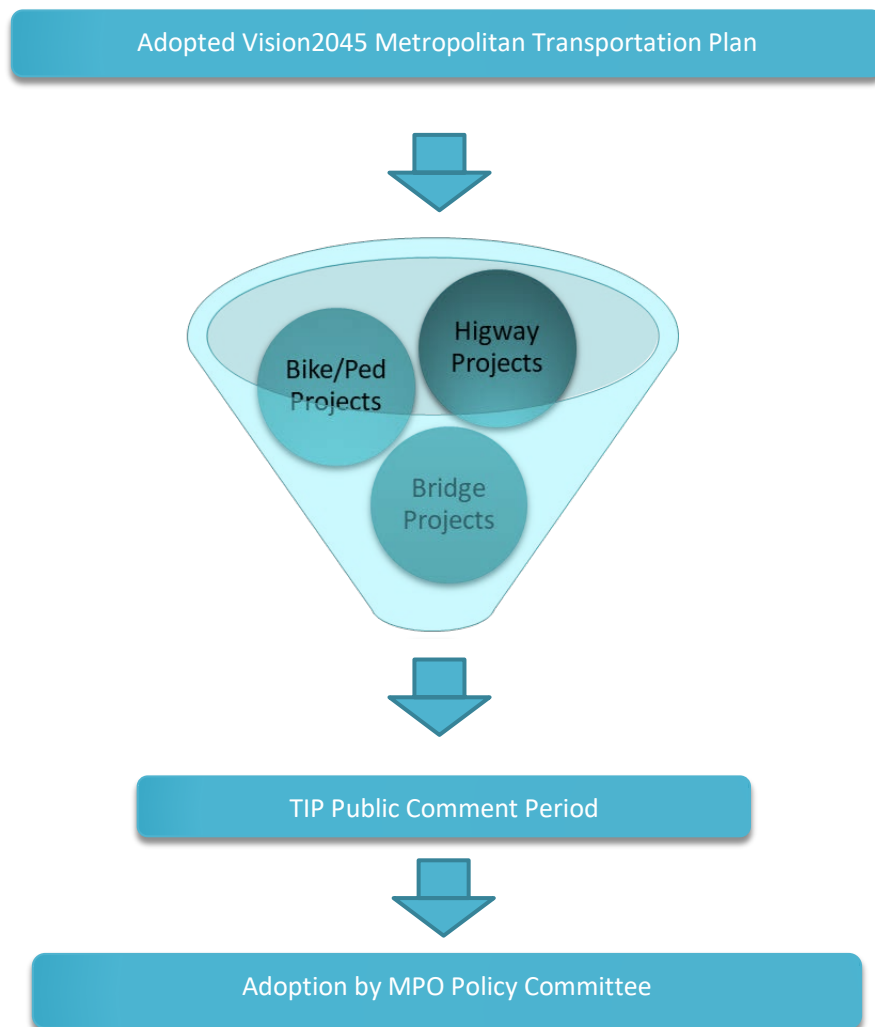
TIP Development Process

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

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

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

FIGURE 5. TIP DEVELOPMENT PROCESS



Performance-Based Planning and Programming

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

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

Highway Performance Measures and Targets

States and MPOs must develop performance measures for their long- range transportation plans in accordance with federal regulations. According to 23 USC 134(j)(2)(D) TIP's "shall include, to the maximum extent practicable, a description of the anticipated effects of the transportation improvement program toward achieving, the performance targets established in the metropolitan transportation plan, linking investment priorities to those performance targets." TIP's and MTP's must include performance targets for the associated measures. While the law provides broad national goals for performance measures, states and MPOs are required to jointly develop quantifiable targets for transportation plans based on regulations promulgated by the Federal Highway and Transit Administrations. These performance measures were enacted to help improve highway safety, travel time reliability, and state of good repair among other important areas to help create and maintain a safe, efficient transportation network through each national performance management area below:

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

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

Transit Asset Performance Measures and Targets

The Federal Transit Administration (FTA) published the final Transit Asset Management rule. This rule applies to all recipients and subrecipients of FTA funding that own, operate, or manage public transportation capital assets. The rule defines the term "state of good repair," requires that public transportation providers develop and implement transit asset management (TAM) plans, and establishes state of good repair standards and performance measures for four asset categories: rolling stock, equipment, transit infrastructure, and facilities.

Table 1 shows the current TAM measures and targets as included in the GDOT Group TAM Plan for rural transit

operators. The TAM performance measures and targets apply to both the Valdosta On-Demand Public Transit System and the 5311 transit operators. The Valdosta Urban Transit System has identified specific performance measures.

TABLE 1. STATE TAM PERFORMANCE MEASURES AND TARGETS

Asset Category Asset Class	Performance Measure	% Exceeding ULB¹ / 3.0 TERM Rating²	Asset Details	FY2022 State Targets
Rolling Stock- Revenue Vehicles by Mode:	% vehicles met or exceed ULB	%	Age in yrs./vehicle: 7(3);	12%
CU – Cutaway Bus (13)	CU: 7 years	%	6(5);4(5)	14.7%
VN – Van (1)	VN: 8 years	%	2(7)	5.4%
Equipment – Non- revenue support service and maintenance vehicles	% vehicles met or exceed ULB	%	NA	21.3%
Facilities - maintenance and administrative facilities; passenger stations (buildings); and parking facilities	% of assets with condition rating below 3.0 on FTA TERM scale	%	NA	4.6%

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

² TERM Scale-five (5) category rating system used in the FTA’s Transit Economic Requirements Model (TERM) to describe the condition of asset/facility: 5.0-Excellent, 4.0-Good, 3.0-Adequate, 2.0-Marginal, and 1.0- Poor

Highway Project Selection

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

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

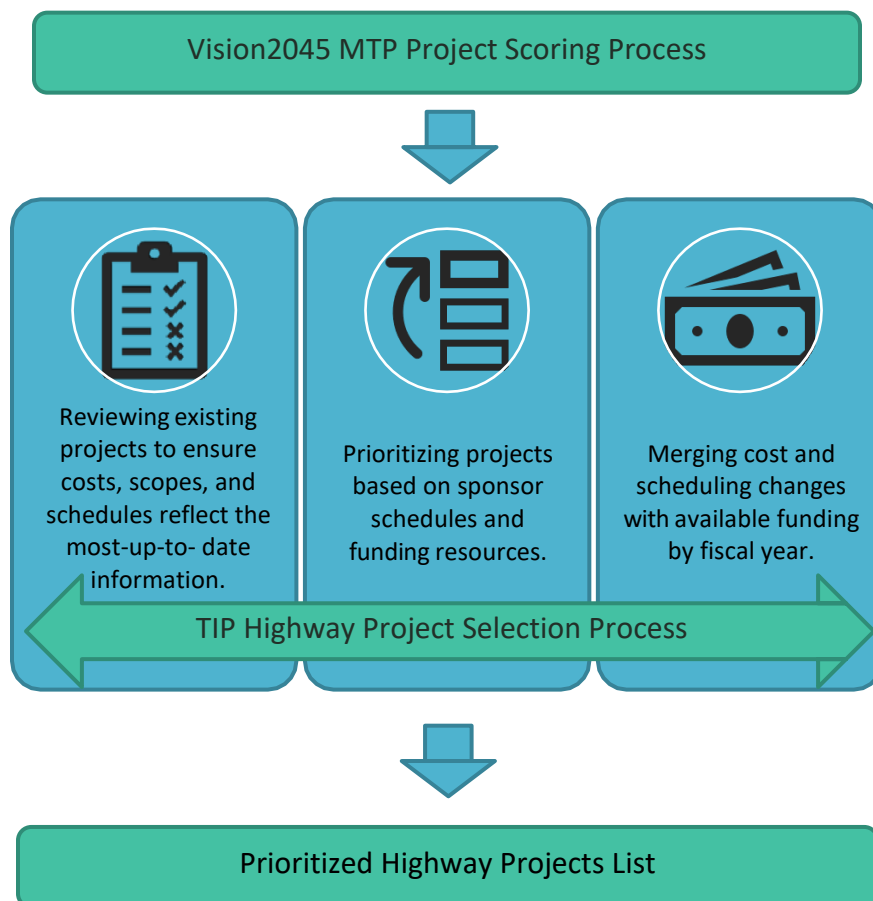
The selection and prioritization of the TIP projects included three key actions:

Reviewing existing projects to ensure costs, scopes, and schedules reflected the most-up-to-date information.

Prioritizing projects based on sponsor schedules and funding resources.

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

FIGURE 6. HIGHWAY PROJECT SELECTION PROCESS



TIP Funding

Congressional District Balancing

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

Lump Sum Funding

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

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

Group: Transportation Alternative Program (TAP)

This group is for transportation-related activities that are designed to strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. 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 saferoutes 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, restareas, walls, guardrail and shoulder work.

Group: Lighting

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

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

This group is for the acquisition of parcel(s) of rights-of-way (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) determination in compliance with the National Environmental Policy Act (NEPA). The Program has been created with three major principles in mind – safety, stewardship and streamlining.

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

- The Program will result in accelerated, streamlined delivery of all phases of the bridge replacement including, planning, design, environmental approval and construction.

Highway Funding

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

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

The Tier 1 projects include information about the “amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth year, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds)” (23 CFR 450.324.e.3).

Federal Highway Administration (FHWA) Programs

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

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

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

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

Carbon Reduction Program (CRP) - This group provides funding for projects specific to reduction of transportation emissions or the development of carbon reduction strategies. Projects can range from operations of a traffic monitoring, management and control facility or program to the purchase of zero-emission construction equipment and vehicles.

Transit Funding

Federal Transit Administration Programs

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

Section 5307 Urban Formula Program

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

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. This funding resource is expected to be utilized in the Valdosta Urbanized Area within the next 6 months as the City of Valdosta has begun the process of implementing an urban transit system.

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

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

Section 5310 Transportation for Elderly Persons and Persons with Disabilities

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or cannot in any way help to meet the needs of the elderly and persons with disabilities.

The Georgia Department of Human Services ensures that local applicants and project activities are eligible and in

compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual providers.

Section 5311 Rural and Small Urban Areas

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

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. Projects that meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs. Currently, three counties in the Valdosta-Lowndes Metropolitan Planning Area receive 5311 funding to help support the rural and small urban transportation systems. The Southern Georgia Regional Commission, GDOT, and local governments have implemented a regional transit service. This will help to increase mobility and enhance and streamline the public transit services that are provided.

FY2024- 2027 TIP Financial Plan

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

The TIP includes regionally significant projects requiring continued support from local, state, and federal partners. The following tables display the TIP projects and the anticipated funding from each revenue source to build the projects. These projects include maintaining a state of good repair for various bridges and roadways, improving interstate ramps, and continued maintenance of the roadways in the VLMPO area.

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

TABLE 2. FEDERAL FUNDING CODES TABLES

Funding Codes for FHWA Programs Includes minimum match requirements					
Fund Prefix	Federal Funding Code	Fund Description	Federal Share	State Share	Local Share
NHPP	Y001	National Highway Performance Program	80%	20%	20%
NHPP	Y002	NHPP Exempt	80%	20%	20%
NHFP	Y460	National Highway Freight Program	80%	20%	20%
GDOT	HB170*	State Funded		100%	
STBG	Y106	Enhancement	80%	20%	20%
STBG	Y236	STBG, Population 5,000 - 200,000	80%	20%	20%
STBG	Y238	STBG, Population 5,000 & under	80%	20%	20%
STBG	Y233	STBG, Off-System Bridge	80%	20%	20%
STBG	Y234	STBG, Special Rule Population 5,000 & under	80%	20%	20%
STBG	Y240	Surface Transportation Block Grant Program Flex	80%	20%	20%
HSIP	YS30	Highway Safety Improvement Program	90%	10%	10%
HSIP	YS40	HSIP, Rail-Highway Hazard Elimination	90%	10%	10%
HSIP	YS40	HSIP, Rail-Highway Protective Devices	90%	10%	10%
TAP	Y300	Transportation Alternatives Program	80%	20%	20%
TAP	Y302	TAP, Population 5,000 to 200,000	80%	20%	20%
TAP	Y303	TAP, Population 5,000 & under	80%	20%	20%
PL	Y450	Metropolitan Planning Program	80%		20%
SPR	Y550	State Planning and Research	80%	20%	20%
CRP	Y606	Carbon Reduction Program	80%	20%	20%
TAP	Y940	Recreational Trails Program	80%	20%	
Local	LOC*	Local			100%

* HB170 and LOC Funds are not FHWA funding programs. Table

Funding Programs for FTA Includes minimum match requirements			
Program	Federal Share	State Share	Local Share
Section 5303 Planning	80%	10%	10%
Section 5304 Rural Planning	80%		20%
Section 5307 Capital Program	80%	10%*	10%
Section 5307 Operating Program	50%		50%
Section 5309 Capital Program	80%	10%	10%
Section 5310 Capital Program	80%	20%	
Section 5310 Operating Program	50%	50%	
Section 5311 Capital Program	80%	20%	
Section 5311 Operating Program	50%		50%

* State participates at different levels depending on capital improvement, most are 10%.

Anticipated Revenue

TABLE 3. FY24-27 TIP ANTICIPATED REVENUE

FY2024-2027 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2024-2027, all amounts include Federal, State and Local Funds, unless noted otherwise								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2024	FY2025	FY2026	FY2027	Total
NHPP	Y001	Tier 1	National Hwy Performance Program	\$ -	\$ -	\$ -	\$ -	\$ -
NHFP	Y460	Tier 2	National Hwy Freight Program	\$ -	\$ -	\$ -	\$ -	\$ -
STBG	Y238	Tier 1	National Hwy Sys (road)	\$ 1,500,000.00	\$ -	\$ -	\$ -	\$ 1,500,000.00
STBG	Y233	Tier 1	STP, Off-system Bridge	\$ 1,415,918.00	\$ -	\$ -	\$ -	\$ 1,415,918.00
State	HB170	Tier 1	HB170 State Funds	\$ -	\$ -	\$ -	\$ -	\$ -
Local	LOC	Tier 1 Local	100% Local Funded Projects/TIA	\$ -	\$ -	\$ -	\$ -	\$ -
State	41633/5	Tier 1	State Bond Funds	\$ -	\$ -	\$ -	\$ -	\$ -
CRP	Y606	Tier 1	Carbon Reduction Program	\$ 267,285.00	\$ 443,728.00	\$ 443,728.00	\$ 443,728.00	\$ 1,598,469.00
Total Tier I Revenue				\$ 3,183,203.00	\$ 443,728.00	\$ 443,728.00	\$ 443,728.00	\$ 4,514,387.00
Group: Maintenance								
NHPP/STBG	Various	Lump Sum	Bridge Maintenance	\$ 358,000.00	\$ 358,000.00	\$ 358,000.00	\$ 358,000.00	\$ 1,432,000.00
NHPP/STBG	Various	Lump Sum	Road Maintenance	\$ 2,228,000.00	\$ 1,989,000.00	\$ 1,989,000.00	\$ 1,989,000.00	\$ 8,195,000.00
Group: Low Impact Bridges								
STBG	Y240	Lump Sum	Low Impact Bridges	\$ 167,000.00	\$ 167,000.00	\$ 167,000.00	\$ 167,000.00	\$ 668,000.00
Group: Safety/ Includes Railroad								
HSIP	Y530	Lump Sum	Safety	\$ 796,000.00	\$ 796,000.00	\$ 796,000.00	\$ 796,000.00	\$ 3,184,000.00
HSIP	Y540	Lump Sum	Railroad Crossings	\$ 92,000.00	\$ 92,000.00	\$ 92,000.00	\$ 92,000.00	\$ 368,000.00
Group: Operations / Operational Improvement / Signal Upgrades								
STBG	Y240	Lump Sum	Operations	\$ 95,000.00	\$ 95,000.00	\$ 95,000.00	\$ 95,000.00	\$ 380,000.00
STBG	Y240	Lump Sum	Traffic Control Devices	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 239,000.00	\$ 956,000.00
Group: Roadway/Interchange Lighting								
NHPP	Y001	Lump Sum	Roadway Lighting	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 32,000.00
Group: Rights of Way - Protective Buying and Hardship Acquisitions								
STBG	Y240	Lump Sum	RW Protective Buying	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 12,000.00	\$ 48,000.00
Group: Transportation Alternatives Program								
TAP		Lump Sum	Safe Routes to School	\$ -	\$ -	\$ -	\$ -	\$ -
Total Lump Sum Revenue				\$ 3,995,000.00	\$ 3,756,000.00	\$ 3,756,000.00	\$ 3,756,000.00	\$ 15,263,000.00
Total Highway Revenue				\$ 7,178,203.00	\$ 4,199,728.00	\$ 4,199,728.00	\$ 4,199,728.00	\$ 19,777,387.00
FTA	5303	MPO/Region Transit	Transit Planning	\$ 81,715.00	\$ 81,715.00	\$ 81,715.00	\$ 81,715.00	\$ 326,860.00
FTA	5307	Cap/Ops	VLMPO Urban Transit CAP and OPS	\$ 2,171,514.00	\$ 2,365,236.00	\$ 2,365,236.00	\$ 2,365,236.00	\$ 9,267,222.00
FTA	5310	Capital	Elderly and Disabled CAP	\$ -	\$ -	\$ -	\$ -	\$ -
FTA	5310	Operations	Elderly and Disabled (Urban)	\$ -	\$ -	\$ -	\$ -	\$ -
FTA	5310	Operations	Elderly and Disabled (Rural)	\$ -	\$ -	\$ -	\$ -	\$ -
FTA	5311	Capital	Berrien Co. Rural Transit	\$ 10,897.00	\$ -	\$ -	\$ -	\$ 10,897.00
FTA	5311	Capital	Brooks Co. Rural Transit	\$ 28,129.00	\$ -	\$ -	\$ -	\$ 28,129.00
FTA	5311	Capital	Lowndes Co. Rural Transit	\$ 368,714.00	\$ -	\$ -	\$ -	\$ 368,714.00
Total Transit Revenue				\$ 2,660,969.00	\$ 2,446,951.00	\$ 2,446,951.00	\$ 2,446,951.00	\$ 10,001,822.00
Grand Total Anticipated Revenue				\$ 9,839,172.00	\$ 6,646,679.00	\$ 6,646,679.00	\$ 6,646,679.00	\$ 29,779,209.00

**VALDOSTA
TOTAL EXPECTED HIGHWAY & TRANSIT
STIP FUNDS (MATCHED)
FY 2024 - FY 2027**

FUND	CODE	LUMP DESCRIPTION	2024	2025	2026	2027	TOTAL
STBG	Y233		\$ 1,415,918	\$ -	\$ -	\$ -	\$ 1,415,918
STBG	Y238		\$ 1,500,000	\$ -	\$ -	\$ -	\$ 1,500,000
Carbon	Y606		\$ 267,285	\$ 443,728	\$ 443,728	\$ 443,728	\$ 1,598,469
Transit	5303		\$ 81,715	\$ 81,715	\$ 81,715	\$ 81,715	\$ 326,860
Transit	5307		\$ 2,171,514	\$ 2,365,236	\$ 2,365,236	\$ 2,365,236	\$ 9,267,222
Transit	5311		\$ 407,740	\$ -	\$ -	\$ -	\$ 407,740
NHPP	Y001	LIGHTING	\$ 8,000	\$ 8,000	\$ 8,000	\$ 8,000	\$ 32,000
NHPP/STBG	Various	BRIDGE MAINTENANCE	\$ 358,000	\$ 358,000	\$ 358,000	\$ 358,000	\$ 1,432,000
NHPP/STBG	Various	ROAD MAINTENANCE	\$ 2,228,000	\$ 1,989,000	\$ 1,989,000	\$ 1,989,000	\$ 8,195,000
STBG	Y240	LOW IMPACT BRIDGES	\$ 167,000	\$ 167,000	\$ 167,000	\$ 167,000	\$ 668,000
STBG	Y240	OPERATIONS	\$ 95,000	\$ 95,000	\$ 95,000	\$ 95,000	\$ 380,000
STBG	Y240	TRAF CONTROL DEVICES	\$ 239,000	\$ 239,000	\$ 239,000	\$ 239,000	\$ 956,000
STBG	Y240	RW PROTECTIVE BUY	\$ 12,000	\$ 12,000	\$ 12,000	\$ 12,000	\$ 48,000
HSIP	YS30	SAFETY	\$ 796,000	\$ 796,000	\$ 796,000	\$ 796,000	\$ 3,184,000
RRX	YS40	RAILROAD CROSSINGS	\$ 92,000	\$ 92,000	\$ 92,000	\$ 92,000	\$ 368,000
TOTAL			\$ 9,839,172	\$ 6,646,679	\$ 6,646,679	\$ 6,646,679	\$ 29,779,209

Note: This information is subject to change.

Anticipated Expenditures

TABLE 4. FY24-27 TIER I PROJECTS - ANTICIPATED EXPENDITURES BY FISCAL YEAR AND SOURCE

FY2024-2027 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Projects FY2024-2027 - Anticipated Expenditures by Fiscal Year and Source													
PI #	VLMP#	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (Vision2045)*
0010296	G503	GDOT	STBG	Y238	2024	SCP	I-75 @ CR 783/ Loch Laurel Road-Phase II	Bridge	\$ 1,200,000.00	\$ 300,000.00	\$ -	\$ 1,500,000.00	\$ 4,851,073.02
0015614	L022	Lowndes	STBG	Y233	2024	CST	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ 1,120,000.00	\$ 280,000.00	\$ -	\$ 1,400,000.00	\$ 2,434,346.01
0015614	L022	Lowndes	STBG	Y233	2024	UTL	CR 136/Old Quitman Rd @ CSX #637487Y 6mi W of Valdosta	Bridge	\$ 12,734.00	\$ 3,184.00	\$ -	\$ 15,918.00	\$ 2,434,346.01
FY2024 Total									\$ 2,332,734.00	\$ 583,184.00	\$ -	\$ 2,915,918.00	\$ 7,285,419.03
No Project Phases in 2025													
FY2025 Total									\$ -	\$ -	\$ -	\$ -	\$ -
No Project Phases in 2026													
FY2026 Total									\$ -	\$ -	\$ -	\$ -	\$ -
No Project Phases in 2027													
FY2027 Total									\$ -	\$ -	\$ -	\$ -	\$ -
Total									\$ 2,332,734.00	\$ 583,184.00	\$ -	\$ 2,915,918.00	\$ 7,285,419.03
											Total Tier I Program Cost	\$ 2,915,918.00	
											Total Tier I Program Anticipated Revenue Less Locally Funded Projects	\$ 2,915,918.00	
											Difference	\$ -	

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

TABLE 5. FTA TRANSIT PROJECTS ANTICIPATED EXPENDITURES

FY2024-2027 Transportation Improvement Program												
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area												
FTA Section 53xx Transit Projects FY2024-2027 Anticipated Expenditures by Fiscal Year and Source												
PI #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	
T007072	GDOT	FTA	5303	2024	MPO / Region Transit	MPO 5303 - Transit Planning	Planning	\$ 65,371.00	\$ 8,171.00	\$ 8,173.00	\$ 81,715.00	
T007059	GDOT	FTA	5307	2024	TOPR	VLMP Urban Transit CAP/OPS*	Cap/Ops	\$ 1,085,757.00	\$ -	\$ 1,085,757.00	\$ 2,171,514.00	
T007289	GDOT	FTA	5311	2024	TCAP	Berrien Rural Transit CAP	CAP	\$ 8,718.00	\$ -	\$ 2,179.00	\$ 10,897.00	
T007292	GDOT	FTA	5311	2024	TCAP	Brooks Rural Transit CAP	CAP	\$ 22,503.00	\$ -	\$ 5,626.00	\$ 28,129.00	
T007327	GDOT	FTA	5311	2024	TCAP	Lowndes Rural Transit CAP	CAP	\$ 184,357.00	\$ -	\$ 184,357.00	\$ 368,714.00	
FY2024 Total								\$ 1,366,706.00	\$ 8,171.00	\$ 1,286,092.00	\$ 2,660,969.00	
T008497	GDOT	FTA	5303	2025	MPO / Region Transit	MPO 5303 - Transit Planning	Planning	\$ 65,371.00	\$ 8,171.00	\$ 8,173.00	\$ 81,715.00	
T008424	GDOT	FTA	5307	2025	TOPR	VLMP Urban Transit CAP/OPS*	Cap/Ops	\$ 1,455,529.00	\$ 90,970.00	\$ 818,737.00	\$ 2,365,236.00	
FY2025 Total								\$ 1,520,900.00	\$ 99,141.00	\$ 826,910.00	\$ 2,446,951.00	
T008498	GDOT	FTA	5303	2026	MPO Region Transit	MPO 5303 - Transit Planning	Planning	\$ 65,371.00	\$ 8,171.00	\$ 8,173.00	\$ 81,715.00	
T008425	GDOT	FTA	5307	2026	TOPR	VLMP Urban Transit CAP/OPS*	Cap/Ops	\$ 1,455,529.00	\$ 90,970.00	\$ 818,737.00	\$ 2,365,236.00	
FY2026 Total								\$ 1,520,900.00	\$ 99,141.00	\$ 826,910.00	\$ 2,446,951.00	
T008426	GDOT	FTA	5303	2027	MPO Region Transit	MPO 5303 - Transit Planning	Planning	\$ 65,371.00	\$ 8,171.00	\$ 8,173.00	\$ 81,715.00	
T008499	GDOT	FTA	5307	2027	TOPR	VLMP Urban Transit CAP/OPS*	Cap/Ops	\$ 1,455,529.00	\$ 90,970.00	\$ 818,737.00	\$ 2,365,236.00	
FY2027 Total								\$ 1,520,900.00	\$ 99,141.00	\$ 826,910.00	\$ 2,446,951.00	
Transit Total								\$ 5,929,406.00	\$ 305,594.00	\$ 3,766,822.00	\$ 10,001,822.00	
											Total Transit Revenue	\$ 10,001,822.00
											Total FTA Section 53 Transit Revenue Less Local Projects	\$ 10,001,822.00
											Difference	\$ -

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

Valdosta Project Cost Summary

FY 2024 thru FY 2027

PI #	Year	Fund Code	Federal	State	Other	Total
0015614	2024	Y233	\$1,132,734	\$283,184	\$0	\$1,415,918
		Y233 Totals:	\$1,132,734	\$283,184	\$0	\$1,415,918
0010296	2024	Y238	\$1,200,000	\$300,000	\$0	\$1,500,000
		Y238 Totals:	\$1,200,000	\$300,000	\$0	\$1,500,000
T007072	2024	5303	\$65,371	\$8,171	\$8,173	\$81,715
		5303 Totals:	\$65,371	\$8,171	\$8,173	\$81,715
T007059	2024	5307	\$1,085,757	\$0	\$1,085,757	\$2,171,514
		5307 Totals:	\$1,085,757	\$0	\$1,085,757	\$2,171,514
T007289	2024	5311	\$8,718	\$0	\$2,179	\$10,897
T007292	2024	5311	\$22,503	\$0	\$5,626	\$28,129
T007327	2024	5311	\$184,357	\$0	\$184,357	\$368,714
		5311 Totals:	\$215,578	\$0	\$192,162	\$407,740
		FY 2024 Totals:	\$3,699,440	\$591,355	\$1,286,092	\$5,576,887
T008497	2025	5303	\$65,372	\$8,172	\$8,172	\$81,715
		5303 Totals:	\$65,372	\$8,172	\$8,172	\$81,715
T008424	2025	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
		5307 Totals:	\$1,455,529	\$90,970	\$818,737	\$2,365,236
		FY 2025 Totals:	\$1,520,901	\$99,142	\$826,908	\$2,446,951
T008498	2026	5303	\$65,372	\$8,172	\$8,172	\$81,715
		5303 Totals:	\$65,372	\$8,172	\$8,172	\$81,715
T008425	2026	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
		5307 Totals:	\$1,455,529	\$90,970	\$818,737	\$2,365,236
		FY 2026 Totals:	\$1,520,901	\$99,142	\$826,908	\$2,446,951
T008499	2027	5303	\$65,372	\$8,172	\$8,172	\$81,715
		5303 Totals:	\$65,372	\$8,172	\$8,172	\$81,715
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:	\$1,520,901	\$99,142	\$826,908	\$2,446,951
		Valdosta Totals:	\$8,262,143	\$888,779	\$3,766,818	\$12,917,740

Valdosta Project Cost Detail
FY 2024 thru FY 2027

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
0010296	G503	I-75 @ CR 783/LOCH LAUREL ROAD - PHASE II	Bridges	2024	SCP	Y238	\$1,200,000	\$300,000	\$0	\$1,500,000
0015614	L022	CR 136/OLD QUITMAN ROAD @ CSX #637487Y 6 MI W OF VALDOSTA	Bridges	2024	CST	Y233	\$1,120,000	\$280,000	\$0	\$1,400,000
0015614	L022	CR 136/OLD QUITMAN ROAD @ CSX #637487Y 6 MI W OF VALDOSTA	Bridges	2024	UTL	Y233	\$12,734	\$3,184	\$0	\$15,918
T007059		FY 2024-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2024	TOPR	5307	\$1,085,757	\$0	\$1,085,757	\$2,171,514
T007072		FY 2024-VALDOSTA MPO-SEC. 5303-PLANNING	MPO/Region Transit	2024	TPLN	5303	\$65,371	\$8,171	\$8,173	\$81,715
T007289		FY 2024-BERRIEN COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$8,718	\$0	\$2,179	\$10,897
T007292		FY 2024-BROOKS COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$22,503	\$0	\$5,626	\$28,129
T007327		FY 2024-LOWNDES COUNTY-SEC.5311-CAPITAL AND OPERATIONS	Rural Transit - Capital/Ops	2024	TCAP	5311	\$184,357	\$0	\$184,357	\$368,714
<i>FY 2024 Totals:</i>							<i>\$3,699,440</i>	<i>\$591,355</i>	<i>\$1,286,092</i>	<i>\$5,576,887</i>
T008424		FY 2025-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2025	TOPR	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
T008497		FY 2025-VALDOSTA MPO-SEC. 5303-PLANNING	MPO/Region Transit	2025	TPLN	5303	\$65,372	\$8,172	\$8,172	\$81,715

PI #	MPO TIP ID	Description	Prim Work Type	Year	Phase	Fund Code	Federal	State	Other	Total
<i>FY 2025 Totals:</i>							<i>\$1,520,901</i>	<i>\$99,142</i>	<i>\$826,908</i>	<i>\$2,446,951</i>
T008425		FY 2026-VALDOSTA-SEC.5307-CAPITAL AND OPERATIONS	Urban Transit - Capital/Ops	2026	TOPR	5307	\$1,455,529	\$90,970	\$818,737	\$2,365,236
T008498		FY 2026-VALDOSTA MPO-SEC. 5303-PLANNING	MPO/Region Transit	2026	TPLN	5303	\$65,372	\$8,172	\$8,172	\$81,715
<i>FY 2026 Totals:</i>							<i>\$1,520,901</i>	<i>\$99,142</i>	<i>\$826,908</i>	<i>\$2,446,951</i>
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	MPO/Region Transit	2027	TPLN	5303	\$65,372	\$8,172	\$8,172	\$81,715
<i>FY 2027 Totals:</i>							<i>\$1,520,901</i>	<i>\$99,142</i>	<i>\$826,908</i>	<i>\$2,446,951</i>
<i>Valdosta Totals:</i>							<i>\$8,262,143</i>	<i>\$888,779</i>	<i>\$3,766,818</i>	<i>\$12,917,740</i>

TIER I Project Data Sheets

VLMPO Project Data Sheet

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

PI Number: 0015614	City: Valdosta	County: Lowndes
Local Name: Old Quitman Rd	State/US #:	Local ID: L022
Sponsor: Lowndes	GDOT Dist: 4	Congressional Dist: 08 - Scott
		RC: Southern GA

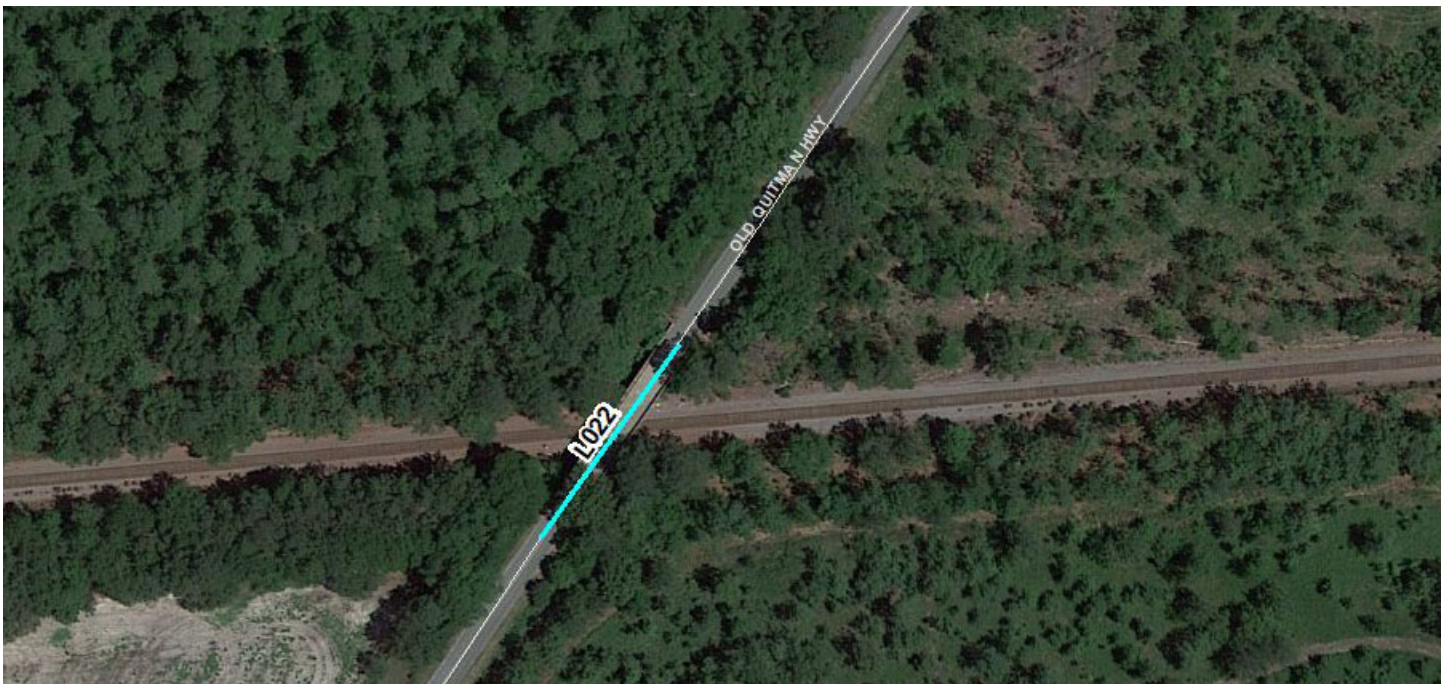
Project Description: Old Quitman Road is a local road that connects SR 38 and Ousley Road in western Lowndes County. At the SR 38 end of the Old Quitman Road, Georgia DOT bridge number 185-5021 is located over the CSX Railroad. The structural length of the bridge is 133 feet and the bridge roadway width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

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

Termini From: CSX Railroad	Termini To: CSX Railroad	Length: 0.40 mi
Current AADT: 510	Year: 2018	# of Lanes: 2
Future AADT: 459	Year: 2040	Truck %: 5.49
		85% Speed: NA
		Func. Class: Local

Fund(s): Y233 (UTL,CST)

Project Phase	FY 2024	FY 2025	FY 2026	FY 2027	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$15,918.12	\$0.00	\$0.00	\$0.00	\$15,918.12	\$0.00
Construction	\$1,400,000.00	\$0.00	\$0.00	\$0.00	\$1,400,000.00	\$0.00
Scoping	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Project Cost	\$1,415,918.12	\$0.00	\$0.00	\$0.00	\$1,415,918.12	\$2,434,346.01
Federal Cost	\$1,132,734.50	\$0.00	\$0.00	\$0.00	\$1,132,734.50	\$0.00
State Cost	\$283,183.62	\$0.00	\$0.00	\$0.00	\$283,183.62	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



VLMPO Project Data Sheet

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

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

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

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

Termini From: Loch Laurel Road	Termini To: Loch Laurel Road	Length: 0.40 mi
Current AADT: 2340 Year: 2018	# of Lanes: 6	Truck %: NA
Future AADT: 4421 Year: 2045	# of Lanes: 6	85% Speed: NA Func. Class: NA

Fund(s): Y238 (SCP)

Project Phase	FY 2024	FY 2025	FY 2026	FY 2027	TIP Total	2045 MTP
Preliminary Engineering	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Right-Of-Way	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Utility	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Construction	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Scoping	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$0.00
Project Cost	\$1,500,000.00	\$0.00	\$0.00	\$0.00	\$1,500,000.00	\$4,851,073.02
Federal Cost	\$1,200,000.00	\$0.00	\$0.00	\$0.00	\$1,200,000.00	\$0.00
State Cost	\$300,000.00	\$0.00	\$0.00	\$0.00	\$300,000.00	\$0.00
Local Cost	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00



Lump Sum Funding

TABLE 6. FY24-27 LUMP SUM FUNDING AND PROJECTS

FY2024-2027 Transportation Improvement Program	
Valdosta-Lowndes Metropolitan Planning Organization - Valdosta, GA Urbanized Area	
Lump Sum Projects FY2024-2027 - Anticipated Expenditures	
Group: Maintenance	Group Total: \$ 9,627,000
Group: Low Impact Bridges	Group Total: \$ 668,000
Group: Safety / Includes Railroad	Group Total: \$ 3,552,000
Group: Operations/Operational Improvements/Signal Upgrades	Group Total: \$ 1,336,000
Group: Lighting	Group Total: \$ 32,000
Group: Rights of Way - Protective Buying and Hardship Acquisitions	Group Total: \$ 48,000
Group: Transportation Alternatives Program	
Safe Routes to School	NA
Group Total:	\$ -
Total Lump Sum Program Cost	\$ 15,263,000
Total Lump Sum Program Anticipated Revenue	\$ 15,263,000
Difference	\$ -

MPO Lump Sum Projects - Valdosta

Lowndes

PROJ	PROJ NO.	TIP NO.	DESCRIPTION	PE	ROW	CST	UTL
0013559		G009	SR 38/US 84 FM VALDOSTA TO LANIER COUNTY - MEDIAN TURN LANES	PE	PRECST	CST	PRECST
0015445			SR 7 BU FROM CS 188/NORTH OAK STREET TO SR 7 ALT	PE	AUTHORIZED	ROW	AUTHORIZED
0016109			SR 122 @ SR 125	PE	AUTHORIZED	ROW	AUTHORIZED
0016636			SR 7/SR 122 FROM UNION ROAD TO NEWSOME STREET IN HAHIRA	PE	AUTHORIZED		
0017400			SR 38 @ 2 LOCS & CS 1005/FOREST STREET @ 1 LOC - VRU	PE	PRECST	ROW	PRECST
0019231			CR 783/LOCH LAUREL RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	PE	AUTHORIZED		
0019823			SIGNING & MARKING @ 5 VR LOCS IN DISTRICT 4			CST	PRECST
M006066			I-75 FROM FLORIDA STATE LINE TO COOK COUNTY LINE				
M006317			I-75 @ 3 LOCS IN COOK; LOWNDES & TIFT CO-BRIDGE PRESERVATION				
M006412			SR 7 ALT FROM MAGNOLIA STREET TO SMITHBRIAR DRIVE				

VLMPO Authorized Projects

TABLE 5. VLMPO AUTHORIZED AND OBLIGATED PROJECTS

VLMPO Authorized Projects

Primary County: Lowndes

PROJ	TIP NO.	DESCRIPTION	Phase Status	Phase Code	Program Year	Latest Cost Estimated Total	% in MPO	Amount
0010297	G016	I-75 @ SR 31 - PHASE II - TIA	AUTHORIZED	CST	2021	\$37,664,983.44	100	\$37,664,983.44
0010298	G020	I-75 @ SR 133 - PHASE II	AUTHORIZED	PE	2021	\$2,000,000.00	100	\$2,000,000.00
0013987	L019	LAKE PARK BELLVILLE ROAD FROM SR 7 TO I-75	AUTHORIZED	CST	2021	\$14,053,357.23	100	\$14,053,357.23
0014134	V075	CS 1517/JERRY JONES DR/EAGER RD FROM BAYTREE RD TO OAK ST	AUTHORIZED	CST	2022	\$15,136,633.76	100	\$15,136,633.76
0014485	G040	SR 31 @ 4 LOCS FROM SR 7/LOWNDES TO SR 135/LANIER	AUTHORIZED	ROW	2022	\$1,600,000.00	55	\$880,000.00
0015445		SR 7 BU FROM CS 188/NORTH OAK STREET TO SR 7 ALT	AUTHORIZED	ROW	2021	\$2,970,000.00	100	\$2,970,000.00
0015614	L022	CR 136/OLD QUITMAN ROAD @ CSX #637487Y 6 MI W OF VALDOSTA	AUTHORIZED	ROW	2021	\$80,000.00	100	\$80,000.00
0016109		SR 122 @ SR 125	AUTHORIZED	ROW	2023	\$1,380,000.00	100	\$1,380,000.00
0016270	SGRC-108	OLD CLYATTVILLE RD FROM I-75 TO KINDERLOU-CLYATTVILLE RD-TIA	AUTHORIZED	CST	2022	\$19,700,000.00	100	\$19,700,000.00
				PE	2022	\$1,000,000.00	100	\$1,000,000.00
				ROW	2022	\$500,000.00	100	\$500,000.00
0016272	SCRC-111	CR 775/SHILOH ROAD FROM CR 239/SNAKE NATION ROAD TO I-75-TIA	AUTHORIZED	CST	2021	\$5,000,000.00	100	\$5,000,000.00
				PE	2021	\$500,000.00	100	\$500,000.00
				ROW	2021	\$100,000.00	100	\$100,000.00
0016275	SGRC-114	CR 248/BRIGGSTON RD FROM SR 31 TO OLD CLYATTVILLE RD - TIA	AUTHORIZED	CST	2021	\$2,225,000.00	100	\$2,225,000.00
				PE	2021	\$200,000.00	100	\$200,000.00
				ROW	2021	\$100,000.00	100	\$100,000.00
0016278	SGRC-117	KINDERLOU CLYATTVILLE RD FM OLD CLYATTVILLE TO SECKINGER-TIA	AUTHORIZED	CST	2022	\$2,900,000.00	100	\$2,900,000.00
				PE	2022	\$300,000.00	100	\$300,000.00
				ROW	2022	\$250,000.00	100	\$250,000.00
0016279	SGRC-118	CR 79/COLEMAN RD FROM HAHIRA CITY LIMITS TO VAL DEL RD - TIA	AUTHORIZED	CST	2022	\$1,900,000.00	100	\$1,900,000.00
				PE	2022	\$200,000.00	100	\$200,000.00
				ROW	2022	\$200,000.00	100	\$200,000.00
0016280	SGRC-119	CR 390/TWIN LAKES RD FROM CR 783/LOCH LAUREL RD TO SR 7-TIA	AUTHORIZED	CST	2023	\$2,100,000.00	100	\$2,100,000.00
0016282	SGRC-121	CS 1268/COUNTRY CLUB DRIVE FROM EAGER ROAD TO SR 7/US 41-TIA	AUTHORIZED	PE	2021	\$800,800.00	100	\$800,800.00
0016283	SGRC-122	CS 1539/ST AUGUSTINE RD @ CSX #637479G S OF SR 38/US 84-TIA	AUTHORIZED	PE	2022	\$1,500,000.00	100	\$1,500,000.00
0016286	SGRC-125	SR 133 @ CS 1264/NORMAN DRIVE - TIA	AUTHORIZED	CST	2023	\$2,744,140.00	100	\$2,744,140.00
				ROW	2023	\$844,560.00	100	\$844,560.00
0016288	SGRC-127	SR 133 @ CS 1589/GORNTON ROAD - TIA	AUTHORIZED	CST	2023	\$1,850,000.00	100	\$1,850,000.00
				ROW	2023	\$912,930.00	100	\$912,930.00

0016289	SGRC-128	CS 1005/CS 1582/FORREST ST FM SR 38/US 84 TO SR 7/US 41-TIA	AUTHORIZED	PE	2021	\$1,000,000.00	100	\$1,000,000.00
				ROW	2023	\$500,000.00	100	\$500,000.00
0016290	SGRC-129	CS 569/CS 1267/BAYTREE RD @ CS 1043/CS 1589/GORNTA RD - TIA	AUTHORIZED	ROW	2022	\$110,000.00	100	\$110,000.00
0016898	V016	SOUTH VALDOSTA TRUCK BYPASS	AUTHORIZED	SCP	2021	\$1,000,000.00	100	\$1,000,000.00
0016957		CR 37/BRIGMAN ROAD @ NS #723572Y	AUTHORIZED	CST	2021	\$336,668.00	100	\$336,668.00
0016974		SR 7/US 41 @ CPR #904061P IN VALDOSTA	AUTHORIZED	CST	2021	\$336,402.20	100	\$336,402.20
0017164		PL VALDOSTA - FY 2021	AUTHORIZED	PLN	2021	\$160,692.94	100	\$160,692.94
0017461		CS 897/S TOOMBS STREET @ NS #723542G IN VALDOSTA	AUTHORIZED	CST	2021	\$185,704.00	100	\$185,704.00
0017904		PL VALDOSTA - FY 2022	AUTHORIZED	PLN	2022	\$160,238.99	100	\$160,238.99
0018341		HAHIRA AREA TRAFFIC STUDIES PARTS 1 & 2-FY2022 VALDOSTA UPWP	AUTHORIZED	PLN	2022	\$200,000.00	100	\$200,000.00
0018426		PL VALDOSTA - FY 2023	AUTHORIZED	PLN	2023	\$185,574.91	100	\$185,574.91
0019231		CR 783/LOCH LAUREL RD - OFF-SYSTEM SAFETY IMPROVEMENTS-HRRR	AUTHORIZED	PE	2023	\$8,000.00	100	\$8,000.00
0019310		PL VALDOSTA - SAFE & ACCESSIBLE TRANS OPTIONS - FY 2023	AUTHORIZED	PLN	2023	\$3,897.86	100	\$3,897.86
M005986		SR 7/US 41 FROM SR 7BU TO CS 1268/COUNTRY CLUB DRIVE	AUTHORIZED	MCST	2022	\$763,211.19	100	\$763,211.19
M006193		SR 376 FROM SR 31 TO 0.10 MI W OF CR 783/LOCH LAUREL ROAD	AUTHORIZED	MCST	2023	\$1,566,820.98	100	\$1,566,820.98
M006196		SR 135 FROM SR 38 TO LANIER COUNTY LINE	AUTHORIZED	MCST	2022	\$675,779.53	100	\$675,779.53
M006277		SR 38 FROM CR 778/ROCKY FORD RD TO E OF CS 893/JONES ST	AUTHORIZED	MCST	2023	\$3,475,770.19	100	\$3,475,770.19
M006282		SR 31 FROM CR 312/CARROLL ROAD TO SR 7	AUTHORIZED	MCST	2022	\$3,068,322.54	100	\$3,068,322.54
M006317		I-75 @ 3 LOCS IN COOK; LOWNDES & TIFT CO-BRIDGE PRESERVATION	AUTHORIZED	MCST	2023	\$3,221,867.00	34	\$1,095,434.78
M006340		SR 7/US 41 FROM SR 7BU TO CS 1444/GREYSTONE WAY	AUTHORIZED	MCST	2023	\$6,704,325.78	100	\$6,704,325.78
S015511		add RRFB & ped refuge island on SR7 ALT at Burton Street	AUTHORIZED	TSA	2021	\$49,545.10	100	\$49,545.10
S015514		signal with PPLT for EB SR38 & lagging PPLT for WB38 & SR7	AUTHORIZED	TSA	2021	\$143,972.08	100	\$143,972.08
S015558		TRAFFIC SIGNAL UPGRADE WITH PED ACCOMODATION AT SR 7 & SR 31	AUTHORIZED	TSA	2021	\$104,624.30	100	\$104,624.30
S015675		Operational upgrades on SR 133 @ James Circle	AUTHORIZED	TSA	2022	\$37,924.10	100	\$37,924.10
S015777		Upgrade pedestrian facilities on SR 31 @ E. Gordon St.	AUTHORIZED	TSA	2023	\$127,223.98	100	\$127,223.98

Public Participation Process

The partner and public participation period allow for GDOT, Federal, local government partners to read the TIP and share their comments with MPO staff. Staff also follows strategies within the Public Participation Plan: <https://www.sgrc.us/vlmpo.html>, that includes updating MPO committee members about the TIP update during meetings; legal notice to the MPO area newspapers in Berrien, Brooks, Lanier and Lowndes Counties; and project specific website availability.

Environmental Justice Areas

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

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

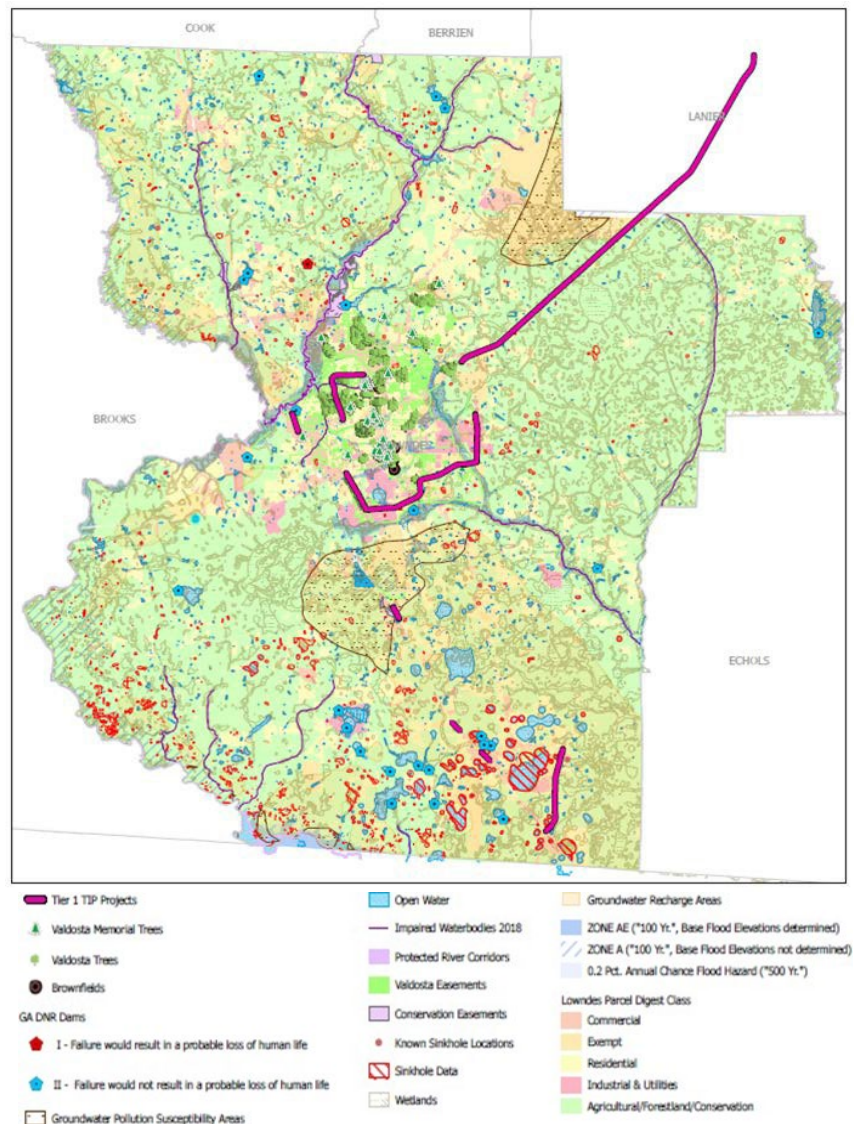
- **Identify:** The VLMPO will identify Environmental Justice communities through the use of GIS technology and U.S. Census Data. These identified areas will be thoroughly analyzed to identify the strengths as well as the challenges for each community.
- **Invite:** Outside of the VLMPO meetings and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

Environmental Mitigation

Data collection and layer development was used to consider impacts and create high-level environmental impact mitigation or avoidance recommendations for projects in this TIP. This will help to identify Planning and Environmental Linkages (PEL)³ that may facilitate far more efficient environmental reviews, specific mitigation methodologies, and overall integration of planning and environmental factors and methodologies of projects. All the data collected was put together and used to create, for consultation purposes, the TEAMap.

The TEAMap is a map application that identifies potential environmental concerns and provides mitigation strategies for the VLMPPO area. This map has been made available to resource agencies to help them identify potential environmental impacts related to transportation projects in this TIP and any other locally planned projects. This resource will continue to be available to future project designers and environmental specialists as they begin to design and conduct environmental analyses on proposed projects.

FIGURE 7. TEAMAP EXAMPLE



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

TIP Amendment Process

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

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

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

Administrative Modifications for Initial Authorizations

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

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

⁴ MPO Public Participation Plan

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

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

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

Amendments for Initial Authorizations

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

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e., a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstrations of fiscal constraint or when the subsequent annual draft STIP was not submitted prior to September 30. (See Administrative Modification Item F.)

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

Notes:

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

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

Additional Funding Request After the Initial Authorization

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

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

System Performance Report

Georgia Metropolitan Planning Organization Metropolitan Transportation Plan (MTP)/Transportation Improvement Program (TIP) System Performance Report (Updated May 2023)

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 is 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 2045 Metropolitan Transportation Plan (MTP) was adopted on [September 2, 2020. Per the Planning Rule and the Georgia Performance Management Agreement, the System Performance Report for the Valdosta-Lowndes 2045 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 the 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.

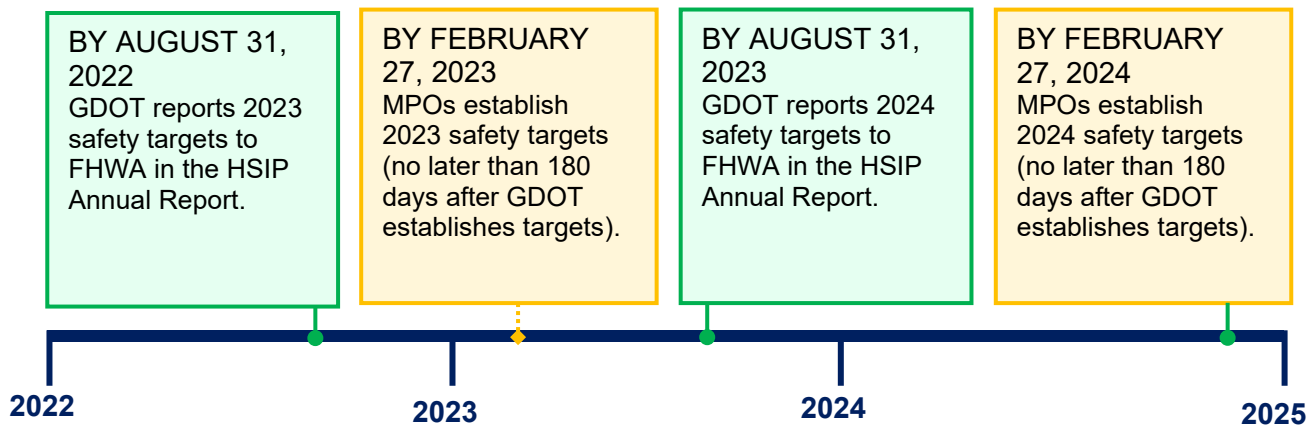
Safety performance targets are provided annually by the States to FHWA for each safety performance measure. GDOT submits the HSIP report annually to FHWA. The HSIP 2022 annual report was submitted to FHWA by August 31, 2022 and established the statewide safety targets for year 2023 based on an anticipated five-year rolling average (2019-2023). Georgia statewide safety performance targets for 2023 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 2023 MPO PM1 targets must be set by February 27, 2023.⁵ The Valdosta-Lowndes MPO adopted/approved the Georgia statewide safety performance targets on January 9, 2023.

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 (2022-2024)



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	2021 Georgia Statewide Performance Target (Five-Year Rolling Average 2017-2021)	2022 Georgia Statewide Performance Target (Five-Year Rolling Average 2018-2022)	2023 Georgia Statewide Performance Target (Five-Year Rolling Average 2019-2023)
Number of Fatalities	1,715	1,671	1,680
Rate of Fatalities per 100 Million Vehicle Miles Traveled	1.23	1.21	1.36
Number of Serious Injuries	6,407	8,443	8,966
Rate of Serious Injuries per 100 Million Vehicle Miles Traveled	4.422	4.610	7.679
Number of Combined Non-Motorized Fatalities and Non-Motorized Serious Injuries	686.5	793.0	802

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 2045 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 provide 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 2045 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 Valdosta-Lowndes MPO recognizes the importance of linking goals, objectives, and investment priorities to stated performance objectives, and that establishing this link is critical to the achievement of national transportation goals and statewide and regional performance targets.

As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Vision2045 Metropolitan Transportation Plan (MTP). Further implementation of Safety Measures/ Targets will be analyzed in the 2050 MTP. To support progress towards implemented highway safety targets, the FY 2024-2027 TIP includes key safety investments. A total of \$ \$29,779,209 has been programmed in the FY 2024-2027 TIP to improve highway safety; averaging approximately \$7,444,802.25 per year.

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.

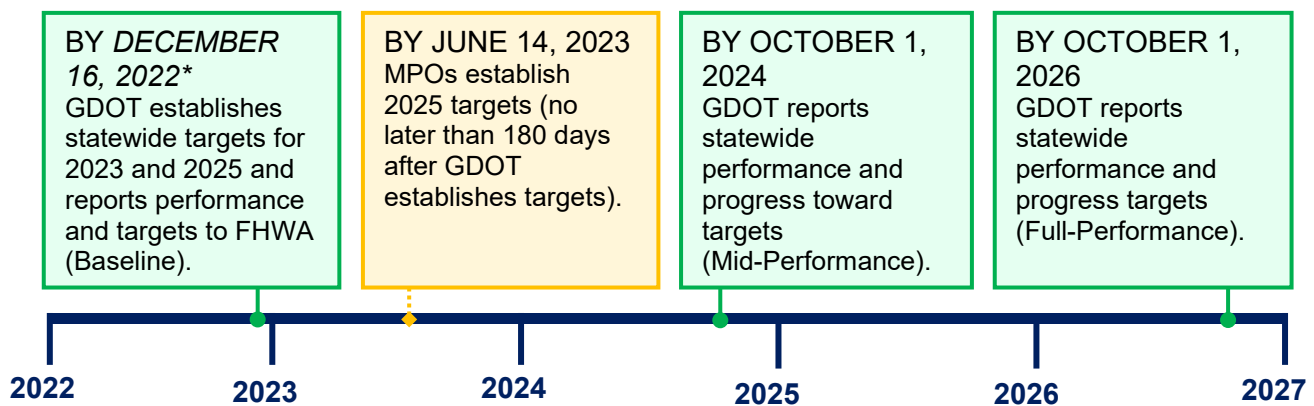
⁷ [23 CFR Part 490, Subpart C](#)

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 runs 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.

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



* FHWA changed the due date from October 1, 2022, 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.

On or before October 1, 2024, GDOT will provide 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.

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 2045 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 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Vision2045 Metropolitan Transportation Plan (MTP). Further implementation of Safety Measures/Targets will be analyzed in the 2050 MTP. To support progress towards implemented highway safety targets, the FY 2024-2027 TIP includes key safety investments. A total of \$ \$29,779,209 has been programmed in the FY 2024-2027 TIP to improve highway safety; averaging approximately \$7,444,802.25 per year.

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

⁹ [2021 Statewide 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 has 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.

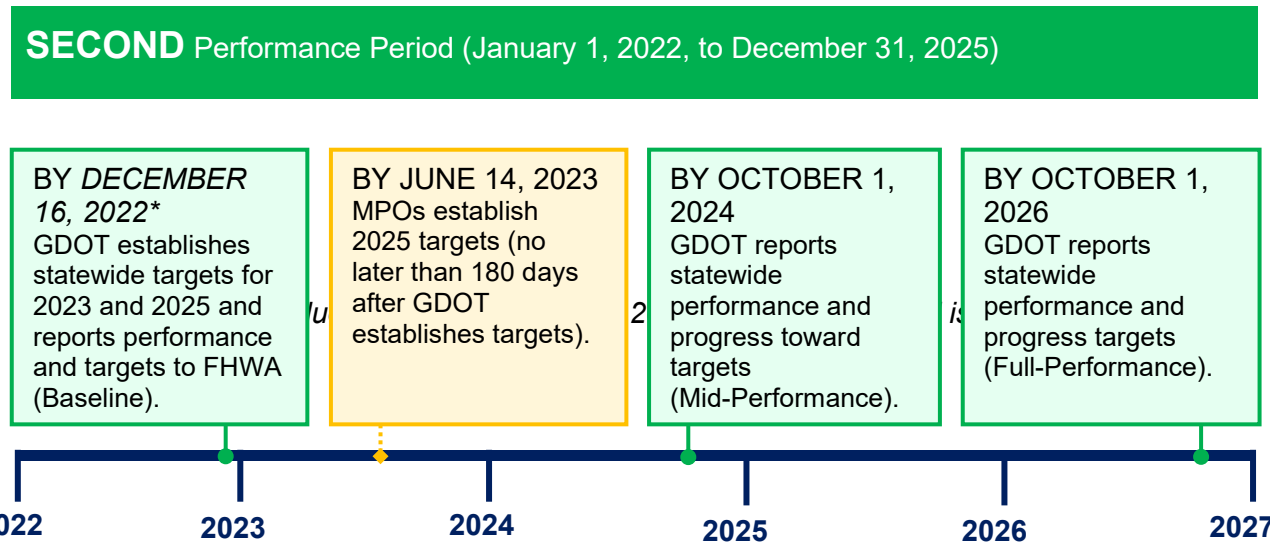
Freight Movement Performance Measure

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, the first performance period began on January 1, 2018, and will end on December 31, 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 will report 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, 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. For all targets 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.



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.

On or before October 1, 2024, GDOT will provide 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.

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 2045 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 2045 MTP addresses infrastructure preservation and identifies pavement and bridge infrastructure needs within the metropolitan planning area, and allocates funding for targeted infrastructure improvements. As such, the FY 2024-2027 TIP planning process directly reflects the goals, objectives, performance measures, and targets as they are available and described in other State and public transportation plans and processes; specifically, the Georgia Strategic Highway Safety Plan (SHSP), the Georgia Highway Safety Improvement Program (HSIP), the current Georgia Statewide Transportation Plan (SWTP), and the current Vision2045 Metropolitan Transportation Plan (MTP). Further implementation of Safety Measures/ Targets will be analyzed in the 2050 MTP. To support progress towards implemented highway safety targets, the FY 2024-2027 TIP includes key safety investments. A total of \$ \$29,779,209 has been programmed in the FY 2024-2027 TIP to improve highway safety; averaging approximately \$7,444,802.25 per year.

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

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

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

Appendix A: Project Types

The matrix below is based on 2024-2027 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
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				✔	

*

Appendix B: Example MPO TIP Projects – Valdosta MPO

Table 5: Valdosta-Lowndes MPO, 2024-2027

PI#	Cost	Work Type	PM1	PM2		PM3		
			Safety	Bridges	Pavement	System Reliability	Truck Reliability	CMAQ*
0014485	\$9,068,419	Passing Lanes	✓			✓	✓	
0010296	\$1,500,000	Bridges	✓	✓				
0015614	\$1,415,918	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. Greater Dalton 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**

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

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

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

1. UPWP (23 CFR Part 450.308)

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

2. LRTP/MTP (23 CFR Part 450.324)

- a) The LRTP/MTP incorporates a minimum 20-year planning horizon.
- b) The LRTP/MTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
- c) The LRTP/MTP is fiscally constrained.
- d) The development of the LRTP/MTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators).

- e) All of the Fixing America's Surface Transportation (FAST) Act planning factors were considered in the planning process.
- f) The LRTP/MTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- g) The MPO approves the LRTP/MTP in a timely manner without entering into a planning lapse.
- h) Initial Adoption and Amendments to the LRTP/MTP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
- i) The transit authority's planning process is coordinated with the MPO's planning process.
- j) In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP/MTP in accordance with 40 CFR Part 93.

3. **TIP 23 CFR Part 450.326)**

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

4. **Participation Plan (23 CFR Part 450.316)**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

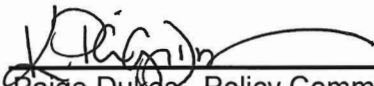
- a) The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

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

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

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

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


Paige Dukes, Policy Committee Chair

Valdosta-Lowndes Metropolitan Planning Organization

July 31, 2023

Date

Vivian Canizares, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning

Date

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

Date