



Transportation Improvement Program

FY2015-2018

VALDOSTA-LOWNDES
METROPOLITAN PLANNING
ORGANIZATION

Transportation Improvement Program

FY 2015-2018

**Valdosta-Lowndes
Metropolitan Planning Organization**

Adopted – July 9, 2014



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

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

Adoption Resolution

RESOLUTION FY2015-2

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

Resolution to ADOPT the FY2015-2018 Transportation Improvement Program

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

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

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

WHEREAS, the MPO is required through the Moving Ahead for Progress in the 21st Century Act (MAP-21) to incorporate a four year horizon for the TIP, develop an annual listing of obligated projects (including bicycle and pedestrian facilities or investments), provide better visualization techniques regarding plans or projects to enhance the accessibility of plans by posting electronically or otherwise make available for public review as well as implementing new consultation processes and assessing potential environmental impacts of such plans to develop mitigation measures to minimize impacts (Section 450.322(f)(7)).

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee

adopts the FY2015-2018 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303; that is consistent with the 2035 Transportation plan, and

approves an administrative cost updated to the 2035 Transportation Plan as required in 23 CFR 450.324(g).

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on July 9, 2014.



Jason Davenport, Planner, Lowndes County
Chair, Valdosta-Lowndes Metropolitan Planning Organization

Introduction

The Southern Georgia Regional Commission (SGRC) is the designated Metropolitan Planning Organization (MPO) for the Valdosta Urbanized Area. The MPO is mandated by the Federal Highway Act of 1962 (and subsequent re-authorizations) to perform the transportation planning activities within the urbanized area. The legislation ensures that a “continuing, cooperative and comprehensive” (referred as “3-C”) planning process involving federal, state and local agencies, as well as citizens and other affected stakeholders.

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

VLMPPO Organization

The Policy Committee is a forum for cooperative decision making by principal elected and appointed officials of the general purpose local governments and inter-modal transportation providers. The Policy Committee is also responsible for taking into consideration the recommendations from the CAC and the TCC when adopting plans or setting policy. The Policy Committee has final authority in the matters of policy and adoption of plans. Starting in FY2014, representatives from Brooks, Lanier and Berrien Counties joined the MPO Policy Committee sharing an annually rotating seat. At the time of adoption of this TIP Lanier County held the

seat. These counties are only represented on the Policy Committee and not on the other MPO committees.

The Technical Coordinating Committee (TCC) membership includes staff from various federal, state, and local agencies and other associations who have a technical knowledge of transportation or planning. The TCC functions to assure the involvement of all operation departments, advisory agencies, and multi-modal transportation providers involved with the planning process and subsequent implementation of plans. The TCC evaluates transportation plans and projects based on whether or not they are technically warranted and financially feasible.

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

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

Metropolitan Planning Area Boundary

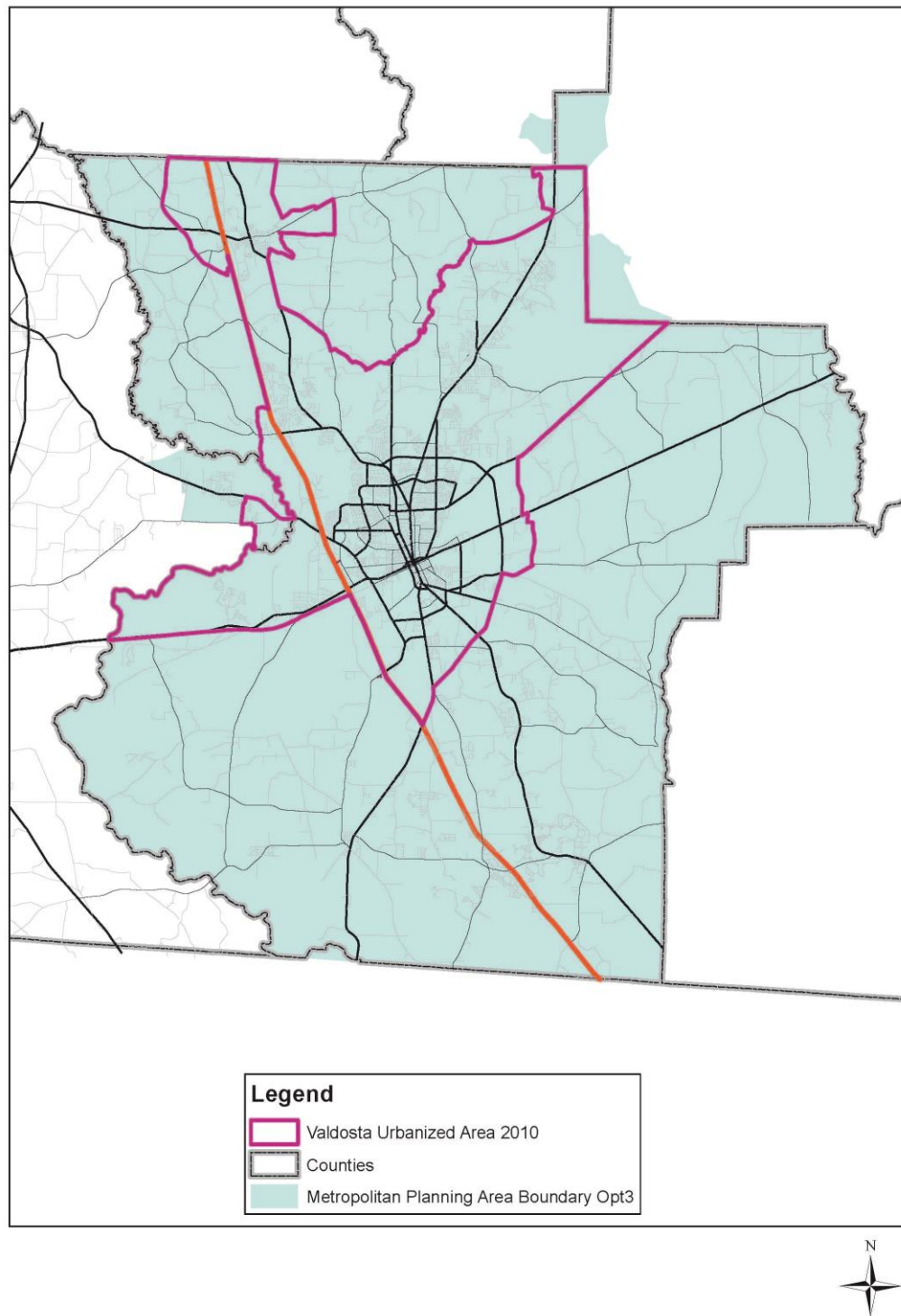
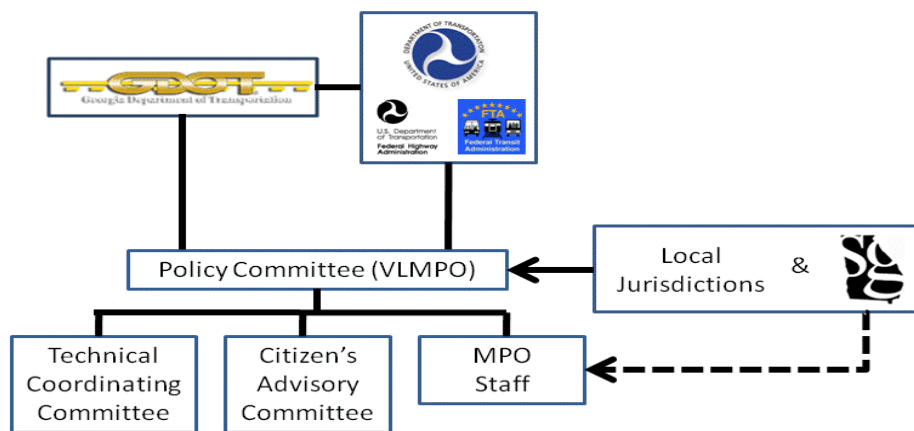


Figure 1 VLMPO Metropolitan Planning Area

Figure 2 VLMPO Organizational Structure and Membership Rosters

VLMPO Organization Chart



Policy Committee		Citizen's Advisory Committee	
Name	Agency	Name	Agency
John Leonard	Southern Georgia RC	Todd Smoot	Lowndes County
Joe Pritchard	Lowndes County	Bryan Almand	City of Valdosta
Larry Hanson	City of Valdosta	Kenneth Sherrill	City of Lake Park
John Gayle	City of Valdosta	Leggett Lovan	VL Chamber
Bill Slaughter	Lowndes County		Lowndes Co. BoE
Keith Golden	GDOT	Stephanie Joachim	Valdosta City BoE
Bruce Cain	City of Hahira *	Ray Sable	Valdosta State Univ.
Alex Lee	Lanier County*	Angela Crance	Wiregrass Tech. Coll.
Rodney Barry	FHWA-GA	Bill Branham	City of Valdosta
Yvette Taylor	FTA Region IV	Edward Rawls	Lowndes County
Angela Crance	Citizen's Advisory Comm.	Michael Frost	Lowndes County
		Harriet Crum	City of Hahira
Technical Coordinating Committee		Debbie Hobdy	Lowndes County
Name	Agency		City of Dasher
Patrick Collins	City of Valdosta	Carroll Griffin	City of Remerton
Mike Fletcher	Lowndes County	Tim Riddle	Convention Center
Aries Little	GDOT Planning	Mike Cooper	Cntrl. Val. Dev. Auth.
Brent Thomas	GDOT District 4	Allan Ricketts	VL Industrial Auth.
Roger Christie	Lowndes Co. Schools	Col. Clarence Parker	VL Airport Auth.
Edward Collins	Valdosta City Schools	Steven Barnes	Leadership Lowndes
Mike Meeks	Bike/Ped Advocate	Bill Tucker	City of Valdosta
Ann-Marie Day	FHWA-GA	Dr. Richard Saeger	City of Valdosta
Danny Weeks	Lowndes Co. EMA	Charlie Clark	Lowndes County
* Members of small counties/cities rotate annually			

TIP Development Process

Metropolitan planning responsibilities are outlined in federal legislation passed in 2012 and entitled the Moving Ahead for Progress in the 21st Century Act (MAP-21) and other previous laws and regulations. Following are key responsibilities and planning processes of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) which is staffed by the designated MPO for the Valdosta Urbanized Area, the Southern Georgia Regional Commission.

The Transportation Improvement Program (TIP) represents the programming for funding and implementation of the near term years of projects in the adopted 2035 Transportation Plan for Valdosta and Lowndes County and surrounding areas. The TIP is based on fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2014 is the first day of FY 2015. Under federal regulations, the TIP must cover a minimum of four fiscal years. The Valdosta Area's TIP covers four fiscal years, FY's 2015 through 2018.

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

Pursuant to provisions of federal regulations, VLMPO prepares a TIP at least every four years in order for federal agencies to authorize the use of federal transportation funds in the Region. Traditionally, VLMPO

has exceeded this requirement by updating the region's TIP annually.

The date a TIP becomes effective is when the Governor or his designee approves it, after the MPO Policy Committee has received public comment and approved the document as well.

Project Selection

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

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

Annually VLMPO receives from GDOT expected revenue forecasts for the time period of the TIP. Because the VLMPO TIP must be fiscally constrained project expenditures identified in the program cannot annually exceed the projected revenues.

Currently locally developed, and federal-aid eligible projects are selected for inclusion in the TIP, primarily by the priority in which they are listed in the 2035 Transportation Plan.

Congressional District Balancing

The Official Code of Georgia (OCGA 32-5-30(a)) requires that most federal and state transportation funds spent in Georgia be

spent evenly among the state's congressional districts. This law was changed during the 2013 legislative session and now excludes Interstates and freight corridors from the balancing equation. The VLMPO region is split between the 1st and 8th Congressional Districts. Once the TIP financial tables have been created, GDOT ensures all funding is spread equally. If there are discrepancies, they are generally handled by redistributing funds among projects across multiple congressional districts.

Public Involvement Process

VLMPO's Public Participation Plan outlines the process through which stakeholders and public input and comment are solicited for. During the development of this TIP the draft document and project listing was discussed at a meeting of staff from GDOT, Valdosta and Lowndes County.

A notice of the public comment period was sent to the VLMPO mailing list of over 800 local and regional stakeholder groups and interested parties. This notice is included in the appendix.

The document was then shared with the public for a 16-day public comment period from June 16, 2014 through July 1, 2014. During the public comment period the draft TIP was made available in hardcopy to the public at all libraries in Lowndes, Berrien, Brooks, and Lanier Counties, at all local government administration offices in Lowndes, Berrien, Brooks and Lanier Counties, and at the Southern Georgia Regional Commission office. A digital copy was also made available on the SGRC website.

During the public comment period a Public Open House was held on June 24, 2014 at the SGRC office from 9:00 AM to 6:00PM.

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

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

TIP Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Moving Ahead for Progress in the 21st Century Act (MAP-21) with an effective date of July 2012. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification means a minor revision to a, Transportation Improvement Program (TIP), that

includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and minor changes to project/project phase initiation dates. Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

- Amendment means a revision to a TIP that involves a major change to a project included in a TIP, including the addition or deletion of a project or major change in project cost, project/project phase initiation dates, or a major change in design concept or design scope (e.g., changing project termini or the number of through traffic lanes). Changes to projects that are included only for illustrative purposes do not require an amendment. An amendment is a revision that requires public review and comment, redemonstration of fiscal constraint, or a conformity determination (for metropolitan transportation plans and TIPs involving “non-exempt” projects in nonattainment and maintenance areas).

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

TIP Administrative Modifications

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

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

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

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

The administrative modification process consists of a monthly list of notifications from GDOT to all involved parties, with change summaries sent on a monthly basis to the FHWA and FTA by the GDOT.

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

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

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

TIP Amendments

The following actions are eligible as Amendments to the TIP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway and transit project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP (requires a minimum 15-day public comment period).
- E. Major change to scope of work of an existing project. A major change would be

any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.

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

Amendments to the TIP will be developed in accordance with the provisions of 23 CFR Part 450. This requires public review and comment and responses to all comments, either individually or in summary form. For amendments in the VLMPO Metropolitan Planning Area, the public review process will require a 15-day public comment period, followed by a vote taken at a meeting of the VLMPO Policy Committee. The VLMPO will assure that the amendment process and the public involvement procedures have been followed.

Cost changes made to the second, third and fourth years of the TIP will be balanced during the TIP yearly update process. All amendments should be approved by FHWA and/or FTA.

Notes:

- 1. The date a TIP becomes effective is when the Governor or his designee approves it. For nonattainment and maintenance areas, the effective date of the TIP is based on the date of U.S. Department of Transportation's positive finding of conformity.
- 2. The date the STIP becomes effective is when FHWA and FTA approve it.

3. The TIP/STIP is developed on the state fiscal year which is July 1-June 30.
4. Funds for cost increases will come from those set aside in the TIP/STIP financial plan by the GDOT for modifications and cost increases. Fiscal Constraint will be maintained in the TIP/STIP at all times.

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

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

These policies pertain to FMIS (Federal authorization and accounting software) modifications incurred after the initial authorization. The initial authorization must be programmed in the applicable TIP to receive funding. The FHWA Georgia Division reserves the right to deny the FMIS modification request regardless of whether it meets the below requirements. Additional funding requests for PE phases after the receiving initial authorization shall be a modification and be reported at each month's end. Any requests not meeting the below expectations or appear to not be a candidate for additional funds through a FMIS modifications shall be required to have programming in the current planning document updated to reflect the request. Mitigation phases added as a FMIS modification will not be approved and must be programmed separately.

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

TIP Funding

Highway funding is typically authorized in a multiyear transportation authorization act that establishes the maximum level of federal transportation funding per fiscal year. The law that authorized current transportation spending levels is called the Moving Ahead for Progress in the 21st Century Act (MAP-21). The law covers Federal FY2013-2014, and has been authorized through September 30, 2014.

Once the authorization of a Federal transportation bill takes place, the USDOT apportions funding among the states based on federal formulas set in the law. The apportionment for each state is estimated for each federal fiscal year, which runs from October 1st to September 30th. State DOTs and MPOs use this figure to create state and regional plans and programs. The amount of apportionment actually available to be spent is called obligation authority. Obligation authority is generally less than the state's apportionment identified in MAP-21. Each year, any unused obligation authority can be carried forward to the next fiscal year, although in the past several years, Georgia has spent all apportioned funds in the designated year.

Each fall, the Georgia Department of Transportation receives the amount of federal funding available to the state of Georgia. GDOT then allocates funds according to federal regulations (according to 23 CFR 450.324) to each of the regions, counties and cities within the state using the appropriate plans such as the TIP, laws such as congressional balancing, and formulas.

The TIP is divided into different sections identified as Tier 1, Tier 2, Illustrative Local,

Lump Sum, and Transit. Tier 1 is the group of projects covering the years of the TIP, (Example: FY15-18). The Tier 1 projects include information about the "amount of Federal funds proposed to be obligated during each program year for the project or phase (for the first year, this includes the proposed category of Federal funds and source(s) of non-Federal funds. For the second, third, and fourth year, this includes the likely category or possible categories of Federal funds and sources of non-Federal funds)" (23 CFR 450.324.e.3). The Tier 2 list is an illustrative list of projects that are included for information purposes that are planned beyond the four years of the TIP (currently the Tier 2 list is blank, and therefore not included). The Illustrative Local projects are those projects that are contained in the 2035 Transportation Plan that are 100% locally funded (currently there are no 100% locally funded projects). The Lump Sum and Transit project lists are described later.

Highway Programs

Under MAP-21, the federal aid highway program includes the following programs available to be utilized in the VLMPO Metropolitan Planning Area (other fund categories which are not available to VLMPO are not listed here):

- **National Highway Performance Program (NHPP)** – This program serves to support the condition and performance, and construction of the National Highway System, which includes all Principle Arterials, Interstates and the Strategic Defense Network.
- **Highway Safety Improvement Program (HSIP)** – This program uses a data-driven, strategic approach to

improving highway safety on all public roads.

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

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

Lump Sum Programs

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

Of the total expected available funding, a portion is set aside for eleven groups of projects that do not affect the capacity of the roadway. This Lump Sum Program is intended to give GDOT and MPOs flexibility to address projects of an immediate need while fulfilling the requirements of the STIP (State Transportation Improvement Program) and TIP. Funds are set up in lump sum banks to undertake projects that are developed after the STIP is approved. These

lump sum Banks, are listed in a number of funding types for each year for GDOT's convenience in managing and accounting for the funding. These Lump Sum banks are shown in the TIP/STIP with the words "Lump Sum" in the project description field and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

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

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

Group: Maintenance

Criteria: existing system maintenance only

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

Group: Low Impact Bridges

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

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

term cost effective engineering solutions.

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

Group: Safety

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

This group includes the following work types: signal installation/upgrades, guardrail installation, sign installation, railroad protection devices, operational improvements, railroad crossing hazard elimination, roadway hazard elimination and special safety studies and programs.

Group: Preliminary Engineering

Criteria: planning, management systems and consultant design services

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

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

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

This group is a single item.

Group: Roadway/Interchange Lighting

Criteria: lighting

This group is a single item.

Group: Rights of Way - Protective Buying and Hardship Acquisitions

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

This group is a single item.

Group: Transportation Enhancement

Criteria: projects qualifying for the Transportation Enhancement program (TE) and the Recreational Trails & Scenic Byway programs. TE projects shown in the STIP will be funded on a first come first served basis. When a project is funded it is drawn down from the lump sum. When all funds are gone, no other projects can be funded until the next fiscal year, which begins on July 1.

This group has two funding types

Group: Transportation Alternative Program (TAP)

Criteria: TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities, and environmental mitigation; recreational trail program projects; safe routes to school projects; and projects for planning, designing, or

constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways. Consistent with what is allowed in the MAP-21 legislation, GDOT reserves the right to transfer 50% of available TAP funds to one of the most flexible funding categories available. Those dollars may be spent on any federal-aid eligible project to permit GDOT to focus on delivering the long-needed transportation improvements that support the safe and efficient movement of people and goods, in the most cost-effective manner. The remaining 50% of TAP funds consists of dollars sub-allocated to MPOs over 200,000 in population as well as TAP funds held at State DOTs eligible for use in areas below 200,000 populations. Projects selected to receive these funds must be the result of a competitive selection process.

This group has two funding types.

Group: Livable Centers Initiative

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

Group: Safe Routes to Schools

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

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

Group: High Risk Rural Roads

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

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

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

Group: Regional Traffic Signal Optimization

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

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

Projects will:

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

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

Transit Programs

Under MAP-21, the federal aid highway program includes the following programs available to be utilized in the VLMPO Metropolitan Planning Area (other fund categories which are not available to VLMPO are not listed here):

Section 5307 Urban Formula Program

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

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based

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

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

Section 5310 Transportation for Elderly Persons and Persons with Disabilities

This program (49 U.S.C. 5310) provides formula funding to States for the purpose of assisting private nonprofit groups in meeting the transportation needs of the elderly and persons with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each State's share of population for these groups of people.

Funds are obligated based on the annual program of projects included in a statewide grant application. The State agency ensures that local applicants and project activities are eligible and in compliance with Federal requirements, that private not-for-profit transportation providers have an opportunity to participate as feasible, and that the program provides for as much coordination of federally assisted transportation services, assisted by other Federal sources. Once FTA approves the application, funds are available for state administration of its program and for allocation to individual subrecipients within the state.

Section 5311 Rural and Small Urban Areas

This program (49 U.S.C. 5311) provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 populations. Eighty percent of the statutory formula is based on the nonurbanized population of the States. Twenty percent of the formula is based on land area. No State may receive more than 5 percent of the amount apportioned for land area. In addition, FTA adds amounts apportioned based on nonurbanized population according to the growing States formula factors of 49 U.S.C. 5340 to the amounts apportioned to the States under the Section 5311 program.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, Indian tribes, and nonprofit organizations, and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies, after consultation with affected intercity bus providers that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

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

service unless the Governor certifies, after consultation with affected intercity bus providers that the intercity bus needs of the state are adequately met.

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

Financial Plan

FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2015-2018, all amounts include Federal, State and Local Funds, unless noted otherwise								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2015	FY2016	FY2017	FY2018	Total
NHPP	M001	Tier 1	National Hwy Sys (road)	\$ -	\$ 46,753,786.00	\$ 31,863,304.00	\$ -	\$ 78,617,090.00
Local	LOC	Local	Local	\$ -	\$ 9,700,388.00	\$ -	\$ -	\$ 9,700,388.00
Local	LOC	Tier I Local	100% Local Funded Projects	\$ -	\$ 500,000.00	\$ -	\$ -	\$ 500,000.00
Total Tier I Revenue				\$ -	\$ 56,954,174.00	\$ 31,863,304.00	\$ -	\$ 88,817,478.00
Group: Maintenance								
NHPP	M001	Lump Sum	Bridge Painting (Interstate)	\$ 96,000.00	\$ 80,000.00	\$ 96,000.00	\$ 96,000.00	\$ 368,000.00
NHPP	M001	Lump Sum	National Hwy Sys (Maintenance)	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00	\$ 384,000.00
STP	M240	Lump Sum	Bridge Painting	\$ 56,000.00	\$ 48,000.00	\$ 56,000.00	\$ 56,000.00	\$ 216,000.00
STP	M240	Lump Sum	Force Account Maintenance	\$ 144,000.00	\$ 144,000.00	\$ 120,000.00	\$ 120,000.00	\$ 528,000.00
STP	M240	Lump Sum	Road Maintenance	\$ 563,000.00	\$ 494,000.00	\$ 508,000.00	\$ 486,000.00	\$ 2,051,000.00
Group: Low Impact Bridges								
STP	M240	Lump Sum	Low Impact Bridges	\$ 40,000.00	\$ 28,000.00	\$ 40,000.00	\$ 40,000.00	\$ 148,000.00
Group: Safety								
HSIP	MS30	Lump Sum	Safety	\$ 560,000.00	\$ 599,000.00	\$ 640,000.00	\$ 640,000.00	\$ 2,439,000.00
HSIP	MS40	Lump Sum	RRX Hazard Elimination	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 140,000.00
HSIP	MS50	Lump Sum	Railroad Crossing Protection Devices	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 120,000.00
Group: Preliminary Engineering								
		Lump Sum	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
Group: Traffic and Revenue/Design-Build/Special Studies								
STP	M240	Lump Sum	Traffic & Rev./Design-Build Study	\$ -	\$ 2,000.00	\$ -	\$ -	\$ 2,000.00
NHPP	M002	Lump Sum	Construction Management	\$ 230,000.00	\$ 233,000.00	\$ 237,000.00	\$ 240,000.00	\$ 940,000.00
Group: Roadway/Interchange Lighting								
NHPP	M001	Lump Sum	Roadway Lighting	\$ 8,000.00	\$ 4,000.00	\$ 4,000.00	\$ 8,000.00	\$ 24,000.00
Group: Rights of Way - Protective Buying and Hardship Acquisitions								
STP	M240	Lump Sum	RW Protective Buying	\$ 8,000.00	\$ 4,000.00	\$ 8,000.00	\$ 8,000.00	\$ 28,000.00
Group: Transportation Enhancement Program								
		Lump Sum	Transportation Enhancements	NA	NA	NA	NA	NA
Group: Transportation Alternatives Program								
TAP	M940	Lump Sum	Recreational Trails	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 40,000.00
STP	L220	Lump Sum	Transportation Alternatives	\$ 152,000.00	\$ 152,000.00	\$ 152,000.00	\$ 152,000.00	\$ 608,000.00
Group: Livable Centers Initiative								
		Lump Sum	Livable Centers Initiative	NA	NA	NA	NA	NA
Group: Safe Routes to School								
SRTS	LU10	Lump Sum	Safe Route to School Prog. Non-Inf.	\$ 4,000.00	\$ 4,000.00	\$ 2,000.00	\$ -	\$ 10,000.00
SRTS	LU20	Lump Sum	Safe Route to School Infrastructure	\$ -	\$ -	\$ -	\$ -	\$ -
SRTS	LU30	Lump Sum	Safe Route to School Any Project	\$ 1,000.00	\$ -	\$ -	\$ -	\$ 1,000.00
Group: High Risk Rural Roads								
HSIP	LS20	Lump Sum	High Risk Rural Road Safety	\$ -	\$ 26,000.00	\$ -	\$ -	\$ 26,000.00
Group: Regional Traffic Signal Optimization								
STP	M240	Lump Sum	Traffic Control Devices	\$ 120,000.00	\$ 120,000.00	\$ 104,000.00	\$ 104,000.00	\$ 448,000.00
STP	M240	Lump Sum	Operational	\$ 108,000.00	\$ 104,000.00	\$ 96,000.00	\$ 96,000.00	\$ 404,000.00
Total Lump Sum Revenue				\$ 2,261,000.00	\$ 2,213,000.00	\$ 2,234,000.00	\$ 2,217,000.00	\$ 8,925,000.00
Total Highway Revenue				\$ 2,261,000.00	\$ 59,167,174.00	\$ 34,097,304.00	\$ 2,217,000.00	\$ 97,742,478.00
FTA	5310	Operations	Elderly and Disabled (Ops)	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
FTA	5310	Capital	Elderly and Disabled (Cap)	\$ 64,541.00	\$ 114,316.00	\$ 64,541.00	\$ 64,541.00	\$ 307,939.00
FTA	5311	Operations	Rural Transit (Ops)	\$ 794,644.00	\$ 794,644.00	\$ 794,644.00	\$ 794,644.00	\$ 3,178,576.00
FTA	5311	Capital	Rural Transit (Cap)	\$ 233,000.00	\$ 407,700.00	\$ 226,500.00	\$ 367,200.00	\$ 1,234,400.00
Total Transit Revenue				\$ 2,677,688.48	\$ 2,902,163.48	\$ 2,671,188.48	\$ 2,811,888.48	\$ 11,062,928.92
Grand Total Anticipated Revenue				\$ 4,938,688.48	\$ 62,069,337.48	\$ 36,768,492.48	\$ 5,028,888.48	\$ 108,805,406.92

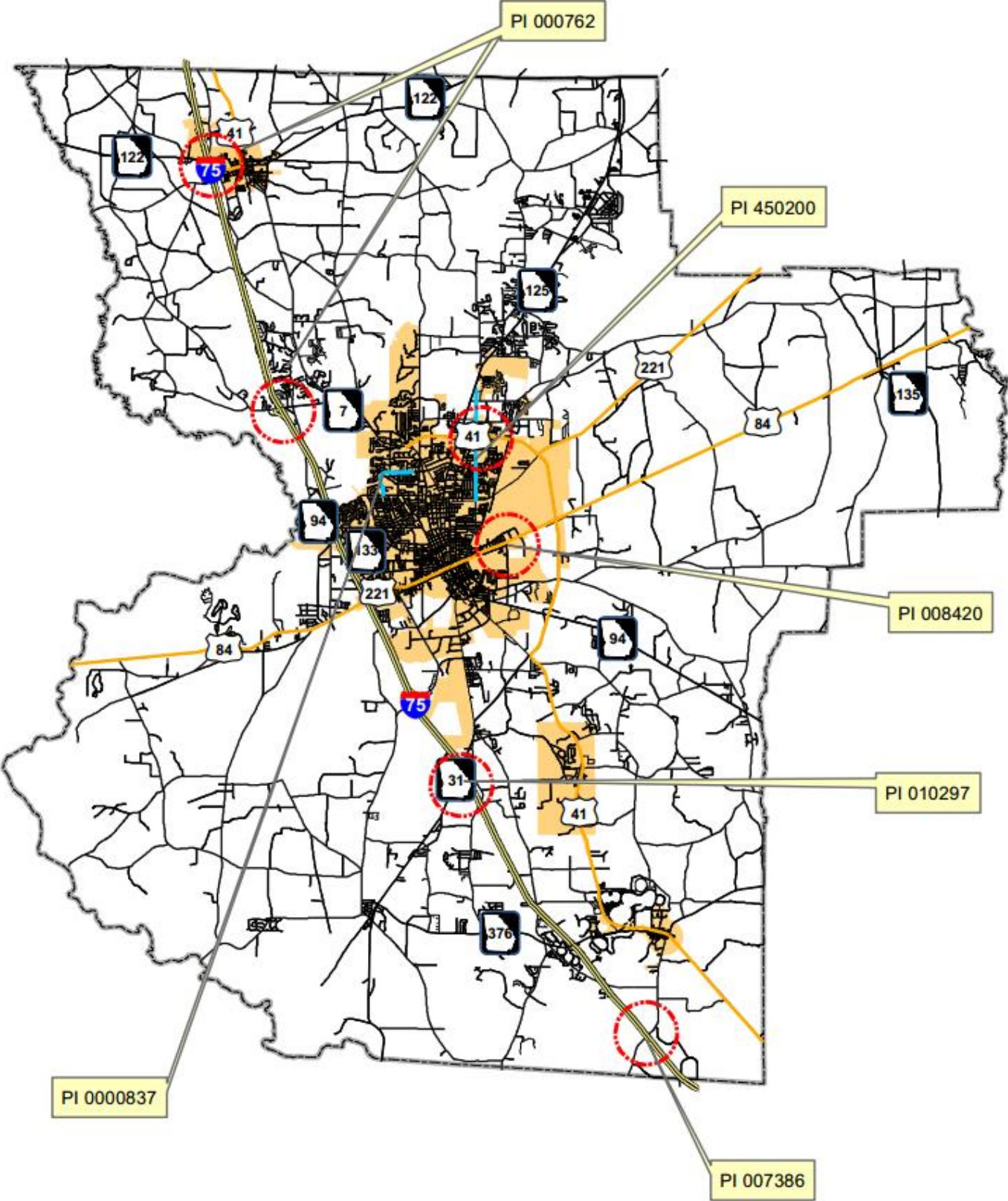
Tier I Project

FY2015-2018 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Projects FY2015-2018 - 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 \$ (2035 LRTP)*
							No Projects in FY2015		\$ -	\$ -	\$ -	\$ -	
FY2015 Total									\$ -	\$ -	\$ -	\$ -	
0000762	G015	GDOT	LOC	LOC	2016	UTL	I-75 FM N of SR 133 to Cook County Line - Phase II (Exits 22 & 29)	Interchange	\$ -	\$ -	\$ 2,483,133.00	\$ 2,483,133.00	\$ 57,450,504.00
0000762	G015	GDOT	NHPP	M001	2016	CST	I-75 FM N of SR 133 to Cook County Line - Phase II (Exits 22 & 29)	Interchange	\$ 25,053,897.00	\$ 6,263,474.00	\$ -	\$ 31,317,371.00	\$ 57,450,504.00
0007386	G014	GDOT	NHPP	M001	2016	ROW	I-75 @ CR274/Lake Park Bellville Road - Phase II (Exit 2)	Interchange	\$ 10,323,265.00	\$ 2,580,816.00	\$ -	\$ 12,904,081.00	\$ 30,930,271.00
0010297	G016	GDOT	NHPP	M001	2016	ROW	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 2,025,867.00	\$ 506,467.00	\$ -	\$ 2,532,334.00	\$ 20,282,128.00
0000837	V001	Valdosta	LOC	LOC	2016	ROW	CR 784/Jerry Jones Rd FM Gornto Rd to Oak St. (Jadan Pl.)	Widening	\$ -	\$ -	\$ 500,000.00	\$ 500,000.00	\$ 13,400,000.00
450200	G007	GDOT	LOC	LOC	2016	ROW	CR 138/NORTH FORREST STREET FROM CS 1428/PARK AVE TO SR 125	Widening	\$ -	\$ -	\$ 7,217,255.00	\$ 7,217,255.00	\$ 13,576,997.00
FY2016 Total									\$ 37,403,029.00	\$ 9,350,757.00	\$ 10,200,388.00	\$ 56,954,174.00	
0007386	G014	GDOT	NHPP	M001	2017	UTL	I-75 @ CR274/Lake Park Bellville Road - Phase II (Exit 2)	Interchange	\$ 814,307.00	\$ 203,577.00	\$ -	\$ 1,017,884.00	\$ 30,930,271.00
0007386	G014	GDOT	NHPP	M001	2017	CST	I-75 @ CR274/Lake Park Bellville Road - Phase II (Exit 2)	Interchange	\$ 12,006,645.00	\$ 3,001,661.00	\$ -	\$ 15,008,306.00	\$ 30,930,271.00
0010297	G016	GDOT	NHPP	M001	2017	UTL	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 406,372.00	\$ 101,593.00	\$ -	\$ 507,965.00	\$ 20,282,128.00
0010297	G016	GDOT	NHPP	M001	2017	CST	I-75 @ SR 31 - Phase II (Exit 11)	Interchange	\$ 12,263,319.00	\$ 3,065,830.00	\$ -	\$ 15,329,149.00	\$ 20,282,128.00
FY2017 Total									\$ 25,490,643.00	\$ 6,372,661.00	\$ -	\$ 31,863,304.00	
							No Projects in FY2018		\$ -	\$ -	\$ -	\$ -	
FY2018 Total									\$ -	\$ -	\$ -	\$ -	
Total									\$ 62,893,672.00	\$ 15,723,418.00	\$ 10,200,388.00	\$ 88,817,478.00	
Total Tier I Program Cost												\$ 88,817,478.00	
Total Tier I Program Anticipated Revenue Less Locally Funded Projects												\$ 88,817,478.00	
Difference												\$ -	
* Total Project \$ (2035 LRTP) - This column is shown to illustrate the total project cost for all phases included in the 2035 Long Range Transportation Plan and is provided for informational purposes only.													

2035 Transportation Plan Administration Cost Modification

2035 Transportation Plan Administrative Cost Update for the Valdosta Urbanized Area and the Valdosta-Lowndes Metropolitan Planning Organization																
Open to Traffic Year	PI #	VLMP ID	Priority	Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	PE	ROW	CST	Total Costs	B/P	Freight	Miles	Total Lanes
Complete	000684	G001	1	GDOT	Tucker Road	Dukes Bay Canal	Dukes Bay Canal	Bridge Replacement	\$	\$	\$ 735,385	\$ 735,385	N	N	0.01	2
Complete	0008437	L026	2	Lowndes	Davidson Road	SR 125/Bemiss Road	SR 125/Bemiss Road	Intersection Improvement	\$	\$	\$ 2,000,000	\$ 2,000,000	Y	Y	0.20	4
Complete		V029	3	Valdosta	St. Augustine Road	Twin Street	Twin Street	Intersection Improvement	\$	\$	\$ 1,254,721	\$ 1,254,721	Y	Y	0.15	NA
Complete		V013	4	Valdosta	Woodrow Wilson Drive	Patterson Street	Oak Street	New Road CST	\$ 700,076	\$ 1,400,151	\$ 1,420,158	\$ 9,100,984	N	Y	0.21	5
Under CST	432100	G002	5	GDOT	SR 31 Bridge	Withlacoochee River	Withlacoochee River	Bridge Replacement	\$	\$ 62,049	\$ 6,336,881	\$ 6,398,930	N	Y	0.11	2
2010-2015		V002	6	Valdosta	Patterson Street	Roosevelt Drive	Pendleton Drive	Intersection Improvement	\$ 107,114	\$ 400,552	\$ 2,002,758	\$	Y	N	0.20	NA
2010-2015	0000837	V001	7	Valdosta	Jerry Jones Road	Gornto Road	Jaden Place	Added Travel Lanes	\$ 1,596,500	\$ 500,000	\$ 11,803,500	\$ 13,400,000	Y	N	1.46	4
2010-2015		V010	8	Valdosta	Lankford Drive	St. Augustine Road	Norman Drive	New Road CST	\$ 304,001	\$ 608,001	\$ 3,040,007	\$ 3,952,009	Y	N	0.53	2
2010-2015		V025	9	Valdosta	St. Augustine Road	Norman Drive	Norman Drive	Intersection Improvement	\$ 66,570	\$ 199,711	\$ 665,702	\$ 931,983	Y	Y	0.20	NA
2010-2015		V026	10	Valdosta	St. Augustine Road	Gornto Road	Gornto Road	Intersection Improvement	\$ 66,570	\$ 199,711	\$ 665,702	\$ 931,983	Y	Y	0.20	NA
2010-2015		V033	11	Valdosta	Forrest Street	Park Avenue	US 84/Hill Avenue	Center Turn Lane	\$ 47,209	\$ 141,628	\$ 472,094	\$ 660,931	Y	N	1.72	3
2010-2015		V030	12	Valdosta	US 84/Hill Avenue	Fry Street	Fry Street	Intersection Improvement	\$ 66,570	\$ 199,711	\$ 665,702	\$ 931,983	Y	N	0.20	NA
2010-2015		L014	13	Lowndes	Val Del Road	US 41/N Valdosta Road	US 41/N Valdosta Road	Intersection Improvement	\$ 66,570	\$ 133,140	\$ 665,702	\$ 865,413	Y	N	0.20	NA
2010-2015		L008	14	Lowndes	Cat Creek Road	Pine Grove Road	Pine Grove Road	Intersection Improvement	\$ 66,570	\$ 66,570	\$ 665,702	\$ 798,843	N	N	0.15	NA
2010-2015		L003	15	Lowndes	SR 31/Madison Hwy.	Whitewater Road	Hart Road	Intersection Improvement	\$ 35,000	\$ 50,000	\$ 350,000	\$ 435,000	N	N	0.15	NA
Complete		G017	16	GDOT	I-75	Exit 18 SB Ramp	Exit 18 SB Ramp	Intersection Improvement	\$ 66,500	\$ 199,500	\$ 737,820	\$ 1,003,820	N	Y	0.10	NA
2010-2015	0007386	G014	17	GDOT	I-75	Exit 2	Exit 2	Interchange Improvement	\$ 2,000,000	\$ 12,904,081	\$ 16,026,190	\$ 30,930,271	N	Y	0.25	5
												\$ 74,332,255	2010-2015 Sub Total			
2016-2020	0010298	G020	18	GDOT	I-75	Exit 18	Exit 18	Interchange Improvement	\$ 2,400,000	\$ 30,000,000	\$ 24,000,000	\$ 63,890,099	N	Y	0.25	5
Under CST	422710	G003	19	GDOT	US 84/Hill Avenue	NS Railroad	NS Railroad	Grade Separation		\$ 8,476,618	\$ 13,593,818	\$ 22,070,436	Y	Y	0.25	4
Under CST		L001	20	Lowndes	Cat Creek Road	Beatty Branch	Beatty Branch	Bridge Replacement	\$ 95,545	\$ 19,109	\$ 955,452	\$ 536,500	N	N	0.02	2
2016-2020		L019	21	Lowndes	Lake Park Bellville Road	Wisnabaker Road	I-75	Added Travel Lanes	\$ 1,015,574	\$ 1,015,574	\$ 10,155,735	\$ 12,186,882	N	Y	3.74	4
2016-2020	450510	G005	22	GDOT	Oak Street Extension	Five Points	Breckenridge Drive	Added Travel Lanes	\$ 744,212	\$ 1,488,424	\$ 7,442,120	\$ 9,674,756	Y	N	0.71	5
2016-2020	450200	G007	23	GDOT	Forrest Street	Park Avenue	SR 125/Bemiss Road	Added Travel Lanes	\$ 2,119,914	\$ 4,239,828	\$ 7,217,255	\$ 13,576,997	Y	N	3.07	4
2016-2020	0007910	V003	24	Valdosta	Five Points	Smithbriar Drive	Oak Street Extension	Intersection Improvement	\$ 412,252	\$ 1,236,755	\$ 4,122,518	\$ 5,771,525	Y	Y	0.25	NA
2016-2020		V024	25	Valdosta	Park Avenue	Forrest Street	Northside Drive	Center Turn Lane	\$ 499,077	\$ 998,154	\$ 4,990,770	\$ 6,488,000	Y	N	1.42	3
2016-2020		V023	26	Valdosta	Jerry Jones Road	Gornto Road	McRee Drive	Center Turn Lane	\$ 293,975	\$ 881,926	\$ 2,939,752	\$ 4,115,652	Y	N	0.71	3
2016-2020		V009	27	Valdosta	US 84/Hill Avenue	St. Augustine Road	St. Augustine Road	Intersection Improvement	\$ 73,860	\$ 147,720	\$ 738,599	\$ 960,179	Y	Y	0.20	NA
2016-2020		L002	28	Lowndes	Lake Park Bellville Road	SR 376	SR 376	Intersection Improvement	\$ 50,000	\$ 100,000	\$ 500,000	\$ 650,000	Y	Y	0.13	NA
2016-2020		L013	29	Lowndes	Val Del Road	Clyattstone Road	Clyattstone Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	Y	N	0.15	NA
2016-2020		L015	30	Lowndes	Loch Laurel Road	Carroll Ulmer Road	Carroll Ulmer Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	Y	N	0.15	NA
2016-2020		L012	31	Lowndes	Val Del Road	McMillan Road	McMillan Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	Y	N	0.15	NA
2016-2020		L009	32	Lowndes	Cat Creek Road	Radar Site Road	Radar Site Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	N	N	0.15	NA
2016-2020	0000762	G015	33	GDOT	I-75	Exit 29 and Exit 22	Exit 29 and Exit 22	Interchange Improvement	\$ 3,650,000	\$ 20,000,000	\$ 33,800,504	\$ 57,450,504	Y	Y	0.25	5
												\$ 198,919,208	2016-2020 Sub Total			
2021-2025		L022	34	Lowndes	Old Quitman Road Bridge	CSX Railroad	CSX Railroad	Bridge Replacement	\$ 176,679	\$ 35,335.9	\$ 1,766,795	\$ 1,978,810	N	N	0.01	2
2021-2025		L023	35	Lowndes	Howell Road Bridge	Grand Bay Creek	Grand Bay Creek	Bridge Replacement	\$ 212,015	\$ 42,403.1	\$ 2,120,154	\$ 2,374,572	Y	N	0.07	2
2021-2025		L010	36	Lowndes	Cat Creek Road	New Bethel Road	New Bethel Road	Intersection Improvement	\$ 35,774	\$ 35,774	\$ 357,740	\$ 429,288	N	N	0.15	NA
2021-2025		L018	37	Lowndes	Old 41 N	N Valdosta Road	Union Road	Added Travel Lanes	\$ 921,913	\$ 1,843,826	\$ 9,219,129	\$ 11,984,868	Y	N	2.91	4
2021-2025	0008604	G004	38	GDOT	Oak Street Extension	Breckenridge Drive	Forrest Street	Added Travel Lanes	\$ 921,913	\$ 1,843,826	\$ 9,219,129	\$ 11,984,868	Y	N	1.67	4
2021-2025		L024	39	Lowndes	Old Clyattville Road	I-75	Ousley Road	Added Travel Lanes	\$ 1,126,782	\$ 1,126,782	\$ 11,267,825	\$ 13,521,390	N	Y	5.03	4
2021-2025		L020	40	Lowndes	Shiloh Road	I-75	Snake Nation Road	Added Travel Lanes	\$ 1,303,550	\$ 1,303,550	\$ 13,035,498	\$ 15,642,597	N	N	0.90	4
2021-2025		V006	41	Valdosta	Old Clyattville Road	Mud Creek	Industrial Boulevard	Added Travel Lanes	\$ 637,653	\$ 637,653	\$ 6,376,529	\$ 7,651,835	Y	Y	0.63	5
2021-2025		V011	42	Valdosta	Northside Drive	Jaycee Shack Road	Park Avenue	New Road CST	\$ 436,207	\$ 436,207	\$ 4,362,070	\$ 5,234,484	Y	N	0.57	2
2021-2025		L016	43	Lowndes	Loch Laurel Road	Dasher Road	Dasher Road	Intersection Improvement	\$ 35,774	\$ 35,774	\$ 357,740	\$ 429,288	Y	N	0.15	NA
2021-2025	0010297	G016	44	GDOT	I-75	Exit 11	Exit 11	Interchange Improvement	\$ 1,912,680	\$ 2,532,334	\$ 15,837,114	\$ 20,282,128	N	Y	0.25	5
												\$ 91,514,129	2021-2025 Sub Total			
2026-2030		L017	45	Lowndes	Loch Laurel Road	Corinth Church Road	Corinth Church Road	Intersection Improvement	\$ 39,691	\$ 39,691	\$ 396,914	\$ 476,297	Y	N	0.15	NA
2026-2030		L011	46	Lowndes	Cat Creek Road	Hambrick Road	Hambrick Road	Intersection Improvement	\$ 39,691	\$ 39,691	\$ 396,914	\$ 476,297	N	N	0.20	NA
												\$ 952,593	2026-2030 Sub Total			
2031-2035		V015	47	Valdosta	Lankford Drive	Norman Drive	James Road	New Road CST	\$ 1,426,461	\$ 2,852,921	\$ 14,264,606	\$ 18,543,987	N	N	0.84	2
												\$ 18,543,987	2031-2035 Sub Total			
												\$ 384,262,172	2035 TP Total			
Blue text indicates a change from the adopted 2035 LRTP and/or from previously adopted TIPS.												\$ 416,466,412.09	Revenue			
A strikethrough indicates the project is complete or not being pursued.												\$ 32,204,239.73	Difference/Balance			

Tier I Project Map



Lump Sum Projects

FY2015-2018 Transportation Improvement Program					
Valdosta-Lowndes Metropolitan Planning Organization					
Valdosta, Georgia Urbanized Area					
Lump Sum Projects FY2015-2018 - Anticipated Expenditures					
PI #	VLMP#	County	Phase	Description	Cost
Group: Maintenance					
M003648		Lanier	CST	SR 125 FROM S OF CR 127 TO BERRIEN COUNTY LINE, resurfacing	NA
0010116		Lowndes	CST	SR 7BU/US 41 @ Gordon, Ann, College, Moore, Park, Bemiss, Cowart, Northside, Connell, Oak & SR 7 ALT @ Park, Northside - SIGNAL UPGRADES	NA
M003563		Lowndes	CST	I-75 VALDOSTA WELCOME CENTER - RESTROOM BUILDING	NA
0012846		Lowndes	ROW, CST	SR 7BU; SR 7SB; SR 38 & SR 38BU @ 15 LOCS - SIGNAL UPGRADES at E/W Hill, E/W Central, N Ashley, N Patterson @ Fry, Forest, Lee, Ashley, N/S Patterson, Toombs, Oak, Valley, Magnolia	NA
0013047		Lowndes	PE, CST	CS 838/FLOYD ST@NS #723532B & CS 1351/HOLIDAY ST@NS #723547R	NA
M004801		Lowndes		SR 7 FROM FLORIDA STATE LINE TO NSR	NA
M004806		Lowndes		I-75 FM 0.98 MI S OF SR 133 TO 0.10 MI S OF COOK COUNTY LINE	NA
M004897		Lowndes		SR 31 from Florida State Line to I-75	NA
M004892		Lowndes		SR 125 FROM CR 176/HIGHTOWER ROAD TO SR 122	NA
M005013		Lowndes		SR 7BU FROM SR 7 TO SR 7	NA
M005019		Lowndes		SR 38 FM CS 1005/FOREST STREET TO E OF VALDOSTA CITY LIMITS	NA
M005036		Lowndes		SR 38 WE FROM SR 38 TO SR 38	NA
M005100		Lowndes		SR 7SB FROM SR 7BU TO SR 7BU	NA
M005194		Lowndes		I-75 @ CR 785/OLD CLYATTVILLE RD - DECK REPLACEMENT & REHAB	NA
Group Total:					\$ 3,547,000
Group: Low Impact Bridges					
No Projects at this time					NA
Group Total:					\$ 148,000
Group: Safety					
0008420		Lowndes	UTL, CST	SR 38/US 84 @ CR 439/Clay ROAD/CS 1271/Hollywood St	NA
Group Total:					\$ 2,699,000
Group: Preliminary Engineering					
No Projects at this time					NA
Group Total:					\$ -
Group: Traffic and Revenue/Design-Build/Special Studies					
No Projects at this time					NA
Group Total:					\$ 942,000
Group: Roadway/Interchange Lighting					
No Projects at this time					NA
Group Total:					\$ 24,000
Group: Rights of Way - Protective Buying and Hardship Acquisitions					
No Projects at this time					NA
Group Total:					\$ 28,000
Group: Transportation Enhancements					
No Projects at this time					NA
Group Total:					\$ -
Group: Transportation Alternatives					
0008172	VL-TE002	Lowndes	CST	MLK Corridor Project in Lowndes County	NA
0010592	VL-TE003	Lowndes	ROW, CST	EAST MAIN FM COLLEGE TO HAGAN & HAGAN FM EAST MAIN TO GRACE	NA
0010593	VL-TE004	Lowndes	ROW, CST	SR 7 ALT FM MAGNOLIA ST TO GORDON ST (N Patterson in VLD)	NA
Group Total:					\$ 648,000
Group: Livable Centers Initiative					
This Group is the the Atlanta MPO only.					NA
Group Total:					\$ -
Group: Safe Routes to School					
No Projects at this time					NA
Group Total:					\$ 11,000
Group: High Risk Rural Roads					
No Projects at this time					NA
Group Total:					\$ 26,000
Group: Regional Traffic Signal Optimization					
No Projects at this time					NA
Group Total:					\$ 852,000
Total Lump Sum Program Cost					\$ 8,925,000
Total Lump Sum Program Anticipated Revenue					\$ 8,925,000
Difference					\$ -

Transit Projects

FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5310) FY2015-2018 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
		T004124	T004428	NA	NA	
Capital for DHS		\$ 64,541	\$ 114,316	\$ 64,541	\$ 64,541	\$ 307,939
TOTAL PROJECT COST		\$ 64,541	\$ 114,316	\$ 64,541	\$ 64,541	\$ 307,939
FEDERAL COST		\$ 51,633	\$ 91,453	\$ 51,633	\$ 51,633	\$ 246,351
(DHS) STATE COST		\$ 12,908	\$ 22,863	\$ 12,908	\$ 12,908	\$ 61,588
LOCAL COST		\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost						\$ 307,939
Total 5310 Capital Revenue						\$ 307,939
Difference						\$ -
FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5310) FY2015-2018 - Anticipated Operating Expenditures						
OPERATING ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
		NA	NA	NA	NA	
Coordinated Transportation Services in 18 Counties (including Berrien, Brooks and Lowndes) through DHS		\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
TOTAL PROJECT COST		\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
FEDERAL and STATE (DHS) COST		\$ 1,541,962.12	\$ 1,541,962.12	\$ 1,541,962.12	\$ 1,541,962.12	\$ 6,167,848.48
LOCAL COST		\$ 43,541.36	\$ 43,541.36	\$ 43,541.36	\$ 43,541.36	\$ 174,165.44
Total Cost						\$ 6,342,013.92
Total 5310 Operations Revenue						\$ 6,342,013.92
Difference						\$ -

FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Brooks County Transit (5311) FY2015-2018 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
Conversion Van	NA	\$ -	\$ 86,000	\$ -	\$ -	\$ 86,000
Conversion Van with Lift		\$ -	\$ 90,600	\$ -	\$ 134,400	\$ 225,000
Computer Hardware	NA	\$ -	\$ 4,600	\$ -	\$ 4,400	\$ 9,000
TOTAL PROJECT COST		\$ -	\$ 181,200	\$ -	\$ 138,800	\$ 320,000
FEDERAL COST		\$ -	\$ 144,960	\$ -	\$ 111,040	\$ 256,000
STATE COST		\$ -	\$ 18,120	\$ -	\$ 13,880	\$ 32,000
LOCAL COST		\$ -	\$ 18,120	\$ -	\$ 13,880	\$ 32,000
County Total Cost						\$ 320,000
Total 5311 Capital Revenue Less Lowndes/Berrien Programs						\$ 320,000
Difference						\$ -
FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Brooks County Transit (5311) FY2015-2018 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY 2017	FY 2018	TOTAL
		NA	NA	NA	NA	
Brooks County Transit Operations		\$ 219,550	\$ 219,550	\$ 219,550	\$ 219,550	\$ 878,200
TOTAL PROJECT COST		\$ 219,550	\$ 219,550	\$ 219,550	\$ 219,550	\$ 878,200
FEDERAL COST		\$ 22,594	\$ 22,594	\$ 22,594	\$ 76,202	\$ 143,984
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 196,956	\$ 196,956	\$ 196,956	\$ 143,348	\$ 734,216
County Total Cost						\$ 878,200
Total 5311 Operations Revenue Less Lowndes/Berrien Programs						\$ 878,200
Difference						\$ -

FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Berrien County Transit (5311) FY2015-2018 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY2017	FY 2018	TOTAL
		T004111	NA	NA	NA	
Conversion Van with Lift		\$ 45,300	\$ 45,300	\$ 45,300	\$ 45,300	\$ 181,200
Computer Hardware		\$ 4,600	\$ -	\$ -	\$ -	\$ 4,600
TOTAL PROJECT COST		\$ 49,900	\$ 45,300	\$ 45,300	\$ 45,300	\$ 185,800
FEDERAL COST		\$ 39,920	\$ 36,240	\$ 36,240	\$ 36,240	\$ 148,640
STATE COST		\$ 4,990	\$ 4,530	\$ 4,530	\$ 4,530	\$ 18,580
LOCAL COST		\$ 4,990	\$ 4,530	\$ 4,530	\$ 4,530	\$ 18,580
County Total Cost						\$ 185,800
Total 5311 Capital Revenue Less Lowndes/Brooks Programs						\$ 185,800
Difference						\$ -
FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Berrien County Transit (5311) FY2015-2018 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY2017	FY 2018	TOTAL
			NA	NA	NA	
Berrien County Transit Operations		\$ 113,335	\$ 113,335	\$ 113,335	\$ 113,335	\$ 453,340
TOTAL PROJECT COST		\$ 113,335	\$ 113,335	\$ 113,335	\$ 113,335	\$ 453,340
FEDERAL COST		\$ 998	\$ 998	\$ 998	\$ 998	\$ 3,992
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 112,337	\$ 112,337	\$ 112,337	\$ 112,337	\$ 449,348
County Total Cost						\$ 453,340
Total 5311 Operations Revenue Less Lowndes/Brooks Programs						\$ 453,340
Difference						\$ -

FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Lowndes County Transit (5311) FY2015-2018 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY2017	FY 2018	TOTAL
Conversion Van	NA	\$ 43,000	\$ -	\$ 86,000	\$ 43,000	\$ 172,000
Shuttle Van		\$ 44,900	\$ -	\$ -	\$ 44,900	\$ 89,800
Conversion Van with Lift		\$ 90,600	\$ 181,200	\$ 90,600	\$ 90,600	\$ 453,000
Computer Hardware	NA	\$ 4,600	\$ -	\$ 4,600	\$ 4,600	\$ 13,800
TOTAL PROJECT COST		\$ 183,100	\$ 181,200	\$ 181,200	\$ 183,100	\$ 728,600
FEDERAL COST		\$ 146,480	\$ 144,960	\$ 144,960	\$ 146,480	\$ 582,880
STATE COST		\$ 18,310	\$ 18,120	\$ 18,120	\$ 18,310	\$ 72,860
LOCAL COST		\$ 18,310	\$ 18,120	\$ 18,120	\$ 18,310	\$ 72,860
County Total Cost						\$ 728,600
Total 5311 Capital Revenue Less Berrien/Brooks Program						\$ 728,600
Difference						\$ -
FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Lowndes County Transit (5311) FY2015-2018 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2015	FY 2016	FY2017	FY 2018	TOTAL
		NA	NA	NA	NA	
Lowndes County Transit Operations		\$ 461,759	\$ 461,759	\$ 461,759	\$ 461,759	\$ 1,847,036
TOTAL PROJECT COST		\$ 461,759	\$ 461,759	\$ 461,759	\$ 461,759	\$ 1,847,036
FEDERAL COST		\$ 32,208	\$ 32,208	\$ 32,208	\$ 32,208	\$ 128,832
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 429,551	\$ 429,551	\$ 429,551	\$ 429,551	\$ 1,718,204
County Total Cost						\$ 1,847,036
Total 5311 Operations Revenue Less Berrien/Brooks Program						\$ 1,847,036
Difference						\$ -

Authorized Projects

FY2015-2018 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area					
Listing of Previously Authorized and Obligated Projects					
PI #	PROJECT NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
Berrien County					
T003707	**District Wide**	UPDATE TRANSIT PROCEDURE MANUAL FY2012 - MTG PROJECTS	MTG	2012	\$4,788.00
M004794	**District Wide**	DISTRICTWIDE ROW TREE CUTTING - DISTRICT 4	MCST	2014	\$199,999.99
T004739		GA-18X031 5311 OPERATING BERRIEN COUNTY FY14	TOPR	2014	\$126,320.00
T003856		GA-18X032 5311 OPERATING BERRIEN COUNTY FY12	TOPR	2012	\$102,002.00
T003920		GA-18X032 5311 ARRA CAPITAL BERRIEN COUNTY FY12	TCAP	2012	\$48,000.00
T004311		GA-18-4033 5311 OPERATING BERRIEN COUNTY FY13	TOPR	2013	\$102,002.00
Lowndes County					
0000762	NHS00-0000-00(762)	I-75 FM N OF SR 133 TO COOK COUNTY LINE - PHASE II	ROW	2014	\$20,000,000.00
0008420	CSSFT-0008-00(420)	SR 38/US 84 @ CR439/Clay Road/CS 1271/Hollywood Street	PE	2014	\$130,791.00
0008437	CSMSL-0008-00(437)	SR 125 @ CR 204/DAVIDSON ROAD - NEW ENTRY MOODY AFB	CST	2012	\$2,000,000.01
0008420	CSSFT-0008-00(420)	SR 38/US 84 @ CR439/Clay Road/CS 1271/Hollywood Street	ROW	2014	\$680,000.00
0010116		SR 7BU/US 41 @ 10 LOCS & SR 7 ALT @ 2 LOCS - SIGNAL UPGRADES	ROW	2014	\$990,000.00
0010297		I-75 @ SR 31 - PHASE II	PE	2012	\$2,118,741.09
0010298		I-75 @ SR 133 - PHASE II*	PE	2012	\$1,552,440.00
0010379		JL New bern Middle School SRTS	CST	2014	\$439,918.37
0010567		CR 1121/LAKE ALAPAHA BLVD @ CSX #901253W	PE	2012	\$16,970.00
0010567		CR 1121/LAKE ALAPAHA BLVD @ CSX #901253W	CST	2013	\$210,719.58
0011806		PL Valdosta FY2014	PLN	2014	\$295,756.00
422710-	STP00-0007-03(033)	SR 38/US 84 @ NORFOLK SOUTHERN RR - GRADE SEPARATION	CST	2013	\$10,274,143.28
0012680		Off System Safety Improvements @ 9 Locations in Lowndes County	CST	2014	\$142,491.75
432100-	BRST0-0034-01(027)	SR 31 @ WITHLACOOCHIEE RIVER @ THE GA-FLA STATE LINE	CST	2013	\$5,690,301.91
0012846		SR 7BU; SR 7SB; SR 38 & SR 38BU @ 15 Locations - Signal Upgrades	PE	2014	\$375,000.00
M005194		I-75 @ CR 785/Old Clyattville Road - Deck Replacement & Rehab	MPE	2014	\$35,000.00
T004744		GA-18-X031 5311 Operating Lowndes County FY14	TOPR	2014	\$440,428.00
M004378		SR 94 FROM SR 7 TO ECHOLS COUNTY LINE	MCST	2012	\$1,203,197.93
T003861		GA-18-0032 5311 OPERATING LOWNDES COUNTY FY12	TOPR	2012	\$210,764.00
T003924		GA-18-0032 5311 CAPITAL LOWNDES COUNTY FY12	TCAP	2012	\$136,000.00
T004316		GA-18-4033 5311 OPERATING LOWNDES COUNTY FY13	TOPR	2013	\$415,583.00
0008171	CSTEE-0008-00(171)	CR 555/W GORDON ST FM CR 784/MELODY LN TO CS 1267/BAYTREE ROAD	CST	2013	\$451,000.00
0010268		PL VALDOSTA 2012	PLN	2012	\$88,483.38
0010375		RR CROSSING @ 80 LOC - TRAFFIC SIGNS&PAVEMENT MARKING UPGRADES	CST	2012	\$292,831.35
0010812		PL VALDOSTA 2013	PLN	2012	\$7,780.61
0010812		PL VALDOSTA 2013	PLN	2013	\$115,631.85
450200	STP00-4921-00(001)	CR 138/NORTH FORREST ST FROM SR 31 TO BEMISS RD IN VALDOSTA	PE	2013	\$150,000.00
450510	STP4905-00(006)	CR188/NORTH OAK ST EXT FM SR 7BU TO CS 1093/BRECKENRIDGE DR	PE	2013	\$150,000.00
M004377		SR 38 FROM BROOKS COUNTY LINE TO CR 778/ROCKY FORD ROAD	MCST	2012	\$2,388,388.93
M004386		SR7/SR7BU FROM S OF SR7BU TO E OF I-75	MCST	2012	\$2,137,244.30
M004503		SR 376 FROM CR 783/LOCH LAUREL ROAD TO SR 7	MCST	2013	\$897,332.67
M004561		I-75 @ BEVEL CREEK - BRIDGE REHAB	MCST	2013	\$564,907.58
M004561		I-75 @ BEVEL CREEK - BRIDGE REHAB	MPE	2012	\$85,000.00
M004771		SR 7BU/US 41/CR 1273/S PATTERSON ST@MADISON HWY PED UPGRADES	MCST	2013	\$115,319.65
T004050		CY2012 VALDOSTA-SGRM MPO	TPLN	2012	\$31,250.00
T004239		CY2013 VALDOSTA-SGRM MPO	TPLN	2013	\$31,250.00
T004477		VALDOSTA-CONSTRUCTION NEW ARFF BUILDING- VALDOSTA REG AIRPORT	AVIA	2013	\$2,949,225.00
T004604		VALDOSTA WILDLIFE HAZARD ASSESSMENT	AVIA	2013	\$95,034.00
Lanier County					
0010370		OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CR LOCS IN LANIER COUNTY	CST	2012	\$60,904.00

* GDOT has deauthorized this project (\$0), however VLMPO Policy Committee has directed staff to show original authorization amount, see public comment section for more information

TIP Tier 1 Project Data Sheets

VLMPO Project Data Sheet

Project Name: I-75 FM N of SR 133 to Cook County Line - Phase II (Exit 22 & 29) PI Number: 0000762 City: Hahira
 Local Name/ #: State/US #: Local ID: G015 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future clear zones remaining.
 Purpose and Need: The principle reason for reconstructing the various interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus two "managed" lanes.
 Termini: From: Exit 22 To: Length(mi): NA
 Current AADT: 8254 Year: 8254 # of Lanes: 2 Truck %:
 Future AADT: 10611 Year: 2035 # of Lanes: 4 85% Speed: Func. Class: U-Interstate
 Crash Year: 2006 2007 2008 Value Engineering Analysis: Required Base Yr LOS: B
 PDO Crashes: 1 0 7 Benefit/Cost Ratio: .05 Build LOS: D
 Injury Only: 1 0 3 Financial Plan: NA No Build LOS: C
 Fatal/Injury: 0 0 0 Local Priority: NA Bridge Sufficiency: VARIES
 Total Crashes: 2 0 10 Priority Selection Score: 0
 Crash Rate: 3 /Mill Ent Veh Env. Mitigation Analysis: NA
 Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: Yes
 Safety/Security Elements: Yes
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2016-2016	Local	FY15-18 TIP	T1	\$0.00	0	\$0.00	2483133	\$2,483,133.00	\$0.00	\$0.00	\$2,483,133.00	\$2,483,133.00
2016-2016	M001	FY15-18 TIP	T1	\$0.00	0	\$31,317,371.00	0	\$31,317,371.00	\$6,263,474.00	\$25,053,897.00	\$0.00	\$31,317,371.00

Activity Start Date
 Concept Approval 1/5/2000 12:00:00 AM
 Value Engineering Study
 Public Information Open House
 Environmental Approval 5/14/2014
 Preliminary Plans
 R/W Acquisition
 Final Design
 Let Date
 Project Manager:
 Design Consultant:



VLMPO Project Data Sheet

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

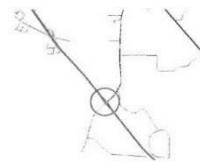
Project Description: The previous widening of I-75 resulted in substandard outside shoulders / clear zones remaining at several Interchange locations. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight / ten lanes in the future clear zones remaining.
Purpose and Need: The principle for reconstructing the various interchanges is to eliminate the Interstate substandard shoulder / clear zones and widen the cross road bridges to accommodate the future widening of I-75 to eight lanes plus "managed" lanes.

Termini: From: Exit 2 To: Length(mi): NA
Current AADT: 2852 Year: 2852 # of Lanes: 2 Truck %: NA
Future AADT: 9724 Year: 2035 # of Lanes: 4-6 85% Speed: NA Func. Class: R-Interstate
Crash Year: 2007 2008 2009 Value Engineering Analysis: Complete Base Yr LOS: A
PDO Crashes: 2 0 1 Benefit/Cost Ratio: NA Build LOS: C
Injury Only: 2 3 0 Financial Plan: NA No Build LOS: C
Fatal/Injury: 0 0 0 Local Priority: NA Bridge Sufficiency: NA
Total Crashes: 4 3 1 Priority Selection Score: NA
Crash Rate: 5 /Mill Ent Veh Env. Mitigation Analysis: Ongoing

Bike and Pedestrian: NA
Intelligent Transportation: NA
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2016-2016	M001	FY15-18 TIP	T1	\$0.00	12904081	\$0.00	0	\$12,904,081.00	\$2,580,816.00	\$10,323,265.00	\$0.00	\$12,904,081.00
2017-2017	M001	FY15-18 TIP	T1	\$0.00	0	\$0.00	1017884	\$1,017,884.00	\$203,577.00	\$814,307.00	\$0.00	\$1,017,884.00
2017-2017	M001	FY15-18 TIP	T1	\$0.00	0	\$15,008,306.00	0	\$15,008,306.00	\$3,001,661.00	\$12,006,645.00	\$0.00	\$15,008,306.00
0-0	----		0	\$0.00	0	\$0.00	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Activity Start Date
Concept Approval 11/16/2010 12:00:00 AM
Value Engineering Study 4/22/2008 12:00:00 AM
Public Information Open House
Environmental Approval
Preliminary Plans
R/W Acquisition
Final Design
Let Date
Project Manager: Ahgdas Ghazi
Design Consultant:



VLMPO Project Data Sheet

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

Project Description: The previous widening of I-75 resulted in substandard outside shoulders/clear zones remaining at this Interchange location. The proposed project would eliminate the substandard outside shoulders / clear zones and also reconstruct the Overpass location to allow for future traffic growth.
 Purpose and Need: The principal reasons for reconstructing this Interchange is to eliminate the substandard shoulder/clear zones and widen the cross road bridges to accommodate the future traffic volumes.
 Termini: From: Exit 11 To: Length(mi): NA
 Current AADT: 10668 Year: 10668 # of Lanes: 2 Truck %: NA
 Future AADT: 15718 Year: 2035 # of Lanes: 4-6 85% Speed: NA Func. Class: U-Interstate
 Crash Year: 2007 2008 2009 Value Engineering Analysis: Complete Base Yr LOS: A
 PDO Crashes: 4 8 5 Benefit/Cost Ratio: NA Build LOS: B
 Injury Only: 4 5 0 Financial Plan: NA No Build LOS: C
 Fatal/Injury: 0 1 0 Local Priority: Low Bridge Sufficiency: VARIES
 Total Crashes: 8 14 5 Priority Selection Score: NA
 Crash Rate: 5 /Mill Ent Veh Env. Mitigation Analysis: Ongoing
 Bike and Pedestrian: NA
 Intelligent Transportation: NA
 Land Use/Access Mgmt: Yes
 Safety/Security Elements: Yes
 Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2016-2016	M001	FY15-18 TIP	T1	\$0.00	2532334	\$0.00	0	\$2,532,334.00	\$506,467.00	\$2,025,867.00	\$0.00	\$2,532,334.00
2017-2017	M001	FY15-18 TIP	T1	\$0.00	0	\$0.00	\$507,965	\$507,965.00	\$101,593.00	\$406,372.00	\$0.00	\$507,965.00
2017-2017	M001	FY15-18 TIP	T1	\$0.00	0	\$15,329,149.00	0	\$15,329,149.00	\$3,065,830.00	\$12,263,319.00	\$0.00	\$15,329,149.00

Activity Start Date
 Concept Approval 11/16/2010 12:00:00 AM
 Value Engineering Study 11/1/2008 12:00:00 AM
 Public Information Open House
 Environmental Approval
 Preliminary Plans
 R/W Acquisition
 Final Design
 Let Date
 Project Manager: Aghdas Ghazi
 Design Consultant:



VLMP0 Project Data Sheet

Project Name: CR 138/NORTH FORREST ST FROM CS1428/Park Ave to SR 125 PI Number: 450200 City: Valdosta
 Local Name/#: 138 State/US #: Local ID: G007 County: Lowndes
 Sponsor: GDOT GDOT Dist: 4 Congressional Dist: 8-Scott RC: SGRC

Project Description: Roadway Capital; Safety and Traffic Operations; Bicycle and Pedestrian This project is part of both the Valdosta-Lowndes MPO 2035 Transportation Master Plan and the City of Valdosta. Widen Forrest Street from a two lane road into a four or five lane road with bike lanes and sidewalks
 Comprehensive Transportation Master Plan. It will add travel lanes and increase capacity along a vital north-south route. as well as provide pedestrian and bike accommodations. Enhance Safety; Congestion Relief; Increase Modal Options Relieve congestion and provide for adequate pedestrian and bike travel
 Provide additional travel lanes and turn lanes
 Provide bike and pedestrian options between residential areas and several schools Widen Forest Street from a two lane road into a four or five lane road with bike lanes and sidewalks.

Purpose and Need: Widen Forrest St. from a two lane section to a 5 lane section with sidewalk and bike lanes. The projected traffic warrants this project. The presence of both Valdosta High, W.G. Nunn Elementary, Dewar Elementary and Georgia Military College makes this a worthy project.

Termini: From: Park To: Length(mi): 3.1

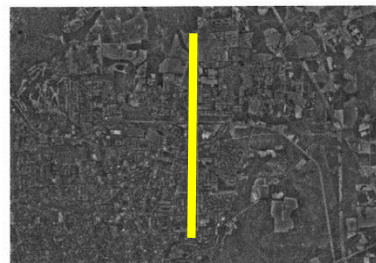
Current AADT: 11640 Year: 11640 # of Lanes: 2 Truck %: NA
Future AADT: 16392 Year: 2035 # of Lanes: 5 85% Speed: NA Func. Class: R-Minor Arterial

Crash Year: 2007 2008 2009 Value Engineering Analysis: NA Base Yr LOS: C
PDO Crashes: 54 45 33 Benefit/Cost Ratio: 15.8 Build LOS: C
Injury Only: 21 14 19 Financial Plan: NA No Build LOS: F
Fatal/Injury: 0 0 0 Local Priority: NA Bridge Sufficiency: NA
Total Crashes: 75 59 52 Priority Selection Score: 33
Crash Rate: 29 /Mill Ent Veh Env. Mitigation Analysis: NA

Bike and Pedestrian: Yes, bike lanes and/or sidewalks are included.
Intelligent Transportation: The signals will be coordinated with the existing
Land Use/Access Mgmt: Yes.
Safety/Security Elements: Improvements will be made at intersections.
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2016-2016	Local	FY15-18 TIP	0	\$0.00	\$7,217,255	\$0.00	0	\$7,217,255.00	\$0.00	\$0.00	\$7,217,255.00	\$7,217,255.00
0-0			0	\$0.00	0	\$0.00	0	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00

Activity **Start Date**
 Concept Approval 9/6/2002 12:00:00 AM
 Value Engineering Study 2/24/2009 12:00:00 AM
 Public Information Open House
 Environmental Approval
 Preliminary Plans
 R/W Acquisition
 Final Design
 Let Date
 Project Manager:
 Design Consultant:



VLMPO Project Data Sheet

Project Name: CR 784/JERRY JONES RD FM GORNTA RD TO OAK STREET (Jadan Place) **PI Number:** 0000837 **City:** Valdosta
Local Name/#: CR784 **State/US #:** **Local ID:** V001 **County:** Lowndes
Sponsor: **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** SGRC

Project Description: Widen and various intersction improvements on Jerry Jones Road, form Gornto Road to Oak Street (to match Eager Drive/Northside Drive).

Purpose and Need: Relieve traffic congestion along Jerry Jones from Gornto to Oak, road widening project

Termini: From: Gornto Road To: Jadan Place **Length(mi):** 1.66
Current AADT: 20740 **Year:** 20740 **# of Lanes:** 2 **Truck %:** NA
Future AADT: 30990 **Year:** 2035 **# of Lanes:** 4 **85% Speed:** NA **Func. Class:** U-Local
Crash Year: 2005 2006 2007 **Value Engineering Analysis:** **Base Yr LOS:** D
PDO Crashes: 43 51 41 **Benefit/Cost Ratio:** **Build LOS:** C
Injury Only: 12 12 9 **Financial Plan:** **No Build LOS:** E
Fatal/Injury: 1 0 0 **Local Priority:** **Bridge Sufficiency:**
Total Crashes: 56 63 50 **Priority Selection Score:**
Crash Rate: 15 /Mill Ent Veh **Env. Mitigation Analysis:**

Bike and Pedestrian: Yes, se VL Bike/Ped Masterplan, Valdosta TMP, SGRC
Intelligent Transportation: Yes, Signal Coordination
Land Use/Access Mgmt: NA
Safety/Security Elements: NA
Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Phase Sub Total	State Amount	Federal Amount	Local Amount	Sub Total
2017-2017	Local	FY15-18 TIP	T1	\$0.00	\$500,000	\$0.00	0	\$500,000.00	\$0.00	\$0.00	\$500,000.00	\$500,000.00

Activity	Start Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	



Appendices

Public Notice of Comment Period

Public Notice of a Public Comment Period and Public Open House

In accordance with requirements set forth in 23 CFR 450 and other laws and regulations; the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) has developed the Draft Transportation Improvement Program for Fiscal Years 2015-2018 (TIP) for the Valdosta Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien, Brooks and Lanier Counties.

This TIP is available for public review and comment from June 16 to July 1, 2014 at the Southern Georgia Regional Commission, 327 W Savannah Ave.; all public libraries in Berrien, Brooks, Lanier and Lowndes Counties; on the VLMPO website (www.sgrc.us/transportation); all county government administration offices in Berrien, Brooks, Lanier and Lowndes Counties; and all city government administration offices in Lowndes County.

On Tuesday, June 24, 2014 the VLMPO will host a Public Open House at the office of the Southern Georgia Regional Commission (327 W Savannah Ave.) from 9:00 am to 6:00 pm to allow members of the public to ask questions and speak to VLMPO staff regarding the projects in the TIP. Accessibility aids (interpreter, large print, etc.) will be made available at the open house if a written request is made at least one week prior to the event. Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la SGRC al teléfono 229-333-5277, cuando menos 1 semana antes de la junta.

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

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

Public Comments Received

Comment #1

Name: Aries Little; Georgia Department of Transportation

Date: 6/13/14; via email/phone call

Comment:

- a. Insert page numbers on all pages, correcting Table of Contents as appropriate
- b. Under public involvement section insert correct dates of public comment period
- c. Under Lump Sum Groups, update Group 7 to be Transportation Alternatives Program (TAP), insert the new MAP-21 Program – Low Impact Bridges
- d. Make minor descriptive wording changes to Federal Highway Funding Programs Table in appendix

Response: All of the above minor comments have been addressed in the final document.

Comment: Update the TIP Process and Administrative Modifications and Amendments Process with new guidance from GDOT.

Response: The language has been updated to remove references to SAFETEA-LU and other minor modifications. Language has also been clarified to remove references to statewide planning/STIP and focus on the metropolitan planning/TIP/LRTP. Language was added that references several notes from the guidance at the end of this section as well as additional PE authorization information and policies.

Comment:

FY 2017 say \$500,000.00 for ROW. Currently, ROW is noted as \$0 until all proper procedures are completed to update this change.

Response: The VLMPO TIP will continue to show \$500,000, which is local funding. However, we are currently working with the City of Valdosta to provide GDOT a new estimate of ROW costs per square foot.

Comment: On the Financial Plan Page:

- HSIP MS50: States: Railroad Crossing Protection; Should State: Railroad Crossing and Protection Devices
- SRTS LU 10: States: Safe Route to School Program; Should State: Safe Route to School Program Non-Infr
- SRTS LU 30: States: Safe Routes to School Any; Should State: Safe routes to School Any Proj

Response: All of the above minor comments have been addressed in the final document.

On the Tier I Projects Page:

Comment: All project descriptions should read as the descriptions provided to you on the FY 15-18 detailed tables

Response: The VLMPO seeks to provide more detailed information than what is provided by GDOT, while also providing the correct project descriptions, required for consistency.

Comment: LOC fund code cannot have NHPP or STP fund type (PI #s 0000762, 450200-, 0000837)

Response: The VLMPO agrees with this statement, fund type has been corrected. Regarding PI#0000762 in Hahira, GDOT has agreed to pay for this with state funding sources, the source of funds has not been identified at this time, and so local funds will continue to be displayed until a funding source is identified.

Comment: 450200 Sponsor should be changed from GDOT to Valdosta

Response: Further research showed that GDOT is the sponsor of this project.

Comment: The VLMPO # should be changed for the following PI #s 0000762, 450200, 0000837

Response: The VLMPO number is consistent with our 2035 LRTP (adopted in 2010), GDOT is asked to update its information.

Comment: The column noted as Total Project \$ (2035 LRTP) is confusing. What is the purpose? I recommend to remove it.

Response: This column shows the total project cost for all phases of the project, as required in 23 CFR 450.324. A footnote has been added to this page to better explain this column.

Comment: PI 0000837 was noted as \$0 on the provided detailed tables. When the proper procedure is completed then \$500,000.00 for LOC ROW will be reflected.

Response: The VLMPO TIP will continue to show \$500,000, which is local funding. However, we are currently working with the City of Valdosta to provide GDOT a new estimate of ROW costs per square foot.

Comment: Federal amount for all fiscal years are not correct

Response: VLMPO included information as received from GDOT, totals have been recalculated to be correct. Also resulted in a change to the Financial Plan in FY2017 for the NHPP program.

Comment: On the Tier I Map Page: Please change descriptions to reflect what's in the draft TIP detail table that was provided to the MPO

Response: The VLMPO seeks to provide more detailed information than what is provided by GDOT, while also providing the correct project descriptions, required for consistency, please advise in more detail as to which items should be changed.

On the Lump SUM Projects Page

Comment: Refer to the attached Valdosta LUMP SUM Projects attachment, PI 0010116 ROW is authorized please remove and change description to what was provided to the MPO

Response: ROW phase removed due to authorization. The VLMPO seeks to provide more detailed information than what is provided by GDOT, while also providing the correct project descriptions, required for consistency, description will not be changed.

Comment: PI 0012846 change description to what was provided to the MPO

Response: The VLMPO seeks to provide more detailed information than what is provided by GDOT, while also providing the correct project descriptions, required for consistency, description will not be changed.

Comment: PI M004897 change description to what was provided to the MPO

Response: This project has been changed to the correct description, also changed M004892, accordingly.

Comment: PI 0010593 change description to what was provided to the MPO

Response: The VLMPO seeks to provide more detailed information than what is provided by GDOT, while also providing the correct project descriptions, required for consistency, description will not be changed.

Comment: PI 0010379 remove project is authorized

Response: CST phase removed due to authorization.

On the Authorized Projects

Comment: Please refer to the MPO Authorized Projects 2 attachment

Response: VLMPO staff reviewed the included attachment to the email that contained additional comments. The following projects were added to the authorized project list: 0010116 and M004771. PI 0010567, CST phase was incorrectly listed as 0010568, this was corrected. A change was requested on 0011806, however all data matched, no correction.

The following projects had amounts corrected that have been updated since the VLMPO originally obtained the authorized project list from GDOT: M004378 and M004561.

On the TIP Tier 1 Project Data Sheet Pages

Comment: Project descriptions should be reflective of what was provided on the draft TIP detailed tables. The descriptions should not deviate for any reason unless otherwise informed procedurally.

Response: The VLMPO seeks to provide more detailed information than what is provided by GDOT, while also providing the correct project descriptions, required for consistency.

Comment: For monetary values please use dollar signs and commas

Response: The VLMPO has developed a new project management software, VLMPO will update the software and the final outputs from the software for the final draft.

Comment: The tables indicating the funding years and funding are confusing. The total amounts are extremely high. I have attached on of the better tables for reference.

Response: The VLMPO staff agrees, apparently the project management software is incorrectly totaling all of the rows. The VLMPO will update the software and the final outputs from the software for the final draft.

Comment: There are several empty fields. Why are they not populated?

Response: The VLMPO will review all of the project data sheets to determine why blank fields are occurring. The VLMPO will update the project management software and the final outputs from the software for the final draft.

Comment: PI 450200 should be change to what is pasted in red. Old Description: CR 138/NORTH FORREST ST FROM SR 31 TO BEMISS RD IN VALDOSTA; New Description: **CR 138/NORTH FORREST STREET FROM CS 1428/PARK AVE TO SR 125**

Response: This correction has been made.

Comment #2

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

Date: 6/16/14

Comment:

1. Changed this paragraph on page 5 to the following, change indicated in italics: "For a transportation project to receive federal transportation funds, it must be included in an

approved TIP. All funding categories in the TIP and current *Long Range Transportation Plan* must be financially constrained *and consistent with one another*, meaning that the cost of all projects in each category must not exceed the amount of revenue available.”

2. Insert the 2035 LRTP project list and administrative cost update table after the Tier I to better demonstrate consistency with the 2035 LRTP.
3. Included an updated description of the nature of new members from Brooks, Lanier and Berrien Counties on the VLMPO Policy Committee.
4. Added language to the TIP Funding section to better illustrate the federal requirements of the TIP process.
5. Move the Jerry Jones project in the Tier I list to FY2016, from FY2017 to better reflect current movement and timelines for the project as discussed at the June 4, 2014 Policy Committee meeting.
6. In order to provide better transparency to ongoing projects in the TIP and keep the public and local officials informed of the current progress on projects that appeared in the TIP in the past the VLMPO submits this comment:

GDOT continues to review options for an interchange replacement project on I-75 at Exit 18 (SR 133), after the VLMPO programmed (FY12-15 TIP, PE phase, \$1,552,440, authorized – then deauthorized) this project, minor operational (signal/stripping) improvements were made to the south-bound exit ramp that along with delays to development of regional impact in the area caused GDOT to deauthorized the programmed funding (an action not discussed with the MPO) for the PE on this project. GDOT is continuing to review the operations of this interchange and in the fall of 2014 will conduct a study to determine what further changes are needed in this area and what the scope of those changes might be based on current traffic demand and a newly widened SR 133 (currently under construction), a project of regional impact.

Regarding Oak St. Extension widening (Five Points to Breckenridge), (FY13-16 TIP, PE Phase, \$150,000, authorized) GDOT is continuing to evaluate the logical termini of this project. Most recently GDOT is undertaking a study to determine if intersection improvements/roundabouts at the Five Points intersection (currently LOS below acceptable standards) might be combined with this project and also improve traffic flow along this corridor. GDOT is working with the City of Valdosta to review proposed solutions to traffic congestion in this area. Both of these projects are included in the MPO 2035 LRTP and the Valdosta Transportation Plan.

Regarding Forrest Street widening (Park to Bemiss), (FY2013-16 TIP, CST Phase, \$17,994,174, never authorized; FY13-16 TIP, PE Phase, \$150,000, authorized; FY14-17 TIP, ROW Phase, \$7,217,255, never authorized) originally proposed as a five-lane widening

project, this project is being reevaluated as a result of the proposed relocation of Valdosta High School off of this corridor, and subsequent reuse of this property (possible K-5 or 6-8 school). This removal of a major traffic generator significantly impacts the need for a five-lane corridor. GDOT, Valdosta and Lowndes County are working to evaluate the intersection improvements and other operational needs in this corridor that can be completed in a cost effective and timely manner given the uncertainty of the timing of the relocation of the high school.

Comment #3

Name: Kevin S. Giddens; Morgan Stanley Wealth Management

Date: 6/13/14; via email

Comment: Corey, I saw the request for comments on the upcoming transportation plan. I would like to make you aware our company lends money as an alternative to borrowing through bonds which can be rather expensive. We have some sub 2% loans in the current environment. If you would like to know more please let me know and I will setup a meeting with our Private Banker. We are the 10th largest bank in the country and are experiencing tremendous growth. Thanks, Kevin

Response: The commenter is thanked for their participation.

Comment #4

Name: Gil Grodzinsky; GA EPD

Date: 6/24/14; via email

Comment: I took a quick look at your updated TIP and LRTP and while you all don't have to worry about transportation conformity at the regional level, I looked at the numbers just to see. I had one question: In the table where you determine total costs for the 2035 Transportation Plan you have items in blue with a "cross out". These "crossed out" projects were included in the costs that were calculated. What do the cross outs mean? Should they still be considered in the cost total? I am just curious as this is in the area of finance and transportation which I am not as familiar with. Thanks! Otherwise, looks good to me!

Response: The 'crossed out' lines indicate projects that have been completed. A footnote will be added to this page to better describe this formatting.

Comment #5

Name: Matt Martin; City of Valdosta

Date: 6/24/14; at Open House

Comment: Bruce Cain should be listed as the Mayor of Hahira, not Dasher.

Response: This error has been corrected.

Comment: On the project sheets, show better pictures to indicate Exits 22/29, instead of the entire Interstate segment between the two interchanges. The picture for Forrest Street does not

show the entire corridor referenced in the description. The picture for Jerry Jones does not show this road at all.

Response: All pictures have been updated on the project sheets to more accurately show the location of the project.

Comment #6

Name: Von Shipman

Date: 6/24/14; at Open House

Comment: The northbound ramp onto I-75 at Exit 16 has a very short taper that hinders safely merging into the interstate traffic, this on ramp lane should be extended to allow traffic to safely merge onto the Interstate.

Response: This comment will be forwarded to the Georgia Department of Transportation for further review.

Comment: Bruce Cain should be listed as the Mayor of Hahira, not Dasher.

Response: This error has been corrected.

Comment: Why does Jerry Jones not have any federal funding allocated to it?

Response: This is a local roadway and currently it is indicated to be in the right-of-way acquisition phase. Only local funds are being used for the right of way acquisition not federal.

Comment #7

Name: Josh McClanahan (@digitalvaldosta)

Date: 6/23/14; via Twitter

Comment: @VLMPO hos about paving Hotchkiss road in Naylor? Already signed the right of way.

Response: This is a local road project that is not under the purview of the VLMPO. This comment has been forwarded to Lowndes County for review and follow-up.

Comment #8

Name: Paul Jones

Date: 6/25/14; via phone

Comment: Signs indicated the number of exits for Valdosta should be installed north and south of the city on I-75 (example: Valdosta Next 5 Exits).

Response: This comment will be forwarded to the Georgia Department of Transportation for review.

Comment #9

Name: Patrick Sheridan
Date: 6/26/14; via letter
Comment: see letter below

Patrick Sheridan
4605 Oak Arbor Drive
Valdosta, GA 31602

June 26, 2014

Southern Georgia Regional Commission
327 W. Savannah Avenue
Valdosta, GA 31601

To Whom It May Concern:

My name is Patrick Sheridan. I am writing concerning the draft Fiscal Year 2015-2018 Transportation Improvement Plan. Unfortunately, I was unable to attend the open house on Tuesday, so I could not make my comments in person. Perhaps next year you can publicize it more. An article in the paper would help since transportation is a major issue for the county and city. Please feel free to reply to any of my questions, comments, or concerns. My email address is pss0331@hotmail.com.

Firstly, I have grave concerns regarding the expansion of the bridges at exits twenty-two and twenty-nine. I am not familiar with the remaining exits as well as I am with these two since I live in the northern part of the county, so I will refrain from commenting on them. Both exits contain considerable development adjacent to and fanning out from the current roadway. Will these developments be demolished to make room for the expanded roadway? It seems to me that demolishing such developments would hurt our local area rather than help it. Also, what is the earliest date that is projected for the interstate to need eight to ten lanes in our area? It seems to me that it would be a very long ways off. While these two areas are not currently as developed as exit eighteen, I am concerned that going ahead with this project now rather than later would stifle the economic development of these areas and have severe consequences for our tourism industry.

Secondly, and on a more positive note, I applaud the plan to widen Forrest Street. I especially applaud the plan to include bike lanes and sidewalks, since as we run out of fossil fuel resources we should look to alternative forms of transport instead of motor vehicles such as bicycles and walking. On a short side note concerning alternative forms of transport, I hope one day that Valdosta and Lowndes County will have a bus system to provide an efficient mode of public transit. By widening Forrest Street, we will make it safer for the residents who live and work along it. Hopefully, your plans also include a crosswalk of some sort for students traveling to Valdosta High School. As far as sidewalks are concerned, just please do not repeat the embarrassing sidewalk situation found on Williams Street.

Finally, the widening of Jerry Jones will help tremendously with this congested road. It is a major traffic issue that the roadway shrinks to only two lanes once it changes its name to Jerry Jones from that of Eager Road. This is especially concerning since Jerry Jones is probably the most traveled part of the road as it provides access to the busiest area of Valdosta surrounding the mall.

In sum, I believe that the projects proposed by the draft plan will benefit the city and county overall. While I have concerns with some specific projects, if we did not have the current planning infrastructure, I feel that our transportation system would not receive as much attention as it should. Even with the current infrastructure, it is not as well publicized in the paper or on television or the radio as perhaps it should be. I hope you share my optimism and hope for the future of Valdosta and Lowndes County and remain committed to a stable, efficient, and adaptable transportation system for the future. Thank you.

Sincerely yours,

A handwritten signature in cursive script that reads "Patrick Sheridan". The signature is written in dark ink and is positioned above the printed name.

Patrick Sheridan

Response: The Georgia Department of Transportation has preliminary draft plans and layouts of the future interchanges located on their website at www.dot.ga.gov. GDOT has worked to minimize the impact to surrounding businesses at these locations to improve the operations and safety of the interchanges at Exit 22 and 29, as well as others.

The Forrest Street project is currently being reevaluated (see previous comment) to address traffic concerns as well as pedestrian and bicycle safety and accommodations.

Southern Georgia Regional Commission

Committee: TRP OPENHOUSE
 Location: SGRC
 Date: 6/24/13

-- Please Print --

	Name	Organization/Address	Phone #	Email	Newsletter Sign-Up
1	Matt Martin	city of Valdosta	259-3363	mattmartin@valdostacity.com	<input checked="" type="checkbox"/>
2	Von Shipman	Citizen	251-4114	shipmanv@bellsouth.net	
3	Quiana Martinez	LCCF	444-2707	qsmartinez@hotmail.com	
4	Barbara J. Sargent	Louder County	247-3374		
5	Felipe	OLW Co	629-460-7326		
6					
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5/22/2012

Annual Self-Certification

CERTIFICATION OF THE VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION

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

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

- Agreements are in place to address responsibilities of each MPO for its share of the overall Metropolitan Planning Area (MPA), where multiple Metropolitan Planning Organizations share geographic portions of a Transportation Management Area (TMA).
- All major modes of transportation are members of the MPO
- Any changes to the MPA boundaries were reflected in the Policy Board representation.
- Agreements or memorandums are signed and in place for identification of planning responsibilities among the MPO, GDOT, public transit operator(s), air quality agency(ies), or other agencies involved in the planning process.
- Roles and responsibilities are defined for the development of the Long Range Transportation Plan (LRTP), Transportation Improvement Program (TIP), Unified Planning Work Program (UPWP) and other related planning documents.
 - UPWP
 - The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
 - The UPWP provides funding for the professional development of MPO staff.
 - The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
 - Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - Planning activities and status reports are submitted quarterly by the MPO to GDOT.
- LRTP
 - The LRTP incorporates a minimum 20-year planning horizon.
 - The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - The LRTP is fiscally constrained.
 - The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
 - All of the Moving Ahead for Progress in the 21st Century Act (MAP-21) planning factors were considered in the planning process.

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

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

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

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


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

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

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

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


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



John Leonard, Executive Director
Valdosta-Lowndes MPO

6/16/14

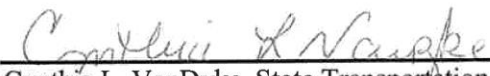
Date



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

6-23-14


Date



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

6-23-14

Date



Toby Carr, Director of Planning
Georgia Department of Transportation, Division of Planning

6-26-14

Date

Federal Highway and Transit Funding Programs

Funding Codes for FHWA Programs Includes minimum match requirements						Funding Programs for FTA Includes minimum match requirements			
Fund Prefix	MAP-21 Funding Code	Fund Description	Federal Share	State Share	Local Share	Program	Federal Share	State Share	Local Share
NHPP	M001	National Highway Performance Program	80%	20%	20%	Section 5307 Capital Program	80%	10%*	10%
NHPP	M002	NHPP Exempt	80%	20%	20%	Section 5307 Operating Program	50%		50%
STP	M240	Surface Transportation Program Flex	80%	20%	20%	Section 5309 Capital Program	80%	10%	10%
STP	M231	STP, Population 5,000 - 200,000	80%	20%	20%	Section 5310 Capital Program	80%	20%	
STP	M232	STP, Population 5,000 & under	80%	20%	20%	Section 5310 Operating Program	50%	50%	
STP	M233	STP, Off-System Bridge	80%	20%	20%	* State participates at different levels depending on capital improvement, most are 10%.			
STP	M234	STP, Special Rule Population 5,000 & under	80%	20%	20%				
HSIP	MS30	Highway Safety Improvement Program	90%	10%	10%				
HSIP	MS40	HSIP, Rail-Highway Hazard Elimination	90%	10%	10%				
HSIP	MS50	HSIP, Rail-Highway Protective Devices	90%	10%	10%				
TAP	M300	Transportation Alternatives Program	80%	20%	20%				
TAP	M302	TAP, Population 5,000 to 200,000	80%	20%	20%				
TAP	M303	TAP, Population 5,000 & under	80%	20%	20%				
PL	M450	Metropolitan Planning Program	80%		20%				
SPR	M550	State Planning and Research	80%	20%	20%				
RTP	M940	Recreational Trails Program	80%	20%					
Local	LOC	Local			100%				
Does not include all MAP-21 programs, only those available to VLMPO.									

Resource Agency List

The following is a listing of agencies that were selected to receive a letter to comment on the FY14-17 TIP.

Natural Resources Conservation Service
Georgia Environmental Protection Division
Berrien County Parks and Recreation Authority
Federal Transit Administration
Seven Rivers RC&D
Coastal Plains RESA
Georgia Department of Community Affairs
Lanier County
Lowndes County
Berrien County
City of Hahira
City of Dasher
City of Remerton
City of Lake Park
City of Valdosta
Georgia Historic Preservation Division
Georgia Soil and Water Conservation Commission
Georgia Department of Economic Development
Federal Highway Administration
Georgia DNR Sustainability Division
Georgia Forestry Commission
Grand Bay Wildlife Management Area
Georgia Department of Natural Resources
Banks Lake National Wildlife Refuge
Lowndes County Historical Society
US Environmental Protection Agency
Georgia Ports Authority
Georgia DNR Wildlife Resource Division
Berrien County Development Authority

Valdosta-Lowndes County Industrial Authority
Valdosta-Lowndes Parks and Recreation Authority
Central Valdosta Development Authority
Berrien County Historical Foundation
Georgia Department of Transportation
Brooks County Historical Museum
Brooks County
Brooks County Development Authority
Valdosta-Lowndes County Chamber
Berrien County Chamber
Lakeland-Lanier Chamber
Brooks County Chamber