

**FY 2012-2015**  
**Transportation Improvement Program**

*An Equal Opportunity Employer / Program*

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# Transportation Improvement Program

## FY 2012-2015

**Valdosta-Lowndes  
Metropolitan Planning Organization**

Adopted – July 12, 2011



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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](http://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 FY2012-1

### VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

#### Resolution to ADOPT the FY2012-2015 Transportation Improvement Program

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

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

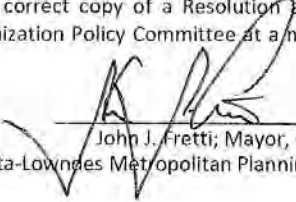
WHEREAS, the MPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within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

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

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the FY2012-2015 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303.

#### CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on July 12, 2011.

  
\_\_\_\_\_  
John J. Fretti, Mayor, City of Valdosta  
Chair, Valdosta-Lowndes Metropolitan Planning Organization





## **Introduction**

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

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

### ***VLMPO Organization***

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

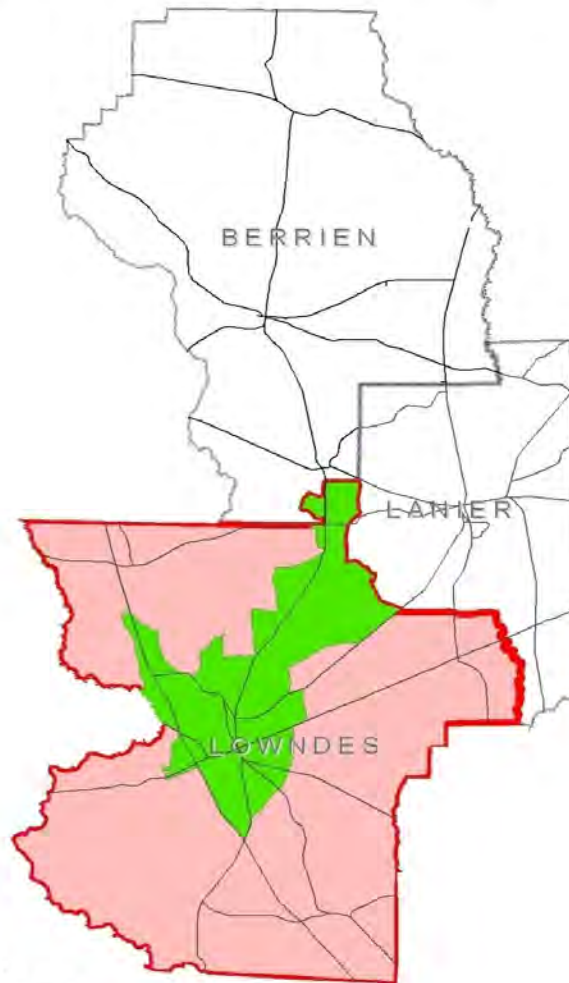
The Technical Coordinating Committee (TCC) membership includes staff from various federal, state, and local agencies and other associations who have a technical

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

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

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

# Valdosta - Lowndes Metropolitan Planning Area



## Legend

- State Roadways
- Valdosta Urbanized Area
- Valdosta Metropolitan Planning Area
- Counties

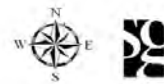
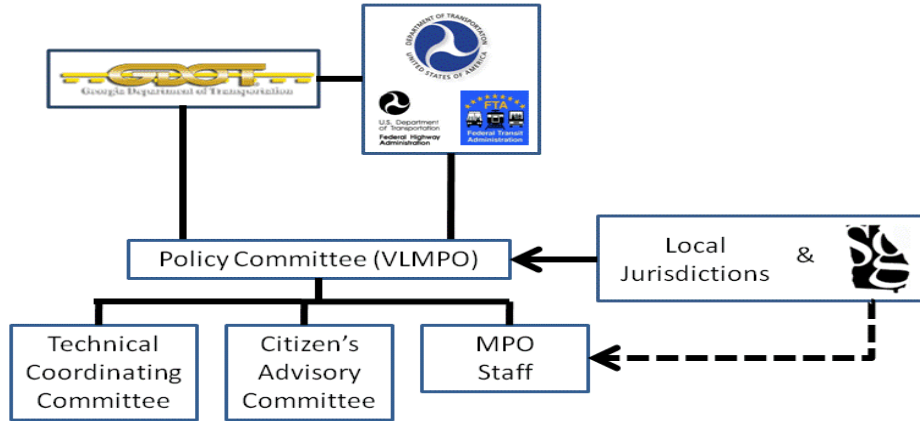


Figure 2 VLMPO Organizational Structure and Membership Rosters

## VLMPO Organization Chart



Policy Committee		Citizen's Advisory Committee	
Name	Agency	Name	Agency
John Leonard	Southern Georgia RC		Lowndes County
Joe Pritchard	Lowndes County	Bryan Almand	City of Valdosta
Larry Hanson	City of Valdosta	Kenneth Sherrill	City of Lake Park
John Fretti	City of Valdosta	Leggett Lovan	VL Chamber
Ashley Paulk	Lowndes County	Steve Coleman	Lowndes Co. BoE
Vance Smith	GDOT	Tiffanie Williams	Valdosta City BoE
Dr. Walter Sandlin	City of Lake Park	Ray Sable	Valdosta State Univ.
Rodney Barry	FHWA-GA	Angela Crance	Valdosta Tech. Coll.
Yvette Taylor	FTA Region IV	Bernard Robinson	City of Valdosta
Robert Jefferson	Citizen's Advisory Comm.	Greg Hall	Lowndes County
		Robert Jefferson	Lowndes County
Technical Coordinating Committee		Bert Chancy	City of Hahira
Name	Agency	Debbie Hobdy	Lowndes County
Patrick Collins	City of Valdosta	W.G. Walker	City of Dasher
Mike Fletcher	Lowndes County	Carroll Griffin	City of Remerton
Lesa Walker	GDOT Planning	Michael Jetter	Convention Center
Brent Thomas	GDOT District 4	Amanda Peacock	Cntrl. Val. Dev. Auth.
Roger Christie	Lowndes Co. Schools	Allan Ricketts	VL Industrial Auth.
Edward Collins	Valdosta City Schools	Col. Clarence Parker	VL Airport Auth.
Patrick Paige	Bike/Ped Advocate	Steven Barnes	Leadership Lowndes
Ann-Marie Day	FHWA-GA	Earl Wetherington	City of Valdosta
Danny Weeks	Lowndes Co. EMA	Brian Geary	City of Valdosta
		Charlie Clark	Lowndes County



## **TIP Development Process**

Metropolitan planning responsibilities are outlined in federal legislation passed in 2005 and entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Following are key responsibilities and planning processes of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) which is staffed by the 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. The TIP is based on fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2011 will be the first day of FY 2012. Under SAFETEA-LU requirements, the TIP must cover a minimum of four fiscal years. The Valdosta Area's TIP covers four fiscal years, FY's 2012 through 2015.

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

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

The date a TIP becomes effective is when the Governor or his designee approves it, after the MPO Policy Committee 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. The VLMPO region is split between the 1<sup>st</sup> and 2<sup>nd</sup> congressional districts. Once the TIP financial tables have been created, GDOT ensures all funding is spread equally. If there are discrepancies, they are generally handled by redistributing funds among projects across multiple congressional districts.

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

VLMPO's Public Participation Plan outlines the process through which stakeholders and public input and comment are solicited for. During the development of this TIP the draft document and project listing was presented to the Technical and Policy Committees of the MPO for initial review at a meeting on June 14, 2011.

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

The document was then shared with the public for a 24-day public comment period from June 15 through July 8, 2011. During the public comment period the draft TIP was made available in hardcopy to the public at all libraries in Lowndes, Berrien, and Lanier Counties, at all local government administration offices in Lowndes, Berrien 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 28, 2011 at the SGRC office from 10:00 AM to 7:00PM.

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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users on February 14, 2007 with an effective date of March 16, 2007. The revised regulations clearly define administrative modifications and amendments as actions to update plans and programs. 23 Code of Federal Regulations (CFR) Part 450.104 defines administrative modifications and amendments as follows:

- Administrative modification means a minor revision to a, Transportation Improvement Program (TIP), that includes minor changes to project/project phase costs, minor changes to funding sources of previously-included projects, and

minor changes to project/project phase initiation dates.

Administrative Modification is a revision that does not require public review and comment, redemonstration of fiscal constraint, or a conformity determination (in nonattainment and maintenance areas).

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

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

### **TIP Administrative Modifications**

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

A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.

B. Splitting or combining projects.

C. Federal funding category change.

D. Minor changes (less than 20%) in expenditures for transit projects.

E. Roadway project phases may have a cost increase less than \$2,000,000 or 20% of the amount to be authorized. The 20% scenario amount may not exceed \$10,000,000.

F. Shifting projects within the 4-year TIP as long as the subsequent annual draft TIP was submitted prior to September 30.

G. Projects may be added or deleted in lump sum banks as long as they are consistent with category definitions.

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

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

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

### **TIP Amendments**

The following actions are eligible as Amendments to the TIP:

- A. Addition or deletion of a project.
- B. Addition or deletion of a phase of a project.
- C. Roadway 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.



## TIP Funding

Highway funding is typically authorized in a multiyear transportation authorization act that establishes the maximum level of federal transportation funding per fiscal year. The bill that authorized current transportation spending levels is called the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The bill covers Federal FY 2005-2009, and has been extended through September 30, 2011.

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

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

The TIP is divided into different sections identified as Tier 1, Tier 2, Illustrative Local Lump Sum and Transit. Tier 1 is the group of projects covering the years of the TIP, (Example: FY12-15). This is the listing of highway projects that make up the TIP. The Tier 2 list are those projects that are just beyond the years of the TIP and where money has been allocated already in future years (currently the Tier 2 list is blank as no money has been allocated at this time). The Illustrative Local projects are those projects that are contained in the 2035 Transportation Plan that are 100% locally funded. The Lump Sum and Transit project lists are described later.

### Highway Programs

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

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

localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

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

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

### **Lump Sum Programs**

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

Of the total expected available funding, a portion is set aside for 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* 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 1: Maintenance**

Criteria: existing system maintenance only

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

### **Group 2: Safety**

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

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

### **Group 3: Preliminary Engineering**

Criteria: planning, management systems and consultant design services

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

### **Group 4: 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 5: Roadway/Interchange Lighting**

Criteria: lighting

This group is a single item.

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

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

This group is a single item.

### **Group 7: Transportation Enhancement**

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

This group is a single item.

### **Group 8: Livable Centers Initiative**

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

### **Group 9: 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 10: 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 11: 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 SAFETEA-LU, the federal aid highway program includes the following programs available to be utilized in the VLMPO Metropolitan Planning Area (other fund categories which are not available to VLMPO are not listed here):

### **Section 5307 Urban Formula Program**

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

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus

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

Funding is apportioned on the basis of legislative formulas. For areas of 50,000 to 199,999 in population, the formula is based on population and population density. For areas with populations of 200,000 and more, the formula is based on a combination of bus revenue vehicle miles, bus passenger miles, fixed guideway revenue vehicle miles, and fixed guideway route miles as well as population and population density.

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.

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

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

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

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

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

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

# Financial Plan

FY2012-2015 Transportation Improvement Program - VLMP0 - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2012-2015, all amounts include Federal, State and Local Funds								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2012	FY2013	FY2014	FY2015	Total
NHS	L050	Tier I	National Hwy Sys (road)	\$ 21,103,800	\$ 13,045,693	\$ -	\$ 26,952,561	\$ 61,102,054
BRG	L1C0	Tier I	On/Off System Bridges	\$ -	\$ 6,336,881	\$ -	\$ -	\$ 6,336,881
STP	L200	Tier I	Surface Transportation Prog	\$ -	\$ -	\$ -	\$ 10,800,735	\$ 10,800,735
LOC	LOC	Local	Local	\$ -	\$ 121,264	\$ -	\$ -	\$ 121,264
LOC	LOC	Tier I Local	100% Local Funded Projects	\$ 2,808,934	\$ 383,500	\$ -	\$ -	\$ 3,192,434
<b>Total Tier I Revenue</b>				<b>\$ 23,912,734</b>	<b>\$ 19,887,338</b>	<b>\$ -</b>	<b>\$ 37,753,296</b>	<b>\$ 81,553,368</b>
<b>Group 1: Maintenance</b>								
IM	L010	Lump Sum	Interstate Maint. (road)	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
IM	L010	Lump Sum	Interstate Maint. (bridge)	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
NHS	L050	Lump Sum	National Hwy Sys (Miant)	\$ 245,000	\$ 245,000	\$ 245,000	\$ 245,000	\$ 980,000
STP	L240	Lump Sum	Bridge Painting	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000
STP	L240	Lump Sum	Force Account Maintenance	\$ 126,000	\$ 126,000	\$ 126,000	\$ 126,000	\$ 504,000
STP	L240	Lump Sum	Road Maintenance	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 2,800,000
<b>Group 2: Safety</b>								
SFT	LS30	Lump Sum	Safety	\$ 435,000	\$ 445,000	\$ 455,000	\$ 465,000	\$ 1,800,000
STP	L240	Lump Sum	RRX Hazard Elimination	\$ 30,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 125,000
STP	LS50	Lump Sum	Railroad Crossing Protection	\$ 30,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 125,000
<b>Group 3: Preliminary Engineering</b>								
		Lump Sum	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Group 4: Traffic and Revenue/Design-Build/Special Studies</b>								
STP	L240	Lump Sum	Traffic & Rev./Design-Build Styd.	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 84,000
EB	LZ20	Lump Sum	Construction Management	\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 420,000
<b>Group 5: Roadway/Interchange Lighting</b>								
NHS	L050	Lump Sum	National Hwy Sys (Light)	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 28,000
<b>Group 6: Rights of Way - Protective Buying and Hardship Acquisitions</b>								
STP	L240	Lump Sum	RW Protective Buying	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 72,000
<b>Group 7: Transportation Enhancement</b>								
Trails	L940	Lump Sum	Recreational Trails	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 36,000
TEA	L220	Lump Sum	Transportation Enhancement	\$ 182,000	\$ 182,000	\$ 182,000	\$ 182,000	\$ 728,000
<b>Group 8: Livable Centers Initiative</b>								
		Lump Sum	Livable Centers Initiative	NA	NA	NA	NA	NA
<b>Group 9: Safe Routes to School</b>								
SRS	LU10	Lump Sum	Safe Route to School Program	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 8,000
SRS	LU20	Lump Sum	Safe Route to School Infr.	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 64,000
SRS	LU30	Lump Sum	Safe Route to School Either	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 16,000
<b>Group 10: High Rist Rural Roads</b>								
SFT	LS20	Lump Sum	High Risk Rural Road Safety	\$ 26,000	\$ 27,000	\$ 28,000	\$ 28,000	\$ 109,000
<b>Group 11: Regional Traffic Signal Optimization</b>								
STP	L240	Lump Sum	Traffic Control Devices	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
STP	L240	Lump Sum	Operational	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
<b>Total Lump Sum Revenue</b>				<b>\$ 2,271,000</b>	<b>\$ 2,284,000</b>	<b>\$ 2,297,000</b>	<b>\$ 2,307,000</b>	<b>\$ 9,159,000</b>
<b>Subtotal of Highway Program Revenue</b>				<b>\$ 26,183,734</b>	<b>\$ 22,171,338</b>	<b>\$ 2,297,000</b>	<b>\$ 40,060,296</b>	<b>\$ 90,712,368</b>
FTA	5310	Operations	Elderly and Disabled (Ops)	\$ 571,127	\$ 571,127	\$ 571,127	\$ 571,127	\$ 2,284,508
FTA	5310	Capital	Elderly and Disabled (Cap)	\$ 61,162	\$ 61,468	\$ 64,541	\$ 64,541	\$ 251,712
FTA	5311	Operations	Rural Transit (Ops)	\$ 374,844	\$ 374,844	\$ 374,844	\$ 374,844	\$ 1,499,376
FTA	5311	Capital	Rural Transit (Cap)	\$ 199,000	\$ 49,800	\$ 136,800	\$ 49,900	\$ 435,500
FTA	5316	Operations	JARC	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
FTA	5317	Operations	New Freedoms	\$ 163,000	\$ 163,000	\$ 163,000	\$ 163,000	\$ 652,000
<b>Total Transit Revenue</b>				<b>\$ 1,409,133</b>	<b>\$ 1,260,239</b>	<b>\$ 1,350,312</b>	<b>\$ 1,263,412</b>	<b>\$ 4,631,096</b>
<b>Grand Total Anticipated Revenue</b>				<b>\$ 27,592,867</b>	<b>\$ 23,431,577</b>	<b>\$ 3,647,312</b>	<b>\$ 41,323,708</b>	<b>\$ 95,343,464</b>

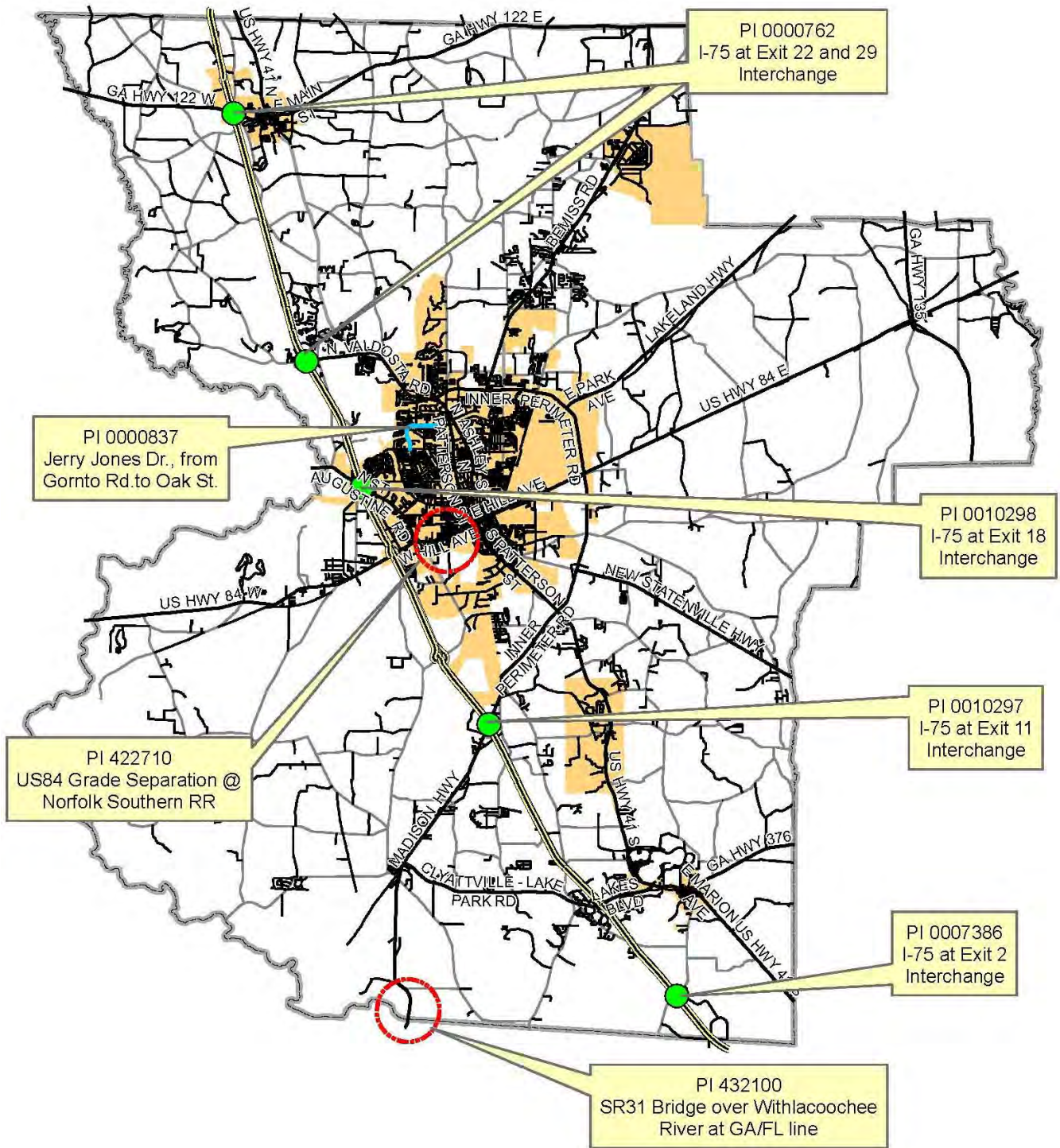
## Tier I Projects

FY2012-2015 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Projects FY2012-2015 - Anticipated Expenditures by Fiscal Year and Source													
PI #	VLMPO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2035 LRTP)
0000762	G015	GDOT	NHS	L050	2012	ROW	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122)	Interchange	\$14,399,136	\$ 3,599,784	\$ -	\$17,998,920	\$ 52,317,424
0010297	G016	GDOT	NHS	L050	2012	PE	I-75 at Exit 11 (SR 31)	Interchange	\$ 1,241,952	\$ 310,488	\$ -	\$ 1,552,440	\$ 42,581,019
0010298	G020	GDOT	NHS	L050	2012	PE	I-75 at Exit 18 (SR 133) Southbound Ramp Improvement	Interchange	\$ 1,241,952	\$ 310,488	\$ -	\$ 1,552,440	\$ 1,003,820
<b>FY2012 Total</b>									<b>\$16,883,040</b>	<b>\$ 4,220,760</b>	<b>\$ -</b>	<b>\$21,103,800</b>	
422710	G003	GDOT	Local	LOC	2013	UTL	US84 Grade Separation @ Norfolk Southern RR	Bridge	\$ -	\$ -	\$ 121,264	\$ 121,264	\$ 22,857,979
422710	G003	GDOT	NHS	L050	2013	CST	US84 Grade Separation @ Norfolk Southern RR	Bridge	\$10,436,555	\$ 2,609,139	\$ -	\$13,045,693	\$ 22,857,979
432100	G002	GDOT	STP	L1CO	2013	CST	SR 31 Bridge over Withlacoochee River at GA/FL line	Bridge	\$ 5,069,505	\$ 1,267,376	\$ -	\$ 6,336,881	\$ 6,298,483
<b>FY2013 Total</b>									<b>\$15,506,060</b>	<b>\$ 3,876,515</b>	<b>\$ 121,264</b>	<b>\$19,503,838</b>	
<b>FY2014 Total</b>									<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
0000837	V001	Valdosta	STP	L200	2015	CST	Jerry Jones Dr., from Gornto Rd. to Oak St.	Widening	\$ 1,400,000	\$ -	\$9,400,735	\$10,800,735	\$ 10,800,735
0007386	G014	GDOT	NHS	L050	2015	ROW	I-75 at Exit 2 (Lake Park-Bellville Rd.)	Interchange	\$21,562,049	\$ 5,390,512	\$ -	\$26,952,561	\$ 31,066,101
<b>FY2015 Total</b>									<b>\$22,962,049</b>	<b>\$ 5,390,512</b>	<b>\$9,400,735</b>	<b>\$37,753,296</b>	
<b>Total</b>									<b>\$55,351,149</b>	<b>\$13,487,787</b>	<b>\$9,521,999</b>	<b>\$78,360,934</b>	
<b>Total Tier I Program Cost</b>												<b>\$ 78,360,934</b>	
<b>Total Tier I Program Anticipated Revenue Less Locally Funded Projects</b>												<b>\$ 78,360,934</b>	
<b>Difference</b>												<b>\$ -</b>	





# Tier I Project Map



**Tier II Projects**

FY2016-2017 Transportation Improvement Program												
Valdosta-Lowndes Metropolitan Planning Organization												
Valdosta, Georgia Urbanized Area												
Tier II Projects FY2016-2017 - Anticipated Expenditures by Fiscal Year and Source												
PI #	VLMPPO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total \$
None at this time									\$ -	\$ -	\$ -	\$ -
<b>FY2016 Total</b>									\$ -	\$ -	\$ -	\$ -
None at this time									\$ -	\$ -	\$ -	\$ -
<b>FY2017 Total</b>									\$ -	\$ -	\$ -	\$ -
<b>Total</b>									\$ -	\$ -	\$ -	\$ -

## Lump Sum Projects

FY2012-2015 Transportation Improvement Program					
Valdosta-Lowndes Metropolitan Planning Organization					
Valdosta, Georgia Urbanized Area					
Lump Sum Projects FY2012-2015 - Anticipated Expenditures					
PI #	VLMPO #	County	Phase	Description	Cost
<b>Group 1: Maintenance</b>					
M003504		Lowndes	CST	I-75 @ TRUCK WEIGH STATION IN LOWNDES - PHASE I	NA
M004377		Lowndes		SR 38 FROM BROOKS COUNTY LINE TO CR 778/ROCKY FORD ROAD	NA
0010116		Lowndes	ROW, CST	SR 7BU/US 41 @ Gordon, Ann, College, Moore, Park, Bemiss, Cowart, Northside, Connell, Oak & SR 7 ALT @ Park, Northside - SIGNAL UPGRADES	NA
M004378		Lowndes		SR 94 FROM SR 7 TO ECHOLS COUNTY LINE	NA
M003648		Lanier	CST	SR 125 FROM S OF CR 127 TO BERRIEN COUNTY LINE, resurfacing	NA
M004386		Lowndes		SR 7 FROM SR 31 TO I-75	NA
M003563		Lowndes	CST	I-75 VALDOSTA WELCOME CENTER - RESTROOM BUILDING	NA
<b>Group Total:</b>					<b>\$ 4,984,000</b>
<b>Group 2: Safety</b>					
0010370		Lanier	CST	OFF-SYSTEM SAFETY IMPROVEMENTS (striping and signage) @ 10 CR LOCS IN LANIER COUNTY (Boyett, 11 to JCR 41; Smith Dairy, Wilson to 125; Barber, 122 to Smith Dairy; Moore, Good Hope to 135; Empire, 64 to Berrien; Ivey, 64 to Atkinson; Church, 129 to CR318; Giddens, Boyette to Terrerville; Good Hope, Lowndes to 135; Johnson, 31 to 135)	NA
462605		Lowndes	CST	CR 146/STUDSTILL ROAD NEAR VALDOSTA GFRR #732408U	NA
0010201		Lowndes	CST	OFF-SYSTEM SAFETY IMPROVEMENTS (striping and signage) @ 6 CR LOCS IN LOWNDES COUNTY (Ousley, Old Clyattville to 84; Tucker to Jumping Gully; Johnson, 376 to William School; Loch Laurel, 31 to Florida Line; Coffee, 122 to Morven; Upper New Bethel, New Bethel to 125)	NA
0008420		Lowndes	ROW, UTIL, CST	SR 38/US 84 @ CR 439/Clay ROAD/CS 1271/Hollywood St	NA
<b>Group Total:</b>					<b>\$ 2,050,000</b>
<b>Group 3: Preliminary Engineering</b>					
No Projects at this time					NA
<b>Group Total:</b>					<b>\$ -</b>
<b>Group 4: Traffic and Revenue/Design-Build/Special Studies</b>					
No Projects at this time					NA
<b>Group Total:</b>					<b>\$ 504,000</b>
<b>Group 5: Roadway/Interchange Lighting</b>					
No Projects at this time					NA
<b>Group Total:</b>					<b>\$ 28,000</b>
<b>Group 6: Rights of Way - Protective Buying and Hardship Acquisitions</b>					
No Projects at this time					NA
<b>Group Total:</b>					<b>\$ 72,000</b>
<b>Group 7: Transportation Enhancement</b>					
0008171		Lowndes	CST	CR 555/W Gordon St Fm CR 784/Melody Ln To CS 1267/Baytree Rd	NA
		Lowndes	CST	Hahira Sidewalk Project	NA
		Lowndes	CST	North Patterson Street Streetscape Project	NA
0008172		Lowndes	CST	MLK Corridor Project in Lowndes County	NA
<b>Group Total:</b>					<b>\$ 764,000</b>
<b>Group 8: Livable Centers Initiative</b>					
This Group is the the Atlanta MPO only.					NA
<b>Group Total:</b>					<b>\$ -</b>
<b>Group 9: Safe Routes to School</b>					
0010379		Lowndes	PE,CST	J L Newburn Middle School Project in Lowndes County	NA
<b>Group Total:</b>					<b>\$ 88,000</b>
<b>Group 10: High Risk Rural Roads</b>					
No Projects at this time					NA
<b>Group Total:</b>					<b>\$ 109,000</b>
<b>Group 11: Regional Traffic Signal Optimization</b>					
No Projects at this time					NA
<b>Group Total:</b>					<b>\$ 560,000</b>
<b>Total Lump Sum Program Cost</b>					<b>\$ 9,159,000</b>
<b>Total Lump Sum Program Anticipated Revenue</b>					<b>\$ 9,159,000</b>
<b>Difference</b>					<b>\$ -</b>

**Transit Projects**

FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5310) FY2012-2015 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
		T003753	T003765	T003777	NA	
FY2012 Capital for DHS		\$ 61,162	\$ 61,468	\$ 64,541	\$ 64,541	\$ 251,712
<b>TOTAL PROJECT COST</b>		\$ 61,162	\$ 61,468	\$ 64,541	\$ 64,541	\$ 251,712
<b>FEDERAL COST</b>		\$ 48,930	\$ 49,174	\$ 51,633	\$ 51,633	\$ 201,370
<b>(DHS) STATE COST</b>		\$ 12,232	\$ 12,294	\$ 12,908	\$ 12,908	\$ 50,342
<b>LOCAL COST</b>		\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Cost</b>						<b>\$ 251,712</b>
<b>Total 5310 Capital Revenue</b>						<b>\$ 251,712</b>
<b>Difference</b>						<b>\$ -</b>
FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5310) FY2012-2015 - Anticipated Operating Expenditures						
OPERATING ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
		NA	NA	NA	NA	
Coordinated Transportation Services in 18 Counties (including Lowndes and Berrien) through DHS		\$571,127	\$571,127	\$571,127	\$571,127	\$ 2,284,508
<b>TOTAL PROJECT COST</b>		\$571,127	\$571,127	\$571,127	\$571,127	\$ 2,284,508
<b>FEDERAL COST</b>		\$459,738	\$459,738	\$459,738	\$459,738	\$ 1,827,606
<b>(DHS) STATE COST</b>		\$111,389	\$111,389	\$111,389	\$111,389	\$ 228,451
<b>LOCAL COST</b>		\$ -	\$ -	\$ -	\$ -	\$ 228,451
<b>Total Cost</b>						<b>\$ 2,284,508</b>
<b>Total 5310 Operations Revenue</b>						<b>\$ 2,284,508</b>
<b>Difference</b>						<b>\$ -</b>

FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Berrien County Transit (5311) FY2012-2015 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
1 Conversion Vans with Lift (Replace)	T003211	\$ 44,000				\$ 44,000
Computer Hardware and Software	T003211	\$ 4,000				\$ 4,000
1 Conversion Vans with Lift (Replace)	T003212		\$ 44,800			\$ 44,800
Video Recording Equipment	T003212		\$ 5,000			\$ 5,000
Computer Hardware and Software	NA				\$ 4,600	\$ 4,600
1 Conversion Vans with Lift (Replace)	NA			\$ 44,800	\$ 45,300	\$ 90,100
<b>TOTAL PROJECT COST</b>		\$ 48,000	\$ 49,800	\$ 44,800	\$ 49,900	\$ 192,500
<b>FEDERAL COST</b>		\$ 38,400	\$ 39,840	\$ 35,840	\$ 39,920	\$ 154,000
<b>STATE COST</b>		\$ 4,800	\$ 4,980	\$ 4,480	\$ 4,990	\$ 19,250
<b>LOCAL COST</b>		\$ 4,800	\$ 4,980	\$ 4,480	\$ 4,990	\$ 19,250
<b>County Total Cost</b>						<b>\$ 192,500</b>
<b>Total 5311 Capital Revenue Less Lowndes Program</b>						<b>\$ 192,500</b>
<b>Difference</b>						<b>\$ -</b>
FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Berrien County Transit (5311) FY2012-2015 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
		T003208	T003209	T003210	NA	
Berrien County Transit Operations		\$ 101,001	\$ 101,001	\$ 101,001	\$ 101,001	\$ 404,004
<b>TOTAL PROJECT COST</b>		\$ 101,001	\$ 101,001	\$ 101,001	\$ 101,001	\$ 404,004
<b>FEDERAL COST</b>		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
<b>STATE COST</b>		\$ -	\$ -	\$ -	\$ -	\$ -
<b>LOCAL COST</b>		\$ 51,001	\$ 51,001	\$ 51,001	\$ 51,001	\$ 204,004
<b>County Total Cost</b>						<b>\$ 404,004</b>

FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Lowndes County Transit (5311) FY2012-2015 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
3 Conversion Vans with Lift (Replace)	NA	\$ 132,000	\$ -	\$ -	\$ -	\$ 132,000
Computer Hardware and Software	NA	\$ 4,000	\$ -	\$ -	\$ -	\$ 4,000
6 Vido Recorders	NA	\$ 15,000	\$ -	\$ -	\$ -	\$ 15,000
2 Conversion Vans with Lift (Replace)	NA	\$ -	\$ -	\$ 88,000	\$ -	\$ 88,000
Computer Hardware and Software	NA	\$ -	\$ -	\$ 4,000	\$ -	\$ 4,000
<b>TOTAL PROJECT COST</b>		\$ 151,000	\$ -	\$ 92,000	\$ -	\$ 243,000
<b>FEDERAL COST</b>		\$ 120,800	\$ -	\$ 73,600	\$ -	\$ 194,400
<b>STATE COST</b>		\$ 15,100	\$ -	\$ 9,200	\$ -	\$ 24,300
<b>LOCAL COST</b>		\$ 15,100	\$ -	\$ 9,200	\$ -	\$ 24,300
<b>County Total Cost</b>						<b>\$ 243,000</b>
<b>Total 5311 Capital Revenue Less Berrien Program</b>						<b>\$ 243,000</b>
<b>Difference</b>						<b>\$ -</b>
FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Lowndes County Transit (5311) FY2012-2015 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
		NA	NA	NA	NA	
Lowndes County Transit Operations		\$ 273,843	\$ 273,843	\$ 273,843	\$ 273,843	\$ 1,095,372
<b>TOTAL PROJECT COST</b>		\$ 273,843	\$ 273,843	\$ 273,843	\$ 273,843	\$ 1,095,372
<b>FEDERAL COST</b>		\$ 136,921	\$ 136,921	\$ 136,921	\$ 136,921	\$ 547,684
<b>STATE COST</b>		\$ -	\$ -	\$ -	\$ -	\$ -
<b>LOCAL COST</b>		\$ 136,922	\$ 136,922	\$ 136,922	\$ 136,922	\$ 547,688
<b>County Total Cost</b>						<b>\$ 1,095,372</b>
<b>Total 5311 Operations Revenue Less Berrien Program</b>						<b>\$ 1,095,372</b>
<b>Difference</b>						<b>\$ -</b>

FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5316) FY2012-2015 - Anticipated Operations Expenditures						
ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
		NA	NA	NA	NA	
Coordinated Transportation Services in 18 Counties (including Lowndes and Berrien) through DHS		\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
<b>TOTAL PROJECT COST</b>		\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
<b>FEDERAL COST</b>		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
<b>(DHS Soft Match) STATE COST</b>		\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 80,000
<b>LOCAL COST</b>		\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Cost</b>						<b>\$ 160,000</b>
<b>Total 5316 Operations Revenue</b>						<b>\$ 160,000</b>
<b>Difference</b>						<b>\$ -</b>

FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5317) FY2012-2015 - Anticipated Operations Expenditures						
ITEM DESCRIPTION	STIP #	FY 2012	FY 2013	FY 2014	FY 2015	TOTAL
		NA	NA	NA	NA	
Coordinated Transportation Services in 18 Counties (including Lowndes and Berrien) through DHS		\$ 163,000	\$ 163,000	\$ 163,000	\$ 163,000	\$ 652,000
<b>TOTAL PROJECT COST</b>		\$ 163,000	\$ 163,000	\$ 163,000	\$ 163,000	\$ 652,000
<b>FEDERAL COST</b>		\$ 81,500	\$ 81,500	\$ 81,500	\$ 81,500	\$ 326,000
<b>(DHS Soft Match) STATE COST</b>		\$ 81,500	\$ 81,500	\$ 81,500	\$ 81,500	\$ 326,000
<b>LOCAL COST</b>		\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total Cost</b>						<b>\$ 652,000</b>
<b>Total 5317 Operations Revenue</b>						<b>\$ 652,000</b>
<b>Difference</b>						<b>\$ -</b>



## Authorized Projects

FY2012-2015 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area					
Listing of Previously Authorized and Obligated Projects					
PI #	PROJECT NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
<b>All Counties</b>					
T003085		FY 2010 SECTION 5316 CAPITAL SOUTHERN GA REGIONAL COMMISSION	TCAP	2010	\$ -
<b>Berrien County</b>					
T002854		GA-86X001 5311 ARRA CAPITAL BERRIEN COUNTY FY10	TCAP	2010	\$ 77,900.00
T003375		GA-18X031 5311 OPERATING BERRIEN COUNTY FY11	TOPR	2011	\$ 98,948.00
T003203		GA-18X030 5311 OPERATING BERRIEN COUNTY FY10	TOPR	2010	\$ 99,360.00
<b>Lowndes County</b>					
0000684	BR000-0000-00(684)	CS 1191/TUCKER ROAD @ DUKES BAY CANAL 1.5 MI SW OF VALDOSTA	CST	2011	\$ 452,241.52
0009174	CSSFT-0009-00(174)	CR 470/TILLMAN CROSSING ROAD @ NS #723559K	CST	2010	\$ 252,060.58
0009245	PL000000900245	PL VALDOSTA - 2010	PLN	2010	\$ 184,511.58
0009509		CR 779/HOWELL RD FM CR 1274/STATENVILLE TO SR 7/PERIMETER RD	CST	2010	\$ 224,342.00
0009510		CR 782/MORVEN ROAD FROM SR 122 TO BROOKS COUNTY LINE	CST	2010	\$ 394,043.38
0009668		PL VALDOSTA - 2011	PLN	2011	\$ 95,314.89
0010116		SR 7BU/US 41 @ 10 LOCS & SR 7 ALT @ 2 LOCS - SIGNAL UPGRADES (see lump sur	PE	2010	\$ 290,000.00
10201		OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 CR LOCS IN LOWNDES COUNTY (see lu	CST	2011	\$ 96,342.25
422710-	STPN0-0007-03(033)	SR 38/US 84 @ NORFOLK SOUTHERN RR - GRADE SEPARATION	ROW	2011	\$ 7,837,110.00
432100-	BRST0-0034-01(027)	SR 31 @ WITHLACOOCHEE RIVER @ THE GA-FLA STATE LINE	ROW	2011	\$ 110,000.00
M003998	CSNHSM00300998	I-75 FROM FLORIDA STATE LINE TO SR 133	CST	2010	\$ 26,875,651.67
M004066	CSSTPM00400066	SR 7 ALT FROM SR 7BU TO CR 449/SMITHBRIAR DRIVE	CST	2010	\$ 1,028,259.45
M004099		SR 38/US 84 @ MP 0.5 - EMERGENCY SLIDE REPAIR - SITE 2	MCST	2011	\$ 20,999.00
M004197		SR 7/US 41 FM S OF CS 1081/PINE CIRCLE TO N OF HARRIS TRAIL	MCST	2011	\$ 2,661,164.70
M004198		SR 7/US 41 FROM HARRIS TRAIL TO SR 31	MCST	2011	\$ 3,446,159.81
T002082	MTA00-T002-00(082)	FY 2011 SECTION 5307 PLANNING FOR SOUTH GA REG COM VALDOSTA	TPLN	2011	\$ 10,000.00
T002727	AP100-9000-24(185)	VALDOSTA - AIRFIELD ELECTRICAL IMPROVEMENTS	CST	2010	\$ 1,547,479.89
T002801		FY 2010 SECTION 5303 PLANNING CONTRACT FOR SOUTHERN GA	TPLN	2010	\$ 31,250.00
T002859		GA-86-0001 5311 CAPITAL LOWNDES COUNTY FY10 ARRA	TCAP	2010	\$ 120,100.00
T003296		GA-18-X030 5311 OPERATING LOWNDES COUNTY FY10	TOPR	2010	\$ 193,414.00
T003378		GA-18-0031 5311 OPERATING LOWNDES COUNTY FY11	TOPR	2011	\$ 213,230.00
T003585		FY 2011 5303 PLANNING CONTRACT FOR SOUTHERN GA REGIONAL COMM	TPLN	2011	\$ 31,250.00



# **TIP Tier 1 Project Data Sheets**

VLMPO Project Data Sheet


Project Information								
Project Name:	I-75 Bridges, Exit 22 and Exit 29			PI Number:	0000762	City:	Hahira	
Local Name/#:	NA	State/US #:	SR 401	Local ID:	G015	County:	Lowndes	
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC	
Project Details								
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 principal reasons 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:	Exit 29	Length (mi):	1.42		
Current AADT:	8254	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	10611	Year:	2035	# of Lanes:	4	85% Speed:	NA	
				Func. Class.:	R - Interstate			
<b>Crash Year:</b>	2006	2007	2008	Value Engineering Analysis:	Complete			
PDO Crashes:	1	0	7	Benefit/Cost Ratio:	0.05			
Injury Only:	1	0	3	Financial Plan:	NA			
Fatal/Injury:	0	0	0	Local Priority:	Medium			
Total Crashes:	2	0	10	Priority Selection Score:	NA			
Crash Rate:	2.66 /Mill Ent Veh			Env. Mitigation Anlys:	Ongoing			
Bike and Pedestrian:	NA							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	Yes							
Safety/Security Elements:	Yes							
Companion Projects:	aka: I-75 FM N OF SR 133 TO COOK COUNTY LINE - PHASE II							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2012	2013	2014	2015			
Preliminary Engineering:						\$ -		
Right-of-Way Acquisition:	L050	\$ 17,998,920.00				\$ 17,998,920.00	Tier I	
Construction:						\$ -		
<b>Total Project Cost:</b>		<b>\$ 17,998,920.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 17,998,920.00</b>		
Federal Amount:		\$ 14,399,136.00				\$ 14,399,136.00		
State Amount:		\$ 3,599,784.00				\$ 3,599,784.00		
Local Amount:		\$ -				\$ -		
Project Timeline				Project Location Map				
Activity	Actual/Estimated Date							
Concept Approval	12/15/1998							
Value Engineering Study	4/22/2008							
Public Information Open House								
Environmental Approval								
Preliminary Plans								
R/W Acquisition								
Final Design								
Let Date								
Project Manager:	Derrick Brown							
Design Consultant:								

**VLMPO Project Data Sheet**


Project Information												
Project Name:	I-75 Bridges, Exit 11				PI Number:	0010297		City:				
Local Name/#:	NA	State/US #:	SR 401		Local ID:	G016		County:	Lowndes			
Sponsor:	GDOT	GDOT Dist:	4		Congressional Dist:	1 & 2		RC:	SGRC			
Project Details												
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 principal reasons 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 11		To:	Exit 11		Length (mi):	NA				
Current AADT:	10668	Year:	2006		# of Lanes:	2		Truck %:	NA			
Future AADT:	15718	Year:	2035		# of Lanes:	6		85% Speed:	NA		Func. Class.:	R - Interstate
<b>Crash Year:</b>	2006	2007	2008		Value Engineering Analysis:	Complete		Base Yr LOS:	A			
PDO Crashes:	0	0	0		Benefit/Cost Ratio:	NA		Build LOS:	B			
Injury Only:	0	0	0		Financial Plan:	NA		No Build LOS:	C			
Fatal/Injury:	0	0	0		Local Priority:	Low		Bridge Sufficiency:	Varies			
Total Crashes:	0	0	0		Priority Selection Score:	NA						
Crash Rate:	0 /Mill Ent Veh				Env. Mitigation Anlys:	Ongoing						
Bike and Pedestrian:	NA											
Intelligent Transportation:	NA											
Land Use/Access Mgmt:	Yes											
Safety/Security Elements:	Yes											
Companion Projects:	NA											
Project Funding												
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier				
		2012	2013	2014	2015							
Preliminary Engineering:	L050	\$ 1,552,440.00					\$ 1,552,440.00	Tier I				
Right-of-Way Acquisition:		\$ -					\$ -					
Construction:		\$ -					\$ -					
<b>Total Project Cost:</b>		<b>\$ 1,552,440.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,552,440.00</b>					
Federal Amount:		\$ 1,241,952.00					\$ 1,241,952.00					
State Amount:		\$ 310,488.00					\$ 310,488.00					
Local Amount:		\$ -					\$ -					
Project Timeline					Project Location Map							
Activity	Actual/Estimated 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:												




**VLMPO Project Data Sheet**

Project Information									
Project Name:	I75 Bridges Exit 18 Southbound Ramp				PI Number:	0010298	City:	Valdosta	
Local Name/#:	NA	State/US #:	NA		Local ID:	G016	County:	Lowndes	
Sponsor:	GDOT	GDOT Dist:	4		Congressional Dist:	1 & 2	RC:	SGRC	
Project Details									
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 principal reasons 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 18	To:	Exit 18	Length (mi):	NA			
Current AADT:	Year:	2006	# of Lanes:	2	Truck %:	NA			
Future AADT:	Year:	2035	# of Lanes:	6	85% Speed:	NA		Func. Class.:	R - Interstate
<b>Crash Year:</b>	2006	2007	2008	Value Engineering Analysis:			Complete		Base Yr LOS:
PDO Crashes:	0	0	0	Benefit/Cost Ratio:			NA		Build LOS:
Injury Only:	0	0	0	Financial Plan:			NA		No Build LOS:
Fatal/Injury:	0	0	0	Local Priority:			NA		Bridge Sufficiency:
Total Crashes:	0	0	0	Priority Selection Score:			NA		Varies
Crash Rate:	0 /Mill Ent Veh			Env. Mitigation Anlys:			Ongoing		
Bike and Pedestrian:	NA								
Intelligent Transportation:	NA								
Land Use/Access Mgmt:	Yes								
Safety/Security Elements:	Yes								
Companion Projects:	NA								
Project Funding									
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier	
		2012	2013	2014	2015				
Preliminary Engineering:	L050	\$ 1,552,440.00					\$ 1,552,440.00	Tier I	
Right-of-Way Acquisition:		\$ -					\$ -		
Construction:		\$ -					\$ -		
<b>Total Project Cost:</b>		<b>\$ 1,552,440.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,552,440.00</b>		
Federal Amount:		\$ 1,241,952.00					\$ 1,241,952.00		
State Amount:		\$ 310,844.00					\$ 310,844.00		
Local Amount:		\$ -					\$ -		
Project Timeline					Project Location Map				
Activity	Actual/Estimated 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:									

VLMP0 Project Data Sheet


Project Information								
Project Name:	US 84 Grade Separation at Norfolk Southern RR			PI Number:	422710	City:	Valdosta	
Local Name/#:	Hill Ave.	State/US #:	US 84/SR 38	Local ID:	VL07	County:	Lowndes	
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC	
Project Details								
Project Description:	Construct overpass Grade Separation on US 84 over several Norfolk Southern railroad tracks. Estimated 2033 traffic is 28600.							
Purpose and Need:	Minimize turning conflicts on US84 and side street intersections between Third Street and West Ave. Reduce delays at the NS RR crossing. Reduce delay for emergency services. Provide safe pedestrian access over RR crossing.							
Termini:	From: West St.	To: Central Ave.			Length (mi):	0.62		
Current AADT:	16700	Year: 2008	# of Lanes: 4	Truck %:	11.5			
Future AADT:	20100	Year: 2013	# of Lanes: 4	85% Speed:	NA	Func. Class.:	U - Principal Arterial	
<b>Crash Year:</b>	2005	2006	2007	Value Engineering Analysis:	Yes - Complete		Base Yr LOS:	B
PDO Crashes:	3	3	0	Benefit/Cost Ratio:	NA - in TIP		Build LOS:	B
Injury Only:	1	1	3	Financial Plan:	NA		No Build LOS:	B
Fatal/Injury:	0	0	0	Local Priority:	NA - in TIP		Bridge Suff.	NA
Total Crashes:	4	4	3	Priority Selection Score:	NA - in TIP			
Crash Rate:	1.12 /Mill Ent Veh			Env. Mitigation Anlys:	NA			
Bike and Pedestrian:	Yes, six foot sidewalks							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	No change in access control.							
Safety/Security Elements:	Grade Separation of RR will help with crossing safety.							
Companion Projects:	NA							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2012	2013	2014	2015	2016		
Preliminary Engineering:			\$ -				\$ -	Authorized
Right-of-Way Acquisition:			\$ -				\$ -	Authorized
Utility Relocation:	Local		\$ 121,264				\$ 121,264	Tier I
Construction:	L050		\$ 13,045,694				\$ 13,045,694	Tier I
<b>Total Project Cost:</b>		\$ -	\$ 13,166,958	\$ -	\$ -	\$ -	\$ 13,166,958	
Federal Amount:			\$ 10,436,555				\$ 10,436,555	
State Amount:			\$ 2,609,139				\$ 2,609,139	
Local Amount:			\$ -				\$ -	
Project Timeline				Project Location Map				
Activity	Actual/Estimated Date							
Concept Approval	5/19/2005							
Value Engineering Study	4/16/2009							
Public Information Open House	9/16/2004							
Environmental Approval	Est. 3/31/10							
Preliminary Plans	Est. 3/31/10							
R/W Plans Approved	Est. 8/15/10							
Final Design	Est. 4/15/12							
Let Date	12/12/2012							
Project Manager:	Tim Matthews							
Design Consultant:	GDOT In-House							

VLMPO Project Data Sheet


Project Information								
Project Name:	SR 31 Bridge over Withlacoochee River			PI Number:	432100	City:		
Local Name/#:	Madison Hwy.	State/US #:	SR 31/SR 145	Local ID:	VL02	County:	Lowndes	
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	2 - Bishop	RC:	SGRC	
Project Details								
Project Description:	Replace bridge on SR 31 over Withlacoochee River at the Georgia Florida Line. FDOT is contributing funding to this project.							
Purpose and Need:	This bridge is structurally deficient and has been posted as load limited. The bridge ranks very high on the statewide bridge replacement list. The purpose is to replace the existing bridge with a new 2-lane bridge.							
Termini:	From: Bridge Only	To: Bridge Only			Length (mi):	0.33		
Current AADT:	5000	Year: 2008	# of Lanes: 2	Truck %: 10				
Future AADT:	7500	Year: 2028	# of Lanes: 2	85% Speed: 55	Func. Class.:	R - Minor Arterial		
<b>Crash Year:</b>	2005	2006	2007	Value Engineering Analysis:	NA		Base Yr LOS:	C or Better
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA - in TIP		Build LOS:	C or Better
Injury Only:	0	0	0	Financial Plan:	NA - in TIP		No Build LOS:	C or Better
Fatal/Injury:	0	0	0	Local Priority:	NA - in TIP		Bridge Suff.	34.04
Total Crashes:	0	0	0	Priority Selection Score:	NA - in TIP			
Crash Rate:	NA /Mill Ent Veh			Env. Mitigation Anlys:	NA - in TIP			
Bike and Pedestrian:	No							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	NA							
Safety/Security Elements:	NA							
Companion Projects:	NA							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2012	2013	2014	2015			
Preliminary Engineering:						\$ -	Authorized	
Right-of-Way Acquisition:						\$ -	Authorized	
Construction:	L1C0		\$ 6,336,881			\$ 6,336,881	Tier I	
<b>Total Project Cost:</b>		\$ -	\$ 6,336,881	\$ -	\$ -	\$ 6,336,881		
Federal Amount:			\$ 5,069,505	\$ -		\$ 5,069,505		
State Amount:			\$ 1,267,376	\$ -		\$ 1,267,376		
Local Amount:			\$ -			\$ -		
Project Timeline				Project Location Map				
Activity	Actual/Estimated Date							
Concept Approval	8/23/2001							
Value Engineering Study	NA							
Public Information Open House	Est. 8/29/09							
Environmental Approval	4/9/2008							
Preliminary Plans	Est. 11/5/09							
R/W Plans Approved	Est. 2/2/11							
Final Design	Est. 11/11/11							
Let Date	est. 5/28/12							
Project Manager:	Ted Cashin							
Design Consultant:	HNTB							



VLMPO Project Data Sheet

Project Information									
Project Name:	Jerry Jones, from Gornto to Oak St.			PI Number:	0000837	City:	Valdosta		
Local Name/#:	CR 784	State/US #:	N/A	Local ID:	VL10	County:	Lowndes		
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC		
Project Details									
Project Description:	Widen and various intersection improvements on Jerry Jones Road, from Gornto Road to Oak Street (to match Eager Drive/Northside Drive)								
Purpose and Need:	Relieve traffic congestion along Jerry Jones from Gornto to Oak, road widening project.								
Termini:	From:	Gornto Road	to:	Jaden Place	Length (mi):	1.66			
Current AADT:	20740	Year:		# of Lanes:	2	Truck %:	NA		
Future AADT:	30990	Year:	2035	# of Lanes:	4	85% Speed:	NA		
				Func. Class.:	U - Minor Arterial				
<b>Crash Year:</b>	2005	2006	2007	Value Engineering Analysis:	NA			Base Yr LOS:	D
PDO Crashes:	43	51	41	Benefit/Cost Ratio:	NA - in TIP			Build LOS:	C or Better
Injury Only:	12	12	9	Financial Plan:				No Build LOS:	E
Fatal/Injury:	1	0	0	Local Priority:				Bridge Suff.	NA
Total Crashes:	56	63	50	Priority Selection Score:					
Crash Rate:	14.9 /Mill Ent Veh			Env. Mitigation Anlys:					
Bike and Pedestrian:	Yes, see VL Bike/Ped Materplan, Valdosta TMP, SGRDC Regional Bike/Ped Plan								
Intelligent Transportation:	NA								
Land Use/Access Mgmt:	NA								
Safety/Security Elements:	NA								
Companion Projects:	NA								
Project Funding									
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier	
		2012	2013	2014	2015				
Preliminary Engineering:						\$ -	Authorized		
Right-of-Way Acquisition:						\$ -	Authorized		
Construction:	L200				\$ 10,800,735	\$ 10,800,735	Tier I		
<b>Total Project Cost:</b>		\$ -	\$ -	\$ -	\$ 10,800,735	\$ 10,800,735			
Federal Amount:					\$ 1,400,000	\$ 1,400,000			
State Amount:						\$ -			
Local Amount:					\$ 9,400,735	\$ 9,400,735			
Project Timeline					Project Location Map				
Activity	Actual/Estimated Date								
Concept Approval	Est. 8/27/09								
Value Engineering Study	NA								
Public Information Open House	Est. 9/11/09								
Environmental Approval	Est. 4/22/10								
Preliminary Plans	Est. 1/18/11								
R/W Plans Approved	Est. 9/12/11								
Final Design	Est. 6/26/12								
Let Date	Est. 9/17/13								
Project Manager:	Sandy Griffin								
Design Consultant:	JE & A								


VLMPD Project Data Sheet

Project Information								
Project Name:	I-75 Bridges Exit 2			PI Number:	0007386	City:		
Local Name/#:	NA	State/US #:	NA	Local ID:	G016	County:	Lowndes	
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC	
Project Details								
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 principal reasons 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 11	To:	Exit 11	Length (mi):	NA		
Current AADT:	2852	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	9724	Year:	2035	# of Lanes:	6	85% Speed:	NA	
						Func. Class.:	R - Interstate	
<b>Crash Year:</b>	2006	2007	2008	Value Engineering Analysis:	Complete		Base Yr LOS:	A
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	NA		Build LOS:	C
Injury Only:	0	0	0	Financial Plan:	NA		No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	NA		Bridge Sufficiency:	Varies
Total Crashes:	0	0	0	Priority Selection Score:	NA			
Crash Rate:	0 /Mill Ent Veh			Env. Mitigation Anlys:	Ongoing			
Bike and Pedestrian:	NA							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	Yes							
Safety/Security Elements:	Yes							
Companion Projects:	NA							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2012	2013	2014	2015			
Preliminary Engineering:					\$ -	\$ -		
Right-of-Way Acquisition:	L050				\$ 26,952,561.00	\$ 26,952,561.00	Tier I	
Construction:					\$ -	\$ -		
<b>Total Project Cost:</b>		\$ -	\$ -	\$ -	\$ 26,952,561.00	\$ 26,952,561.00		
Federal Amount:					\$ 21,562,049.00	\$ 21,562,049.00		
State Amount:					\$ 5,390,512.00	\$ 5,390,512.00		
Local Amount:		\$ -			\$ -	\$ -		
Project Timeline				Project Location Map				
Activity	Actual/Estimated 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:								

VLMPD Project Data Sheet

Project Information									
Project Name:	St. Augustine at Twin Intersection				PI Number:		City:	Valdosta	
Local Name/#:	522	State/US #:	SR 133		Local ID:	V029	County:	Lowndes	
Sponsor:	Valdosta	GDOT Dist:	4		Congressional Dist:	1 - Kingston	RC:	SGRC	
Project Details									
Project Description:	Realign existing intersection and include drainage and traffic signal								
Purpose and Need:	The St. Augustine corridor has traffic issues that can be solved by the proposed improvement project. The city is able to coordinate the signals to create safe conditions for motorists who need to access side streets and businesses.								
Termini:	From:	Twin Street		To:	Twin Street		Length (mi):	NA	
Current AADT:	11638	Year:	2006	# of Lanes:	NA	Truck %:	NA		
Future AADT:	15000	Year:	2035	# of Lanes:	NA	85% Speed:	NA	Func. Class.:	R - Principal Arterial
Crash Year:	2006	2007	2008	Value Engineering Analysis:	NA		Base Yr LOS:	C	
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	2.08		Build LOS:		
Injury Only:	0	0	0	Financial Plan:	Yes		No Build LOS:	D	
Fatal/Injury:	0	0	0	Local Priority:	High		Bridge Sufficiency:	NA	
Total Crashes:	0	0	0	Priority Selection Score:	25				
Crash Rate:	0 /Mill Ent Veh			Env. Mitigation Anlys:	Local				
Bike and Pedestrian:	Yes								
Intelligent Transportation:	Yes, coordination with signal system.								
Land Use/Access Mgmt:	NA								
Safety/Security Elements:	Provide for better access and to reduce crashes along the St. Augustine Corridor								
Companion Projects:	None.								
Project Funding									
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier	
		2012	2013	2014	2015				
Preliminary Engineering:							\$ -		
Right-of-Way Acquisition:	LOC	\$ 200,000.00					\$ 200,000.00	Tier I	
Construction:	LOC	\$ 1,008,776.00					\$ 1,008,776.00	Tier I	
<b>Total Project Cost:</b>		<b>\$ 1,208,776.00</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 1,208,776.00</b>		
Federal Amount:		\$ -					\$ -		
State Amount:		\$ -					\$ -		
Local Amount:		\$ 1,208,776.00					\$ 1,208,776		
Project Timeline					Project Location Map				
Activity	Actual/Estimated Date								
Concept Approval									
Value Engineering Study									
Public Information Open House									
Environmental Approval									
Preliminary Plans									
R/W Acquisition									
Final Design									
Let Date	2015								
Project Manager:									
Design Consultant:									

VLMPO Project Data Sheet

Project Information										
Project Name:	Woodrow Wilson Extension				PI Number:		City:	Valdosta		
Local Name/#:	NA	State/US #:	NA		Local ID:	V013	County:	Lowndes		
Sponsor:	Valdosta	GDOT Dist:	4		Congressional Dist:	1 - Kingston		RC:	SGRC	
Project Details										
Project Description:	Construct a new road to connect Woodrow Wilson at Patterson to Gormto at Oak. Right drop lanes are to be constructed at each end with a center turn lane the length of the project.									
Purpose and Need:	The construction of this road will create a new east/west corridor to help relieve congestion on nearby streets and allow people to reach the hospital area.									
Termini:	From:	Patterson Street		To:	Oak Street		Length (mi):	0.27		
Current AADT:	3800	Year:	2006	# of Lanes:	0	Truck %:	0			
Future AADT:	4,500	Year:	2035	# of Lanes:	3	85% Speed:	35	Func. Class.:	R - Minor Arterial	
<b>Crash Year:</b>	2006	2007	2008	Value Engineering Analysis:	NA			Base Yr LOS:		
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	4.45			Build LOS:		
Injury Only:	0	0	0	Financial Plan:	NA			No Build LOS:		
Fatal/Injury:	0	0	1	Local Priority:	High			Bridge Sufficiency:	NA	
Total Crashes:	0	0	1	Priority Selection Score:	24					
Crash Rate:	0.48 /Mill Ent Veh			Env. Mitigation Anlys:	Local					
Bike and Pedestrian:	Yes, sidewalks are included.									
Intelligent Transportation:	Signals at project termini will continue to be integrated with citywide signal system.									
Land Use/Access Mgmt:	NA									
Safety/Security Elements:	NA									
Companion Projects:	None.									
Project Funding										
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier		
		2012	2013	2014	2015					
Preliminary Engineering:							\$ -			
Right-of-Way Acquisition:		\$ 180,000.00					\$ 180,000.00			
Construction:		\$ 1,420,158.00					\$ 1,420,158.00			
<b>Total Project Cost:</b>		\$ 1,600,158.00	\$ -	\$ -	\$ -	\$ -	\$ 1,600,158.00			
Federal Amount:		\$ -					\$ -			
State Amount:		\$ -					\$ -			
Local Amount:		\$ 1,600,158.00					\$ 1,600,158			
Project Timeline					Project Location Map					
Activity	Actual/Estimated Date									
Concept Approval										
Value Engineering Study										
Public Information Open House										
Environmental Approval										
Preliminary Plans										
R/W Acquisition										
Final Design										
Let Date	2011									
Project Manager:										
Design Consultant:										

6/7/2011

**VLMPO Project Data Sheet**

Project Information								
Project Name:	Patterson Street at Roosevelt and Pendleton			PI Number:		City:	Valdosta	
Local Name/#:	678/677	State/US #:	SR 7 ALT	Local ID:	V002	County:	Lowndes	
Sponsor:	Valdosta	GDOT Dist:	4	Congressional Dist:	1 - Kingston	RC:	SGRC	
Project Details								
Project Description:	Realign Roosevelt and Pendleton Drives At Patterson Street to form a four-way intersection.							
Purpose and Need:	Anticipated growth around VSU North Campus, SGMC and other areas of this neighborhood call for the better alignment of these roads to improve traffic flow and to help reduce future crashes							
Termini:	From: Pendleton Drive	To: Roosevelt Drive	Length (mi):	0.25				
Current AADT:	6249	Year:	2006	# of Lanes:	4	Truck %:	NA	
Future AADT:	8755	Year:	2035	# of Lanes:	4	85% Speed:	NA	
						Func. Class.:	R - Principal Arterial	
<b>Crash Year:</b>	2006	2007	2008	Value Engineering Analysis:	NA		Base Yr LOS:	C
PDO Crashes:	0	0	0	Benefit/Cost Ratio:	0.25		Build LOS:	C
Injury Only:	0	0	0	Financial Plan:	NA		No Build LOS:	D
Fatal/Injury:	0	0	0	Local Priority:	High		Bridge Sufficiency:	NA
Total Crashes:	0	0	0	Priority Selection Score:	23			
Crash Rate:	0 /Mill Ent Veh			Env. Mitigation Anlys:	NA			
Bike and Pedestrian:	Yes, bike lanes and/or sidewalks will be included.							
Intelligent Transportation:	Any future signals will be coordinated with the existing citywide signal system.							
Land Use/Access Mgmt:	NA							
Safety/Security Elements:	Provide for safer intersection to reduce future crash potential							
Companion Projects:	NA							
Project Funding								
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars					Total	TIP Tier
		2012	2013	2014	2015			
Preliminary Engineering:	LOC		\$ 28,500.00				\$ 28,500.00	Tier I
Right-of-Way Acquisition:	LOC		\$ 55,000.00				\$ 55,000.00	Tier I
Construction:	LOC		\$ 300,000.00				\$ 300,000.00	Tier I
<b>Total Project Cost:</b>		\$ -	\$ 383,500.00	\$ -	\$ -	\$ -	\$ 383,500.00	
Federal Amount:			\$ -				\$ -	
State Amount:			\$ -				\$ -	
Local Amount:			\$ 383,500.00				\$ 383,500.00	
Project Timeline				Project Location Map				
Activity	Actual/Estimated Date							
Concept Approval								
Value Engineering Study								
Public Information Open House								
Environmental Approval								
Preliminary Plans								
R/W Acquisition								
Final Design								
Let Date	2020							
Project Manager:								
Design Consultant:								



# **Appendices**

## ***Public Notice of Comment Period***

### **Public Notice of a Public Comment and Review 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 2012-2015 (TIP) for the Valdosta Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien and Lanier Counties.

This TIP is available for public review and comment from June 15, 2011 to July 8, 2011 at the Southern Georgia Regional Commission, 327 W Savannah Ave.; all public libraries in Berrien, Lanier and Lowndes Counties; on the VLMPO website ([www.sgrc.us/transportation](http://www.sgrc.us/transportation)); all county government administration offices in Berrien, Lanier and Lowndes Counties; and all city government administration offices in Lowndes County.

On Tuesday, June 28, 2011 the VLMPO will host a Public Open House at the office of the Southern Georgia Regional Commission (327 W Savannah Ave.) from 10:00 am to 7:00 pm to allow members of the public to ask questions and speak to VLMPO staff regarding 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](mailto:chull@sgrc.us), by fax at 229-333-5312, or by mailing them to VLMPO, 327 W Savannah Ave., Valdosta, GA 31601.

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



Valdosta - Lowndes Metropolitan Planning Organization

Committee: TIP OPEN HOUSE  
 Location: SGCC  
 Date: 6/28/11

-- Please Print --

	Name	Organization/Address	Phone #	Email
1	No Attendance			
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				

11/12/2009

## ***Public Comments Received***

### **Comment #1:**

Name: Lesa Walker, GDOT

Date: June 30, 2011

Comment and Response:

On all project sheets ensure that the funding source is correct.

**Staff corrected/updated the funding source as appropriate on all project sheets.**

On all project sheets change the name of the project and Congressional District assignment to be consistent with GDOT.

**Staff added the GDOT name description to each project where appropriate, however to give better information to the public the name description was not changed. The VLMPO staff updated incorrect Congressional District designations on the I-75 at Exit 2 project, however all other projects were not changed to reflect the true designation that those projects are split by the Congressional District line.**

On the I-75 projects at Exit 18, Exit 11 and Exit 2, ensure that the correct number of future lanes is changed to six.

On the Patterson at Roosevelt project sheet, remove the old PI# since this project is no longer a GDOT project.

**Staff made all of the above corrections.**

On the Hwy 84 Grade Separation project update the cost of the Utility Relocation to be \$875,454 (from \$121,264) funded with 100% local funds.

**After discussion with the Policy Committee members it was determined to not include this updated dollar amount until further information could be provided explaining why there was such a large increase.**

## 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 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors were considered in the planning process.

- The LRTP includes a discussion of types of potential environmental mitigation activities and potential areas to carry out these activities in consultation with federal, state and tribal land management and regulatory agencies.
- The Congestion Management Process (CMP) was developed as part of the LRTP in TMA's.
- The MPO approves the LRTP in a timely manner without entering into a planning lapse.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- The MPO approves LRTP amendments in accordance with procedures outlined in the MPO's Participation Plan.
- The transit authority's planning process is coordinated with the MPO's planning process.
- In non-attainment and maintenance areas the MPO, as well as FHWA and FTA, must make a conformity determination on any updated or amended LRTP in accordance with 40 CFR Part 93.

#### TIP

- The TIP is updated at least every 4 years, on a schedule compatible with STIP development.
- Each project included in the TIP is consistent with the LRTP.
- The MPO, GDOT and the transit operator collaborate on the development of the TIP.
- The TIP contains all projects to be funded under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53.
- The TIP is financially constrained by year and revenue estimates reflect reasonable assumptions.
- The MPO TIP is included in the STIP by reference, without modification.
- Amendments to the LRTP/STIP/TIP follow the approved Amendment Process.
- In non-attainment and maintenance areas, the MPO as well as the FHWA and FTA must make a conformity determination on any updated or amended TIP in accordance with 40 CFR Part 93.

#### Participation Plan

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

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

*List of Obligated Projects*

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

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

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

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

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

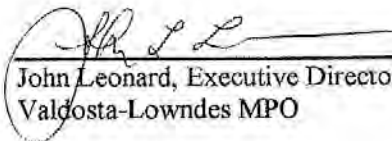
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment of business opportunity**
- The MPO adheres to all requirements prohibiting discrimination against a person under, a project, program, or activity receiving financial assistance under because of race, color, creed, national origin, sex, or age.
- V. Section 1101(b) of the SAFETEA-LU (Pub. L. 109-59) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects**
- The GDOT establishes overall goals for the percentage of work to be performed by DBE's based on the projections of the number and types of federal-aid highway contracts to be awarded and the number and types of DBE's likely to be available to compete for the contracts.
- VI. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts**
- The MPO as required by Title VII of the Civil Rights Act of 1964, does not discriminate on employment opportunities based on race, color, religion, sex, or national origin;
- VII. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38**
- The MPO as required by 49 U.S.C. 5332 prohibits discrimination on the basis of race, color, creed, national origin, sex, or age, and prohibits discrimination in employment or business opportunity, otherwise known as Title VI of the Civil Rights Act of 1964, as amended, 42 U.S.C. 2000d, and U.S. DOT regulations, "Nondiscrimination in Federally-Assisted Programs of the Department of Transportation—Effectuation of Title VI of the Civil Rights Act," 49 CFR part 21 at 21.7.
- VIII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance**
- The MPO has identified strategies and services to meet the needs of older persons' needs for transportation planning and programming.

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

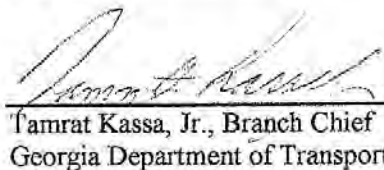
- The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage discrimination;

**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.**

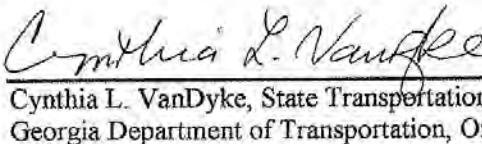
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments

  
John Leonard, Executive Director  
Valdosta-Lowndes MPO

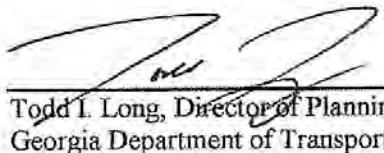
3/11/11  
Date

  
Tamrat Kassa, Jr., Branch Chief  
Georgia Department of Transportation, Office of Planning

3/18/11  
Date

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

3-18-11  
Date

  
Todd I. Long, Director of Planning  
Georgia Department of Transportation, Division of Planning

3-21-11  
Date





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

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

\*100% for certain projects.

<b>Funding Programs for FTA</b>			
<b>Includes minimum match requirements</b>			
<b>Program</b>	<b>Federal Share</b>	<b>State Share</b>	<b>Local Share</b>
Section 5307 Capital Program	80%	10%*	10%
Section 5307 Operating Program	50%		50%
Section 5309 Capital Program	80%	10%	10%
Section 5310 Capital Program	80%	20%	
Section 5310 Operating Program	50%	50%	
Section 5316 Capital Program	80%	10%	10%
Section 5316 Operating	50%		50%
Section 5317 Capital Program	80%	10%	10%
Section 5317 Operating	50%		50%
Section 5316 and 5317 Vehicles	80%	15%	5%
* State participates at different levels depending on capital improvement, most are 10%.			

Resource Agencies

Company	Address	City	State	Zip
GDOT	600 W Peachtree St., NW	Atlanta	GA	30308
ACTO	100 E Park Ave	Valdosta	GA	31603
Banks Lake National Wildlife Refuge	Route 2 Box 3330	Folkston	GA	31637
Berrien County Chamber of Commerce	PO Box 217	Nashville	GA	31639
Children Friend's Learning Center	519 North Saint Augustine Road	Valdosta	GA	31601
Coastal Plains RESA	245 North Robinson	Lenox	GA	31637
Coastal Resources, DNR	One Conservation Way	Brunswick	GA	31520
Georgia Department of Labor	221 S. Ashley Street	Valdosta	GA	31601
Georgia Dept of Natural Resources	2 Martin Luther King Jr. Drive, SE Suite 1252	Atlanta	GA	30334
Georgia Forestry Commission	5645 Riggins Mill Road	Dry Branch	GA	31020
Georgia Forestry Commission	PO Box 819	Macon	GA	31202
Georgia Forestry Human Resources Division68 35	6835 James B. Rivers/Memorial Drive	Stone Mountain	GA	30083
Georgia Port Authority	PO Box 2406	Savannah	GA	31402
Georgia Dept. of Economic Development	75 Fifth Street, N.W., Suite 1200	Atlanta	GA	30308
Greenleaf Center	2209 Pineview Dr.	Valdosta	GA	31602
Central Valdosta Development Authority	PO Box 1125	Valdosta	GA	31603
Historic Preservation Division, DNR	34 Peachtree St., NW Suite 1600	Atlanta	GA	30303
James H. Rainwater Visitor & Convention Center	1 Meeting Place	Valdosta	GA	31601
Knights of Columbus	306 North Saint Augustine Road	Valdosta	GA	31601
Lake Park Chamber of Commerce	5208 Jewel Futch Road	Lake Park	GA	31636
Lowndes County Historical Society	305 West Central Ave.	Valdosta	GA	31601
Learning Tree Educational Resources Inc.	PO Box 609	Valdosta	GA	31601
State Parks & Historic Sites, DNR	2 Martin Luther King Jr., Drive, SE Suite 1252	Atlanta	GA	30334
Wildlife Resource Division, DNR	2070 U.S. Hwy. 278 , SE	Social Circle	GA	30025
Lowndes County Schools	PO Box 1227	Valdosta	GA	31603
GDOT Intermodal	600 W Peachtree St., NW	Atlanta	GA	30308



**Valdosta-Lowndes Metropolitan Planning Organization  
FY2012-2015 Transportation Improvement Program Amendment  
Public Comment Period Announcement**

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 FY2012-2015 Transportation Improvement Program (TIP) for the Valdosta Urbanized Area which includes all of Lowndes County and portions of Berrien and Lanier Counties. The Valdosta-Lowndes Metropolitan Planning Organization is soliciting public comment on the following amendment to its FY2012-2015 Transportation Improvement Program.

The following project is being added to the FY12-15 TIP from the FY11-14 TIP:

PI #	VLMPO#	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2035 LRTP)
New 0008437	L026	GDOT	STP	LY20S	2012	CST	SR 125 @ Davidson Rd - New Entrance at Moody AFB	Intersection Improvement	\$1,307,448	\$326,862	\$ -	\$1,634,310	\$ 2,000,000

This TIP Amendment is available for public review and comment from August 26, 2011 to September 11, 2011 at the Southern Georgia Regional Commission, 327 W Savannah Ave.; all public libraries in Berrien, Lanier and Lowndes Counties; on the VLMPO website ([www.sgrc.us/transportation](http://www.sgrc.us/transportation)); all county government administration offices in Berrien, Lanier and Lowndes Counties; and all city government administration offices in Lowndes County. Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la SGRC al teléfono 229-333-5277.

Comments are being accepted by email at [chull@sgrc.us](mailto:chull@sgrc.us), by fax at 229-333-5312, or by mailing them to VLMPO, 327 W Savannah Ave., Valdosta, GA 31601. For more information please call Corey Hull, MPO Coordinator at 229-333-5277.

*An Equal Opportunity Employer / Program*

August 17, 2011

Lesa Walker  
 GDOT Planning  
 600 W Peachtree St. NW  
 Atlanta, GA 30308

RE: VLMPO FY12-14 TIP Administrative Modification #1

Dear Ms. Walker:

Per the request of the Georgia Department of Transportation the following administrative modification has been made to the FY2012-2015 Transportation Improvement Program (TIP) for the Valdosta Urbanized Area. This administrative modification has been carried out in accordance with the guidelines set forth in this TIP. Please find attached an updated Financial Plan, Tier I Project List and Project Data Sheet.

PI#	VLMPO#	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2035 LRTP)
Old 0000762	G015	GDOT	STP	LY20S	2012	ROW	I-75 at Exit 22 and Exit 29	Interchange	\$14,399,136	\$3,599,784	\$ -	\$17,998,920	\$52,317,424
New 0000762	G015	GDOT	STP	LY20S	2013	ROW	I-75 at Exit 22 and Exit 29	Interchange	\$14,687,119	\$3,671,780	\$ -	\$18,358,898	\$52,317,424

Should you have any questions please feel free to contact me at [chull@sgrc.us](mailto:chull@sgrc.us) or 229-333-5277.

Sincerely,



Corey Hill  
 MPO Coordinator

Enclosures

Cc:  
 VLMPO Policy Committee  
 Ann-Marie Day, FHWA  
 Robert Buckley, FTA  
 Parris Orr, FTA  
 Steve Kish, GDOT

*An Equal Opportunity Employer / Program*

**FY2012-2015 Transportation Improvement Program - VLMP0 - Valdosta, GA Urbanized Area**

Anticipated Revenue FY2012-2015, all amounts include Federal, State and Local Funds

Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2012	FY2013	FY2014	FY2015	Total
NHS	L050	Tier I	National Hwy Sys (road)	\$ 3,104,880	\$ 31,404,591	\$ -	\$ 26,952,561	\$ 61,462,032
BRG	L1C0	Tier I	On/Off System Bridges	\$ -	\$ 6,336,881	\$ -	\$ -	\$ 6,336,881
STP	L200	Tier I	Surface Transportation Prog	\$ -	\$ -	\$ -	\$ 10,800,735	\$ 10,800,735
LOC	LOC	Local	Local	\$ -	\$ 121,264	\$ -	\$ -	\$ 121,264
LOC	LOC	Tier I Local	100% Local Funded Projects	\$ 2,808,934	\$ 383,500	\$ -	\$ -	\$ 3,192,434
<b>Total Tier I Revenue</b>				<b>\$ 5,913,814</b>	<b>\$ 38,246,236</b>	<b>\$ -</b>	<b>\$ 37,753,296</b>	<b>\$ 81,913,346</b>
<b>Group 1: Maintenance</b>								
IM	L010	Lump Sum	Interstate Maint. (road)	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
IM	L010	Lump Sum	Interstate Maint. (bridge)	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
NHS	L050	Lump Sum	National Hwy Sys (Miant)	\$ 245,000	\$ 245,000	\$ 245,000	\$ 245,000	\$ 980,000
STP	L240	Lump Sum	Bridge Painting	\$ 35,000	\$ 35,000	\$ 35,000	\$ 35,000	\$ 140,000
STP	L240	Lump Sum	Force Account Maintenance	\$ 126,000	\$ 126,000	\$ 126,000	\$ 126,000	\$ 504,000
STP	L240	Lump Sum	Road Maintenance	\$ 700,000	\$ 700,000	\$ 700,000	\$ 700,000	\$ 2,800,000
<b>Group 2: Safety</b>								
SFT	LS30	Lump Sum	Safety	\$ 435,000	\$ 445,000	\$ 455,000	\$ 465,000	\$ 1,800,000
STP	L240	Lump Sum	RRX Hazard Elimination	\$ 30,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 125,000
STP	LS50	Lump Sum	Railroad Crossing Protection	\$ 30,000	\$ 31,000	\$ 32,000	\$ 32,000	\$ 125,000
<b>Group 3: Preliminary Engineering</b>								
		Lump Sum	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Group 4: Traffic and Revenue/Design-Build/Special Studies</b>								
STP	L240	Lump Sum	Traffic & Rev./Design-Build Stdy.	\$ 21,000	\$ 21,000	\$ 21,000	\$ 21,000	\$ 84,000
EB	LZ20	Lump Sum	Construction Management	\$ 105,000	\$ 105,000	\$ 105,000	\$ 105,000	\$ 420,000
<b>Group 5: Roadway/Interchange Lighting</b>								
NHS	L050	Lump Sum	National Hwy Sys (Light)	\$ 7,000	\$ 7,000	\$ 7,000	\$ 7,000	\$ 28,000
<b>Group 6: Rights of Way - Protective Buying and Hardship Acquisitions</b>								
STP	L240	Lump Sum	RW Protective Buying	\$ 18,000	\$ 18,000	\$ 18,000	\$ 18,000	\$ 72,000
<b>Group 7: Transportation Enhancement</b>								
Trails	L940	Lump Sum	Recreational Trails	\$ 9,000	\$ 9,000	\$ 9,000	\$ 9,000	\$ 36,000
TEA	L220	Lump Sum	Transportation Enhancement	\$ 182,000	\$ 182,000	\$ 182,000	\$ 182,000	\$ 728,000
<b>Group 8: Livable Centers Initiative</b>								
		Lump Sum	Livable Centers Initiative	NA	NA	NA	NA	NA
<b>Group 9: Safe Routes to School</b>								
SRS	LU10	Lump Sum	Safe Route to School Program	\$ 2,000	\$ 2,000	\$ 2,000	\$ 2,000	\$ 8,000
SRS	LU20	Lump Sum	Safe Route to School Infr.	\$ 16,000	\$ 16,000	\$ 16,000	\$ 16,000	\$ 64,000
SRS	LU30	Lump Sum	Safe Route to School Either	\$ 4,000	\$ 4,000	\$ 4,000	\$ 4,000	\$ 16,000
<b>Group 10: High Risk Rural Roads</b>								
SFT	LS20	Lump Sum	High Risk Rural Road Safety	\$ 26,000	\$ 27,000	\$ 28,000	\$ 28,000	\$ 109,000
<b>Group 11: Regional Traffic Signal Optimization</b>								
STP	L240	Lump Sum	Traffic Control Devices	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
STP	L240	Lump Sum	Operational	\$ 70,000	\$ 70,000	\$ 70,000	\$ 70,000	\$ 280,000
<b>Total Lump Sum Revenue</b>				<b>\$ 2,271,000</b>	<b>\$ 2,284,000</b>	<b>\$ 2,297,000</b>	<b>\$ 2,307,000</b>	<b>\$ 9,159,000</b>
<b>Subtotal of Highway Program Revenue</b>				<b>\$ 8,184,814</b>	<b>\$ 40,530,236</b>	<b>\$ 2,297,000</b>	<b>\$ 40,060,296</b>	<b>\$ 91,072,346</b>
FTA	5310	Operations	Elderly and Disabled (Ops)	\$ 571,127	\$ 571,127	\$ 571,127	\$ 571,127	\$ 2,284,508
FTA	5310	Capital	Elderly and Disabled (Cap)	\$ 61,162	\$ 61,468	\$ 64,541	\$ 64,541	\$ 251,712
FTA	5311	Operations	Rural Transit (Ops)	\$ 374,844	\$ 374,844	\$ 374,844	\$ 374,844	\$ 1,499,376
FTA	5311	Capital	Rural Transit (Cap)	\$ 199,000	\$ 49,800	\$ 136,800	\$ 49,900	\$ 435,500
FTA	5316	Operations	JARC	\$ 40,000	\$ 40,000	\$ 40,000	\$ 40,000	\$ 160,000
FTA	5317	Operations	New Freedoms	\$ 163,000	\$ 163,000	\$ 163,000	\$ 163,000	\$ 652,000
<b>Total Transit Revenue</b>				<b>\$ 1,409,133</b>	<b>\$ 1,260,239</b>	<b>\$ 1,350,312</b>	<b>\$ 1,263,412</b>	<b>\$ 4,631,096</b>
<b>Grand Total Anticipated Revenue</b>				<b>\$ 9,593,947</b>	<b>\$ 41,790,475</b>	<b>\$ 3,647,312</b>	<b>\$ 41,323,708</b>	<b>\$ 95,703,442</b>

Amended: 8/17/11

**FY2012-2015 Transportation Improvement Program**  
**Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area**  
**Tier I Projects FY2012-2015 - Anticipated Expenditures by Fiscal Year and Source**

PI #	VLMP# #	Sponsor	Fund Type	Fund Code	Fund Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2035 LRTP)
0010297	G016	GDOT	NHS	L050	2012	PE	I-75 at Exit 11 (SR 31)	Interchange	\$ 1,241,952	\$ 310,488	\$ -	\$ 1,552,440	\$ 42,581,019
0010298	G020	GDOT	NHS	L050	2012	PE	I-75 at Exit 18 (SR 133) Southbound Ramp Improvement	Interchange	\$ 1,241,952	\$ 310,488	\$ -	\$ 1,552,440	\$ 1,003,820
<b>FY2012 Total</b>									<b>\$ 2,483,904</b>	<b>\$ 620,976</b>	<b>\$ -</b>	<b>\$ 3,104,880</b>	
0000762	G015	GDOT	NHS	L050	2013	ROW	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122)	Interchange	\$ 14,687,119	\$ 3,671,780	\$ -	\$ 18,358,898	\$ 52,317,424
422710	G003	GDOT	Local	LOC	2013	UTL	US84 Grade Separation @ Norfolk Southern RR	Bridge	\$ -	\$ -	\$ 121,264	\$ 121,264	\$ 22,857,979
422710	G003	GDOT	NHS	L050	2013	CST	US84 Grade Separation @ Norfolk Southern RR	Bridge	\$ 10,436,555	\$ 2,609,139	\$ -	\$ 13,045,693	\$ 22,857,979
432100	G002	GDOT	STP	L1CO	2013	CST	SR 31 Bridge over Withlacoochee River at GA/FL line	Bridge	\$ 5,069,505	\$ 1,267,376	\$ -	\$ 6,336,881	\$ 6,298,483
<b>FY2013 Total</b>									<b>\$ 30,193,179</b>	<b>\$ 7,548,295</b>	<b>\$ 121,264</b>	<b>\$ 37,862,736</b>	
<b>FY2014 Total</b>									<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
0000837	V001	Valdosta	STP	L200	2015	CST	Jerry Jones Dr., from Gornito Rd. to Oak St.	Widening	\$ 1,400,000	\$ -	\$ 9,400,735	\$ 10,800,735	\$ 10,800,735
0007386	G014	GDOT	NHS	L050	2015	ROW	I-75 at Exit 2 (Lake Park-Bellville Rd.)	Interchange	\$ 21,562,049	\$ 5,390,512	\$ -	\$ 26,952,561	\$ 31,066,101
<b>FY2015 Total</b>									<b>\$ 22,962,049</b>	<b>\$ 5,390,512</b>	<b>\$ 9,400,735</b>	<b>\$ 37,753,296</b>	
<b>Total</b>									<b>\$ 55,639,132</b>	<b>\$ 13,559,783</b>	<b>\$ 9,521,999</b>	<b>\$ 78,720,912</b>	

Amended: 8/17/11

**Total Tier I Program Anticipated Revenue Less Locally Funded Projects \$ 78,720,912**  
**Total Tier I Program Cost \$ 78,720,912**  
**Difference \$ (0)**



VLMPO Project Data Sheet

Project Information							
Project Name:	I-75 Bridges, Exit 22 and Exit 29			PI Number:	0000762	City:	Hahira
Local Name/#:	NA	State/US #:	SR 401	Local ID:	G015	County:	Lowndes
Sponsor:	GDOT	GDOT Dist:	4	Congressional Dist:	1 & 2	RC:	SGRC

Project Details								
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 principal reasons 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:	Exit 29	Length (mi):	1.42		
Current AADT:	8254	Year:	2006	# of Lanes:	2	Truck %:	NA	
Future AADT:	10611	Year:	2035	# of Lanes:	4	85% Speed:	NA	
Func. Class.:	R - Interstate							
Crash Year:	2006	2007	2008	Value Engineering Analysis:	Complete		Base Yr LOS:	B
PDO Crashes:	1	0	7	Benefit/Cost Ratio:	0.05		Build LOS:	D
Injury Only:	1	0	3	Financial Plan:	NA		No Build LOS:	C
Fatal/Injury:	0	0	0	Local Priority:	Medium		Bridge Sufficiency:	Varies
Total Crashes:	2	0	10	Priority Selection Score:	NA			
Crash Rate:	2.66 /Mill Ent Veh			Env. Mitigation Anlys:	Ongoing			
Bike and Pedestrian:	NA							
Intelligent Transportation:	NA							
Land Use/Access Mgmt:	Yes							
Safety/Security Elements:	Yes							
Companion Projects:	aka: I-75 FM N OF SR 133 TO COOK COUNTY LINE - PHASE II							

Project Funding							
Project Phase	Fund Source	Fiscal Year Funding in Year of Expenditure Dollars				Total	TIP Tier
		2012	2013	2014	2015		
Preliminary Engineering:						\$ -	
Right-of-Way Acquisition:	1050		\$ 18,358,898.00			\$ 18,358,898.00	Tier I
Construction:						\$ -	
<b>Total Project Cost:</b>		\$ -	\$ 18,358,898.00	\$ -	\$ -	\$ 18,358,898.00	
Federal Amount:			\$ 14,687,119.00			\$ 14,687,119.00	
State Amount:			\$ 3,671,780.00			\$ 3,671,780.00	
Local Amount:			\$ -			\$ -	

Project Timeline	
Activity	Actual/Estimated Date
Concept Approval	12/15/1998
Value Engineering Study	4/22/2008
Public Information Open House	
Environmental Approval	
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	Derrick Brown
Design Consultant:	

