



Transportation Improvement Program

FY2014-2017

VALDOSTA-LOWNDES
METROPOLITAN PLANNING
ORGANIZATION

Transportation Improvement Program

FY 2014-2017

**Valdosta-Lowndes
Metropolitan Planning Organization**

Adopted – September 4, 2013



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

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

Adoption Resolution

RESOLUTION FY2014-1

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

Resolution to ADOPT the FY2014-2017 Transportation Improvement Program

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

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

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

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

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

adopts the FY2014-2017 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303; that is consistent with the 2035 Transportation plan, and

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

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on September 4, 2013.



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

Introduction

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

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

Metropolitan Planning Area Boundary

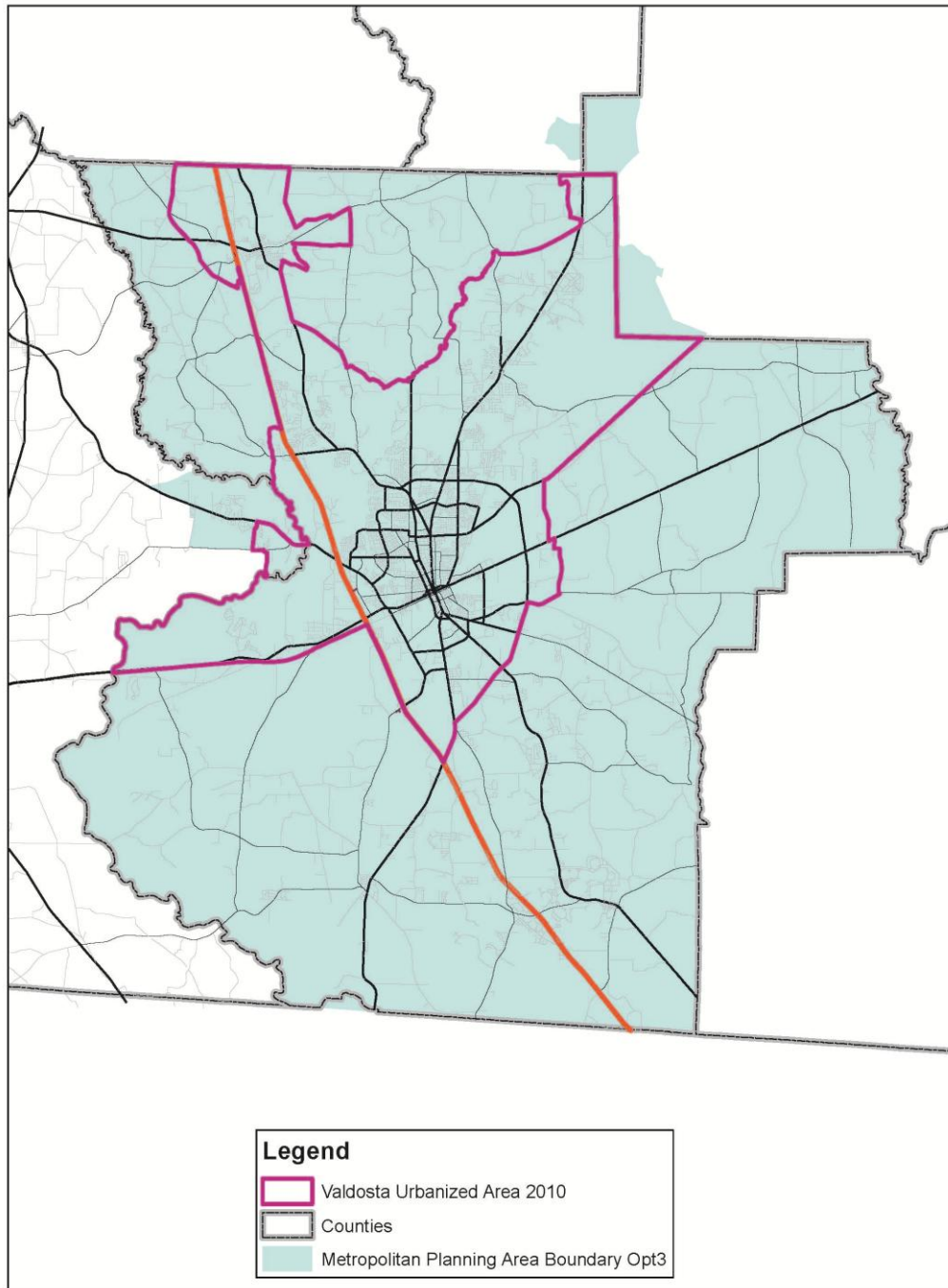
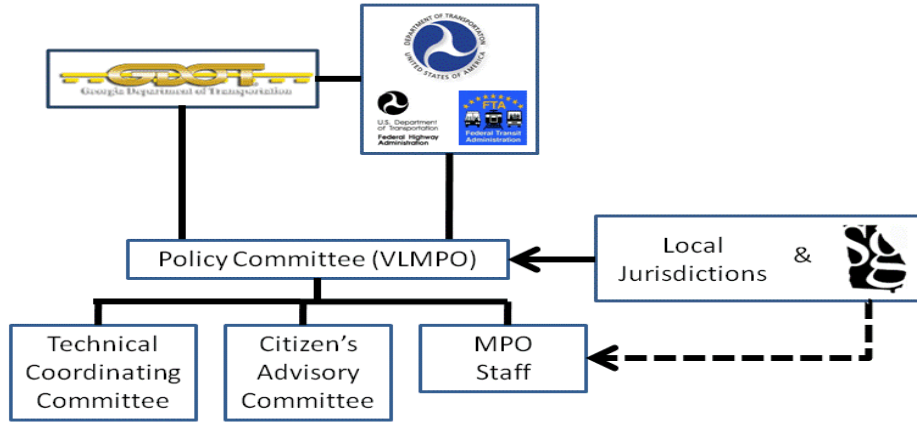


Figure 1 VLMPO Metropolitan Planning Area

Figure 2 VLMPO Organizational Structure and Membership Rosters

VLMPO Organization Chart



Policy Committee		Citizen's Advisory Committee	
Name	Agency	Name	Agency
John Leonard	Southern Georgia RC		Lowndes County
Joe Pritchard	Lowndes County	Bryan Almand	City of Valdosta
Larry Hanson	City of Valdosta	Kenneth Sherrill	City of Lake Park
John Gayle	City of Valdosta	Leggett Lovan	VL Chamber
Bill Slaughter	Lowndes County		Lowndes Co. BoE
Keith Golden	GDOT	Stephanie Joachim	Valdosta City BoE
G. R. Holton	City of Dasher	Ray Sable	Valdosta State Univ.
S. L. Jones	Brooks County	Angela Crance	Wiregrass Tech. Coll.
Rodney Barry	FHWA-GA		City of Valdosta
Yvette Taylor	FTA Region IV	Edward Rawls	Lowndes County
Angela Crance	Citizen's Advisory Comm.		Lowndes County
		Harriet Crum	City of Hahira
Technical Coordinating Committee		Debbie Hobdy	Lowndes County
Name	Agency		City of Dasher
Patrick Collins	City of Valdosta	Carroll Griffin	City of Remerton
Mike Fletcher	Lowndes County	Tim Riddle	Convention Center
Lesa Walker	GDOT Planning	Amanda Peacock	Cntrl. Val. Dev. Auth.
Brent Thomas	GDOT District 4	Allan Ricketts	VL Industrial Auth.
Roger Christie	Lowndes Co. Schools	Col. Clarence Parker	VL Airport Auth.
Edward Collins	Valdosta City Schools	Steven Barnes	Leadership Lowndes
Mike Meeks	Bike/Ped Advocate		City of Valdosta
Ann-Marie Day	FHWA-GA	Dr. Richard Saeger	City of Valdosta
Danny Weeks	Lowndes Co. EMA	Charlie Clark	Lowndes County

TIP Development Process

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

The Transportation Improvement Program (TIP) represents the programming for funding and implementation of the near term years of projects in the adopted 2035 Transportation Plan for Valdosta and Lowndes County and surrounding areas. The TIP is based on fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2013 is the first day of FY 2014. Under federal regulations, the TIP must cover a minimum of four fiscal years. The Valdosta Area's TIP covers four fiscal years, FY's 2014 through 2017.

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

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

Project Selection

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

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

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

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

Congressional District Balancing

The Official Code of Georgia (OCGA 32-5-30(a)) requires that most federal and state transportation funds spent in Georgia be spent evenly among the state's congressional districts. This law was changed

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

Public Involvement Process

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

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

The document was then shared with the public for a 15-day public comment period from August 20 through September 3, 2013. During the public comment period the draft TIP was made available in hardcopy to the public at all libraries in Lowndes, Berrien, Brooks, and Lanier Counties, at all local government administration offices in Lowndes, Berrien, Brooks and Lanier Counties, and at the Southern Georgia Regional Commission office. A digital copy was also made available on the SGRC website.

During the public comment period a Public Open House was held on August 27, 2013 at the SGRC office from 9:00 AM to 6:00PM.

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

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

TIP Amendment Process

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) issued the Final Rule to revise the Statewide and Metropolitan Transportation Planning regulations incorporating changes from the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (MAP-21 rules have not been released as of the adoption of this TIP) 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 law that authorized current transportation spending levels is called the Moving Ahead for Progress in the 21st Century Act (MAP-21). The law covers Federal FY2013-2014, and has been authorized through September 30, 2014.

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

Each fall, the Georgia Department of Transportation receives the amount of federal funding available to the state of Georgia. GDOT then allocates funds 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: FY14-17). 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, and therefore not included, 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.

Because the VLMPO is in a transition period of adding Brooks County to the VLMPO, a single project in Brooks County (Hwy 133 widening) is shown as an illustrative project on the Tier 1 tables.

Highway Programs

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

- **National Highway Performance Program (NHPP)** – This program serves to support the condition and performance, and construction of the National Highway System, which includes all Principle Arterials, Interstates and the Strategic Defense Network.
- **Highway Safety Improvement Program (HSIP)** – This program uses a data-driven, strategic approach to improving highway safety on all public roads.
- **Surface Transportation Program (STP)** – The program provides flexible

funding that may be used by States and localities for projects on any Federal-aid highway, to preserve or improve conditions of the highway. Other projects include bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.

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

Lump Sum Programs

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

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

Sum" in the project description field and contain an amount of funding for each year. Funds are drawn from these lump sums during the year and individual projects are programmed. The individual projects may include work at one or several locations for letting and accounting purposes. Listed below are these eleven groups and information about them. Except for groups for preliminary engineering and rights of way protective buying, the total available funds are shown as construction for easy accounting but preliminary engineering and rights-of-way may be drawn from this amount when needed in that category.

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

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

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

Section 5307 Urban Formula Program

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

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

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

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

Section 5310 Transportation for Elderly Persons and Persons with Disabilities

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

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

allocation to individual subrecipients within the state.

Section 5311 Rural and Small Urban Areas

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

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

Funding is apportioned by a statutory formula that is based on the latest U.S. Census figures of areas with a population less than 50,000. The amount that the state may use for state administration, planning, and technical assistance activities is limited

to 15 percent of the annual apportionment. States must spend 15 percent of the apportionment to support rural intercity bus service unless the Governor certifies, after consultation with affected intercity bus providers that the intercity bus needs of the state are adequately met.

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

Financial Plan

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area								
Anticipated Revenue FY2014-2017, all amounts include Federal, State and Local Funds, unless noted otherwise								
Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2014	FY2015	FY2015	FY2017	Total
NHPP	M001	Tier 1	National Hwy Sys (road)	\$ 18,501,780.00	\$ 12,904,081.00	\$ 30,775,203.00	\$ 31,196,116.00	\$ 93,377,180.00
Local	LOC	Local	Local	\$ -	\$ -	\$ 2,462,172.00	\$ 7,717,255.00	\$ 10,179,427.00
Local	LOC	Tier I Local	100% Local Funded Projects	\$ -	\$ -	\$ -	\$ -	\$ -
Total Tier I Revenue				\$ 18,501,780.00	\$ 12,904,081.00	\$ 33,237,375.00	\$ 38,913,371.00	\$ 103,556,607.00
Group 1: Maintenance								
NHPP	M001	Lump Sum	Bridge Painting (Interstate)	\$ 80,000.00	\$ 80,000.00	\$ 40,000.00	\$ 40,000.00	\$ 240,000.00
NHPP	M001	Lump Sum	National Hwy Sys (Maintenance)	\$ 280,000.00	\$ 280,000.00	\$ 280,000.00	\$ 360,000.00	\$ 1,200,000.00
STP	M240	Lump Sum	Bridge Painting	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00	\$ 192,000.00
STP	M240	Lump Sum	Force Account Maintenance	\$ 144,000.00	\$ 144,000.00	\$ 144,000.00	\$ 120,000.00	\$ 552,000.00
STP	M240	Lump Sum	Low Impact Bridges	\$ 40,000.00	\$ 64,000.00	\$ 64,000.00	\$ 64,000.00	\$ 232,000.00
STP	M240	Lump Sum	Road Maintenance	\$ 643,000.00	\$ 578,000.00	\$ 565,000.00	\$ 537,000.00	\$ 2,323,000.00
Group 2: Safety								
HSIP	MS30	Lump Sum	Safety	\$ 480,000.00	\$ 560,000.00	\$ 560,000.00	\$ 560,000.00	\$ 2,160,000.00
HSIP	MS40	Lump Sum	RRX Hazard Elimination	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 140,000.00
HSIP	MS50	Lump Sum	Railroad Crossing Protection	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 120,000.00
Group 3: Preliminary Engineering								
		Lump Sum	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
Group 4: Traffic and Revenue/Design-Build/Special Studies								
STP	M240	Lump Sum	Traffic & Rev./Design-Build Stdy.	\$ -	\$ -	\$ -	\$ 6,000.00	\$ 6,000.00
NHPP	M002	Lump Sum	Construction Management	\$ 228,000.00	\$ 230,000.00	\$ 233,000.00	\$ 237,000.00	\$ 928,000.00
Group 5: Roadway/Interchange Lighting								
NHPP	M001	Lump Sum	Roadway Lighting	\$ -	\$ -	\$ -	\$ 8,000.00	\$ 8,000.00
Group 6: Rights of Way - Protective Buying and Hardship Acquisitions								
STP	M240	Lump Sum	RW Protective Buying	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 32,000.00
Group 7: Transportation Alternatives								
TAP	M940	Lump Sum	Recreational Trails	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 40,000.00
STP	L220	Lump Sum	Transportation Alternatives	\$ 152,000.00	\$ 152,000.00	\$ 152,000.00	\$ 152,000.00	\$ 608,000.00
Group 8: Livable Centers Initiative								
		Lump Sum	Livable Centers Initiative	NA	NA	NA	NA	NA
Group 9: Safe Routes to School								
SRTS	LU10	Lump Sum	Safe Route to School Program	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 16,000.00
SRTS	LU20	Lump Sum	Safe Route to School Infr.	\$ 62,000.00	\$ -	\$ -	\$ -	\$ 62,000.00
SRTS	LU30	Lump Sum	Safe Route to School Any	\$ 25,000.00	\$ 1,000.00	\$ -	\$ -	\$ 26,000.00
Group 10: High Risk Rural Roads								
HSIP	LS20	Lump Sum	High Risk Rural Road Safety	\$ 26,000.00	\$ 28,000.00	\$ -	\$ -	\$ 54,000.00
Group 11: Regional Traffic Signal Optimization								
STP	M240	Lump Sum	Traffic Control Devices	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 480,000.00
STP	M240	Lump Sum	Operational	\$ 128,000.00	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00	\$ 416,000.00
Total Lump Sum Revenue				\$ 2,543,000.00	\$ 2,468,000.00	\$ 2,389,000.00	\$ 2,435,000.00	\$ 9,835,000.00
0				\$ 21,044,780.00	\$ 15,372,081.00	\$ 35,626,375.00	\$ 41,348,371.00	\$ 113,391,607.00
FTA	5310	Operations	Elderly and Disabled (Ops)	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
FTA	5310	Capital	Elderly and Disabled (Cap)	\$ 64,541.00	\$ 64,541.00	\$ 114,316.00	\$ 64,541.00	\$ 307,939.00
FTA	5311	Operations	Rural Transit (Ops)	\$ 629,719.00	\$ 575,094.00	\$ 575,094.00	\$ 575,094.00	\$ 2,355,001.00
FTA	5311	Capital	Rural Transit (Cap)	\$ 53,600.00	\$ 233,000.00	\$ 226,500.00	\$ 226,500.00	\$ 739,600.00
Total Transit Revenue				\$ 2,333,363.48	\$ 2,458,138.48	\$ 2,501,413.48	\$ 2,451,638.48	\$ 9,744,553.92
Grand Total Anticipated Revenue				\$ 23,378,143.48	\$ 17,830,219.48	\$ 38,127,788.48	\$ 43,800,009.48	\$ 123,136,160.92

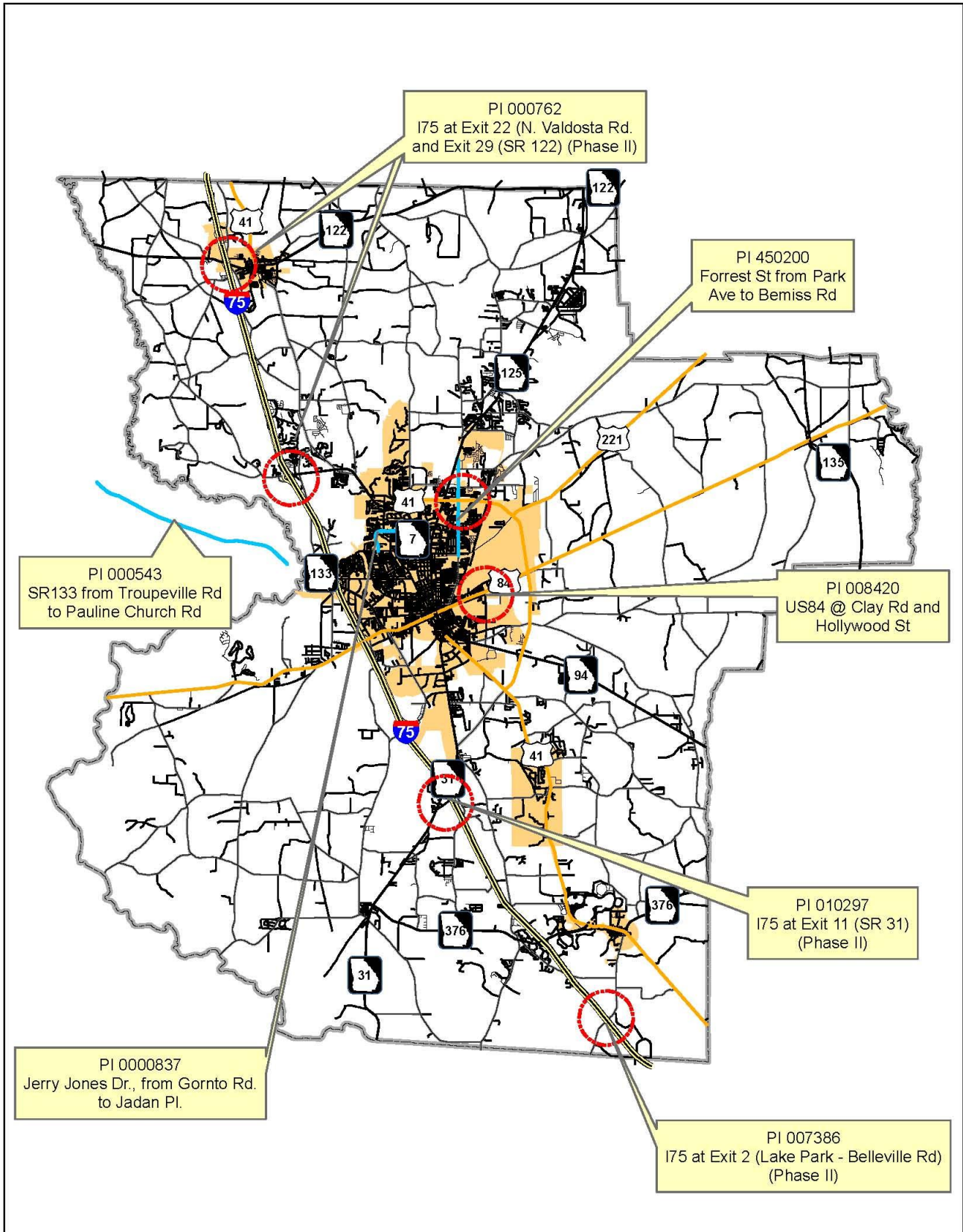
Tier I Projects

FY2014-2017 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Projects FY2014-2017 - Anticipated Expenditures by Fiscal Year and Source													
PI #	VLMPPO #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2035 LRTP)
0000762	G015	GDOT	NHPP	M001	2014	ROW	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ 12,815,280.00	\$ 3,203,820.00	\$ -	\$ 16,019,100.00	\$ 52,906,475.00
0010297	G016	GDOT	NHPP	M001	2014	ROW	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 1,986,144.00	\$ 496,536.00	\$ -	\$ 2,482,680.00	\$ 19,882,617.00
FY2014 Total									\$ 14,801,424.00	\$ 3,700,356.00	\$ -	\$ 18,501,780.00	
0007386	G014	GDOT	NHPP	M001	2015	ROW	I-75 at Exit 2 (Lake Park-Bellville Rd.) (Phase II)	Interchange	\$ 10,323,265.00	\$ 2,580,816.00	\$ -	\$ 12,904,081.00	\$ 15,708,859.00
0000837	V001	Valdosta	STP	LOC	2015	ROW	Jerry Jones Dr., from Gornto Rd. to Oak St. (Jadan Pl.)	Widening	\$ -	\$ -	\$ 500,000.00	\$ 500,000.00	\$ 12,900,000.00
450200	G007	GDOT	STP	LOC	2015	ROW	Forrest St. from Park Ave. to Bemiss Rd. (SR 125)	Widening	\$ -	\$ -	\$ 7,217,255.00	\$ 7,217,255.00	\$ 13,576,997.00
FY2015 Total									\$ 10,323,265.00	\$ 2,580,816.00	\$ 7,717,255.00	\$ 20,621,336.00	
0000762	G015	GDOT	NHPP	LOC	2016	UTL	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ -	\$ -	\$ 2,462,172.00	\$ 2,462,172.00	\$ 52,906,475.00
0000762	G015	GDOT	NHPP	M001	2016	CST	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ 24,620,162.00	\$ 6,155,041.00	\$ -	\$ 30,775,203.00	\$ 52,906,475.00
FY2016 Total									\$ 24,620,162.00	\$ 6,155,041.00	\$ 2,462,172.00	\$ 33,237,375.00	
0007386	G014	GDOT	NHPP	M001	2017	UTL	I-75 at Exit 2 (Lake Park-Bellville Rd.) (Phase II)	Interchange	\$ 791,041.00	\$ 197,760.00	\$ -	\$ 988,802.00	\$ 15,708,859.00
0007386	G014	GDOT	NHPP	M001	2017	CST	I-75 at Exit 2 (Lake Park-Bellville Rd.) (Phase II)	Interchange	\$ 11,776,045.00	\$ 2,944,011.00	\$ -	\$ 14,720,057.00	\$ 15,708,859.00
0010297	G016	GDOT	NHPP	M001	2017	UTL	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 376,816.00	\$ 94,204.00	\$ -	\$ 471,020.00	\$ 19,882,617.00
0010297	G016	GDOT	NHPP	M001	2017	CST	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 12,012,990.00	\$ 3,003,247.00	\$ -	\$ 15,016,237.00	\$ 19,882,617.00
FY2017 Total									\$ 24,956,892.00	\$ 21,130,120.00	\$ 20,358,854.00	\$ 31,196,116.00	
Total									\$ 74,701,743.00	\$ 33,566,333.00	\$ 30,538,281.00	\$ 103,556,607.00	
											Total Tier I Program Cost	\$ 103,556,607.00	
											Total Tier I Program Anticipated Revenue Less Locally Funded Projects	\$ 103,556,607.00	
											Difference	\$ -	

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FY2014-2017 Transportation Improvement Program													
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area													
Tier I Brooks County Informational Projects FY2014-2017 - Anticipated Expenditures by Fiscal Year and Source													
PI #	VLMP #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2035 LRTP)
0000543		GDOT	NHPP	M001	2014	PE	SR 133 from Troupeville Road to Pauline Church Road	Widening	\$ 150,400.00	\$ 37,600.00	\$ -	\$ 188,000.00	NA
0000543		GDOT	NHPP	M001	2014	UTL	SR 133 from Troupeville Road to Pauline Church Road	Widening	\$ 444,235.00	\$ 111,059.00	\$ -	\$ 555,294.00	NA
0000543		GDOT	NHPP	M001	2014	CST	SR 133 from Troupeville Road to Pauline Church Road	Widening	\$ 16,707,459.00	\$ 4,176,865.00	\$ -	\$ 20,884,324.00	NA
FY2014 Total									\$ 17,302,094.00	\$ 4,325,524.00	\$ -	\$ 21,627,618.00	
FY2015 Total									\$ -	\$ -	\$ -	\$ -	
FY2016 Total									\$ -	\$ -	\$ -	\$ -	
FY2017 Total									\$ -	\$ -	\$ -	\$ -	
Total									\$ 17,302,094.00	\$ 4,325,524.00	\$ -	\$ 21,627,618.00	
Total Tier I Program Cost											\$ 21,627,618.00		

Tier I Project Map



Lump Sum Projects

FY2014-2017 Transportation Improvement Program						
Valdosta-Lowndes Metropolitan Planning Organization						
Valdosta, Georgia Urbanized Area						
Lump Sum Projects FY2014-2017 - Anticipated Expenditures						
PI #	VLMP0 #	County	Phase	Description	Cost	
Group 1: Maintenance						
M003648		Lanier	CST	SR 125 FROM S OF CR 127 TO BERRIEN COUNTY LINE, resurfacing	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	
M003563		Lowndes	PE, CST	I-75 VALDOSTA WELCOME CENTER - RESTROOM BUILDING	NA	
M003504		Lowndes	CST	I-75 @ TRUCK WEIGH STATION IN LOWNDES - PHASE I	NA	
0012680		Lowndes	CST	Off-System Safety Improvements (pavement markings) at 9 Locations (Shiloh Road, Skipper Bridge Road, Miller Bridge Road, Lake Park Bellview Road, McMillan Road, Val Del Road, Old Quitman Road, Johnson Road, Whitewater Road) in Lowndes County	\$ 142,492	
					Group Total:	\$ 4,739,000
Group 2: Safety						
0008420		Lowndes	ROW, UTL, CST	SR 38/US 84 @ CR 439/Clay ROAD/CS 1271/Hollywood St	NA	
					Group Total:	\$ 2,420,000
Group 3: Preliminary Engineering						
No Projects at this time					NA	
					Group Total:	\$ -
Group 4: Traffic and Revenue/Design-Build/Special Studies						
No Projects at this time					NA	
					Group Total:	\$ 934,000
Group 5: Roadway/Interchange Lighting						
No Projects at this time					NA	
					Group Total:	\$ 8,000
Group 6: Rights of Way - Protective Buying and Hardship Acquisitions						
No Projects at this time					NA	
					Group Total:	\$ 32,000
Group 7: Transportation Alternatives						
0008171	VL-TE001	Lowndes	CST	CR 555/W Gordon St Fm CR 784/Melody Ln To CS 1267/Baytree Rd	NA	
0008172	VL-TE002	Lowndes	ROW, CST	MLK Corridor Project in Lowndes County	NA	
0010592	VL-TE003	Lowndes	ROW, CST	EAST MAIN FM COLLEGE TO HAGAN & HAGAN FM EAST MAIN TO GRACE	NA	
0010593	VL-TE004	Lowndes	ROW, CST	SR 7 ALT FM MAGNOLIA ST TO GORDON ST (N Patterson in VLD)	NA	
					Group Total:	\$ 648,000
Group 8: Livable Centers Initiative						
This Group is the the Atlanta MPO only.					NA	
					Group Total:	\$ -
Group 9: Safe Routes to School						
0010379		Lowndes	PE, CST	J L Newburn Middle School Project in Lowndes County	NA	
					Group Total:	\$ 104,000
Group 10: High Risk Rural Roads						
No Projects at this time					NA	
					Group Total:	\$ 54,000
Group 11: Regional Traffic Signal Optimization						
No Projects at this time					NA	
					Group Total:	\$ 896,000
					Total Lump Sum Program Cost	\$ 9,835,000
					Total Lump Sum Program Anticipated Revenue	\$ 9,835,000
					Difference	\$ -

Transit Projects

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Lowndes County Transit (5311) FY2014-2017 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
Conversion Van	NA	\$ -	\$ 43,000	\$ -	\$ 86,000	\$ 129,000
Shuttle Van		\$ -	\$ 44,900	\$ -	\$ -	\$ 44,900
Conversion Van with Lift		\$ -	\$ 90,600	\$ 181,200	\$ 90,600	\$ 362,400
Computer Hardware	NA	\$ 4,400	\$ 4,600	\$ -	\$ 4,600	\$ 13,600
TOTAL PROJECT COST		\$ 4,400	\$ 183,100	\$ 181,200	\$ 181,200	\$ 549,900
FEDERAL COST		\$ 3,520	\$ 146,480	\$ 144,960	\$ 144,960	\$ 439,920
STATE COST		\$ 440	\$ 18,310	\$ 18,120	\$ 18,120	\$ 54,990
LOCAL COST		\$ 440	\$ 18,310	\$ 18,120	\$ 18,120	\$ 54,990
County Total Cost						\$ 549,900
Total 5311 Capital Revenue Less Berrien Program						\$ 549,900
Difference						\$ -
FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Lowndes County Transit (5311) FY2014-2017 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
		NA	NA	NA	NA	
Lowndes County Transit Operations		\$ 489,364	\$ 461,759	\$ 461,759	\$ 461,759	\$ 1,874,641
TOTAL PROJECT COST		\$ 489,364	\$ 461,759	\$ 461,759	\$ 461,759	\$ 1,874,641
FEDERAL COST		\$ 19,786	\$ 32,208	\$ 32,208	\$ 32,208	\$ 116,410
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 469,578	\$ 429,551	\$ 429,551	\$ 429,551	\$ 1,758,231
County Total Cost						\$ 1,874,641
Total 5311 Operations Revenue Less Berrien Program						\$ 1,874,641
Difference						\$ -

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Berrien County Transit (5311) FY2014-2017 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
		T003699	T004111	NA		
Conversion Van with Lift		\$ 44,800	\$ 45,300	\$ 45,300	\$ 45,300	\$ 180,700
Computer Hardware		\$ 4,400	\$ 4,600	\$ -	\$ -	\$ 9,000
TOTAL PROJECT COST		\$ 49,200	\$ 49,900	\$ 45,300	\$ 45,300	\$ 189,700
FEDERAL COST		\$ 39,360	\$ 39,920	\$ 36,240	\$ 36,240	\$ 151,760
STATE COST		\$ 4,920	\$ 4,990	\$ 4,530	\$ 4,530	\$ 18,970
LOCAL COST		\$ 4,920	\$ 4,990	\$ 4,530	\$ 4,530	\$ 18,970
County Total Cost						\$ 189,700
Total 5311 Capital Revenue Less Lowndes Programs						\$ 189,700
Difference						\$ -

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Berrien County Transit (5311) FY2014-2017 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
		T003698	NA	NA	NA	
Berrien County Transit Operations		\$ 140,355	\$ 113,335	\$ 113,335	\$ 113,335	\$ 480,360
TOTAL PROJECT COST		\$ 140,355	\$ 113,335	\$ 113,335	\$ 113,335	\$ 480,360
FEDERAL COST		\$ 6,839	\$ 998	\$ 998	\$ 998	\$ 9,833
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 133,516	\$ 112,337	\$ 112,337	\$ 112,337	\$ 470,527
County Total Cost						\$ 480,360
Total 5311 Operations Revenue Less Lowndes Programs						\$ 480,360
Difference						\$ -

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FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Brooks County Transit (5311) FY2014-2017 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
Conversion Van	NA	\$ -	\$ -	\$ 86,000	\$ -	\$ 86,000
Conversion Van with Lift		\$ 134,400	\$ -	\$ 90,600	\$ -	\$ 225,000
Computer Hardware	NA	\$ 4,400	\$ -	\$ 4,600	\$ -	\$ 9,000
TOTAL PROJECT COST		\$ 138,800	\$ -	\$ 181,200	\$ -	\$ 320,000
FEDERAL COST		\$ 111,040	\$ -	\$ 144,960	\$ -	\$ 256,000
STATE COST		\$ 13,880	\$ -	\$ 18,120	\$ -	\$ 32,000
LOCAL COST		\$ 13,880	\$ -	\$ 18,120	\$ -	\$ 32,000
County Total Cost						\$ 320,000
FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Brooks County Transit (5311) FY2014-2017 - Anticipated Operations Expenditures						
OPERATIONS ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
		NA	NA	NA	NA	
Brooks County Transit Operations		\$ 280,300	\$ 219,550	\$ 219,550	\$ 219,550	\$ 938,950
TOTAL PROJECT COST		\$ 280,300	\$ 219,550	\$ 219,550	\$ 219,550	\$ 938,950
FEDERAL COST		\$ 42,270	\$ 22,594	\$ 22,594	\$ 76,202	\$ 163,660
STATE COST		\$ -	\$ -	\$ -	\$ -	\$ -
LOCAL COST		\$ 238,030	\$ 196,956	\$ 196,956	\$ 143,348	\$ 775,290
County Total Cost						\$ 938,950

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5310) FY2014-2017 - Anticipated Capital Expenditures						
CAPITAL ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
		T003777	T004124	T004428	NA	
Capital for DHS		\$ 64,541	\$ 64,541	\$ 114,316	\$ 64,541	\$ 307,939
TOTAL PROJECT COST		\$ 64,541	\$ 64,541	\$ 114,316	\$ 64,541	\$ 307,939
FEDERAL COST		\$ 51,633	\$ 51,633	\$ 91,453	\$ 51,633	\$ 246,351
(DHS) STATE COST		\$ 12,908	\$ 12,908	\$ 22,863	\$ 12,908	\$ 61,588
LOCAL COST		\$ -	\$ -	\$ -	\$ -	\$ -
Total Cost						\$ 307,939
Total 5310 Capital Revenue						\$ 307,939
Difference						\$ -
FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area						
Region 11 Coordinated Transportation (5310) FY2014-2017 - Anticipated Operating Expenditures						
OPERATING ITEM DESCRIPTION	STIP #	FY 2014	FY 2015	FY 2016	FY 2017	TOTAL
		NA	NA	NA	NA	
Coordinated Transportation Services in 18 Counties (including Berrien, Brooks and Lowndes) through DHS		\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
TOTAL PROJECT COST		\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
FEDERAL and STATE (DHS) COST		\$ 1,541,962.12	\$ 1,541,962.12	\$ 1,541,962.12	\$ 1,541,962.12	\$ 6,167,848.48
LOCAL COST		\$ 43,541.36	\$ 43,541.36	\$ 43,541.36	\$ 43,541.36	\$ 174,165.44
Total Cost						\$ 6,342,013.92
Total 5310 Operations Revenue						\$ 6,342,013.92
Difference						\$ -

Authorized Projects

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area					
Listing of Previously Authorized and Obligated Projects					
PI #	PROJECT NO.	DESCRIPTION	PHASE	AUTH DATE	AUTH AMT
Berrien County					
T003375		GA-18X031 5311 OPERATING BERRIEN COUNTY FY11	TOPR	2011	\$98,948.00
T003856		GA-18X032 5311 OPERATING BERRIEN COUNTY FY12	TOPR	2012	\$102,002.00
T003920		GA-18X032 5311 ARRA CAPITAL BERRIEN COUNTY FY12	TCAP	2012	\$48,000.00
T004311		GA-18-4033 5311 OPERATING BERRIEN COUNTY FY13	TOPR	2013	\$102,002.00
Lowndes County					
0000684	BR000-0000-00(684)	CS 1191/TUCKER ROAD @ DUKES BAY CANAL 1.5 MI SW OF VALDOSTA	CST	2011	\$378,460.87
0008437	CSMSL-0008-00(437)	SR 125 @ CR 204/DAVIDSON ROAD - NEW ENTRY MOODY AFB	CST	2012	\$2,000,000.01
0010201		OFF-SYSTEM SAFETY IMPROVEMENTS @ 6 CR LOCS IN LOWNDES COUNTY	CST	2011	\$96,342.25
0010297		I-75 @ SR 31 - PHASE II	PE	2012	\$1,552,440.00
0010298		I-75 @ SR 133 - PHASE II	PE	2012	\$1,552,440.00
0010379		J L NEWBERN MIDDLE SCHOOL - SRTS	PE	2011	\$140,000.00
0010567		CR 1121/LAKE ALAPAHA BLVD @ CSX #901253W	PE	2012	\$16,970.00
0010568		CR 1121/LAKE ALAPAHA BLVD @ CSX #901253W	CST	2013	\$210,719.58
422710-	STPN0-0007-03(033)	SR 38/US 84 @ NORFOLK SOUTHERN RR - GRADE SEPARATION	ROW	2011	\$7,837,110.00
422710-	STPN0-0007-03(033)	SR 38/US 84 @ NORFOLK SOUTHERN RR - GRADE SEPARATION	CST	2013	\$10,274,143.28
432100-	BRST0-0034-01(027)	SR 31 @ WITHLACOOCHEE RIVER @ THE GA-FLA STATE LINE	ROW	2011	\$110,000.00
432100-	BRST0-0034-01(027)	SR 31 @ WITHLACOOCHEE RIVER @ THE GA-FLA STATE LINE	CST	2013	\$5,690,301.91
M004099		SR 38/US 84 @ MP 0.5 - EMERGENCY SLIDE REPAIR - SITE 2	MCST	2011	\$21,189.10
M004197		SR 7/US 41 FM S OF CS 1081/PINE CIRCLE TO N OF HARRIS TRAIL	MCST	2011	\$705,652.30
M004198		SR 7/US 41 FROM HARRIS TRAIL TO SR 31	MCST	2011	\$3,446,159.81
M004378		SR 94 FROM SR 7 TO ECHOLS COUNTY LINE	MCST	2012	\$1,226,904.69
T003378		GA-18-0031 5311 OPERATING LOWNDES COUNTY FY11	TOPR	2011	\$213,230.00
T003861		GA-18-0032 5311 OPERATING LOWNDES COUNTY FY12	TOPR	2012	\$210,764.00
T003924		GA-18-0032 5311 CAPITAL LOWNDES COUNTY FY12	TCAP	2012	\$136,000.00
T004316		GA-18-4033 5311 OPERATING LOWNDES COUNTY FY13	TOPR	2013	\$415,583.00
0008171	CSTEE-0008-00(171)	CR 555/W GORDON ST FM CR 784/MELODY LN TO CS 1267/BAYTREE ROAD	CST	2013	\$451,000.00
0009668		PL VALDOSTA 2011	PLN	2011	\$95,314.89
0010268		PL VALDOSTA 2012	PLN	2012	\$88,483.38
0010375		RR CROSSING @ 80 LOC - TRAFFIC SIGNS&PAVEMENT MARKING UPGRADES	CST	2012	\$292,831.35
0010375		RR CROSSING @ 80 LOC - TRAFFIC SIGNS&PAVEMENT MARKING UPGRADES	PE	2011	\$20,000.00
0010812		PL VALDOSTA 2013	PLN	2012	\$136,547.00
0010812		PL VALDOSTA 2013	PLN	2013	\$115,631.85
450200	STP00-4921-00(001)	CR 138/NORTH FORREST ST FROM SR 31 TO BEMISS RD IN VALDOSTA	PE	2013	\$150,000.00
450510	STP4905-00(006)	CR188/NORTH OAK ST EXT FM SR 7BU TO CS 1093/BRECKENRIDGE DR	PE	2013	\$150,000.00
M004377		SR 38 FROM BROOKS COUNTY LINE TO CR 778/ROCKY FORD ROAD	MCST	2012	\$2,389,338.93
M004386		SR7/SR7BU FROM S OF SR7BU TO E OF I-75	MCST	2012	\$2,137,244.30
M004503		SR 376 FROM CR 783/LOCH LAUREL ROAD TO SR 7	MCST	2013	\$897,332.67
M004561		I-75 @ BEVEL CREEK - BRIDGE REHAB	MCST	2013	\$600,925.50
M004561		I-75 @ BEVEL CREEK - BRIDGE REHAB	MPE	2012	\$85,000.00
T002082	MTA00-T002-000-82)	FY2011 SECTION 5307 PLANNING FOR SGRC VALDOSTA	TPLN	2011	\$10,000.00
T003585		FY2011 5303 PLANNING CONTRANCT FOR SGRC	TPLN	2011	\$31,250.00
T004050		CY2012 VALDOSTA-SGRC MPO	TPLN	2012	\$31,250.00
T004239		CY2013 VALDOSTA-SGRC MPO	TPLN	2013	\$31,250.00
T004477		VALDOSTA-CONSTRUCTION NEW ARFF BUILDING- VALDOSTA REG AIRPORT	AVIA	2013	\$2,949,225.00
T004604		VALDOSTA WILDLIFE HAZARD ASSESSMENT	AVIA	2013	\$95,034.00
Lanier County					
0010370		OFF-SYSTEM SAFETY IMPROVEMENTS @ 10 CR LOCS IN LANIER COUNTY	CST	2012	\$60,904.00

TIP Tier 1 Project Data Sheets

VLMPO Project Data Sheet

Project Name: 75 Bridges, #22, #29 **PI Number:** 0000762 **City:** Hahira
Local Name/#: State/US #: **Local ID:** G015 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** ---

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 houlders /clear zones and also reconstruct the seven Overpass locations to allow for I-75 to be widened to eight /ten lanes in the future clear zones remaining.

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

Termini:	From:		To:		Length(mi):		
Current AADT:	8254	Year:	8254	# of Lanes:	2	Truck %:	
Future AADT:	10611	Year:	2035	# of Lanes:	4	85% Speed:	
Crash Year:	<u>2006</u>	<u>2007</u>	<u>2008</u>	Value Engineering Analysis:	Required	Base Yr LOS:	0
PDD Crashes:	1	0	7	Benefit/Cost Ratio:	.05	Build LOS:	0
Injury Only:	1	0	3	Financial Plan:		No Build LOS:	0
Fatal/Injury:	0	0	0	Local Priority:		Bridge Sufficiency:	
Total Crashes:	2	0	10	Priority Selection Score:	0		
Crash Rate:	3	Mill Ent Veh		Env. Mitigation Analysis:			

Bike and Pedestrian: NA

Intelligent Transportation:

Land Use/Access Mgmt: Yes

Safety/Security Elements: Yes

Companion Projects: NA

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Sub-Total	State Amount	Federal Amount
0-0		2035 TP	0	0	17300000	25891396	1425800	44617196	0	0
2014-2014	M001	FY14-17 TIP	T1	0	16019100	0	0	16019100	3203820	12815280
2015-2015	Local	FY14-17 TIP	T1	0	0	0	2462172	2462172	0	0
2015-2015	M001	FY14-17 TIP	T1	0	0	30775203	0	30775203	6155041	24620162
Totals				0	33319100	56666599	3887972	93873671	9358861	37435442

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

Actual/Estimated Date



VLMPO Project Data Sheet

Project Name: i75 Bridges Exit 11 **PI Number:** 0010297 **City:** ----
Local Name#: **State/US #:** **Local ID:** G016 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** ----

Project
 Description:
 Purpose and
 Need:
 Termini: From: To: Length(mi):
 Current AADT: Year: # of Lanes: Truck %:
 Future AADT: Year: # of Lanes: 85% Speed: Func. Class: 0
 Crash Year: Value Engineering Analysis: Base Yr LOS: 0
 PDO Crashes: 0 0 0 Benefit/Cost Ratio: Build LOS: 0
 Injury Only: 0 0 0 Financial Plan: No Build LOS: 0
 Fatal/Injury: 0 0 0 Local Priority: Bridge Sufficiency:
 Total Crashes: 0 0 0 Priority Selection Score:
 Crash Rate: 0 /Mill Ent Veh Env. Mitigation Analysis:

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

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Sub-Total	State Amount	Federal Amount
0-0		2035 TP	0	1522	6160000	14914928	210000	21286450	0	0
Totals				1522	6160000	14914928	210000	21286450	0	0

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 Name: i75 Bridges Exit 2 **PI Number:** 0007386 **City:** ----
Local Name#: **State/US #:** **Local ID:** G014 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** ----

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

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

Termini: From: To: Length(mi):
Current AADT: Year: # of Lanes: Truck %:
Future AADT: Year: # of Lanes: 85% Speed: Func. Class: 0

Crash Year: Value Engineering Analysis: Base Yr LOS: 0
PDO Crashes: 0 0 0 Benefit/Cost Ratio: Build LOS: 0
Injury Only: 0 0 0 Financial Plan: No Build LOS: 0
Fatal/Injury: 0 0 0 Local Priority: Bridge Sufficiency:
Total Crashes: 0 0 0 Priority Selection Score:
Crash Rate: 0 /Mill Ent Veh Env. Mitigation Analysis:

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

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Sub-Total	State Amount	Federal Amount
0-0		2035 TP	0	0	24900000	13895901	170000	38965901	0	0
2015-2015	M001	FY14-17 TIP	T1	0	12904081	0	0	12904081	2580816	10323265
2017-2017	M001	FY14-17 TIP	T1	0	0	14720057	0	14720057	2944011	11776045
2017-2017	M001	FY14-17 TIP	T1	0	0	0	988802	988802	197760	791041
Totals				0	37804081	28615958	1158802	67578841	5722587	22890351

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 Name: Jerry Jones, from Gornto to Jadan Place **PI Number:** 0000837 **City:** Valdosta
Local Name#: CR784 **State/US #:** **Local ID:** V001 **County:** Lowndes
Sponsor: **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** ---

Project Description: Widen and various intersction 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:	Jadan Place	Length(mi):	1.66
Current AADT:	20740	Year:	20740	# of Lanes:	2	Truck %:
Future AADT:	30990	Year:	2035	# of Lanes:	4	85% Speed:
Crash Year:	<u>2005</u>	<u>2006</u>	<u>2007</u>	Value Engineering Analysis:	Base Yr LOS:	L4
PDO Crashes:	43	51	41	Benefit/Cost Ratio:	Build LOS:	L3
Injury Only:	12	12	9	Financial Plan:	No Build LOS:	L5
Fatal/Injury:	1	0	0	Local Priority:	Bridge Sufficiency:	
Total Crashes:	56	63	50	Priority Selection Score:		
Crash Rate:	15	Mill Ent Veh		Env. Mitigation Analysis:		

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

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Sub-Total	State Amount	Federal Amount
2010-2015		FY13-16 TIP	T1	0	0	10432023	0	10432023	8345618	350000
Totals				0	0	10432023	0	10432023	8345618	350000

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

Actual/Estimated Date



VLMPO Project Data Sheet

Project Name: Forrest St Widening: Park Ave to Bemiss **PI Number:** 450200 **City:** Valdosta
Local Name#: 138 **State/US #:** **Local ID:** G007 **County:** Lowndes
Sponsor: GDOT **GDOT Dist:** 4 **Congressional Dist:** 8-Scott **RC:** ----

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

Purpose and Need: Widen Forrest St. from a two lane section to a 5 lane section with sidewalk and bike lanes.

Termini:	From:		To:		Length(mi):	
Current AADT:	Year:		# of Lanes:		Truck %:	
Future AADT:	Year:		# of Lanes:		85% Speed:	Func. Class: 0
Crash Year:			Value Engineering Analysis:		Base Yr LOS:	0
PDD Crashes:	0	0	0	Benefit/Cost Ratio:	Build LOS:	0
Injury Only:	0	0	0	Financial Plan:	No Build LOS:	0
Fatal/Injury:	0	0	0	Local Priority:	Bridge Sufficiency:	
Total Crashes:	0	0	0	Priority Selection Score:		
Crash Rate:	0	Mill Ent Veh		Env. Mitigation Analysis:		

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

Funding Years	Fund Source	Document	TIP Tier	Preliminary Engineering	Right-of-Way Acquisition	Construction	Utilities	Sub-Total	State Amount	Federal Amount
0-0		2035 TP	0	2119914	4239828	21199141	0	27558883	0	0
Totals				2119914	4239828	21199141	0	27558883	0	0

Activity	Actual/Estimated Date
Concept Approval	
Value Engineering Study	
Public Information Open House	
Environmental Approval	6/1/2011
Preliminary Plans	
R/W Acquisition	
Final Design	
Let Date	
Project Manager:	
Design Consultant:	



Appendices

Public Notice of Comment Period

Public Notice of a Public Comment Period and Public Open House

In accordance with requirements set forth in 23 CFR 450 and other laws and regulations; the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) has developed the Draft Transportation Improvement Program for Fiscal Years 2014-2017 (TIP) for the Valdosta Metropolitan Planning Area which includes all of Lowndes County and portions of Berrien, Brooks and Lanier Counties.

This TIP is available for public review and comment from August 20, 2013 to September 3, 2013 at the Southern Georgia Regional Commission, 327 W Savannah Ave.; all public libraries in Berrien, Brooks, Lanier and Lowndes Counties; on the VLMPO website (www.sgrc.us/transportation); all county government administration offices in Berrien, Brooks, Lanier and Lowndes Counties; and all city government administration offices in Lowndes County.

On Tuesday, August 27, 2013 the VLMPO will host a Public Open House at the office of the Southern Georgia Regional Commission (327 W Savannah Ave.) from 9:00 am to 6:00 pm to allow members of the public to ask questions and speak to VLMPO staff regarding the projects in the TIP. Accessibility aids (interpreter, large print, etc.) will be made available at the open house if a written request is made at least one week prior to the event. Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la SGRC al teléfono 229-333-5277, cuando menos 1 semana antes de la junta.

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

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

Southern Georgia Regional Commission

Committee: TIP 14-17 Open House
 Location: SGRL
 Date: 8/27/13

-- Please Print --

	Name	Organization/Address	Phone #	Email	Newsletter Sign-Up
1	Johanne Quanterman	North Valdosta Church 661 3492 Mt. Zion Ch. Rd.	229 333-0836		
2	Paul Cowart	4519 Golden Oaks	229-10283		
3	E. Rinker		229-244-8582		
4	Jed T Hall	7288 Hall walter ne Habira Habira	229 563 1762		
5	Farran D. Reed	2509 Seymour St. Valdosta, GA 31602	(229) 229-1046	farranreed@gmail.com	YES
6	James Foster	#1 Valdosta 31602 Gaven C.V.	229-242-8745		
7					
8					
9					
10					
11					
12					
13					

Public Comments Received

Comment #1

Date Received: 8/28/13 via fax

Name: Karen Root

Address: 4509 Windward

Comment: Bike lanes are necessary for public safety! (emphasis in original)

Response: The VLMPO works with local and state governments as project sponsors to implement the recommendations the Valdosta-Lowndes Bicycle and Pedestrian Master Plan. Many projects include appropriate accommodations for bicyclists and pedestrians alike. Each project data sheet notes the bicycle and/or pedestrian accommodations planned for in the Master Plan.

Comment #2

Date Received: 8/28/13 via fax

Name: Johnnie Cook

Address: 4385 Whippoorwill Circle; 912-432-1332; johnnie.lewis.cook@gmail.com

Comment: Bike safety is important. Especially for children. People need to be mobile even without cars.

Response: The VLMPO works with local and state governments and other agencies to promote safe bicycling and walking for all residents

Comment #3

Date Received: 8/28/13 via fax

Name: Steven Savitsky

Address: 4509 Windward Ct

Comment: Bikers are people too.

Response: The commenter is thanked for their participation and comment.

Comment #4

Date Received: 8/28/13 via fax

Name: Barbara Bay

Address: 638 Justin Dr.

Comment: Bike lanes will keep more cars off the street! This will make traffic flow better!

Response: The VLMPO works with local and state governments as project sponsors to implement the recommendations the Valdosta-Lowndes Bicycle and Pedestrian Master Plan. Many projects include appropriate accommodations for bicyclists and pedestrians alike. Each project data sheet notes the bicycle and/or pedestrian accommodations planned for in the Master Plan.

Comment #5

Date Received: 8/28/13 via fax

Name: Cristina Gonzales

Address: 2704 N Oak St. Bldg J; 251-3324

Comment: Bikers are people too.

Response: The commenter is thanked for their participation and comment.

Comment #6

Date Received: 8/27/13 via fax

Name: Farrah Dawn Reed

Address: 2509 Seymour St., Valdosta, GA; 229-292-1066; farrahreed@gmail.com

Comment: I don't feel comfortable riding my bike alongside trucks and SUVs and would like to see more sidewalks/bike trails in Valdosta that would allow me to legally and safely ride my bike as an alternative to driving my car. I would like to see the Azalea City Trail expand from 2.7 miles to 27 miles creating safe travel for bike riders to be able to navigate around town.

Response: The City of Valdosta is currently working to expand the Azalea City Trail along Williams Street. The Valdosta-Lowndes Bicycle and Pedestrian Master Plan include other future projects to improve bicycle and pedestrian access and safety.

Comment #7

Date Received: 8/27/13 via fax

Name: Michael A. Robbins

Address: 2704 N Oak St. Bldg J; 229-548-0332; tony82030@yahoo.com

Comment: Bike paths are more than necessary of this city. Not only do sidewalks and bike paths add to the domestic beauty of this city, but they also ensure the safety of bicycling patrons as well as promoting the lifestyle of health and exercise among Valdosta. Ticketing individuals will only further the impression that this city has no concern for the safety of its citizens, and only seek profit from fines and citations.

Response: This comment has been forwarded to the City of Valdosta Police Department for further input. The VLMPO Technical Committee has recommended that a further review of local and state ordinances occur to better address this issue. The commenter is thanked for their participation and comment.

Comment #8

Date Received: 8/28/13 via phone

Name: Geneva and Bob Taylor

Address: Eager Road; 563-0533

Comment: The City of Valdosta should reevaluate the Jerry Jones widening project to be sure it includes measure to address traffic backups on Country Club Drive at the intersection of Jerry Jones.

Response: This comment has been forwarded to the City of Valdosta Engineering Department. The commenter is thanked for their participation and comment.

Comment #9

Date Received: 8/27/13 via fax

Name: David Emery

Address: 2723 Scott St.

Comment: Please don't ticket me if you see me riding my bike on the sidewalk with the lack of a bicycle lane. More bicycle lane or bigger/more sidewalks.

Response: This comment has been forwarded to the City of Valdosta Police Department for further input. The VLMPO Technical Committee has recommended that a further review of local and state ordinances occur to better address this issue. The commenter is thanked for their participation and comment.

Comment #10

Date Received: 8/27/13 via fax

Name: Matthew McMic (illegible)

Address: 235 Rays Mill Pond, Ray City, GA 31645

Comment: Valdosta needs more bike lanes!! Driving in the road is not safe!

Response: The commenter is thanked for their participation and comment.

Comment #11

Date Received: 8/26/13 via email

Name: Lesa Walker

Address: Georgia Department of Transportation

Comment: GDOT has updated their State Transportation Improvement Program Administrative Modification guidance and is asking MPOs to do the same.

Response: Upon review VLMPO staff recommends that the VLMPO Transportation Improvement Program Administrative Modification procedures not be changed to reflect this updated guidance, based on more stringent requirements (see Item D) currently in the VLMPO TIP administrative modification procedures. VLMPO staff does recommend working with GDOT to receive a quarterly update of the status of lump sum projects funded and remaining funds available.

Comment #12

Date Received: 8/19/13 via email

Name: Lesa Walker

Address: GDOT

Comment: GDOT has revised available funds in several lump sum categories, resulting in an overall \$257,000 increase in total funds.

Response: The VLMPO has updated the appropriate lump sum categories as requested by GDOT.

Comment #13

Date Received: 8/20/13 via email

Name: Phil Hubbard

Address: Valdosta

Comment: I agree with the projects listed in VDT. These are all logical infrastructure projects. Having said that, I truly wish and hope for solution to the CSX (emphasis in original) track on St Augustine Rd. This is a major obstacle to access to the industrial park costing businesses countless dollars and wasting immense hours for individuals time daily. It's not just that it's a train track, it's a switch yard where the train seesaws back and forth numerous times detaining traffic for extremely long times and multiple times daily.

I have been told of a possible plan to relocate the switch yard to facilitate an [intermodal] facility which make tremendous sense as it would increase the access to rail transportation. Furthermore, this would have to be a less expensive and disruptive option as opposed to an over pass. As I was advised the problem that SPLOST funds can't pay for this. There are other resources other than SPLOST. These TIP funds could be a viable source for this project.

Response: The current overpass being constructed on US 84/W Hill Avenue will alleviate some of the concerns raised by this comment. The City of Valdosta continues to look for viable funding sources to alleviate congestion caused by the CSX switching yards at St. Augustine Road.

Comment #14

Date Received: 8/28/13

Name: VLMPO Staff

Comment: Upon further review the following changes should be made to the draft FY14-17 TIP. Add page numbers; correctly align FY2015 projects in correct rows with subtotals on the Tier 1 project page; verify the fund code for all Tier 1 projects.

Response: The VLMPO staff has updated the items identified above.

Comment #15

Date Received: 8/27/13 via email

Name: Ann-Marie Day

Address: FHWA

Comment: Reword the FY14-17 TIP adoption resolution to include a phrase that the TIP is consistent with the 2035 LRTP.

Response: The VLMPO staff has updated the adoption resolution as noted above.

Comment #16

Date Received: 8/29/13 via fax

Name: Tori Ryan

Address: 4963 Patton Dr.; 907-947-1971; toriryan@msis.us

Comment: We need bike lanes in Valdosta. It provides for safe travels on the road for bikers and less pollution on the environment. Please vote yes to more bike lanes.

Response: The VLMPO works with local and state governments as project sponsors to implement the recommendations the Valdosta-Lowndes Bicycle and Pedestrian Master Plan. Many projects include appropriate accommodations for bicyclists and pedestrians alike. Each project data sheet notes the bicycle and/or pedestrian accommodations planned for in the Master Plan.

Comment #17

Date Received: 9/3/13 via phone

Name: Varian Brown

Address: Valdosta-Lowndes County Chamber of Commerce

Comment: Correct Valdosta Tech. Coll. To Wiregrass Georgia Technical College on page 7. Update the Resource Agency List to include VLCoC, we received a letter, but were not on the list. During heavy rains Ashley Street can have minor flooding, does this program offer any funding to correct these storm water issues.

Response: The corrections have been made as noted above. The City of Valdosta has been forwarded the comment regarding Ashley Street.

Comment #18

Date Received: 9/3/13 via email

Name: Angela Crance

Address: Wiregrass Georgia Technical College

Comment: On the plan could you update my contact info from Valdosta Tech to Wiregrass Tech?

Response: The corrections have been made as noted above.

Comment #19

Date Received: 9/3/13 via email

Name: Electa Ricket

Address: PO Box 2525, Valdosta GA, 31604; 229-244-8582

Comment: Thanks for reviewing the Transportation Program Plan for Valdosta and Lowndes County with me recently.

My comments are that I am totally OPPOSED to the plan to widen Eager Rd and Jerry Jones from Oak Street to Gornto Rd. for the following reasons.

1. Very many older, large trees will have to be cut down to complete this project. They absorb LOTS of water and cut down on runoff.
2. Many houses will have the widened street too close to their house for safety.
3. The HUGE cost of redoing the dam on Jerry Jones Rd.
4. MOST IMPORTANT: WATER POLLUTION AND WATER RUNOFF. Valdosta has had an extreme problem with flooding in the last five years in residential neighborhoods adjacent to this area. Widening these roads would GREATLY INCREASE the water runoff over the dam into the

streams that flooded the YMCA, Park Lane, Meadowbrook, etc. in 2009. Two weeks ago there was an afternoon thunderstorm in Valdosta which created a large pond at the intersection of Eager Rd and Country Club Dr. I don't believe the church at that corner has any sort of holding pond despite adding many buildings and paving over the last 10 years.

5. The city and county continue to widen roads through residential areas in order to facilitate traffic north and south and to the mall area. We already have a SIX-LANE road from the North end of the county to the South end. It is called Interstate 75. We also have a four lane road, the INNER PERIMETER, for traffic facilitation. If we keep adding all this additional paving, our FLOODING problems will continue to worsen each year.

6. I have talked to some residents who live and own businesses along Bemiss Rd, which was widened without enough concern and consideration for the additional water runoff which caused flooding of their private property.

Recently a group of local citizens have sued the City of Valdosta regarding the continued flooding and sewage backup onto their property. Our city and county have not been concerned enough about these potential problems in the past few years, and now these problems are becoming more expensive to fix and prevent.

We do not need to let GA DOT recommend changes which are going to exacerbate these problems.

Response: These comments have been forwarded to the City of Valdosta for further review and consideration. The commenter is thanked for their participation.

Annual Self-Certification

Keith Golden, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

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

June 17, 2013

John Leonard, Executive Director
Valdosta-Lowndes MPO
327 West Savannah Avenue
Valdosta, Georgia 31601

Dear Mr. Leonard:


Subject: Certification of Metropolitan Planning Process

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

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

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

Sincerely,


for Cynthia L. VanDyke
State Transportation Planning Administrator

CLV:MF

Enclosure

**CERTIFICATION
OF THE
VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION**

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

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

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

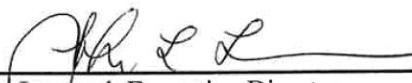
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or 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 MAP-21 (Pub. L. 112-141) 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.

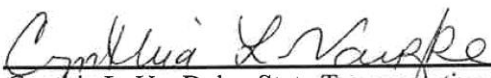
- The MPO adheres to Title I and Title V of the Americans with Disabilities Act of 1990 (ADA), which prohibits employment discrimination against qualified individuals with disabilities in the private sector, and in state and local governments


John Leonard, Executive Director
Valdosta-Lowndes MPO

5/20/13
Date


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

5-30-13
Date


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

5-31-13
Date


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

6-4-13
Date

Federal Highway and Transit Funding Programs

Funding Codes for FHWA Programs Includes minimum match requirements					
Fund Prefix	MAP-21 Funding Code	Fund Description	Federal Share	State Share	Local Share
NHPP	M001	National Highway Performance Program	80%	20%	20%
NHPP	M002	NHPP Exempt	80%	20%	20%
STP	M240	Surface Transportation Program Flex	80%	20%	20%
STP	M231	STP, Population 5,000 - 200,000	80%	20%	20%
STP	M232	STP, Population under 5,000	80%	20%	20%
STP	M233	STP, Off-System Bridge	80%	20%	20%
STP	M234	STP, Special Rule Under 5,000	80%	20%	20%
HSIP	MS30	Highway Safety Improvement Program	90%	10%	10%
HSIP	MS40	HSIP, Rail-Highway Hazard Elimination	90%	10%	10%
HSIP	MS50	HSIP, Rail-Highway Protective Devices	90%	10%	10%
TAP	M300	Transportation Alternatives Program	80%	20%	20%
TAP	M302	TAP, Population 5,000 to 200,000	80%	20%	20%
TAP	M303	TAP, Population under 5,000	80%	20%	20%
PL	M450	Metropolitan Planning	80%		20%
SPR	M550	Planning	80%	20%	20%
RTP	M940	Recreational Trails	80%	20%	
Local	LOC	Local			100%

Does not include all MAP-21 programs, only those available to VLMPO.

Funding Programs for FTA Includes minimum match requirements			
Program	Federal Share	State Share	Local Share
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%	

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

Resource Agency List

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

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

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



Valdosta-Lowndes MPO

October 31, 2013

Ms. Aries Little
GDOT
Planning 5th Floor
600 W Peachtree Street NW
Atlanta, GA 30308

RE: VLMPO FY14-17 TIP Amendment #2

Dear Ms. Little:

Per your request, the Valdosta-Lowndes Metropolitan Planning Organization FY14-17 Transportation Improvement Program has been amended as defined on the enclosures, per the Amendment policies specified there in. Please find attached an updated Financial Plan, Tier 1 Project List, and all Tier 1 Amendments.

Should you have any questions please feel free to contact me at 229-333-5277 or at chull@sgrc.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Corey Hull', is written over a horizontal blue line.

Corey Hull
MPO Coordinator

Enclosures

An Equal Opportunity Employer / Program

327 W. Savannah Ave., Valdosta, GA 31601
1725 S. Ga. Parkway, W., Waycross, GA 31503

Phone (229) 333-5277 • Fax (229)-333-5312
Phone (912) 285-6097 • Fax (912) 285-6126

www.sgrc.us

RESOLUTION FY2014-3

**VALDOSTA-LOWNDES
METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE**

Resolution to AMEND the FY2014-2017 Transportation Improvement Program

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

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

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

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

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

amends the FY2014-2017 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303; as amended here:

	PI #	VLMPD #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2005 LETF)
Old	0000762	G015	GDOT	NHPP	M001	2014	ROW	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ 12,815,280.00	\$ 3,203,820.00	\$ -	\$ 16,019,100.00	\$ 52,906,475.00
New	0000762	G015	GDOT	NHPP	M001	2014	ROW	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ 20,000,000.00	\$ 56,887,375.00

	PI #	VLMPD #	Sponsor	Fund Type	Fund Code	Year	Phase	Description	Type of Work	Federal \$	State \$	Local \$	Total Phase \$	Total Project \$ (2005 LETF)
Old	0010297	G016	GDOT	NHPP	M001	2014	ROW	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 1,986,144.00	\$ 496,536.00	\$ -	\$ 2,482,680.00	\$ 19,882,617.00
New	0010297	G016	GDOT	NHPP	M001	2016	ROW	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 2,066,384.00	\$ 516,596.00	\$ -	\$ 2,582,980.00	\$ 19,982,917.00

that the FY2014-17 Transportation Improvement Program is consistent with the 2035 Transportation plan, and

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

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on October 29, 2013.



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

FY2014-2017 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area

Anticipated Revenue FY2014-2017, all amounts include Federal, State and Local Funds, unless noted otherwise

Fund Type	Fund Code	Tier I or Lump Sum	Description of Funds	FY2014	FY2015	FY2015	FY2017	Total
NHPP	M001	Tier 1	National Hwy Sys (road)	\$ 20,000,000.00	\$ 12,904,081.00	\$ 33,358,183.00	\$ 31,196,116.00	\$ 97,458,380.00
Local	LOC	Local	Local	\$ -	\$ -	\$ 2,462,172.00	\$ 7,717,255.00	\$ 10,179,427.00
Local	LOC	Tier I Local	100% Local Funded Projects	\$ -	\$ -	\$ -	\$ -	\$ -
Total Tier I Revenue				\$ 20,000,000.00	\$ 12,904,081.00	\$ 35,820,355.00	\$ 38,913,371.00	\$ 107,637,807.00
Group 1: Maintenance								
NHPP	M001	Lump Sum	Bridge Painting (Interstate)	\$ 80,000.00	\$ 80,000.00	\$ 40,000.00	\$ 40,000.00	\$ 240,000.00
NHPP	M001	Lump Sum	National Hwy Sys (Miantenance)	\$ 280,000.00	\$ 280,000.00	\$ 280,000.00	\$ 360,000.00	\$ 1,200,000.00
STP	M240	Lump Sum	Bridge Painting	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00	\$ 48,000.00	\$ 192,000.00
STP	M240	Lump Sum	Force Account Maintenance	\$ 144,000.00	\$ 144,000.00	\$ 144,000.00	\$ 120,000.00	\$ 552,000.00
STP	M240	Lump Sum	Low Impact Bridges	\$ 40,000.00	\$ 64,000.00	\$ 64,000.00	\$ 64,000.00	\$ 232,000.00
STP	M240	Lump Sum	Road Maintenance	\$ 643,000.00	\$ 578,000.00	\$ 565,000.00	\$ 537,000.00	\$ 2,323,000.00
Group 2: Safety								
HSIP	MS30	Lump Sum	Safety	\$ 480,000.00	\$ 560,000.00	\$ 560,000.00	\$ 560,000.00	\$ 2,160,000.00
HSIP	MS40	Lump Sum	RRX Hazard Elimination	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 35,000.00	\$ 140,000.00
HSIP	MS50	Lump Sum	Railroad Crossing Protection	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 30,000.00	\$ 120,000.00
Group 3: Preliminary Engineering								
		Lump Sum	Preliminary Engineering	\$ -	\$ -	\$ -	\$ -	\$ -
Group 4: Traffic and Revenue/Design-Build/Special Studies								
STP	M240	Lump Sum	Traffic & Rev./Design-Build Stdy.	\$ -	\$ -	\$ -	\$ 6,000.00	\$ 6,000.00
NHPP	M002	Lump Sum	Construction Management	\$ 228,000.00	\$ 230,000.00	\$ 233,000.00	\$ 237,000.00	\$ 928,000.00
Group 5: Roadway/Interchange Lighting								
NHPP	M001	Lump Sum	Roadway Lighting	\$ -	\$ -	\$ -	\$ 8,000.00	\$ 8,000.00
Group 6: Rights of Way - Protective Buying and Hardship Acquisitions								
STP	M240	Lump Sum	RW Protective Buying	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 8,000.00	\$ 32,000.00
Group 7: Transportation Alternatives								
TAP	M940	Lump Sum	Recreational Trails	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 10,000.00	\$ 40,000.00
STP	L220	Lump Sum	Transportation Alternatives	\$ 152,000.00	\$ 152,000.00	\$ 152,000.00	\$ 152,000.00	\$ 608,000.00
Group 8: Livable Centers Initiative								
		Lump Sum	Livable Centers Initiative	NA	NA	NA	NA	NA
Group 9: Safe Routes to School								
SRTS	LU10	Lump Sum	Safe Route to School Program	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00	\$ 16,000.00
SRTS	LU20	Lump Sum	Safe Route to School Infr.	\$ 62,000.00	\$ -	\$ -	\$ -	\$ 62,000.00
SRTS	LU30	Lump Sum	Safe Route to School Any	\$ 25,000.00	\$ 1,000.00	\$ -	\$ -	\$ 26,000.00
Group 10: High Rist Rural Roads								
HSIP	LS20	Lump Sum	High Risk Rural Road Safety	\$ 26,000.00	\$ 28,000.00	\$ -	\$ -	\$ 54,000.00
Group 11: Regional Traffic Signal Optimization								
STP	M240	Lump Sum	Traffic Control Devices	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 120,000.00	\$ 480,000.00
STP	M240	Lump Sum	Operational	\$ 128,000.00	\$ 96,000.00	\$ 96,000.00	\$ 96,000.00	\$ 416,000.00
Total Lump Sum Revenue				\$ 2,543,000.00	\$ 2,468,000.00	\$ 2,389,000.00	\$ 2,435,000.00	\$ 9,835,000.00
0				\$ 22,543,000.00	\$ 15,372,081.00	\$ 38,209,355.00	\$ 41,348,371.00	\$ 117,472,807.00
FTA	5310	Operations	Elderly and Disabled (Ops)	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 1,585,503.48	\$ 6,342,013.92
FTA	5310	Capital	Elderly and Disabled (Cap)	\$ 64,541.00	\$ 64,541.00	\$ 114,316.00	\$ 64,541.00	\$ 307,939.00
FTA	5311	Operations	Rural Transit (Ops)	\$ 629,719.00	\$ 575,094.00	\$ 575,094.00	\$ 575,094.00	\$ 2,355,001.00
FTA	5311	Capital	Rural Transit (Cap)	\$ 53,600.00	\$ 233,000.00	\$ 226,500.00	\$ 226,500.00	\$ 739,600.00
Total Transit Revenue				\$ 2,333,363.48	\$ 2,458,138.48	\$ 2,501,413.48	\$ 2,451,638.48	\$ 9,744,553.92
Grand Total Anticipated Revenue				\$ 24,876,363.48	\$ 17,830,219.48	\$ 40,710,768.48	\$ 43,800,009.48	\$ 127,217,360.92

FY2014-2017 Transportation Improvement Program
Valdosta-Lowndes Metropolitan Planning Organization -- Valdosta, Georgia Urbanized Area
Tier I Projects FY2014-2017 - 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	NHPP	M001	2014	ROW	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ 20,000,000.00	\$ 52,906,475.00
FY2014 Total									\$ 16,000,000.00	\$ 4,000,000.00	\$ -	\$ 20,000,000.00	
0007386	G014	GDOT	NHPP	M001	2015	ROW	I-75 at Exit 2 (Lake Park-Bellville Rd.) (Phase II)	Interchange	\$ 10,323,265.00	\$ 2,580,816.00	\$ -	\$ 12,904,081.00	\$ 15,708,859.00
0000837	V001	Valdosta	STP	LOC	2015	ROW	Jerry Jones Dr., from Gornto Rd. to Oak St. (Jadan Pl.)	Widening	\$ -	\$ -	\$ 500,000.00	\$ 500,000.00	\$ 12,900,000.00
450200	G007	GDOT	STP	LOC	2015	ROW	Forrest St. from Park Ave. to Bemiss Rd. (SR 125)	Widening	\$ -	\$ -	\$ 7,217,255.00	\$ 7,217,255.00	\$ 13,576,997.00
FY2015 Total									\$ 10,323,265.00	\$ 2,580,816.00	\$ 7,717,255.00	\$ 20,621,336.00	
0000762	G015	GDOT	NHPP	LOC	2016	UTL	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ -	\$ -	\$ 2,462,172.00	\$ 2,462,172.00	\$ 52,906,475.00
0010297	G016	GDOT	NHPP	M001	2016	ROW	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 2,066,384.00	\$ 516,596.00	\$ -	\$ 2,582,980.00	\$ 19,982,917.00
0000762	G015	GDOT	NHPP	M001	2016	CST	I-75 at Exit 22 (N. Valdosta Rd.) and Exit 29 (SR 122) (Phase II)	Interchange	\$ 24,620,162.00	\$ 6,155,041.00	\$ -	\$ 30,775,203.00	\$ 52,906,475.00
FY2016 Total									\$ 26,686,546.00	\$ 6,671,637.00	\$ 2,462,172.00	\$ 35,820,355.00	
0007386	G014	GDOT	NHPP	M001	2017	UTL	I-75 at Exit 2 (Lake Park-Bellville Rd.) (Phase II)	Interchange	\$ 791,041.00	\$ 197,760.00	\$ -	\$ 988,802.00	\$ 15,708,859.00
0007386	G014	GDOT	NHPP	M001	2017	CST	I-75 at Exit 2 (Lake Park-Bellville Rd.) (Phase II)	Interchange	\$ 11,776,045.00	\$ 2,944,011.00	\$ -	\$ 14,720,057.00	\$ 15,708,859.00
0010297	G016	GDOT	NHPP	M001	2017	UTL	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 376,816.00	\$ 94,204.00	\$ -	\$ 471,020.00	\$ 19,882,617.00
0010297	G016	GDOT	NHPP	M001	2017	CST	I-75 at Exit 11 (SR 31) (Phase II)	Interchange	\$ 12,012,990.00	\$ 3,003,247.00	\$ -	\$ 15,016,237.00	\$ 19,882,617.00
FY2017 Total									\$ 24,956,892.00	\$ 22,163,312.00	\$ 20,358,854.00	\$ 31,196,116.00	
Total									\$ 77,966,703.00	\$ 35,415,765.00	\$ 30,538,281.00	\$ 107,637,807.00	

Total Tier I Program Cost \$ 107,637,807.00
Total Tier I Program Anticipated Revenue Less Locally Funded Projects \$ 107,637,807.00
Difference \$ -

2035 Transportation Plan Administrative Cost Update for the Valdosta Urbanized Area and the Valdosta-Lowndes Metropolitan Planning Organization

Open to Traffic Year	PI #	VLMPO ID	Priority	Sponsor	Project Street Name	Project Begins Here	Project Ends Here	Type of Work	PE	ROW	CST	Total Costs	B/P	Freight	Miles	Total Lanes	
Under CST	000684	G001	1	GDOT	Fucker Road	Dukes-Bay Canal	Dukes-Bay Canal	Bridge-Replacement	\$	\$	\$ 735,385	\$ 735,385	N	N	0.01	2	
Under CST	0008437	L026	2	Lowndes	Davidson Road	SR 125/Bemiss Road	SR 125/Bemiss Road	Intersection-Improvement	\$	\$	\$ 2,000,000	\$ 2,000,000	Y	Y	0.20	4	
2010-2015		V029	3	Valdosta	St. Augustine Road	Twin Street	Twin Street	Intersection-Improvement	\$	\$	\$ 1,254,721	\$ 1,254,721	Y	Y	0.15	NA	
2010-2015		V013	4	Valdosta	Woodrow-Wilson Drive	Patterson Street	Oak Street	New Road CST	\$ 700,076	\$ 1,400,151	\$ 1,420,158	\$ 9,100,984	N	Y	0.21	5	
2010-2015	432100	G002	5	GDOT	SR 31-Bridge	Withlacoochee River	Withlacoochee River	Bridge-Replacement	\$	\$ 62,049	\$ 6,336,881	\$ 6,398,930	N	Y	0.11	2	
2010-2015		V002	6	Valdosta	Patterson Street	Roosevelt Drive	Pendleton Drive	Intersection Improvement	\$ 107,114	\$ 400,552	\$ 2,002,758	\$ 2,510,424	Y	N	0.20	NA	
2010-2015	0000837	V001	7	Valdosta	Jerry Jones Road	Gornto Road	Jaden Place	Added Travel Lanes	\$ 1,596,500	\$ 500,000	\$ 11,303,500	\$ 12,900,000	Y	N	1.46	4	
2010-2015		V010	8	Valdosta	Lankford Drive	St. Augustine Road	Norman Drive	New Road CST	\$ 304,001	\$ 608,001	\$ 3,040,007	\$ 3,952,009	Y	N	0.53	2	
2010-2015		V025	9	Valdosta	St. Augustine Road	Norman Drive	Norman Drive	Intersection Improvement	\$ 66,570	\$ 199,711	\$ 665,702	\$ 931,983	Y	Y	0.20	NA	
2010-2015		V026	10	Valdosta	St. Augustine Road	Gornto Road	Gornto Road	Intersection Improvement	\$ 66,570	\$ 199,711	\$ 665,702	\$ 931,983	Y	Y	0.20	NA	
2010-2015		V033	11	Valdosta	Forrest Street	Park Avenue	US 84/Hill Avenue	Center Turn Lane	\$ 47,209	\$ 141,628	\$ 472,094	\$ 660,931	Y	N	1.72	3	
2010-2015		V030	12	Valdosta	US 84/Hill Avenue	Fry Street	Fry Street	Intersection Improvement	\$ 66,570	\$ 199,711	\$ 665,702	\$ 931,983	Y	N	0.20	NA	
2010-2015		L014	13	Lowndes	Val Del Road	US 41/N Valdosta Road	US 41/N Valdosta Road	Intersection Improvement	\$ 66,570	\$ 133,140	\$ 665,702	\$ 865,413	Y	N	0.20	NA	
2010-2015		L008	14	Lowndes	Cat Creek Road	Pine Grove Road	Pine Grove Road	Intersection Improvement	\$ 66,570	\$ 66,570	\$ 665,702	\$ 798,843	N	N	0.15	NA	
2010-2015		L003	15	Lowndes	SR 31/Madison Hwy.	Whitewater Road	Hart Road	Intersection Improvement	\$ 35,000	\$ 50,000	\$ 350,000	\$ 435,000	N	N	0.15	NA	
Complete		G017	16	GDOT	I-75	Exit-18-SB-Ramp	Exit-18-SB-Ramp	Intersection-Improvement	\$ 66,500	\$ 199,500	\$ 737,820	\$ 1,003,820	N	Y	0.10	NA	
2010-2015	0007386	G014	17	GDOT	I-75	Exit 2	Exit 2	Interchange Improvement	\$ 2,000,000	\$ 13,162,163	\$ 12,904,081	\$ 15,708,859	N	Y	0.25	5	
												\$ 61,121,267	2010-2015 Sub Total				
2016-2020	0010298	G020	18	GDOT	I-75	Exit 18	Exit 18	Interchange Improvement	\$ 2,400,000	\$ 30,000,000	\$ 24,000,000	\$ 63,890,099	N	Y	0.25	5	
2016-2020	422710	G003	19	GDOT	US 84/Hill Avenue	NS-Railroad	NS-Railroad	Grade-Separation		\$ 8,476,618	\$ 13,593,818	\$ 22,070,436	Y	Y	0.25	4	
2016-2020		L001	20	Lowndes	Cat Creek Road	Beatty Branch	Beatty Branch	Bridge Replacement	\$ 95,545	\$ 19,109.0	\$ 955,452	\$ 1,070,106	N	N	0.02	2	
2016-2020		L019	21	Lowndes	Lake Park Bellville Road	Wisembaker Road	I-75	Added Travel Lanes	\$ 1,015,574	\$ 1,015,574	\$ 10,155,735	\$ 12,186,882	N	Y	3.74	4	
2016-2020	450510	G005	22	GDOT	Oak Street Extension	Five Points	Breckenridge Drive	Added Travel Lanes	\$ 744,212	\$ 1,488,424	\$ 7,442,120	\$ 9,674,756	Y	N	0.71	5	
2016-2020	450200	G007	23	GDOT	Forrest Street	Park Avenue	SR 125/Bemiss Road	Added Travel Lanes	\$ 2,119,914	\$ 4,239,828	\$ 7,217,255	\$ 13,576,997	Y	N	3.07	4	
2016-2020	0007910	V003	24	Valdosta	Five Points	Smithbriar Drive	Oak Street Extension	Intersection Improvement	\$ 412,252	\$ 1,236,755	\$ 4,122,518	\$ 5,771,525	Y	Y	0.25	NA	
2016-2020		V024	25	Valdosta	Park Avenue	Forrest Street	Northside Drive	Center Turn Lane	\$ 499,077	\$ 998,154	\$ 4,990,770	\$ 6,488,000	Y	N	1.42	3	
2016-2020		V023	26	Valdosta	Jerry Jones Road	Gornto Road	McRee Drive	Center Turn Lane	\$ 293,975	\$ 881,926	\$ 2,939,752	\$ 4,115,652	Y	N	0.71	3	
2016-2020		V009	27	Valdosta	US 84/Hill Avenue	St. Augustine Road	St. Augustine Road	Intersection Improvement	\$ 73,860	\$ 147,720	\$ 738,599	\$ 960,179	Y	Y	0.20	NA	
2016-2020		L002	28	Lowndes	Lake Park Bellville Road	SR 376	SR 376	Intersection Improvement	\$ 50,000	\$ 100,000	\$ 500,000	\$ 650,000	Y	Y	0.13	NA	
2016-2020		L013	29	Lowndes	Val Del Road	Clyattstone Road	Clyattstone Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	Y	N	0.15	NA	
2016-2020		L015	30	Lowndes	Loch Laurel Road	Carroll Ulmer Road	Carroll Ulmer Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	Y	N	0.15	NA	
2016-2020		L012	31	Lowndes	Val Del Road	McMillan Road	McMillan Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	Y	N	0.15	NA	
2016-2020		L009	32	Lowndes	Cat Creek Road	Radar Site Road	Radar Site Road	Intersection Improvement	\$ 32,243	\$ 32,243	\$ 322,433	\$ 386,919	N	N	0.15	NA	
2016-2020	0000762	G015	33	GDOT	I-75	Exit 29 and Exit 22	Exit 29 and Exit 22	Interchange Improvement	\$ 3,650,000	\$ 20,000,000	\$ 33,237,375	\$ 56,887,375	Y	Y	0.25	5	
												\$ 198,889,685	2016-2020 Sub Total				
2021-2025		L022	34	Lowndes	Old Quitman Road Bridge	CSX Railroad	CSX Railroad	Bridge Replacement	\$ 176,679	\$ 35,335.9	\$ 1,766,795	\$ 1,978,810	N	N	0.01	2	
2021-2025		L023	35	Lowndes	Howell Road Bridge	Grand Bay Creek	Grand Bay Creek	Bridge Replacement	\$ 212,015	\$ 42,403.1	\$ 2,120,154	\$ 2,374,572	Y	N	0.07	2	
2021-2025		L010	36	Lowndes	Cat Creek Road	New Bethel Road	New Bethel Road	Intersection Improvement	\$ 35,774	\$ 35,774	\$ 357,740	\$ 429,288	N	N	0.15	NA	
2021-2025		L018	37	Lowndes	Old 41 N	N Valdosta Road	Union Road	Added Travel Lanes	\$ 921,913	\$ 1,843,826	\$ 9,219,129	\$ 11,984,868	Y	N	2.91	4	
2021-2025	0008604	G004	38	GDOT	Oak Street Extension	Breckenridge Drive	Forrest Street	Added Travel Lanes	\$ 921,913	\$ 1,843,826	\$ 9,219,129	\$ 11,984,868	Y	N	1.67	4	
2021-2025		L024	39	Lowndes	Old Clyattville Road	I-75	Ousley Road	Added Travel Lanes	\$ 1,126,782	\$ 1,126,782	\$ 11,267,825	\$ 13,521,390	N	Y	5.03	4	
2021-2025		L020	40	Lowndes	Shiloh Road	I-75	Snake Nation Road	Added Travel Lanes	\$ 1,303,550	\$ 1,303,550	\$ 13,035,498	\$ 15,642,597	N	N	0.90	4	
2021-2025		V006	41	Valdosta	Old Clyattville Road	Mud Creek	Industrial Boulevard	Added Travel Lanes	\$ 637,653	\$ 637,653	\$ 6,376,529	\$ 7,651,835	Y	Y	0.63	5	
2021-2025		V011	42	Valdosta	Northside Drive	Jaycee Shack Road	Park Avenue	New Road CST	\$ 436,207	\$ 436,207	\$ 4,362,070	\$ 5,234,484	Y	N	0.57	2	
2021-2025		L016	43	Lowndes	Loch Laurel Road	Dasher Road	Dasher Road	Intersection Improvement	\$ 35,774	\$ 35,774	\$ 357,740	\$ 429,288	Y	N	0.15	NA	
2021-2025	0010297	G016	44	GDOT	I-75	Exit 11	Exit 11	Interchange Improvement	\$ 1,912,680	\$ 2,582,980	\$ 15,487,257	\$ 19,982,917	N	Y	0.25	5	
												\$ 91,214,918	2021-2025 Sub Total				
2026-2030		L017	45	Lowndes	Loch Laurel Road	Corinth Church Road	Corinth Church Road	Intersection Improvement	\$ 39,691	\$ 39,691	\$ 396,914	\$ 476,297	Y	N	0.15	NA	
2026-2030		L011	46	Lowndes	Cat Creek Road	Hambrick Road	Hambrick Road	Intersection Improvement	\$ 39,691	\$ 39,691	\$ 396,914	\$ 476,297	N	N	0.20	NA	
												\$ 952,593	2026-2030 Sub Total				
2031-2035		V015	47	Valdosta	Lankford Drive	Norman Drive	James Road	New Road CST	\$ 1,426,461	\$ 2,852,921	\$ 14,264,606	\$ 18,543,987	N	N	0.84	2	
												\$ 18,543,987	2031-2035 Sub Total				
												\$ 370,722,450	2035 TP Total				