

FY 2010-2013
Transportation Improvement Program

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Transportation Improvement Program FY 2010-2013

**Valdosta-Lowndes
Metropolitan Planning Organization**

Adopted – October 20, 2009



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Contents

| | |
|--|----|
| Introduction | 3 |
| VLMPO Organization | 4 |
| TIP Development Process | 7 |
| Project Selection | 7 |
| Public Involvement Process | 8 |
| TIP Amendment Process..... | 8 |
| TIP Funding | 10 |
| Financial Plan | 15 |
| Project Listings | 16 |
| Tier I Projects | 17 |
| Tier I Project Map..... | 18 |
| Tier II Projects | 19 |
| Lump Sum Projects..... | 20 |
| Transit Projects | 21 |
| Authorized Projects..... | 23 |
| TIP Project Data Sheets | 25 |
| Appendices | 31 |
| Public Notice of Comment Period..... | 32 |
| Public Comments Received | 33 |
| Annual Self-Certification..... | 34 |
| Federal Highway and Transit Funding Programs | 39 |

The contents in this publication reflect the views of the author(s), who is (are) responsible for the facts and accuracy of the data presented herein. The opinions, findings, and conclusions in this publication are those of the author(s) and do not necessarily reflect those of the Department of Transportation, State of Georgia, the Federal Highway Administration, or the Federal Transit Administration. This publication does not constitute a standard, specification or regulation.

Prepared in cooperation with the Georgia Department of Transportation, the Federal Highway Administration and Federal Transit Administration.

Adoption Resolution

RESOLUTION FY2010-3

VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE

Resolution to ADOPT the FY2010-2013 Transportation Improvement Program

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

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

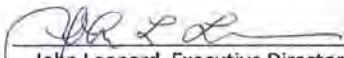
WHEREAS, the MPO will conduct federally-required transportation planning activities that will improve the transportation system and help coordinate the area's future growth within the area bounded, at minimum, by the existing Urbanized Area plus the contiguous area expected to become urbanized within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

WHEREAS, the MPO is required through the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU) to incorporate a four year horizon for the TIP, develop an annual listing of obligated projects (including bicycle and pedestrian facilities or investments), provide better visualization techniques regarding plans or projects to enhance the accessibility of plans by posting electronically or otherwise make available for public review as well as implementing new consultation processes and assessing potential environmental impacts of such plans to develop mitigation measures to minimize impacts (Section 450.322(f)7).

NOW, THEREFORE BE IT RESOLVED, that the Valdosta-Lowndes Metropolitan Planning Organization's Policy Committee adopts the FY2010-2013 Transportation Improvement Program as required by Title 23 U.S.C. 134 Section 450.324 and Title 49 U.S.C. 5303.

CERTIFICATION

I hereby certify that the above is a true and correct copy of a Resolution adopted by the Valdosta-Lowndes Metropolitan Planning Organization Policy Committee at a meeting held on October 20, 2009.


John Leonard, Executive Director, SGRC
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.

VLMP 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.

Figure 1 Valdosta Urbanized Area Boundary

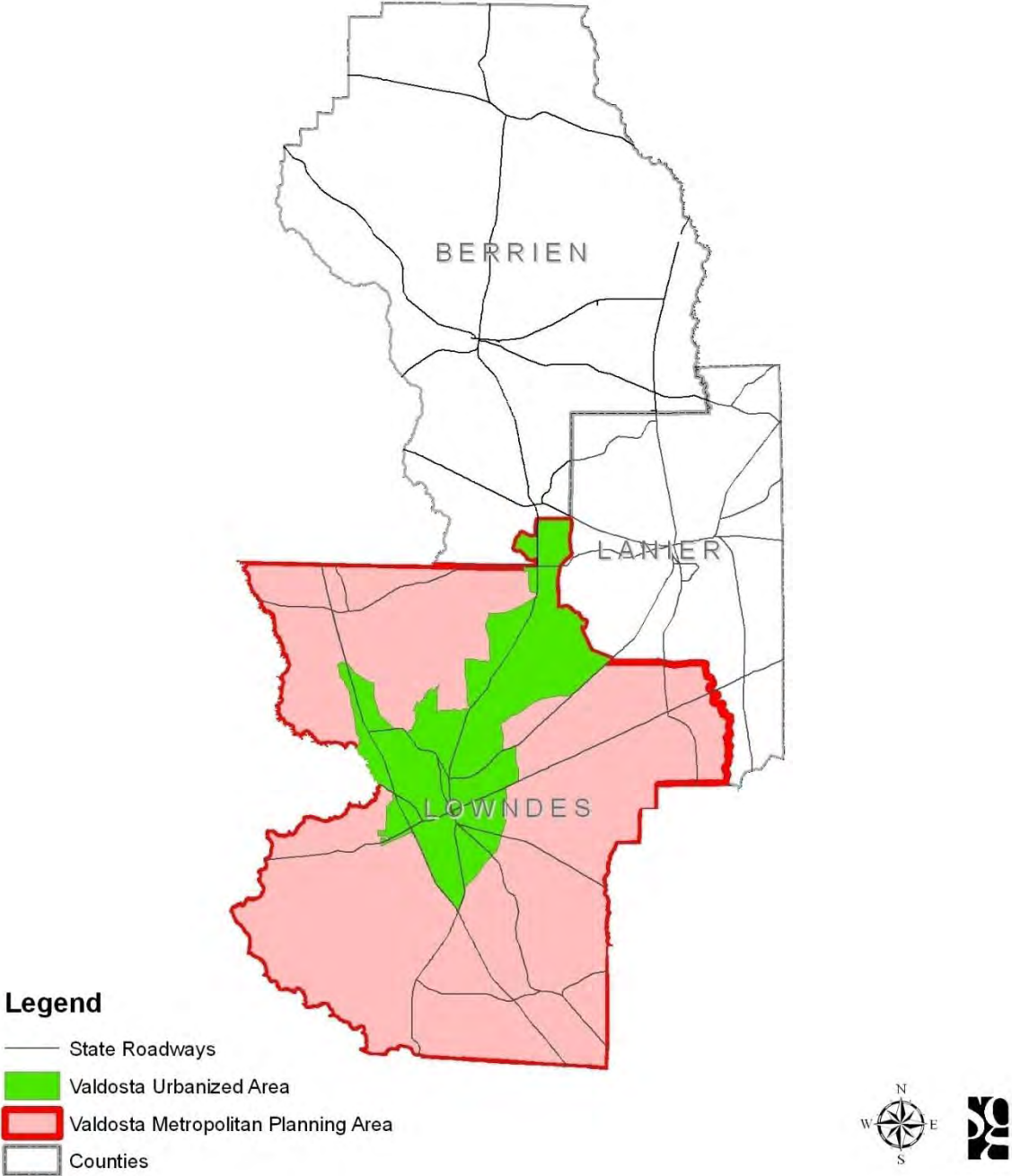
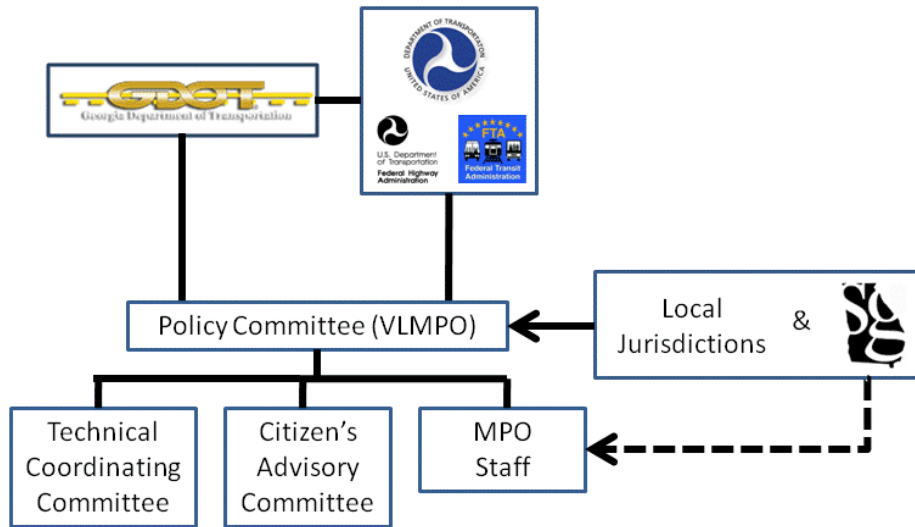


Figure 2 VLMPO Organizational Structure and Membership Rosters



| Policy Committee | |
|------------------|--------------------------|
| Name | Agency |
| John Leonard | Southern Georgia RC |
| Joe Pritchard | Lowndes County |
| Larry Hanson | City of Valdosta |
| John Fretti | City of Valdosta |
| Rod Casey | Lowndes County |
| Vance Smith | GDOT |
| Kenny Allen | City of Dasher |
| Rodney Barry | FHWA-GA |
| Yvette Taylor | FTA Region IV |
| Jim Langdale | Citizen's Advisory Comm. |

| Technical Coordinating Committee | |
|----------------------------------|-----------------------|
| Name | Agency |
| Von Shipman | City of Valdosta |
| Mike Fletcher | Lowndes County |
| Jabari Parker | GDOT Planning |
| Brent Thomas | GDOT District 4 |
| Roger Christie | Lowndes Co. Schools |
| Martin Roesch | Valdosta City Schools |
| Patrick Paige | Bike/Ped Advocate |
| Andrew Edwards | FHWA-GA |
| Danny Weeks | Lowndes Co. 911 |

| Citizen's Advisory Committee | |
|------------------------------|----------------------|
| Name | Agency |
| Jim Langdale | Langdale Industries |
| Bryan Almand | Almand & Company |
| Kenneth Sherrill | City of Lake Park |
| Leggett Lovan | Southeastern Freight |
| Steve Coleman | Lowndes Co. BoE |
| Sam Allen | Valdosta City BoE |
| Ray Sable | Valdosta State Univ. |
| Vacant | Valdosta Tech. Coll. |
| Brian Childress | Valdosta Police |
| Greg Hall | |
| Robert Jefferson | Moody AFB |
| Vacant | City of Hahira |
| Debbie Hobdy | MIDS, Inc. |
| W.G. Walker | City of Dasher |
| Carroll Griffin | City of Remerton |
| Mary Culbreth | Convention Center |
| Ellen Hill | Downtown Dev. Auth |
| Brad Lofton | VL Industrial Auth. |
| Col. Clarence Parker | |
| Steven Barnes | Leadership Lowndes |
| Earl Wetherington | |
| Brian Geary | City of Valdosta |
| Vacant | Lowndes County |

TIP Development Process

Metropolitan planning responsibilities are outlined in federal legislation passed in 2005 and entitled the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). Following are key responsibilities and planning processes of the Valdosta-Lowndes Metropolitan Planning Organization (VLMPO) which is staffed by the South Georgia Regional Development Center.

The TIP represents the programming for funding and implementation of the near term years of projects in the adopted Long Range Transportation Plan, or Metro 2030. The TIP is based on fiscal years, with July 1st being the first day of each fiscal year. For example, July 1, 2009 will be the first day of FY 2010. Under SAFETEA-LU requirements, the TIP must cover a minimum of four fiscal years. The Valdosta Area's TIP covers four fiscal years, FY's 2010 through 2013.

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

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

Project Selection

The purpose of this document is to explain all of these issues in more detail and to fully

outline VLMPO's process for developing the FY 2010-2013 TIP.

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. Over the past year GDOT has worked with MPO's throughout the state and with local governments to develop a project selection and prioritization process to help better identify the best projects for inclusion in the TIP. Using this process, GDOT will annually submit to MPO's an updated listing of state projects to include in the TIP.

Currently locally developed, and federal-aid eligible projects are selected for inclusion in the TIP, by the priority in which they are listed in the Metro 2030 Long Range Transportation Plan.

Congressional District Balancing

The Official Code of Georgia (OCGA 32-5-30(a)) requires that most federal and state transportation funds spent in Georgia be spent evenly among the state's congressional districts. The VLMPO region is split between the 1st and 2nd congressional districts. Once the TIP financial tables have been created, GDOT ensures all funding is spread equally. If there are discrepancies, they are generally handled by redistributing funds among projects across multiple congressional districts.

Public Involvement Process

VLMPO's Public Participation Plan outlines the process through which stakeholders and public input and comment are solicited for. During the development of this TIP the draft document and project listing was presented to the various committees of the MPO for initial review at a special joint meeting on April 7, 2009.

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

The document was then shared with the public for a minimum 45-day public comment period from September 1 through October 15, 2009. During the public comment period the draft TIP was made available in hardcopy to the public at all libraries in Lowndes, Berrien, and Lanier Counties, at the Valdosta City Hall, at the Lowndes County Commissioners Office, and at the Southern Georgia Regional Commission office. A digital copy was also made available on the SGRC website, with links from the websites of the City of Valdosta and Lowndes County websites.

During the public comment period a Public Open House was held on September 15, 2009 at the SGRC office from 9:00 AM to 7:00 PM.

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 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 project over areas such as: environmentally sensitive lands, historic districts, land uses, and other natural, social and economic geographies.

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 TIP amendment process described below detail procedures that are to be used to update an existing approved Metropolitan Transportation Improvement Program (TIP). A key element of the amendment process is to assure that funding balances are maintained. Moreover, the Public Involvement process will be carried out according to the Participation Plan as applicable. The TIP amendment process presented here overrides any previous amendment process outlined in other VLMPO publications.

The TIP becomes effective the date on which the Governor or his designee approves the document after the MPO CAC, TCC and Policy Committee have reviewed and adopted the same document.

TIP Administrative Modifications

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

- A. Revise a project description without changing the project scope, conflicting with the environmental document or changing the conformity finding in nonattainment and maintenance areas (less than 10% change in project termini). This change would not alter the original project intent.
- B. Splitting or combining projects.
- C. Federal funding category change.
- D. Minor changes in expenditures for transit projects – less than 10%.
- E. 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 STIP.
- G. Projects may be funded from lump sum banks as long as they are consistent with category definitions.

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

1. It does not affect the air quality conformity determination, nor the network conformity years found in the travel demand model and the plan, for nonattainment and maintenance areas.

2. It does not impact fiscal constraint.
3. It does not require public review and comment.

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 project phases that increase in cost over the thresholds described in the Administrative Modification section.
- D. Addition of an annual TIP.
- E. Major change to scope of work of an existing project. A major change would be any change that alters the original intent i.e. a change in the number of through lanes, a change in termini of more than 10 percent.
- F. Shifting projects within the 4-year STIP which require redemonstration of fiscal constraint.

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 MPO areas, the public review process should be carried out in accordance, with the procedures outlined in the Public Participation Plan. GDOT will assure that the amendment process and the public involvement procedures have been followed. Cost changes made to the second, third and fourth years of the STIP will be balanced during the TIP yearly update process. All amendments should be approved by FHW A and/or FT A.

TIP Funding

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

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

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

Highway Programs

Under SAFETEA-LU, the federal aid highway program includes the following programs

available to be utilized in the VLMPO Metropolitan Planning Area (other fund categories which are not available to VLMPO are not listed here):

- **Interstate Maintenance (IM)** – The program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate System.
- **National Highway System (NHS)** – The program provides funding for improvements to rural and urban roads that are part of the NHS, including the Interstate System and designated connections to major intermodal terminals. Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors.
- **Surface Transportation Program (STP)** – The program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the NHS, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities.
- **Highway Bridge Program (BRG)** - The program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance.
- **Highway Safety Improvement Program (HSIP)** - The newly authorized Federal-aid funding program began in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. A state must have a

Strategic Highway Safety Plan (SHSP) in place in order to obligate HSIP funds.

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

Lump Sum Programs

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

Of the total expected available funding, a portion is set aside for eight groups of projects that do not affect the capacity of the roadway. Funds are set up in lump sum categories to undertake projects that are developed after the STIP (State Transportation Improvement Program) is approved. These lump sums are listed in a number of funding types for each year for the Department's convenience in managing and accounting for the funding. 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. 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.

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: Wetland Mitigation

Criteria: site restoration for projects already under construction/complete and wetland banks

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: 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.

Transit Programs

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

Section 5307 Urban Formula Program

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

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

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

Section 5310 Transportation for Elderly Persons and Persons with Disabilities

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

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

Section 5311 Rural and Small Urban Areas

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

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

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

after consultation with affected intercity bus providers that the intercity bus needs of the state are adequately met.

Section 5316 Job Access and Reverse Commute (JARC)

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

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

Section 5317 New Freedom Program

The New Freedom formula grant program aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. Lack of adequate transportation is a primary barrier to work for individuals with disabilities. The 2000 Census showed that only 60 percent of people between the ages of 16 and 64 with disabilities are employed.

The New Freedom formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990.

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

Financial Plan

| FY2010-2013 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area | | | | | | | | |
|--|-----------|--------------------|--------------------------------|---------------------|---------------------|----------------------|---------------------|----------------------|
| Anticipated Revenue FY2010-2013, all amounts include Federal, State and Local Funds | | | | | | | | |
| Fund Type | Fund Code | Tier I or Lump Sum | Description of Funds | FY2010 | FY2011 | FY2012 | FY2013 | Total |
| NHS | L050 | Tier I | National Hwy Sys (road) | | | \$ 9,332,868 | | \$ 9,332,868 |
| BRG | L110 | Tier I | Off System Bridges | | \$ 742,456 | | | \$ 742,456 |
| BRG | L1C0 | Tier I | On/Off System Bridges | | \$ 89,879 | \$ 7,444,853 | | \$ 7,534,732 |
| STP | L200 | Tier I | Surface Transportation Prog | | | | \$ 5,000,000 | \$ 5,000,000 |
| HPP | LY20 | Tier I | High Priority Project Sec 1702 | \$ 2,000,000 | | | | \$ 2,000,000 |
| Total Tier I Revenue | | | | \$ 2,000,000 | \$ 832,335 | \$ 16,777,721 | \$ 5,000,000 | \$ 24,610,056 |
| Maintenance | | | | | | | | |
| IM | L010 | Lump Sum | Interstate Maint. (road) | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 280,000 |
| IM | L010 | Lump Sum | Interstate Maint. (bridge) | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 70,000 | \$ 280,000 |
| NHS | L050 | Lump Sum | National Hwy Sys (Miant) | \$ 280,000 | \$ 280,000 | \$ 280,000 | \$ 280,000 | \$ 1,120,000 |
| STP | L240 | Lump Sum | Bridge Painting | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 140,000 |
| STP | L240 | Lump Sum | Signals | \$ 119,000 | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 434,000 |
| STP | L240 | Lump Sum | FA Maintenance | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 105,000 | \$ 420,000 |
| STP | L240 | Lump Sum | Road Maintenance | \$ 1,001,000 | \$ 700,000 | \$ 700,000 | \$ 700,000 | \$ 3,101,000 |
| Safety | | | | | | | | |
| SFT | LS30 | Lump Sum | Safety | \$ 210,000 | \$ 189,000 | \$ 189,000 | \$ 189,000 | \$ 777,000 |
| STP | L240 | Lump Sum | Operational | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 35,000 | \$ 140,000 |
| STP | LS40 | Lump Sum | Railroad Crossing Hazardous | \$ 28,000 | \$ 28,000 | \$ 28,000 | \$ 28,000 | \$ 112,000 |
| STP | LS50 | Lump Sum | Railroad Crossing Protection | \$ 28,000 | \$ 28,000 | \$ 28,000 | \$ 28,000 | \$ 112,000 |
| SFT | LS20 | Lump Sum | High Risk Rural Road Safety | \$ 21,000 | \$ 21,000 | \$ 21,000 | \$ 21,000 | \$ 84,000 |
| Safe Routes to School | | | | | | | | |
| SRS | LU10 | Lump Sum | Safe Route to School Program | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 2,000 | \$ 8,000 |
| SRS | LU20 | Lump Sum | Safe Route to School Infr. | \$ 56,000 | \$ 16,000 | \$ 16,000 | \$ 16,000 | \$ 104,000 |
| SRS | LU30 | Lump Sum | Safe Route to School Either | \$ 7,000 | \$ 4,000 | \$ 4,000 | \$ 4,000 | \$ 19,000 |
| Preliminary Engineering | | | | | | | | |
| STP | L240 | Lump Sum | Plan/Mgmt | \$ 7,000 | \$ 7,000 | \$ 21,000 | \$ 21,000 | \$ 56,000 |
| STP | L220 | Lump Sum | Construction Management | \$ 214,000 | \$ 203,000 | \$ - | \$ - | \$ 417,000 |
| Wetland Mitigation | | | | | | | | |
| STP | L240 | Lump Sum | Wetland Mitigation | \$ 126,000 | \$ 56,000 | \$ 56,000 | \$ 56,000 | \$ 294,000 |
| Roadway/Interchange Lighting | | | | | | | | |
| NHS | L050 | Lump Sum | National Hwy Sys (Light) | \$ - | \$ 7,000 | \$ 7,000 | \$ 7,000 | \$ 21,000 |
| Rights-of-Way/Protective Buying and Hardships | | | | | | | | |
| STP | L240 | Lump Sum | RW Protective Buying | \$ 18,000 | \$ 18,000 | \$ 18,000 | \$ 18,000 | \$ 72,000 |
| Transportation Enhancement | | | | | | | | |
| TEA | L220 | Lump Sum | Transportation Enhancement | \$ 182,000 | \$ 182,000 | \$ 182,000 | \$ 182,000 | \$ 728,000 |
| DNR | L940 | Lump Sum | Recreational Trails | \$ - | \$ 9,000 | \$ 9,000 | \$ 9,000 | \$ 27,000 |
| Total Lump Sum Revenue | | | | \$ 2,614,000 | \$ 2,170,000 | \$ 1,981,000 | \$ 1,981,000 | \$ 8,746,000 |
| FTA | 5310 | Operations | Elderly and Disabled (Ops) | \$ 264,610 | \$ 264,610 | \$ 264,610 | \$ 264,610 | \$ 1,058,440 |
| FTA | 5310 | Capital | Elderly and Disabled (Cap) | \$ 88,791 | \$ 93,230 | \$ 93,230 | \$ 93,230 | \$ 368,481 |
| FTA | 5311 | Operations | Rural Transit (Ops) | \$ 407,425 | \$ 407,425 | \$ 407,425 | \$ 407,425 | \$ 1,629,700 |
| FTA | 5311 | Capital | Rural Transit (Cap) | \$ 124,000 | \$ 124,000 | \$ 124,000 | \$ 124,000 | \$ 496,000 |
| FTA | 5307 | Operations | Urban Formula (Ops) | \$ 2,018,550 | \$ 2,018,550 | \$ 2,018,550 | \$ 2,018,550 | \$ 8,074,200 |
| FTA | 5307 | Rolling Stock | Urban Formula (Rolling Stock) | \$ 575,000 | \$ - | \$ - | \$ - | \$ 575,000 |
| FTA | 5307 | Capital | Urban Formula (Cap) | \$ 250,000 | \$ - | \$ - | \$ - | \$ 250,000 |
| FTA | 5316 | Capital | JARC (Cap) | \$ 200,000 | \$ - | \$ - | \$ - | \$ 200,000 |
| Total Transit Revenue | | | | \$ 3,928,376 | \$ 2,907,815 | \$ 2,907,815 | \$ 2,907,815 | \$ 12,651,821 |
| Grand Total Anticipated Revenue | | | | \$ 8,542,376 | \$ 5,910,150 | \$ 21,666,536 | \$ 9,888,815 | \$ 46,007,877 |

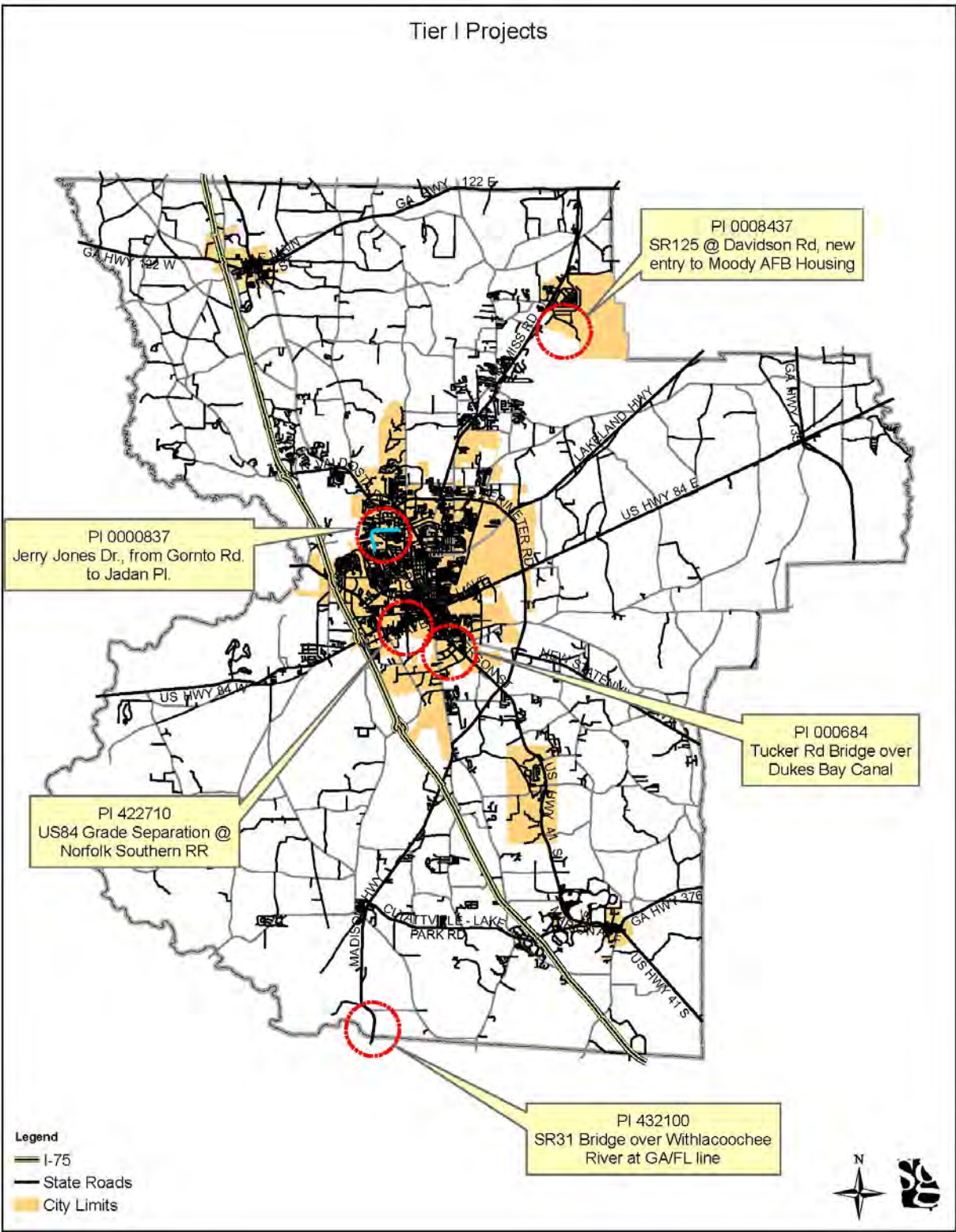
Project Listings

Valdosta-Lowndes MPO TIP FY2010-2013

Tier I Projects

| FY2010-2013 Transportation Improvement Program | | | | | | | | | | | | |
|--|-----------|----------|-----------|-----------|------|-------|--|--------------------------|---------------------|--------------------|---|----------------------|
| Valdosta-Lowndes Metropolitan Planning Organization | | | | | | | | | | | | |
| Valdosta, Georgia Urbanized Area | | | | | | | | | | | | |
| Tier I Projects FY2010-2013 - Anticipated Expenditures by Fiscal Year and Source | | | | | | | | | | | | |
| PI # | VLMP0 # | Sponsor | Fund Type | Fund Code | Year | Phase | Description | Type of Work | Federal \$ | State \$ | Local \$ | Total \$ |
| 0008437 | VL0008437 | Lowndes | STP | LY20 | 2010 | CST | SR 125 @ Davidson Road, new entry to Moody AFB Housing | Intersection Improvement | \$ 1,600,000 | \$ 400,000 | \$ - | \$ 2,000,000 |
| FY2010 Total | | | | | | | | | \$ 1,600,000 | \$ 400,000 | \$ - | \$ 2,000,000 |
| 000684 | VL09 | GDOT | Bridge | L110 | 2011 | CST | Tucker Road Bridge over Dukes Bay Canal | Bridge | \$ 593,965 | \$ 148,491 | \$ - | \$ 742,456 |
| 432100 | VL02 | GDOT | STP | L1CO | 2011 | ROW | SR 31 Bridge over Withlacoochee River at GA/FL line | Bridge | \$ 71,904 | \$ 17,976 | \$ - | \$ 89,879 |
| FY2011 Total | | | | | | | | | \$ 665,869 | \$ 166,467 | \$ - | \$ 832,335 |
| 422710 | VL07 | GDOT | NHS | L050 | 2012 | ROW | US84 Grade Separation @ Norfolk Southern RR | Bridge | \$ 7,466,294 | \$1,866,574 | \$ - | \$ 9,332,868 |
| 432100 | VL02 | GDOT | STP | L1CO | 2012 | CST | SR 31 Bridge over Withlacoochee River at GA/FL line | Bridge | \$ 5,955,882 | \$1,488,971 | \$ - | \$ 7,444,853 |
| FY2012 Total | | | | | | | | | \$13,422,176 | \$3,355,545 | \$ - | \$16,777,721 |
| 000837 | VL10 | Valdosta | STP | L200 | 2013 | CST | Jerry Jones Dr., from Gornto Rd. to Jaden Pl. | Widening | \$ 4,000,000 | \$1,000,000 | \$ - | \$ 5,000,000 |
| FY2013 Total | | | | | | | | | \$ 4,000,000 | \$1,000,000 | \$ - | \$ 5,000,000 |
| Total | | | | | | | | | \$19,688,045 | \$4,922,012 | \$ - | \$24,610,056 |
| | | | | | | | | | | | Total Tier I Program Cost | \$ 24,610,056 |
| | | | | | | | | | | | Tier I Program Anticipated Revenue | \$ 24,610,056 |
| | | | | | | | | | | | Difference | \$ - |

Tier I Project Map



Tier II Projects

| FY2010-2013 Transportation Improvement Program | | | | | | | | | | | | |
|---|---------|---------|-----------|-----------|------|-------|-------------|--------------|------------|----------|----------|----------|
| Valdosta-Lowndes Metropolitan Planning Organization | | | | | | | | | | | | |
| Valdosta, Georgia Urbanized Area | | | | | | | | | | | | |
| Tier II Projects FY2014-2015 - Anticipated Expenditures by Fiscal Year and Source | | | | | | | | | | | | |
| PI # | VLMP0 # | Sponsor | Fund Type | Fund Code | Year | Phase | Description | Type of Work | Federal \$ | State \$ | Local \$ | Total \$ |
| None at this time | | | | | | | | | \$ - | \$ - | \$ - | \$ - |
| FY2014 Total | | | | | | | | | \$ - | \$ - | \$ - | \$ - |
| None at this time | | | | | | | | | \$ - | \$ - | \$ - | \$ - |
| FY2015 Total | | | | | | | | | \$ - | \$ - | \$ - | \$ - |
| Total | | | | | | | | | \$ - | \$ - | \$ - | \$ - |

Lump Sum Projects

| FY2010-2013 Transportation Improvement Program | | | | |
|---|---------------|---------|---|---------------------|
| Valdosta-Lowndes Metropolitan Planning Organization | | | | |
| Valdosta, Georgia Urbanized Area | | | | |
| Lump Sum Projects FY2010-2013 - Anticipated Expenditures | | | | |
| PI # | VLMPO # | County | Description | Cost |
| Group: Maintenance | | | | |
| M004066 | | Lowndes | SR 7 Alt. from SR7 Bu. To Smithbriar Drive | \$ 885,000 |
| M003563 | | Lowndes | I-75 Valdosta Welcom Center Restoom Bldg | \$ 500,000 |
| M003648 | | Lanier | SR 125, from CR 127 to Berrien Co., Culvert Maint. | \$ 15,000 |
| M003504 | | Lowndes | I-75 at Truck Weigh Station, Phase 1 | \$ 1,600,000 |
| Group Total: | | | | \$ 3,000,000 |
| Group: Safety | | | | |
| 0008897 | | Lowndes | Off Sysytem Safety Improvments (CRs 16, 57, 106, 782) | \$ 60,098 |
| 462605 | | Lowndes | Studstill Road at Ga. Fl. RR | \$ 100,000 |
| 0008420 | | Lowndes | US 84 @ Clay Road and Hollywood St. | \$ 1,352,000 |
| Group Total: | | | | \$ 1,512,098 |
| Group: Preliminary Engineering | | | | |
| No Projects at this time | | | | \$ - |
| Group Total: | | | | \$ - |
| Group: Wetland Mitigation | | | | |
| 0007384 | | | 7651.59 Stream and Wetland Credits for 28 Projects | \$ - |
| Group Total: | | | | \$ - |
| Group: Roadway/Interchange Lighting | | | | |
| No Projects at this time | | | | \$ - |
| Group Total: | | | | \$ - |
| Group: Rights-of-Way/Protective Buying and Hardships | | | | |
| No Projects at this time | | | | \$ - |
| Group Total: | | | | \$ - |
| Group: Transportation Enhancement | | | | |
| 0008172 | VLMPOTEMLK | Lowndes | MLK Corridor Project Street Scape | \$ 625,000 |
| 0003896 | | Lowndes | I-75 Interstate Gateway Landscaping | \$ 1,250,000 |
| 008171 | VLMPOTEMELODY | Lowndes | W Gordon St. from Melody Ln to Baytree Road Sidewalk | \$ 451,000 |
| Group Total: | | | | \$ 2,326,000 |
| Group: Safe Routes to School | | | | |
| No Projects at this time | | | | \$ - |
| Group Total: | | | | \$ - |

Total Lump Sum Program Cost \$ 6,838,098
Total Lump Sum Program Anticipated Revenue \$ 8,746,000
Difference \$ 1,907,902

ARRA Projects

| FY2010-2013 Transportation Improvement Program Valdosta-Lowndes Metropolitan Planning Organization Valdosta, Georgia Urbanized Area | | | | | | | | | | |
|---|---------|-----------|------|-------|--|--------------|----------------------|-------------|-------------|----------------------|
| ARRA Projects FY2010-2013 - Anticipated Expenditures by Fiscal Year and Source | | | | | | | | | | |
| PI # | Sponsor | Fund Type | Year | Phase | Description | Type of Work | Federal \$ | State \$ | Local \$ | Total \$ |
| M003998 | GDOT | ARRA | 2010 | CST | I-75 from FL State Line to SR 133, Resurface Maint. | Maintenance | \$ 16,440,000 | \$ - | \$ - | \$ 16,440,000 |
| 0009509 | GDOT | ARRA | 2010 | CST | Howell Road Improvements; Statenville Road to US 41 | Resurfacing | \$ 246,400 | \$ - | \$ - | \$ 246,400 |
| 0009510 | GDOT | ARRA | 2010 | CST | Morven Road Improvements; SR 122 to Brooks Co. Line | Resurfacing | \$ 456,500 | \$ - | \$ - | \$ 456,500 |
| Total | | | | | | | \$ 17,142,900 | \$ - | \$ - | \$ 17,142,900 |

Total ARRA Program Cost \$ 17,142,900

Total ARRA Program Anticipated Revenue \$ 17,142,900

Difference \$ -

Transit Projects

| FY2010-2013 Transportation Improvement Program - VLMPO - Valdosta, GA Urbanized Area | | | | | | | | |
|--|---------|------|---------------------|------------|---------------------|-------------------|---------------------|---------------------|
| Transit FY2010-2013 - Anticipated Expenditures by Fiscal Year and Source | | | | | | | | |
| Progam | Sponsor | Year | Description | Phase | Federal \$ | State \$ | Local \$ | Total \$ |
| 5311 | Lowndes | 2010 | Lowndes Co. Transit | Operations | \$ 132,221 | \$ - | \$ 161,604 | \$ 293,825 |
| 5311 | Lowndes | 2010 | Lowndes Co. Transit | Capital | \$ 48,880 | \$ 8,125 | \$ 4,095 | \$ 61,100 |
| 5311 | Berrien | 2010 | Berrien Co. Transit | Operations | \$ 51,120 | \$ - | \$ 62,480 | \$ 113,600 |
| 5311 | Berrien | 2010 | Berrien Co. Transit | Capital | \$ 50,320 | \$ 6,290 | \$ 6,290 | \$ 62,900 |
| 5310 | DHS | 2010 | SGRC (3 Counties) | Capital | \$ 71,033 | \$ 17,758 | \$ - | \$ 88,791 |
| 5310 | DHS | 2010 | SGRC (18 Counties) | Operations | \$ 264,610 | \$ - | \$ - | \$ 264,610 |
| FY2010 Total | | | | | \$ 618,184 | \$ 32,173 | \$ 234,469 | \$ 884,826 |
| 5311 | Lowndes | 2011 | Lowndes Co. Transit | Operations | \$ 132,221 | \$ - | \$ 161,604 | \$ 293,825 |
| 5311 | Lowndes | 2011 | Lowndes Co. Transit | Capital | \$ 48,880 | \$ 8,125 | \$ 4,095 | \$ 61,100 |
| 5311 | Berrien | 2011 | Berrien Co. Transit | Operations | \$ 51,120 | \$ - | \$ 62,480 | \$ 113,600 |
| 5311 | Berrien | 2011 | Berrien Co. Transit | Capital | \$ 50,320 | \$ 6,290 | \$ 6,290 | \$ 62,900 |
| 5310 | DHS | 2011 | SGRC (3 Counties) | Capital | \$ 74,584 | \$ 18,646 | \$ - | \$ 93,230 |
| 5310 | DHS | 2011 | SGRC (18 Counties) | Operations | \$ 264,610 | \$ - | \$ - | \$ 264,610 |
| FY2011 Total | | | | | \$ 621,735 | \$ 33,061 | \$ 234,469 | \$ 889,265 |
| 5311 | Lowndes | 2012 | Lowndes Co. Transit | Operations | \$ 132,221 | \$ - | \$ 161,604 | \$ 293,825 |
| 5311 | Lowndes | 2012 | Lowndes Co. Transit | Capital | \$ 48,880 | \$ 8,125 | \$ 4,095 | \$ 61,100 |
| 5311 | Berrien | 2012 | Berrien Co. Transit | Operations | \$ 51,120 | \$ - | \$ 62,480 | \$ 113,600 |
| 5311 | Berrien | 2012 | Berrien Co. Transit | Capital | \$ 50,320 | \$ 6,290 | \$ 6,290 | \$ 62,900 |
| 5310 | DHS | 2012 | SGRC (3 Counties) | Capital | \$ 74,584 | \$ 18,646 | \$ - | \$ 93,230 |
| 5310 | DHS | 2012 | SGRC (18 Counties) | Operations | \$ 264,610 | \$ - | \$ - | \$ 264,610 |
| 5307 | VLMPO | 2012 | Valdosta UA Transit | TBD | \$ 702,641 | \$ - | \$ 1,315,909 | \$ 2,018,550 |
| FY2012 Total | | | | | \$ 1,324,376 | \$ 33,061 | \$ 1,550,378 | \$ 2,907,815 |
| 5311 | Lowndes | 2013 | Lowndes Co. Transit | Operations | \$ 132,221 | \$ - | \$ 161,604 | \$ 293,825 |
| 5311 | Lowndes | 2013 | Lowndes Co. Transit | Capital | \$ 48,880 | \$ 8,125 | \$ 4,095 | \$ 61,100 |
| 5311 | Berrien | 2013 | Berrien Co. Transit | Operations | \$ 51,120 | \$ - | \$ 62,480 | \$ 113,600 |
| 5311 | Berrien | 2013 | Berrien Co. Transit | Capital | \$ 50,320 | \$ 6,290 | \$ 6,290 | \$ 62,900 |
| 5310 | DHS | 2013 | SGRC (3 Counties) | Capital | \$ 74,584 | \$ 18,646 | \$ - | \$ 93,230 |
| 5310 | DHS | 2013 | SGRC (18 Counties) | Operations | \$ 264,610 | \$ - | \$ - | \$ 264,610 |
| 5307 | VLMPO | 2013 | Valdosta UA Transit | TBD | \$ 702,641 | \$ - | \$ 1,315,909 | \$ 2,018,550 |
| FY2013 Total | | | | | \$ 1,324,376 | \$ 33,061 | \$ 1,550,378 | \$ 2,907,815 |
| Total | | | | | \$ 3,888,671 | \$ 131,356 | \$ 3,569,694 | \$ 7,589,721 |

Total Transit Program Cost \$ 7,589,721

Total Transit Program Anticipated Revenue \$ 12,651,821

Difference \$ 5,062,100

Authorized Projects

Berrien County – None

Lanier County


| PI # | Description | Phase | Date | Amount |
|---------|---|-------|------|----------------|
| M003653 | SR 31 from SR 7 to SR 11 | CST | 2007 | \$3,656,000.00 |
| M003734 | SR 122 from Union Road (Lowndes Co) to Pafford Road | CST | 2008 | \$3618160.55 |

Lowndes County

| PI # | Description | Phase | Date | Amount |
|---------|---|-------|------|----------------|
| 0005950 | SR 125 @ NORTHSIDE DR & SR 133 @ RIVER ST | CST | 2008 | \$1,940,573.11 |
| 0005950 | SR 125 @ NORTHSIDE DR & SR 133 @ RIVER ST | ROW | 2007 | \$445,702.50 |
| 0006440 | INNER PERIMETER RD @ SR 94 | CST | 2007 | \$720,210.18 |
| 0007988 | PL VALDOSTA 2007 | PLN | 2007 | \$134,742.48 |
| 0008343 | ROGERS STREET @ NS #732398R | CST | 2007 | \$158,357.99 |
| 0008420 | SR 38/US 84 @ CLAY ROAD/HOLLYWOOD STREET | PE | 2007 | \$100,000.00 |
| 0008455 | OFF-SYSTEM SAFETY IMPROVEMENTS @ 8 CR LOCS IN LOWNDES COUNTY | CST | 2007 | \$63,374.22 |
| 0008510 | PL VALDOSTA - 2008 | PLN | 2008 | \$139,321.55 |
| 0008794 | PL VALDOSTA-2009 | PLN | 2009 | \$141,851.26 |
| 0008897 | CR 16; CR 57; CR 106 & CR 762- OFF-SYSTEM SAFETY IMPROVEMENTS | CST | 2009 | \$60,098.00 |
| 431485- | OLD US 41 @ FRANKS CREEK TRIB. APP 1.5 MI S OF HAHIRA | PE | 2007 | \$77.11 |
| 442645- | STATEN ROAD @ WITHLACOOCHEE RIVER | CST | 2008 | \$7,070,261.07 |
| M003563 | I-75 VALDOSTA WELCOME CENTER - RESTROOM BUILDING | PE | 2007 | \$0.00 |
| M003598 | LOWNDES CO SR 31 SHOULDER PAVING | CST | 2007 | \$161,886.00 |
| S008342 | OLD CLYATTVILLE ROAD | CST | 2007 | \$619,425.52 |
| S009437 | BORING POND ROAD (CR 3) | CST | 2007 | \$387,076.35 |
| T001528 | FY 2007 SECTION 5310 CAPITAL | CST | 2007 | \$73,636.00 |
| T001529 | FY 2008 SECTION 5310 CAPITAL | CST | 2008 | \$77,318.00 |
| T001784 | ENGINEERING DESIGN SRVS FOR VALDOSTA REGIONAL AIRPORT | CST | 2007 | \$533,773.00 |
| T001880 | UPGRADE RWY 4-22 MARKINGS TO NON-RECISION VALDOSTA REG ARPT | CST | 2007 | \$27,720.00 |


| | | | | |
|---------|---|-----|------|----------------|
| T002080 | FY 2009 SECTION 5307 CAPITAL FOR VALDOSTA | CST | 2009 | \$2,989,000.00 |
| T002271 | REHAB TWY "A" & WDN OF TWY "6" & GROOVING OF RWY 17-35 | CST | 2008 | \$1,745,000.00 |
| T002303 | GA-18-X029 5311 CAPITAL LOWNDES COUNTY | CST | 2009 | \$69,500.00 |
| T002386 | GA-1S-X029 RURAL OPERATING LOWNDES COUNTY | CST | 2009 | \$231,494.00 |
| T002505 | FY 09 SECTION 5303 CAPITAL PLANNING CONTRACT FOR SOUTH GA | CST | 2009 | \$125,000.00 |
| T002512 | FY 2009 SECTION 5303 OPERATING CONTRACT FOR SOUTH GARDC | CST | 2009 | \$901,164.00 |


TIP Project Data Sheets


| Project Information | | | | | | | | | | |
|-------------------------------|--|--|------|-----------------------------|--|--------------|---------------------|----------|---------------|--------------------|
| Project Name: | SR 125 @ Davidson Road, New Moody Entrance | | | | PI Number: | 0008437 | City: | | | |
| Local Name/#: | Bemiss Road | State/US #: | NA | | Local ID: | VL0008437 | County: | Lowndes | | |
| Sponsor: | Lowndes | GDOT Dist: | 4 | | Congressional Dist: | 1 - Kingston | RC: | SGRC | | |
| Project Details | | | | | | | | | | |
| Project Description: | In order to provide access to Moody AFB, use funds efficiently, and to provide benefit for both the commercial gate and housing projects, Moody desires to construct a curb and gutter, raised median, paved road that will serve the new commercial gate and area housing | | | | | | | | | |
| Purpose and Need: | This project is intersection improvements at SR 125 and Davidson Road to connect with the new Moody AFB entry point at the southwest corner of the base. | | | | | | | | | |
| Termini: | From: | Bemiss Road | | To: | Moody AFB Gate | | Length (mi): | 0.15 | | |
| Current AADT: | 15000 | Year: | 2007 | # of Lanes: | 4/2 | Truck %: | NA | | | |
| Future AADT: | 23879 | Year: | 2027 | # of Lanes: | 4/2 | 85% Speed: | NA | | Func. Class.: | U - Minor Arterial |
| Crash Year: | 2005 | 2006 | 2007 | Value Engineering Analysis: | | | NA | | Base Yr LOS: | C or Better |
| PDO Crashes: | 0 | 1 | 1 | Benefit/Cost Ratio: | | | NA - Tier I Project | | Build LOS: | E |
| Injury Only: | 2 | 1 | 0 | | | | | | No Build LOS: | C or Better |
| Fatal/Injury: | 0 | 0 | 0 | | | | | | Bridge Suff. | NA |
| Total Crashes: | 2 | 2 | 1 | | | | | | | |
| Crash Rate: | 0.61 /Mill Ent Veh | | | | | | | | | |
| Bike and Pedestrian: | Sidewalks on both sides of Davidson Road | | | | | | | | | |
| Intelligent Transportation: | NA | | | | | | | | | |
| Land Use/Access Mgmt: | SR 125 - L & R Turn Lanes, Davidson - R Turn Lane | | | | | | | | | |
| Safety/Security Elements: | Meets Dept. of Defence safety and security standards | | | | | | | | | |
| Companion Projects: | NA | | | | | | | | | |
| Project Funding | | | | | | | | | | |
| Project Phase | Fund Source | Fiscal Year Funding in Year of Expenditure Dollars | | | | | Total | TIP Tier | | |
| | | 2010 | 2011 | 2012 | 2013 | 2014 | | | | |
| Preliminary Engineering: | | | | | | | \$ - | | | |
| Right-of-Way Acquisition: | | | | | | | \$ - | | | |
| Construction: | LY20 | \$ 2,000,000 | | | | | \$ 2,000,000 | | | |
| Total Project Cost: | | \$ 2,000,000 | \$ - | \$ - | \$ - | \$ - | \$ 2,000,000 | | | |
| Federal Amount: | | \$ 1,600,000 | | | | | \$ 1,600,000 | | | |
| State Amount: | | \$ 400,000 | | | | | \$ 400,000 | | | |
| Local Amount: | | | | | | | \$ - | | | |
| Project Timeline | | | | | Project Location Map | | | | | |
| Activity | Actual/Estimated Date | | | | | | | | | |
| Concept Approval | 8/11/2009 | | | | | | | | | |
| Value Engineering Study | NA | | | | | | | | | |
| Public Information Open House | NA | | | | | | | | | |
| Environmental Approval | NA | | | | | | | | | |
| Preliminary Plans | NA | | | | | | | | | |
| R/W Plans Approved | NA | | | | | | | | | |
| Final Design | NA | | | | | | | | | |
| Let Date | NA | | | | | | | | | |
| Project Manager: | Sandy Griffin | | | | | | | | | |
| Design Consultant: | ASA | | | | | | | | | |
| | | | | |  | | | | | |

| Project Information | | | | | | | | | | |
|-------------------------------|---|--|---------------|-----------------------------|----------------------|--------------|---------------------|------------|---------------|---------------|
| Project Name: | Tucker Road Bridge over Dukes Bay Canal | | | | PI Number: | 0000684 | City: | Valdosta | | |
| Local Name/#: | CS1191 | State/US #: | NA | | Local ID: | VL09 | County: | Lowndes | | |
| Sponsor: | GDOT | GDOT Dist: | 4 | | Congressional Dist: | 1 - Kingston | RC: | SGRC | | |
| Project Details | | | | | | | | | | |
| Project Description: | Rebuild bridge on Tucker Road in south Valdosta over Dukes Bay Canal. Replace with a double 10x11 box culvert. | | | | | | | | | |
| Purpose and Need: | This project is the replacement of the narrow and structurally deficient bridge on Tucker Road @ Dukes Bay Canal. | | | | | | | | | |
| Termini: | From: | Bridge Only | | | To: | Bridge Only | | | Length (mi): | 0.21 |
| Current AADT: | 590 | Year: | | # of Lanes: | 2 | Truck %: | NA | | | |
| Future AADT: | 1680 | Year: | 2035 | # of Lanes: | 2 | 85% Speed: | NA | | Func. Class.: | U - Collector |
| Crash Year: | 2005 | 2006 | 2007 | Value Engineering Analysis: | | | NA | | Base Yr LOS: | C or Better |
| PDO Crashes: | 0 | 0 | 0 | Benefit/Cost Ratio: | | | NA - Tier I Project | | Build LOS: | C or Better |
| Injury Only: | 0 | 0 | 0 | | | | | | No Build LOS: | C or Better |
| Fatal/Injury: | 0 | 0 | 0 | | | | | | Bridge Suff. | 27.26 |
| Total Crashes: | 0 | 0 | 0 | | | | | | | |
| Crash Rate: | NA | | /Mill Ent Veh | | | | | | | |
| Bike and Pedestrian: | No | | | | | | | | | |
| Intelligent Transportation: | NA | | | | | | | | | |
| Land Use/Access Mgmt: | NA | | | | | | | | | |
| Safety/Security Elements: | NA | | | | | | | | | |
| Companion Projects: | NA | | | | | | | | | |
| Project Funding | | | | | | | | | | |
| Project Phase | Fund Source | Fiscal Year Funding in Year of Expenditure Dollars | | | | | Total | TIP Tier | | |
| | | 2010 | 2011 | 2012 | 2013 | 2014 | | | | |
| Preliminary Engineering: | Q10 | | | | | | \$ 70,000 | Authorized | | |
| Right-of-Way Acquisition: | LOC | | | | | | \$ 97,000 | Authorized | | |
| Construction: | L110 | | \$ 742,456 | | | | \$ 742,456 | Tier I | | |
| Total Project Cost: | | \$ - | \$ 742,456 | \$ - | \$ - | \$ - | \$ 909,456 | | | |
| Federal Amount: | | | \$ 593,965 | | | | \$ 593,965 | | | |
| State Amount: | | | \$ 148,491 | | | | \$ 148,491 | | | |
| Local Amount: | | | | | | | \$ - | | | |
| Project Timeline | | | | | Project Location Map | | | | | |
| Activity | Actual/Estimated Date | | | | | | | | | |
| Concept Approval | 1/31/2007 | | | | | | | | | |
| Value Engineering Study | NA | | | | | | | | | |
| Public Information Open House | NA | | | | | | | | | |
| Environmental Approval | 2/11/2008 | | | | | | | | | |
| Preliminary Plans | Est. 11/5/09 | | | | | | | | | |
| R/W Plans Approved | Est. 1/29/10 | | | | | | | | | |
| Final Design | Est. 9/14/10 | | | | | | | | | |
| Let Date | Est. 1/26/11 | | | | | | | | | |
| Project Manager: | Sandy Griffin | | | | | | | | | |
| Design Consultant: | GDOT In-House | | | | | | | | | |
| | | | | | | | | | | |



| Project Information | | | | | | | | | | |
|-------------------------------|---|--|--------------|-----------------------------|--|------------|---------------|---------------|--------------------|--|
| Project Name: | SR 31 Bridge over Withlacoochee River | | | PI Number: | 432100 | City: | | | | |
| Local Name/#: | Madison Hwy. | State/US #: | SR 31/SR 145 | Local ID: | VL02 | County: | Lowndes | | | |
| Sponsor: | GDOT | GDOT Dist: | 4 | Congressional Dist: | 2 - Bishop | RC: | SGRC | | | |
| Project Details | | | | | | | | | | |
| Project Description: | Replace bridge on SR 31 over Withlacoochee River at the Georgia Florida Line. FDOT is contributing funding to this project. | | | | | | | | | |
| Purpose and Need: | This bridge is structurally deficient and has been posted as load limited. The bridge ranks very high on the statewide bridge replacement list. The purpose is to replace the existing bridge with a new 2-lane bridge. | | | | | | | | | |
| Termini: | From: | Bridge Only | | To: | Bridge Only | | Length (mi): | 0.33 | | |
| Current AADT: | 5000 | Year: | 2008 | # of Lanes: | 2 | Truck %: | 10 | | | |
| Future AADT: | 7500 | Year: | 2028 | # of Lanes: | 2 | 85% Speed: | 55 | Func. Class.: | R - Minor Arterial | |
| Crash Year: | 2005 | 2006 | 2007 | Value Engineering Analysis: | NA | | Base Yr LOS: | C or Better | | |
| PDO Crashes: | 0 | 0 | 0 | Benefit/Cost Ratio: | NA - Tier I Project | | Build LOS: | C or Better | | |
| Injury Only: | 0 | 0 | 0 | | | | No Build LOS: | C or Better | | |
| Fatal/Injury: | 0 | 0 | 0 | | | | Bridge Suff. | 34.04 | | |
| Total Crashes: | 0 | 0 | 0 | | | | | | | |
| Crash Rate: | NA /Mill Ent Veh | | | | | | | | | |
| Bike and Pedestrian: | No | | | | | | | | | |
| Intelligent Transportation: | NA | | | | | | | | | |
| Land Use/Access Mgmt: | NA | | | | | | | | | |
| Safety/Security Elements: | NA | | | | | | | | | |
| Companion Projects: | NA | | | | | | | | | |
| Project Funding | | | | | | | | | | |
| Project Phase | Fund Source | Fiscal Year Funding in Year of Expenditure Dollars | | | | | Total | TIP Tier | | |
| | | 2010 | 2011 | 2012 | 2013 | 2014 | | | | |
| Preliminary Engineering: | Q10 | | | | | | \$ 479,559 | Authorized | | |
| Right-of-Way Acquisition: | L1C0 | | \$ 89,879 | | | | \$ 89,879 | Tier I | | |
| Construction: | L1C0 | | | \$ 7,444,853 | | | \$ 7,444,853 | Tier I | | |
| Total Project Cost: | | \$ - | \$ - | \$ 7,444,853 | \$ - | \$ - | \$ 8,014,292 | | | |
| Federal Amount: | | | \$ 71,904 | \$ 5,955,882 | | | \$ 6,027,786 | | | |
| State Amount: | | | \$ 17,975 | \$ 1,488,971 | | | \$ 1,506,946 | | | |
| Local Amount: | | | | | | | \$ - | | | |
| Project Timeline | | | | | Project Location Map | | | | | |
| Activity | Actual/Estimated Date | | | |  | | | | | |
| Concept Approval | 8/23/2001 | | | | | | | | | |
| Value Engineering Study | NA | | | | | | | | | |
| Public Information Open House | Est. 8/29/09 | | | | | | | | | |
| Environmental Approval | 4/9/2008 | | | | | | | | | |
| Preliminary Plans | Est. 11/5/09 | | | | | | | | | |
| R/W Plans Approved | Est. 2/2/11 | | | | | | | | | |
| Final Design | Est. 11/11/11 | | | | | | | | | |
| Let Date | est. 5/28/12 | | | | | | | | | |
| Project Manager: | Ted Cashin | | | | | | | | | |
| Design Consultant: | HNTB | | | | | | | | | |

| Project Information | | | | | | | | | | |
|-------------------------------|--|--|-------------|-----------------------------|----------------------|--------------|---------------|---------------|------------------------|--|
| Project Name: | US 84 Grade Separation at Norfolk Southern RR | | | | PI Number: | 422710 | City: | Valdosta | | |
| Local Name/#: | Hill Ave. | State/US #: | US 84/SR 38 | | Local ID: | VL07 | County: | Lowndes | | |
| Sponsor: | GDOT | GDOT Dist: | 4 | | Congressional Dist: | 1 - Kingston | RC: | SGRC | | |
| Project Details | | | | | | | | | | |
| Project Description: | Construct overpass Grade Separation on US 84 over several Norfolk Southern railroad tracks | | | | | | | | | |
| Purpose and Need: | Minimize turning conflicts on US84 and side street intersections between Third Street and West Ave. Reduce delays at the NS RR crossing. Reduce delay for emergency services. Provide safe pedestrian access over RR | | | | | | | | | |
| Termini: | From: | West St. | | To: | Central Ave. | | Length (mi): | 0.62 | | |
| Current AADT: | 20100 | Year: | 2009 | # of Lanes: | 4 | Truck %: | 11.5 | | | |
| Future AADT: | 28600 | Year: | 2033 | # of Lanes: | 4 | 85% Speed: | NA | Func. Class.: | U - Principal Arterial | |
| Crash Year: | 2005 | 2006 | 2007 | Value Engineering Analysis: | Yes - Complete | | | Base Yr LOS: | C or Better | |
| PDO Crashes: | 3 | 3 | 0 | Benefit/Cost Ratio: | NA - Tier I Project | | | Build LOS: | C or Better | |
| Injury Only: | 1 | 1 | 3 | | | | No Build LOS: | C or Better | | |
| Fatal/Injury: | 0 | 0 | 0 | | | | Bridge Suff. | NA | | |
| Total Crashes: | 4 | 4 | 3 | | | | | | | |
| Crash Rate: | 1.12 /Mill Ent Veh | | | | | | | | | |
| Bike and Pedestrian: | Yes, six foot sidewalks | | | | | | | | | |
| Intelligent Transportation: | NA | | | | | | | | | |
| Land Use/Access Mgmt: | No change in access control. | | | | | | | | | |
| Safety/Security Elements: | Grade Separation of RR will help with crossing safety. | | | | | | | | | |
| Companion Projects: | NA | | | | | | | | | |
| Project Funding | | | | | | | | | | |
| Project Phase | Fund Source | Fiscal Year Funding in Year of Expenditure Dollars | | | | | Total | TIP Tier | | |
| | | 2010 | 2011 | 2012 | 2013 | 2014 | | | | |
| Preliminary Engineering: | Q20 | | | | | | \$ 1,500,000 | Authorized | | |
| Right-of-Way Acquisition: | L050 | | | \$ 9,332,868 | | | \$ 9,332,868 | Tier I | | |
| Construction: | L050 | | | | | | \$22,951,245 | | | |
| Total Project Cost: | | \$ - | \$ - | \$ 9,332,868 | \$ - | \$ - | \$33,784,113 | | | |
| Federal Amount: | | | | \$ 7,466,294 | | | \$ 7,466,294 | | | |
| State Amount: | | | | \$ 1,866,574 | | | \$ 1,866,574 | | | |
| Local Amount: | | | | | | | \$ - | | | |
| Project Timeline | | | | | Project Location Map | | | | | |
| Activity | Actual/Estimated Date | | | | | | | | | |
| Concept Approval | 5/19/2005 | | | | | | | | | |
| Value Engineering Study | 4/16/2009 | | | | | | | | | |
| Public Information Open House | 9/16/2004 | | | | | | | | | |
| Environmental Approval | Est. 3/31/10 | | | | | | | | | |
| Preliminary Plans | Est. 3/31/10 | | | | | | | | | |
| R/W Plans Approved | Est. 8/15/10 | | | | | | | | | |
| Final Design | Est. 4/15/12 | | | | | | | | | |
| Let Date | Est. 7/15/12 | | | | | | | | | |
| Project Manager: | Tim Matthews | | | | | | | | | |
| Design Consultant: | GDOT In-House | | | | | | | | | |
| |  | | | | | | | | | |

| Project Information | | | | | | | | | | |
|-------------------------------|---|--|------|-----------------------------|--|--------------|---------------------|--------------|---------------|--------------------|
| Project Name: | Jerry Jones, from Gornto to Jaden Place | | | | PI Number: | 0000837 | City: | Valdosta | | |
| Local Name/#: | CR 784 | State/US #: | N/A | | Local ID: | VL10 | County: | Lowndes | | |
| Sponsor: | Valdosta | GDOT Dist: | 4 | | Congressional Dist: | 1 - Kingston | RC: | SGRC | | |
| Project Details | | | | | | | | | | |
| Project Description: | Widen and various intersection improvements on Jerry Jones Road, from Gornto Road to Jaden Place (to match Eager Drive/Northside Drive) | | | | | | | | | |
| Purpose and Need: | Relieve traffic congestion along Jerry Jones from Gornto to Oak, road widening project. | | | | | | | | | |
| Termini: | From: | Gornto Road | | | To: | Jaden Place | | Length (mi): | 1.66 | |
| Current AADT: | 20740 | Year: | | # of Lanes: | 2 | Truck %: | NA | | | |
| Future AADT: | 30990 | Year: | 2035 | # of Lanes: | 4 | 85% Speed: | NA | | Func. Class.: | U - Minor Arterial |
| Crash Year: | 2005 | 2006 | 2007 | Value Engineering Analysis: | | | NA | | Base Yr LOS: | D |
| PDO Crashes: | 43 | 51 | 41 | Benefit/Cost Ratio: | | | NA - Tier I Project | | Build LOS: | C or Better |
| Injury Only: | 12 | 12 | 9 | | | | | | No Build LOS: | E |
| Fatal/Injury: | 1 | 0 | 0 | | | | | | Bridge Suff. | NA |
| Total Crashes: | 56 | 63 | 50 | | | | | | | |
| Crash Rate: | 14.9 /Mill Ent Veh | | | | | | | | | |
| Bike and Pedestrian: | Yes, see VL Bike/Ped Materplan, Valdosta TMP, SGRDC Regional Bike/Ped Plan | | | | | | | | | |
| Intelligent Transportation: | NA | | | | | | | | | |
| Land Use/Access Mgmt: | NA | | | | | | | | | |
| Safety/Security Elements: | NA | | | | | | | | | |
| Companion Projects: | NA | | | | | | | | | |
| Project Funding | | | | | | | | | | |
| Project Phase | Fund Source | Fiscal Year Funding in Year of Expenditure Dollars | | | | | Total | TIP Tier | | |
| | | 2010 | 2011 | 2012 | 2013 | 2014 | | | | |
| Preliminary Engineering: | Q20 | | | | | | \$ - | Authorized | | |
| Right-of-Way Acquisition: | LOC | | | | | | \$ - | Authorized | | |
| Construction: | L200 | | | | \$ 5,000,000 | | \$ 5,000,000 | Tier I | | |
| Total Project Cost: | | \$ - | \$ - | \$ - | \$ 5,000,000 | \$ - | \$ 5,000,000 | | | |
| Federal Amount: | | | | | \$ 4,000,000 | | \$ 4,000,000 | | | |
| State Amount: | | | | | \$ 1,000,000 | | \$ 1,000,000 | | | |
| Local Amount: | | | | | | | \$ - | | | |
| Project Timeline | | | | | Project Location Map | | | | | |
| Activity | Actual/Estimated Date | | | |  | | | | | |
| Concept Approval | Est. 8/27/09 | | | | | | | | | |
| Value Engineering Study | NA | | | | | | | | | |
| Public Information Open House | Est. 9/11/09 | | | | | | | | | |
| Environmental Approval | Est. 4/22/10 | | | | | | | | | |
| Preliminary Plans | Est. 1/18/11 | | | | | | | | | |
| R/W Plans Approved | Est. 9/12/11 | | | | | | | | | |
| Final Design | Est. 6/26/12 | | | | | | | | | |
| Let Date | Est. 9/17/13 | | | | | | | | | |
| Project Manager: | Sandy Griffin | | | | | | | | | |
| Design Consultant: | JE & A | | | | | | | | | |

Appendices

Public Notice of Comment Period

**Valdosta-Lowndes Metropolitan Planning Organization
DRAFT FY2010-2013 Transportation Improvement Program
Public Comment Period Announcement**

The Valdosta-Lowndes Metropolitan Planning Organization (MPO) has developed the Draft Fiscal Year 2010-2013 Transportation Improvement Program (TIP) for the Valdosta Urbanized Area which includes all of Lowndes County and portions of Berrien and Lanier Counties.

This TIP is available for public review and comment from September 1, 2009 through October 15, 2009 at the Southern Georgia Regional Commission, 327 W. Savannah Ave.; the South Georgia Regional Library located at 300 Woodrow Wilson Dr.; the Valdosta City Hall located at 216 E. Central Ave.; the Lowndes County Administrative Offices located at 325 W. Savannah; or on the internet at www.sgrc.us/transportation; www.valdostacity.com; or www.lowndescounty.com.

A Public Open House will be held on Tuesday, September 15, 2009 from 9:00 AM to 7:00 PM at the Southern Georgia Regional Commission located at 327 W Savannah Ave. Valdosta, GA, for interested parties to view the document and ask questions of staff.

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

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

Public Comments Received

Name: Corey Hull, MPO Staff Comments

Comments:

1. Page 14: Tier 1 Fund Code for HPP should be LY20.
2. Page 14: Remove Transit funding for Valdosta Urban Area Transit where appropriate.
3. Page 16: Fund Code for PI#: 000684 should be L110.
4. Page 18: GDOT suggests that this page be removed since there are no projects.
5. Page 19: Change dollar amount to \$16,440,000 on PI# M003998 to reflect new cost estimate.
6. Page 20: Remove ARRA Transit funding for Valdosta Urban Area Transit where appropriate.
7. Page 21: PI#0008897 should not read 000S897, PI#T001880 should not read T001B80, PI#M003563 year should be 2007
8. Page 22: PI#T002271 year should be 2008
9. On Project Data Sheets add "Authorized" to TIP Tier Column for all phases of a project that have been previously authorized for funding.
10. Page 25: Fund Source for construction should be L110, change total dollar amount to be \$742,456.
11. Page 26: Check for rounding error in dollar amounts for FY2011 should match Tier 1 sheet earlier in document.
12. Attach Signed Resolution for MPO Policy Committee
13. Page 5: GDOT suggests replacing Vance Smith's name with Todd Long's name under Policy Committee Members.

Response:

For Items 1, 2, 3, 5, 6, 7, 8, 9, 10, and 11: This comment is noted, appropriate action has been taken to correct these items.

For Item 4: This page will continue to remain to demonstrate to the public and FHWA that there are currently no planned improvements in the VLMPO planning area in FYs 2014 or 2015.

For Item 12: This document will be attached when the TIP is adopted by the VLMPO Policy Committee.

For Item 13: The VLMPO Bylaws state the GDOT Commissioner or representative is a voting member of the Policy Committee. Employees of GDOT regularly attend VLMPO Policy Committee meetings and cast votes representing the GDOT Commissioner. This comment is noted, but no change will be made.

Annual Self-Certification

CERTIFICATION OF THE VALDOSTA-LOWNDES METROPOLITAN PLANNING ORGANIZATION

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

- I. **23 U.S.C. 134, 49 U.S.C. 5305, and this subpart**
 - o 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).
 - o All major modes of transportation are members of the MPO
 - o Any changes to the MPA boundaries were reflected in the Policy Board representation.
 - o 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.
 - o 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
 - o The UPWP documents in detail the activities to be performed with Title 23 and the Federal Transit Act.
 - o The UPWP activities are developed, selected and prioritized with input from the State and public transit agency(ies).
 - o The UPWP provides funding for the professional development of MPO staff.
 - o The final UPWP is submitted in a timely manner to GDOT with authorization occurring by before the MPO's fiscal year begins.
 - o Amendments to the UPWP are developed and processed in accordance with procedures outlined in the MPO's Participation Plan.
 - o Planning activities and status reports are submitted quarterly by the MPO to GDOT.
 - LRTP
 - o The LRTP incorporates a minimum 20-year planning horizon.
 - o The LRTP identifies both long-range and short-range strategies and actions leading to the development of an intermodal transportation system.
 - o The LRTP is fiscally constrained.
 - o The development of the LRTP and the TIP are coordinated with other providers of transportation (e.g. regional airports, maritime port operators)
 - o All of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) planning factors were considered in the planning process.

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

TIP

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

Participation Plan

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

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

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

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

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

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

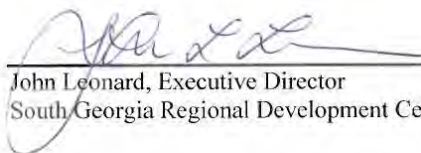
- As appropriate, the planning process identifies/considers/addresses the needs of protected/traditionally underserved populations (low-income/minority as defined by the U.S. Census Bureau).
- IV. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or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


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

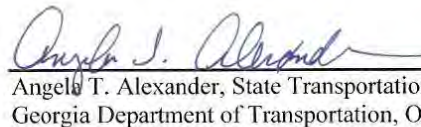
- o The MPO adheres to the Act on Equality between women and men and prohibits both direct and indirect discrimination based on gender.
- o The MPO adheres to the Equal Pay Act of 1963 (EPA), which protects men and women who perform substantially equal work in the same establishment from sex-based wage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

- o 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
South Georgia Regional Development Center
Date 4-13-09


Matthew Fowler, Assistant State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning
Date April 15, 2009


Angela T. Alexander, State Transportation Planning Administrator
Georgia Department of Transportation, Office of Planning
Date 4-17-09


Steven J. Kish, Transit Program Manager
Georgia Department of Transportation, Division of Intermodal Programs
Date 4-20-09


Harvey D. Keepler, Administrator
Georgia Department of Transportation, Division of Intermodal Programs
Date 4.21.09

Federal Highway and Transit Funding Programs

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

| 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% | |
| Section 5316 Capital Program | 80% | 10% | 10% |
| Section 5316 Operating | 50% | | 50% |
| Section 5317 Capital Program | 80% | 10% | 10% |
| Section 5317 Operating | 50% | | 50% |
| Section 5316 and 5317 Vehicles | 80% | 15% | 5% |
| ARRA - Recovery Capital | 100% | | |
| * State participates at different levels depending on capital | | | |

January 8, 2010

Erik Steavens
 GDOT Intermodal
 Plaza Level
 600 W Peachtree St NW
 Atlanta, GA 30308

Dear Mr. Steavens:

Per your request the following project has been amended into the Valdosta-Lowndes Metropolitan Planning Organization Transportation Improvement Program (TIP) for FY2010-2013. This amendment was processed using the administrative modification procedures outlined in the TIP.

The amendment consists of additions to the following projects:

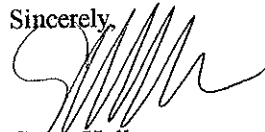
| | Old Listing | Amended Listing (added) |
|-----------|------------------------------------|--------------------------------------|
| Project | Lowndes and Berrien County Transit | Valdosta Greyhound Terminal Upgrades |
| Fund Type | 5311 | ARRA – 5311(f) |
| Year | 2010 | 2010 |
| Amount | \$531,425.00 | \$210,000.00 |

Upgrades to the Valdosta Greyhound Terminal include:

- Re-surface parking lot and re-stripe parking spaces (\$15K), Exterior trim painting (\$10K), New exterior signage Improved lighting (\$15K), Lobby upgrades to ceiling grid, lights and painted walls (\$25K), New loading doors and freight door (\$20K), Enhanced landscaping (\$5K), Ticket counter and sales area (\$25K), Improved Lighting at Exterior (\$30K), New seating (\$25K), New Baggage carts (\$5K), Intercom system (\$5K), Digital Schedule Board (\$10K), Improved restroom fixtures Digital schedule board (\$5K), Security alarm and Digital TV for Lobby (\$10K)

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

Sincerely,



Corey Hull
 MPO Coordinator

CC:

Ann-Marie Day, FHWA
 David Schilling, FTA
 Meg Pirkle, GDOT
 Tim Kassa, GDOT
 MPO Policy, Technical, and Citizen Committees
 Bill Sliger and Gundi Heller, Greyhound

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