

JACTS

Aviation, Rail, & Trucking

This chapter describes the services, facilities, and condition of air, rail, and trucking as components of the transportation system. These three intermodal areas have an impact on the factors to be considered in plans and project strategies, such as economic vitality, safety and security, accessibility, integration, and connectivity.

Although the original legislation has been succeeded by three subsequent bills, the process that ISTEA outlined still provides good guidelines for consideration of intermodal interests:

1. **Connections**: The convenient, rapid, efficient, and safe transfers of people and goods among modes that characterize comprehensive and economic transportation services.
2. **Choices**: Opportunities afforded by modal systems that allow transportation users to select their preferred means of conveyance.
3. **Coordination and Cooperation**: Collaborative efforts of planners, users, and transportation providers to resolve travel demands by investing in dependable, high-quality transportation service either by a single mode or by two or more modes in combination.

A discussion of the aviation, rail, and trucking modes in the JACTS area will address these considerations to the extent possible.

AVIATION

The Jackson County Airport-Reynolds Field is located on land which was donated in 1927 to the City of Jackson. The donor, Mr. & Mrs. Wiley E. Reynolds, owned the 160 acres of farmland upon which the airport is now located.

The City of Jackson operated the airport for many years; however, because the airport was located outside the boundaries of the city and was used by all of Jackson County and several surrounding communities, eventually a need for broader tax base support of the airport became necessary. In 1976, after two years of joint operation by the City of Jackson and Jackson County, the airport was sold to Jackson County.

Jackson County Airport-Reynolds Field airport, located at the intersection of M-60 and I-94 in Blackman Charter Township, currently consists of approximately 800 acres of land. Approximately 250 acres remain undeveloped. The airfield itself takes up the majority of this land in the layout of runways, taxiways, hangar areas, etc. (Figure 6-1a and 6-1b).

The airport has two paved runways: Runway 6-24 is 5,344 feet long and 150 feet wide and Runway 14-32 is 4,000 feet long and 100 feet wide. The airport also has six paved taxiways and owns and maintains four aircraft hangars and hangar bays, a terminal

building, tower building, administration building and two shop areas. The airport can accommodate all weather operations as it has a precision instrument approach as well as an on-field VOR navigational aid. The airport has 109 based aircraft, most of which are housed in privately owned hangars on airport owned land. The hangar owners pay an annual lease fee for the land.

Additionally, the airport has a general aviation/passenger/charter terminal, as well as a rotating beacon for night navigation, a segmented circle and lighted wind indicator measuring wind speed and direction, and an automated 24-hour weather station linked to the National Weather Service. The airfield is fully lighted with pilot controlled lighting after hours when the tower is not staffed by air traffic controllers. The airport also has several fixed based operators who provide aviation support services.

The airport is characterized by the Federal Aviation Administration (FAA) as a Regional General Aviation Airport and is one of only fourteen (14) airports in the State of Michigan with an operating air traffic control tower. The air traffic control services are provided by a private contractor, Midwest Air Traffic Services, Inc. and operate from 7:00 AM until 9 PM daily. After hours, arriving and departing aircraft utilize the assigned radio frequency for this airport to announce their intentions to other aircraft in the area. The airport averages approximately 50,000 landing or take-offs annually.

Jackson County Airport-Reynolds Field is estimated to have an economic impact on its service area of approximately \$18 million annually in total economic. This impact is due principally to the provision and use of general business, general aviation services, and federal government operations at the airport.

FUTURE FORECASTS AND NEEDS

Detroit Metropolitan Wayne County Airport will continue to function as the primary passenger facility providing national and international service for the residents of the Jackson metropolitan area. Capital Region International Airport in Lansing also provides an alternative passenger service option for Jackson area residents.

Jackson County Airport-Reynolds Field is expected to continue to provide air services to Jackson County businesses and private individuals. The airport will continue to play an important role in the transportation and economic development of the region by providing air services to area businesses and private individuals. The annual economic value of the airport to the greater Jackson area is determined to be \$18 million (2011). Jackson County – Reynolds Field also plays a significant role as a pilot training airport and is utilized for pilot training both locally and regionally

A runway safety area study was completed in December, 2001 and determined that the main runway and the crosswind runway did not meet current Federal Aviation Admin-

istration (FAA) safety standards. Based on the findings in the study and discussions and coordination with the Jackson County Road Commission, Region 2 Planning Commission, Jackson County Board of Commissioners, Jackson County Airport Board, and the Jackson County Airport Runway Safety Area Study Review Team, a recommended development plan was selected to address the runway safety area issue. The recommended development was selected based on the ability of these recommendations to meet the goals of the study, which included meeting the FAA runway safety area design criteria, maintaining existing runway length, and planning for future growth. A secondary goal of the runway safety area study was to reduce impacts on the surrounding land uses.

The selected recommendation, expected to cost approximately \$33 million, will eventually correct the runway safety deficiencies identified by the study. The project will include the development of a new primary runway on a new alignment (7-25) to a length of 5,350 feet. The crosswind runway has been extended (2008) to the northwest to provide a 4,000 foot runway with required safety areas, which would serve as the primary runway during construction of the new runway (Runway 7-25). This runway shift will allow proper safety areas (1000') on both ends of the runway. This recommended set of alternatives provides full safety areas to all runways. Additional recommendations in the study included developing undeveloped property for non-aviation commercial/industrial uses and improvements to the terminal ramp.

Once implemented, the combination of these changes to the two runways provide the Jackson County Airport – Reynolds Field with a runway system which will not only address the FAA runway safety area criteria, but also provide future growth and development opportunities, which are not currently available. The relocation of the primary runway opens an extensive amount of property for future aeronautical development which is necessary for aircraft storage areas, additional aircraft parking apron area, and associated support facilities.

The community is interested in fostering economic development within the County, creating both investment and jobs, by maintaining a successful and economically viable airport.

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JACKSON COUNTY - REYNOLDS (JXN)

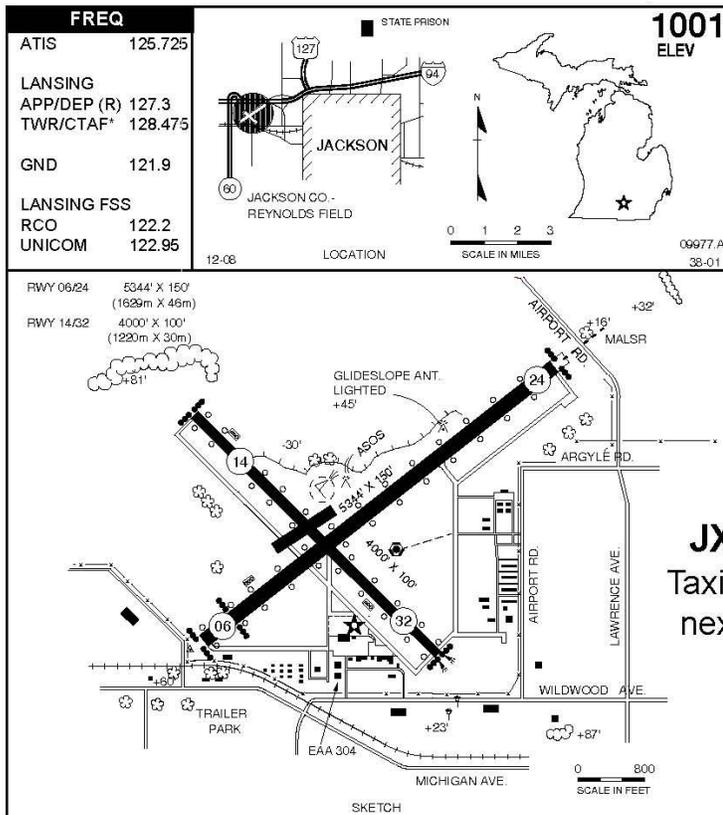


Figure 6-1a

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JXN
Taxiway
next pg

RWY LENGTH BEYOND DISPLACED THR
06/4906' * 14/ —
24/ — * 32/ 3186'

COORDINATES
42° 15.59'N
084° 27.56'W

License
General Utility

FM CITY: 2.0 mi W
LG: ROTG BCN, HIRL, MALSRS, REIL, PAPI, VASI-TWR OPR DUSK-2100, AFT TWR CLSD*—STD PCL CTAF.

MGR: Kent L. Maurer
PH: 517-788-4225
517-206-6003 (Cell)

FBO: Jackson Aero 517-780-0343
Skyway Avn 517-787-2460
Solo Avn. 517-323-0031
JCC (flight training only) 517-787-7012

ATND: Apr-Oct Mon-Fri 0700-2000, Sat-Sun 0800-2000. Nov-Mar Mon-Fri 0700-1900, Sat-Sun 0800-1900, aft hrs on req.

- FAA Class "D" Airspace durg * twr oper 0700-2100, otr times class "E".
- Low level hel opns prohibited in vcnty of state prison, 3 mi NE.
- LAHSO; ldg rwy 24 hold-short point 14/32 Measured distance 3400'.
- Terminal opn 0700 - 2100.
- Pedestrian gate code 1207.
- Deer & birds on & invof arpt.

NAV AIDS: IAP, 109.6 (JXN) at fld, NDB (JX) 212 KHz, ILS.

FUEL: 100LL, JET A
RPR: Major A&P
WX: ASOS 517-768-7506, WSI
SNW RMVL: Yes
TRNSP: Taxi, Rntl car (at arpt)
MEALS: At arpt
RON: Adj, 1.5 mi

- 125 -

JACKSON COUNTY-REYNOLDS TAXIWAY

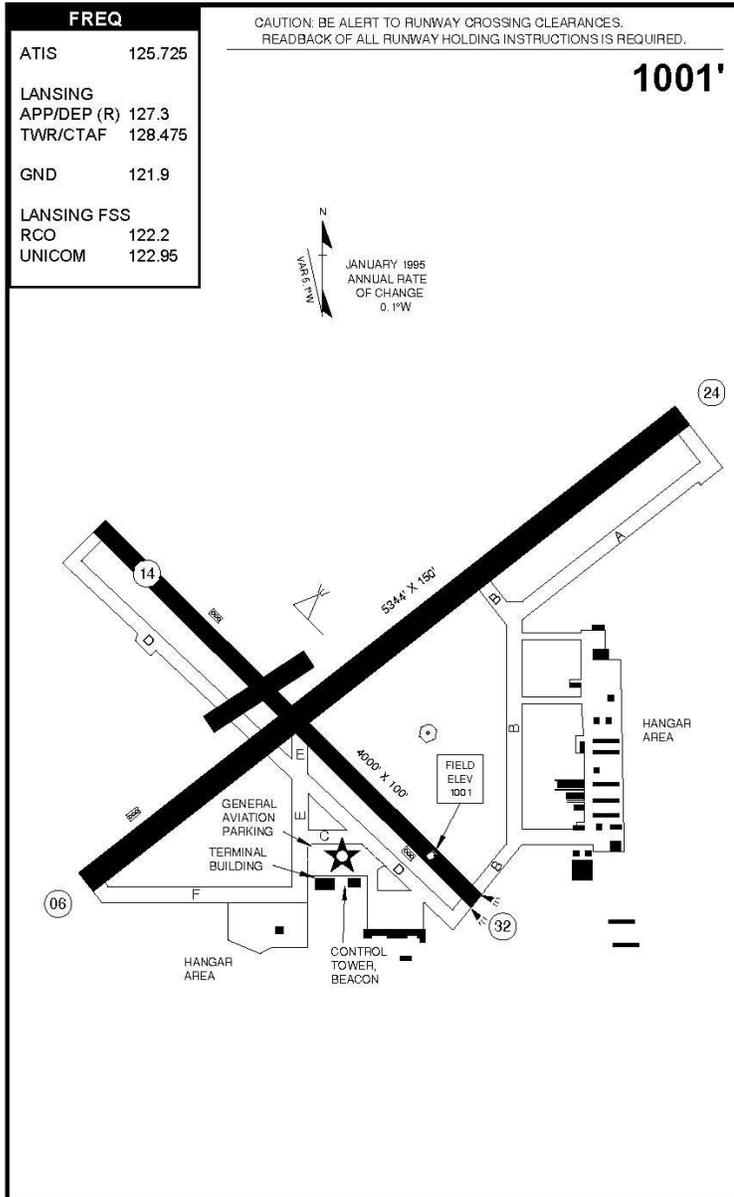


Figure 6-1b

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RAIL

Passenger Service. The Jackson metropolitan area is located along the Detroit-Chicago intercity rail passenger corridor (Figure 6-2). AMTRAK operates the **Wolverine Line** which consists of three daily passenger trains between downtown Detroit and Chicago over the Norfolk-Southern tracks paralleling I-94. Passenger use of the Detroit – Chicago rail corridor has decreased slightly with more than 888,638 passengers in 2006 to 782,652 passengers in 2012. At the Jackson AMTRAK Station, ridership has continued to increase from 26,708 in 2006 to 29,987 in 2012, an increase of 10%. Additionally, revenues generated at the Jackson AMTRAK station were over \$1,000,000.

The partnership of AMTRAK, Norfolk-Southern, and MDOT continues to make significant operational and marketing improvements to this passenger rail corridor. In summer 2011, the State of Michigan and Norfolk Southern (NS) came to an agreement on the terms for the sale of the Dearborn-Kalamazoo portion of the **Wolverine** corridor. Michigan plans to carry out the purchase partially with \$150 million from the federal High Speed Intercity Passenger Rail Program. This track segment joins directly on the west with the AMTRAK-owned Kalamazoo-Porter segment of the same corridor. The sale was completed on December 7, 2012; full transfer of ownership should be completed by spring 2013.

Concurrently, the State received \$196.5 million to upgrade and engineer Dearborn-Kalamazoo improvements to bring track speeds to 110 mph throughout, improving safety, comfort, and travel times for passengers all along the **Wolverine** corridor. With improvements on the AMTRAK-owned segment, over 200 miles of the corridor will be under the control of AMTRAK and Michigan DOT, with the aim of reducing travel times between Chicago and Detroit from 5 hours, 15 minutes to less than four hours. AMTRAK has opened a new maintenance base in Jackson to serve this portion of the route.

AMTRAK has an ongoing partnership with the Federal Railroad Administration and the State of Michigan to develop a radio-based train communication system, the Incremental Train Control 4 System (ITCS). It is currently in high-speed revenue service on 80 miles of AMTRAK-owned track in Michigan and works to prevent train-to-train collisions, train over-speed conditions, and protect track workers.

The Michigan Department of Transportation has initiated a \$4 million Chicago-Detroit/Pontiac Passenger Rail Corridor Program study. The Record of Decision (ROD) of the Preferred Alternative Identification should be completed in the summer of 2014. The vision of the study is to provide safe and reliable passenger rail service that offers frequent, daily round trips at speeds up to 110 miles-per-hour. Passenger rail improve-

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ments will be evaluated along the corridor as well as the following three program components:

1. Evaluation of route and service alternatives;
2. Tier 1 Environmental Impact Analysis; and
3. Service Development Plan.

For more information, please go to www.michigan.gov/mdot.

Freight Service. A Detroit/Chicago mainline is located parallel to I-94 in Jackson County. Norfolk-Southern operates daily through and local freight service on approximately 642 miles of track within Michigan. The main commodity is coal from the mines in the eastern half of the country. Coal transported by NS is exported to steel mills and power plants around the world.

A secondary mainline in Jackson County, the Jackson & Lansing Railroad Company, connects with Norfolk Southern in Jackson and CSX and Canadian National (CN) in Lansing with daily “freight only” service.

FUTURE FORECASTS AND NEEDS

Rail transportation —both freight and passenger service— will continue to be available to the residents of Jackson County, with any future investment decisions determined by the private sector. The continuing efforts to develop high-speed passenger service along the Chicago-Detroit corridor is encouraged for the successful advancement of rail service as an alternate mode of transportation. The JACTS 2040 Long Range Transportation Plan encourages the continuing efforts to improve safety at road/rail crossings and the development of an intermodal facility at the site of the existing Jackson AMTRAK Station in order to accommodate both rail and transit operations (Figure 6-3).

Figure 6-2
Passenger Rail System

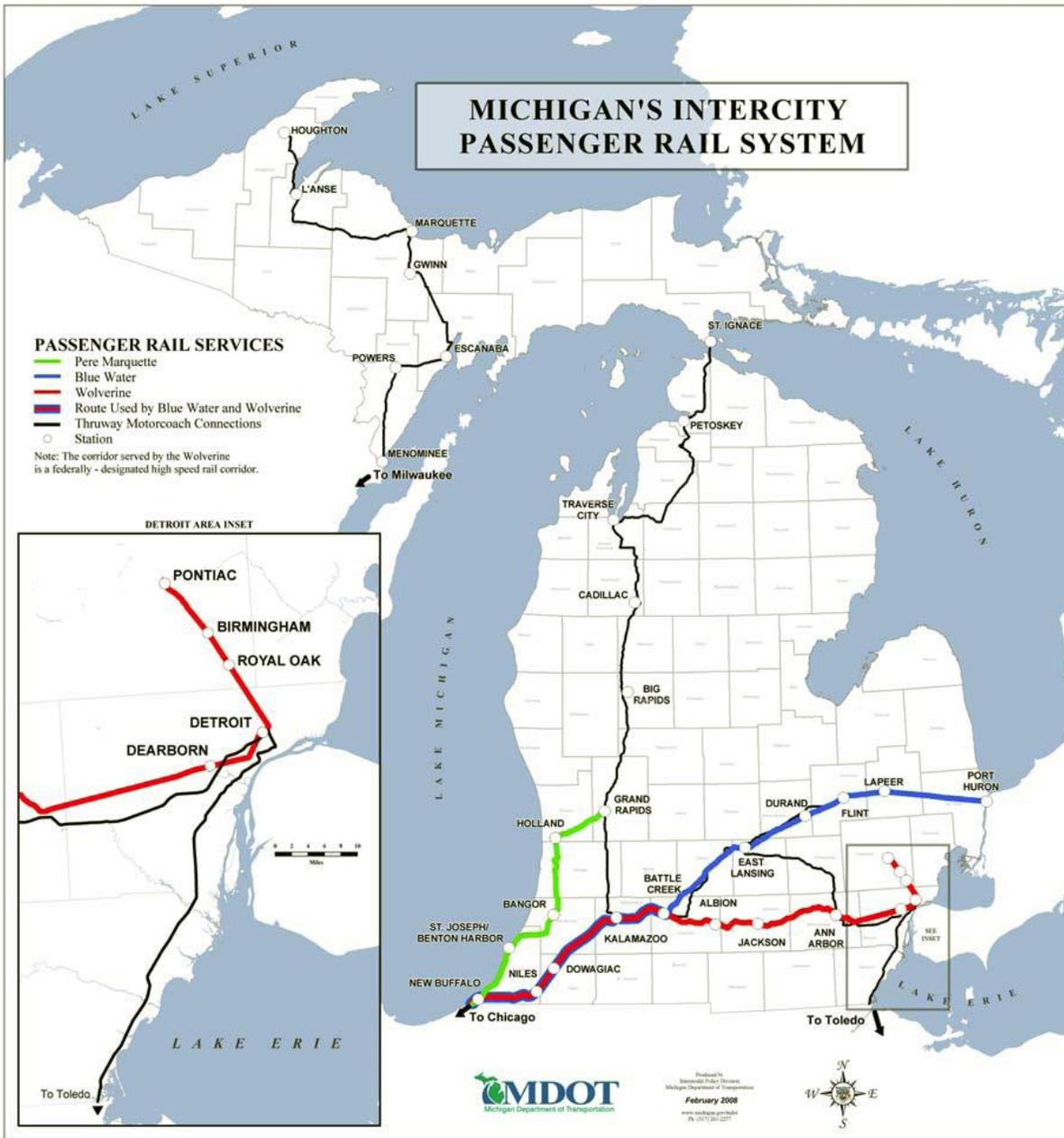


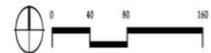
Figure 6-3
Amtrak Intermodal Center



Jackson Amtrak Depot Intermodal Study

Potential Future Growth Site Plan

City of Jackson, Michigan



December 30, 2005

SMITHGROUP

TRUCKING

Tonnage of goods moved by trucks throughout Michigan has decreased substantially since 2003. While the economy is on the rebound, at a slower pace than would be desired, indications are that trucking movements have begun to increase. According to 2009 statistics from IHS Global Insight, tonnage moved to, from, within, and through Michigan totaled approximately 434 million tons. This is about 240 million tons less than 2003, a drop of 35%. Of this total, the trucking share was 67%, dropping from 70%. Truck volumes are expected to increase by nearly 40% over the next 20 years.

There are approximately 1,900 miles of public roadway in Jackson County. However, not all these roads are expected to provide the same types of service, nor are any of them expected to operate totally independent of the entire roadway system. A tiered and “classified” roadway system provides a means of determining the optimal routes for accommodating truck traffic in urban and rural areas. The “heavy” truck category, with six or more tires on the road, is directed to specific routes. The city and county of Jackson both have specific listings of streets that can accommodate the heavy trucks.

There are approximately 15 trucking operations of varying sizes in Jackson County. They account for several hundred truck movements each day. In addition, there are several major businesses/corporations which generate truck traffic at their facilities.

The American Trucking Association (ATA) has identified several significant issues that the trucking industry is facing. Along with congestion and access issues, the ATA has also identified the following areas of concern which can impact transportation planning:

- Energy
- Hazardous Materials
- Tolls and Public/Private Partnerships
- Truck Size and Weight Issues
- Safety (hours of operation, distracted driving, vehicle safety)
- Security
- Cross Border Topics

To the extent possible, these concerns are taken into consideration within the development of this Plan.