

# Chapter 6

## Performance Measures & Systems

### Performance Reporting

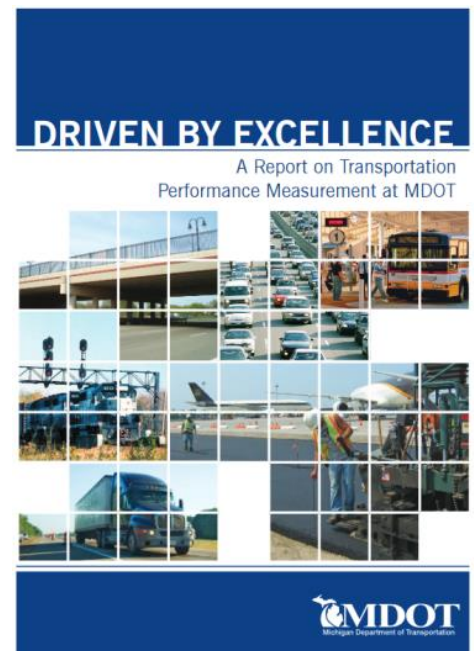
Transportation legislation developed by Congress provides a vision and direction for all transportation agencies. In July 2012, President Obama signed MAP-21 that established transportation systems move toward a performance- and outcome-based program. The objective of the performance and outcome-based program is for the investment of resources in projects that collectively make progress toward the achievement of nationally set goals. The emphasis was continued the FAST Act. As part of the bill, national performance goals were created for roads, highways, and public transportation.

#### Program Overview

##### Roads and Highways National Performance Goals

The performance measures were created around monitoring the federal aid highway program. They are designed to be national goals to help monitor the success of the transportation system and help drive investment. Below is a brief summary of the seven national goals included in MAP-21.

1. **Safety** - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads
2. **Infrastructure Condition** - To maintain the highway infrastructure asset system in a state of good repair
3. **Congestion Reduction** - To achieve a significant reduction in congestion on the National Highway System
4. **System Reliability** - To improve the efficiency of the surface transportation system
5. **Freight Movement** - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development
6. **Environmental Sustainability** - To enhance the performance of the transportation system while protecting and enhancing the natural environment
7. **Reduced project delivery delay** - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies/work practices.



##### Public Transportation National Performance Goals

MAP-21 also mandated the Federal Transit Administration (FTA) to develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The Transit Asset Management Final Rule became effective October 1, 2016 and established four performance measures. The performance management requirements are a minimum standard for transit operators. Providers with more data and sophisticated analysis expertise are allowed to add performance measures. Below are the asset categories that are the focus of the transit asset management performance measures:

1. Rolling Stock - means a revenue vehicle used in providing public transportation, including vehicles used for carrying passengers on fare-free services.
2. Equipment - means an article of nonexpendable, tangible property has a useful life of at least one year.
3. Facilities - means a building or structure that is used in providing public transportation
4. Infrastructure - means the underlying framework or structures that support a public transportation system.



In addition to transit asset management goals and performance measures, FTA is also expected to identify performance measures for safety and safety planning that transit agencies must address.

## National Goals Implementation Schedule

The timeline for implementation of the national performance measures is determined when a final rule establishing the date for the rule is effective. The table outlines the effective date of the final rule and when States and MPOs must take action.

Final Rule	Effective Date	States Set Targets By (1 year)	MPOs Set Targets By	MTP and TIP Inclusion
Safety Performance Measures	April 14, 2016	August 31, 2017	Up to 180 days after the states set targets, but not later than Feb. 27, 2018	Updates or amendments on or after May 28, 2018
Pavement/Bridge Performance Measures	May 20, 2017	May 20, 2018	No later than 180 days after the State(s) sets target November 16, 2018	Updates or amendments on or after May 20, 2019
Reliability & Freight Performance Measures	May 20,2017	May 20, 2018	May 27, 2018	Updates or amendments on or after May 20, 2019
Statewide non-metropolitan and metropolitan planning	May 27, 2016	There are no measures associated with the planning rule.		
Asset Management Plan	October 2, 2017	By April 30, 2018 State DOTs submit initial plans describing asset management plan processes. By June 30, 2019 State DOTs submit fully compliant asset management plan.		
Transit Asset Management Plan	October 1, 2016	January 1, 2017	Optional reporting year for 2017 and mandatory for 2018. State will set targets for rural transit providers and urban providers will set own targets.	
Transit Safety Plan	Currently no regulation has been adopted to enact this rule.			

## **Targets**

Within one year of the USDOT final rule on performance measures, states are required to set performance targets in support of those measures. To ensure consistency, each state must to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO

### **Target Coordination with MDOT**

Performance target coordination between MPOs and MDOT began in January 2017. As Michigan MPOs, MDOT, and FHWA staff meet monthly as part of the Michigan Transportation Planners Association (MTPA), it was convenient to follow scheduled MTPA meetings with a Target Coordination Meeting led by MDOT. The Target Coordination Meetings give MDOT and FHWA the opportunity to provide updates on performance measures and target setting to the MPOs. The meetings also give the MPOs an opportunity to ask questions and provide feedback on the methods used to set performance targets. MTPA members have been meeting with various MDOT agencies in the development of language and timelines to implement the targets. This MDOT Transportation Performance Measures Metro Team has met monthly to ensure the timely delivery of these targets for MPOs to incorporate into their local planning documents. MPOs have also been coordinating with MDOT to develop a process for reporting MPO performance targets and the recommended action to be taken by MPO Policy Committees on setting performance targets.

### **Performance Reporting Requirements**

MDOT is required to report to FHWA on the establishment of state performance targets and the progress made in attaining the state targets on a biennial basis. The reports are due October 1 of each even numbered year.

Federal regulations require the use of four-year performance periods over which progress toward attaining targets is tracked and reported. The first performance period for most performance measures runs from January through December 2022 for all performances measures. The exception to the four-year performance period is for the safety performance measures, which are required to be established and reported by MDOT to FHWA through the Highway Safety Improvement Program Annual Report by August 31 of each year.

MPOs are not required to provide annual reports other than MPO decisions on targets. MPOs are required to report MPO performance targets to MDOT in accordance with the documented procedures for MPO reporting targets. This will result in MPOs reporting MPO safety targets annually to MDOT, and other performance targets as they are established.

## **Road and Highway Future Targets**

There are additional performance measures that do not have published targets as of the adoption of this plan. The dates of inclusion can be found below. As the targets are set and published by the state DOT, the MPOs will take action either through adoption of the state targets or development of MPO specific targets. The following are the performance measures that do not currently have set targets to date.

### **1. Interstate and National Highway System Pavements (Target Due May 20, 2018)**

Current coordination efforts include evaluation of the pavement condition on the interstate and non-interstate National Highway System (NHS). The evaluation of the pavement will be evaluated by four metrics:

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- International Roughness Index (IRI)
- Cracking Percent
- Rutting
- Faulting



The rule designates that MDOT is required to establish two and four year targets for pavement condition on the NHS. There are two sets of targets, one for the Interstate System, and the other for the Non-Interstate NHS. The first performance period takes place for January 1, 2018 to December 31, 2022, with MDOT targets due on May 20, 2018. MDOT is required to submit biennial progress reports to FHWA. There are four performance measures for assessing pavement condition based on composite analysis of the metrics. MDOT has preliminary provided the following information on performance measure and targets:

Pavement Condition Metric	Statewide Baseline	State Target
% of Interstate pavement of Good Condition	46%	To be determined
% of Interstate pavement in Poor Condition	9%	To be determined
% of Non-Interstate NHS pavement in Good Condition	49%	To be determined
% of Non-Interstate NHS pavement in Poor Condition	19%	To be determined

## 2. NHS Bridges (Target Due May 20, 2018)

Current coordination efforts include evaluation of the condition of the substructure, superstructure, deck, and culverts for bridges on the NHS system. The evaluation of the bridges will use the National Bridge Inspection Standards (NBIS). Each substructure, superstructure, deck, and culvert are rated on a 0-9 scale and recorded in the National Bridge Inventory (NBI) database. The NBI Condition ratings are broken up into three categories below:



- Good Condition: Rating of 7-9
- Fair Condition: Rating of 5-6
- Poor Condition: Rating of 0-4
  - Serious or Critical Condition: Rating of 2-3
  - Imminent Failure/Failed Condition: Rating of 0-1

The rule designates that MDOT is required to establish two and four year targets for bridge condition on the NHS. MDOT targets are due on May 20, 2018. MDOT is required to submit three performance reports to FHWA within the four year performance period. There are two performance measures for assessing bridge condition:

- % of NHS bridges in Good Condition
- % of NHS bridges in Poor Condition

The minimum penalty threshold requires that no more than 10% of NHS bridges measured by deck area be classified as structurally deficient.

NHS Bridge Condition	Statewide Baseline			State Target		
	Good	Fair	Poor	Good	Fair	Poor
% by deck area	33%	57%	10%	TDB	TDB	TDB
% by count	31%	63%	6%	TDB	TDB	TDB

As of the adoption of this plan, MDOT was still working on the development of this target.

### 3. Interstate and NHS reliability (Target Due May 20, 2018)

In 2015, MDOT formed the Statewide Congestion Management Group (SCMG) to coordinate efforts between the Department and MPO's that address federal system performance measures. Since that time, this group has produced a congestion analysis white paper, reviewed and commented on draft performance measures, provided comment on a RFP for vehicle probe data, and discussed best practices and issues with measuring congestion.

By May 2018, MDOT will submit statewide targets for the federal system performance measures. MPO's will have six months to either support the statewide targets or develop their own. MDOT is working with the MPO's to discuss the process and methods for setting the targets, and the RITIS and INRIX platforms that can help agencies set their own targets if they desire. The performance measures for assessing interstate and NHS reliability is as follows. MDOT has preliminary provided the following information on performance measure and targets:

Reliability Metrics	Statewide Baseline	State Target
% of person-miles traveled on interstate that are reliable	84%	75%
% of person-miles traveled on non-interstate NHS that are reliable	80%	70%

As of the adoption of this plan, MDOT was still working on the development of this target.

### 4. Freight movement on the Interstate

Freight movement will be assessed by a Truck Travel Time Reliability (TTTR) Index by analyzing freight travel over several time periods. The measure comes from the recognition that the industry's unique use of the transportation system during all times of a day. MDOT and the Jackson MPO will have the choice of using FHWA's National Performance Management Research Data Set or an equivalent data set. The performance measure for assessing freight movement is as follows. MDOT has preliminary provided the following information on performance measure and targets:

Freight Movement Metric	Statewide Baseline	State Target
Truck Travel Time Reliability Index - Interstate	1.36	To be determined

MDOT must establish 2- and 4- year targets by May 20, 2018. The targets will be reported in the State's baseline performance period report due by October 1, 2018. MDOT will have the option to adjust the 4-year target in their mid performance period progress report, due October 1, 2020. As of the adoption of this plan, MDOT was still working on the development of this target.

### Infrastructure Alignment

The transition to performance-based planning is underway at the Jackson MPO and will continue as the federally-required performance measures continue to be identified, understood, and move toward maturity. At the time of the plan's adoption, there remain several performance measures that have yet to be finalized by the USDOT. The only performance measures that MPOs have been required to address are the transit asset management measures and the five highway-related safety measures. MPOs will be working through the remaining performance measure throughout the rest of this year.

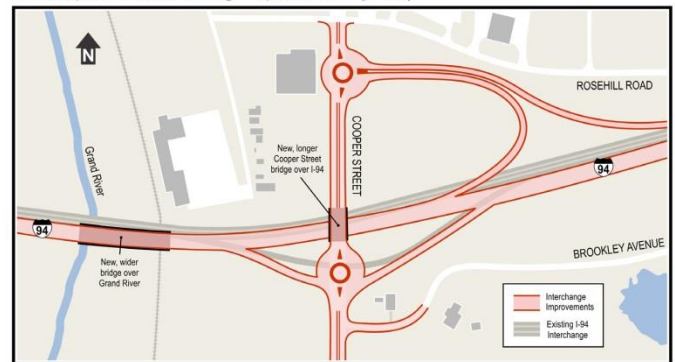
MDOT is working with the Jackson MPO to understand many of the federally-required measures. For planning agencies to maximize the benefits of performance-based planning, good data is needed on the current and desired transportation system. The data is important to set strategic directions, analyze how funds are invested and programmed, and evaluate program outcomes. For most performance measures there is not a lot of good information to base decisions on. The lack of data makes it difficult to determine how projects or a program of projects will impact future performance.

As planning agencies around the country gain experience in working with the federally-required measures, tools will likely be developed to help agencies understand the impact that investments will have on outcomes. This will allow for the consideration of the tradeoffs in pursuing or focusing on one measure over another to produce results that are important to the stakeholders in the Jackson MPO

A list of the FY 2017 – 2020 TIP projects and the performance areas that they align with is found in the appendix. Information in the projection description, primary work type and other narrative associated with the project in the TIP were used to determine if a project aligns with the performance areas. The Region 2 Planning Commission staff assessed the local (City of Jackson and Jackson County) projects, MDOT assessed MDOT projects, and the JATA assessed the transit agency projects. The performance areas for which targets have been considered by Jackson MPO appear in the uncolored columns – safety, transit safety, transit asset management. The performance areas that have not yet been considered – pavement, bridge and reliability – are in gray.

A major project initiative currently underway by MDOT is the I-94 modernization project. This long-term project will significantly impact the Jackson MPO performance-based planning measures. The currently programmed work found in the FY 2017 – 2020 TIP includes: reconstructing 1.4 miles of freeway between Lansing Avenue and Elm Road, resurfacing 3.5 miles of freeway between Lansing Avenue and M-60, redesigning and rebuilding of the I-94/Cooper St interchange, including the addition of new roundabouts and reconstructing the Cooper St bridge and ramps, and replacing the bridge over the Grand River.

I-94/Cooper Street interchange improvements (in red)



The I-94 project work will positively impact several of the national targets, including Safety, Pavement/Bridge, and System Performance Measures. The planned work along the nine-mile corridor will include the addition of a “merge-weave” lane, widened median and shoulders, reconstructed interchange ramps and bridges adhering to modernized standards. These planned improvements will serve to increase the safety of the corridor for both passenger vehicles as well as freight traffic. These improvements will positively contribute towards improving the Safety Performance Targets. The nearly five miles of newly reconstructed or resurfaced pavement will contribute to both the Jackson MPO and Statewide Interstate and National Highway System Pavement Targets. The programmed replacement of the Cooper St and Grand River bridge, as well as planned future bridge replacements will also contribute NHS Bridges Target. Lastly, the planned “merge-weave” lane, widened median and shoulders, reconstructed interchange ramps and bridges should also positively impact the Interstate and NHS reliability and Freight movement on the Interstate Targets.

## Performance Reporting Requirements

According to the FAST Act, a long range transportation plan needs to include a system performance report and subsequent updates evaluating the condition and performance of the transportation system with respect to the performance targets. The information should include progress achieved by the MPO in meeting the performance targets in comparison with system performance recorded in previous reports, including baseline data. The long range transportation plan will provide information on the current and proposed target information adopted by MDOT for roads, highways, and transit. Updates to target data will be on the agencies website.

## Roads and Highways Reporting Requirements

MDOT is required to report to FHWA on the establishment of state performance targets and the progress made in attaining the state targets on a biennial basis (October 1 of each even numbered year). One exception to the biennial reporting requirements is for the safety performance measures, which are

required to be reported by MDOT to FHWA through the Highway Safety Improvement Program Annual Report by August 31 of each year.

MPOs are not required to provide annual reports other than MPO decisions on targets. MPOs are required to report MPO performance targets to MDOT in accordance with the documented procedures. This will result in MPOs reporting MPO safety targets annually to MDOT, and other performance targets as they are established (every two or four years).

## **2018 Safety Targets - Roads and Highways**

Federal regulations require the use of five year rolling averages for each of the performance measures, which include: Fatalities, Fatality Rate per 100 million VMT, Serious Injuries, Serious Injury rate per 100 million VMT, Non-motorized fatalities and serious injuries. The values used in creating the following charts for 2017 and 2018 are estimates provided by MDOT.

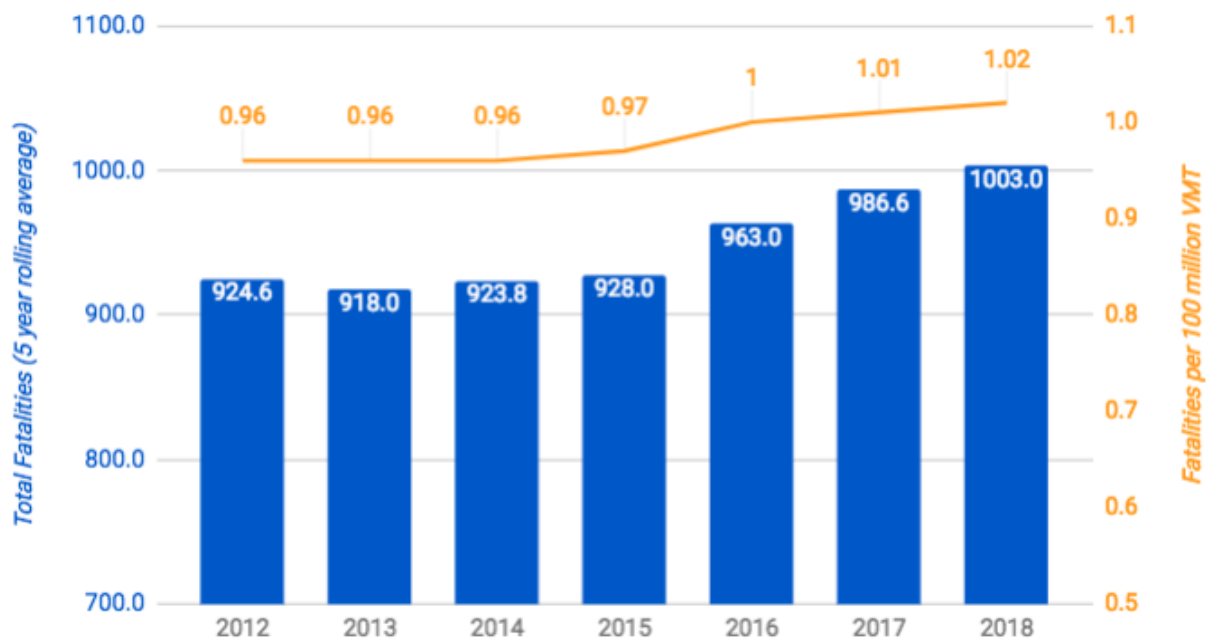
### **Total Fatalities & Fatalities Rate**

**How Targets Are Set:** MDOT and Office of Highway Safety planning used two different models to forecast the total fatalities and serious injuries for target setting. The fatality models developed by MDOT relied on the relationship between oil prices, the Dow Jones Industrial (DJI) futures and fatalities. The price of oil and the level and changes in the DJI futures are closely correlated to the travel demand and traffic crashes. The second model was developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a recently completed research report titled *Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States*. The model relies on the correlation between traffic crashes and vehicle miles traveled (VMT), Gross Domestic Product (GDP) per capita, median annual income, and the unemployment rate among 16-24 year olds.

To determine the forecasted five year rolling average for Fatalities, Fatality rate per 100 million VMT, Serious Injuries, and Serious Injury Rate per 100 million VMT, the forecast was obtained from the models for 2017 and 2018. The final forecasted value for fatalities is the average of MDOT and UMTRI forecasted values which predicts **1,058 in 2017 and 1,030 in 2018**. The target for calendar year 2018 is **1,003** for fatalities and **1.02** for fatality rate, which is shown on the following table.

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## Michigan Total Fatalities and Fatality Rate



**Chart Interpretation:** The statewide number of fatalities rose significantly in 2016 and 2017. While part of the rise reflects an increase in the overall amount of travel in the state, the fatality rate shows elevated risk for every mile traveled in 2016 and 2017.

**Reporting Requirements:** MDOT is required to report to FHWA on the establishment of state performance targets and the progress made in attaining the state targets on a biennial basis (October 1 of each even numbered year). One exception to the biennial reporting requirement is for the safety performance measures, which are required to be reported by MDOT to FHWA through the Highway Safety Improvement Program Annual Report by August 31 of each year.

### State Actions

- To meet the safety goal of reducing fatalities and serious injuries on the state Trunkline system the strategy of the Safety Program is to select cost-effective safety improvements, as identified in Michigan's Strategic Highway Safety Plan (SHSP), to address Trunkline locations with correctable fatality and serious injury crashes.
- All proposed safety funded improvements must be supported by the MDOT Region's Toward Zero Deaths Implementation Plan to mitigate crashes within the area. Priority is given to those projects with SHSP focus area improvements that have the lowest cost/benefit analysis or are a proven low-cost safety improvement to address the correctable crash pattern.
- On the local road system, MDOT administers federal safety funds for safety improvements supported by a Local Road Safety Plan or addressed by means of a low-cost safety project. High Risk Rural Road is one program used to address rural roadways where fatalities and serious injuries exceed the statewide average for that class of roadway.

### MPO Actions

- As shown in the table below, the Jackson MPO supported the adoption of the MDOT's State Targets for Safety Performance Measures for Calendar Year 2018. This established targets for five performance measures based on five year rolling averages, including:

- Number of Fatalities,
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),

#### Michigan State Safety Targets for Calendar Year 2018

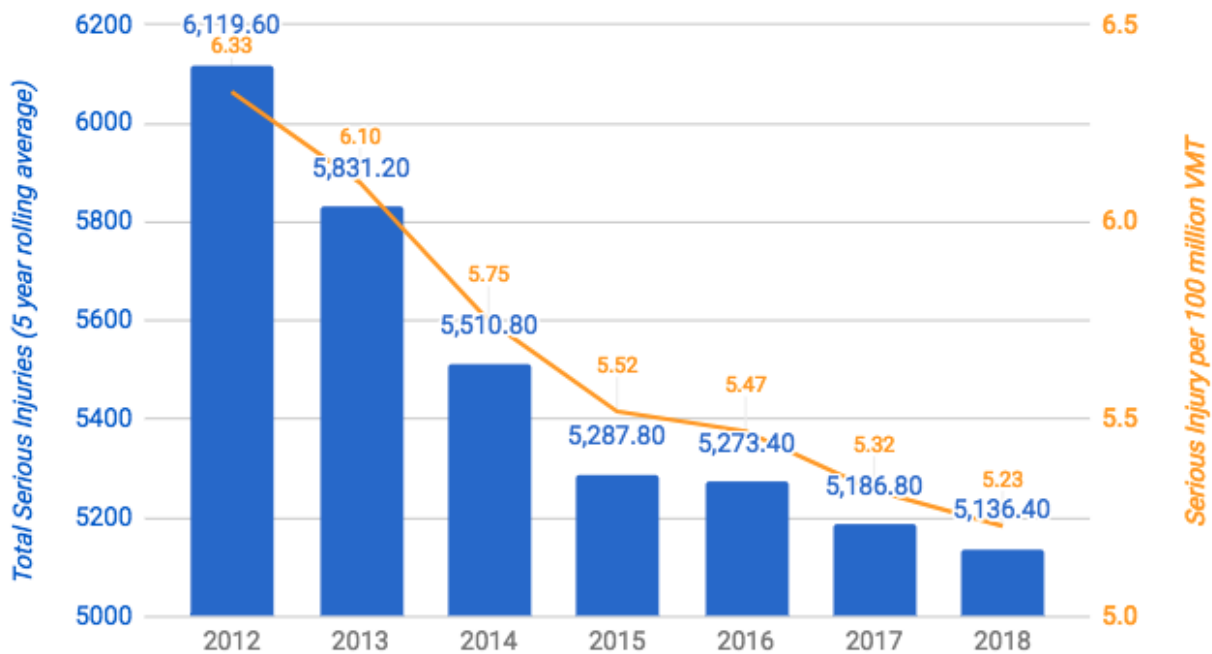
Safety Performance Measure	Baseline Through Calendar Year 2016	Calendar Year 2018 State Safety Target
Fatalities	963.0	1,003.2
Fatality Rate	1.00	1.02

- Implement the recommended strategies based on the defined emphasis areas for Jackson County in the Region 2 Regional Transportation Safety Plan
  - There should be a particular focus on locations outlined in Appendix B – Top Local Road Locations by Emphasis Area
- Give priority in the TIP to projects that address safety
- Encourage Act 51 Agencies to implement systemic treatments, such as cable stay barriers and center rumble strips to reduce lane departure crashes
- Use data to develop projects that address safety hazards in particular locations
- Promote safe travel habits for drivers, cyclists, and pedestrians through education and enforcement initiatives and programs

## Total Serious Injuries & Serious Injuries Rate

**How Targets Are Set:** The UMTRI model was the sole model used in forecasting total serious injuries as it exhibited a strong linear relationship of the ratio of serious injuries and fatalities (A/K). The forecasting total for serious injuries is **5,243 in 2017 and 5,031 in 2018**. The target for calendar year 2018 is **5,136** for serious injuries and **5.23** for serious injury rate.

### State Total Serious Injuries and Serious Injury Rate



**Chart Interpretation:** The statewide number of serious injuries has seen a decrease since 2012. While there has been an increase in the overall amount of travel in the state, the serious injury rate shows the serious injury rate trending down for risk for 2017 (5.32) and 2018 (5.23).

#### State Actions

- To meet the safety goal of reducing fatalities and serious injuries on the state Trunkline system, the strategy of the Safety Program is to select cost-effective safety improvements, as identified in Michigan's SHSP, to address Trunkline locations with correctable fatality and serious injury crashes.
- All proposed safety funded improvements must be supported by the MDOT Region's Toward Zero Deaths Implementation Plan to mitigate crashes within the region. Priority is given to those projects, within each Region, with SHSP focus area improvements that have the lowest cost/benefit analysis or are a proven low-cost safety improvement to address the correctable crash pattern.
- On the local road system, MDOT administers federal safety funds for safety improvements supported by a Local Road Safety Plan or addressed by means of a low-cost safety project. High Risk Rural Road is one program used to address rural roadways where fatalities and serious injuries exceed the statewide average for that class of roadway.

**MPO Actions**

- As shown in the table below, the Jackson MPO supported the adoption of the MDOT's State Targets for Safety Performance Measures for Calendar Year 2018. This established targets for five performance measures based on five year rolling averages, including:
  - Number of Serious Injuries,
  - Rate of Serious Injuries per 100 million VMT

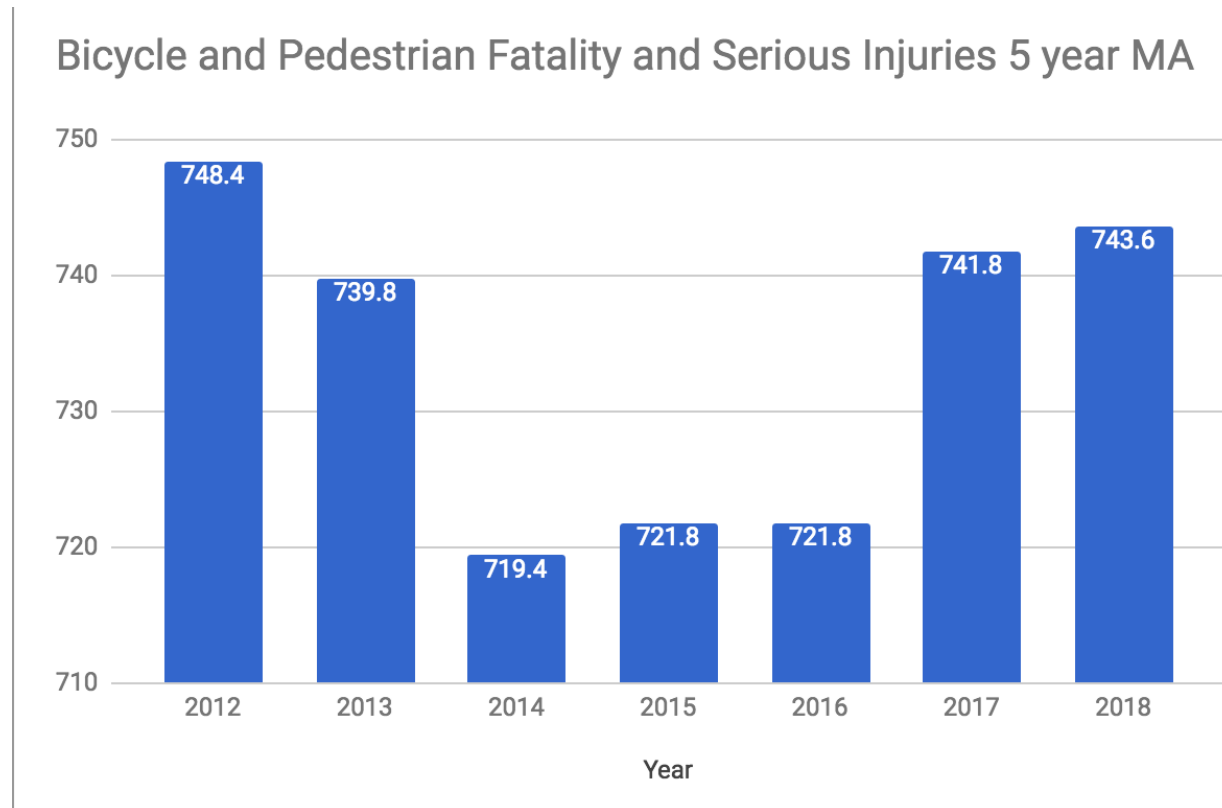
**Michigan State Safety Targets for Calendar Year 2018**

<b>Safety Performance Measure</b>	<b>Baseline Through Calendar Year 2016</b>	<b>Calendar Year 2018 State Safety Target</b>
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate	5.47	5.23

- Implement the recommended strategies based on the defined emphasis areas for Jackson County in the Region 2 Regional Transportation Safety Plan
    - There should be a particular focus on locations outlined in Appendix B – Top Local Road Locations by Emphasis Area
  - Give priority in the TIP to projects that address safety
  - Encourage Act 51 Agencies to implement systemic treatments, such as cable stay barriers and center rumble strips to reduce lane departure crashes
  - Use data to develop projects that address safety hazards in particular locations
  - Promote safe travel habits for drivers, cyclists, and pedestrians through education and enforcement initiatives and programs
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## Total Bicycle & Pedestrian Fatality & Serious Injuries

**How Targets Were Set:** Results from the UMTRI model the (the A/K relationship) was also used to generate forecasted 5 year moving average values for bicycle and pedestrian fatalities and serious injuries for 2017 and 2018. The forecasting total for fatalities and serious injuries is **782 in 2017 and 752 in 2018**. The target for calendar year 2018 is **743.6** for fatalities and serious injuries.



**Chart Interpretation:** Fatalities and Serious Injuries have seen a general downward trend since 2012 and saw lower numbers from 2014-2016. The increase in fatality and serious injury rate may be due to an overall increase in vehicular traffic (due to a good economy and inexpensive gas prices) as well as an increase in distracted driving. These factors don't appear to be changing in the near future, likely keeping the trends high.

### State Actions

- Implement the recommendations of the MDOT University Region Non-Motorized Plan.
- MDOT continues to work with researchers to improve pedestrian and bicycle safety. Examples of current or past work include the development of gateway treatments for pedestrians and Michigan bicycle and pedestrian travel models.
- MDOT supports Western Michigan University's participation in the Roadway Safety Institute as part of the Region 5 University Transportation Center aimed at high risk road users.
- MDOT also participates with UMTRI in the development of a risk model for non-motorized users, and with Wayne State University in research to further side-path safety.

### MPO Actions

- As shown in the table below, the Jackson MPO supported the adoption of the MDOT's State Targets for Safety Performance Measures for Calendar Year 2018. This established targets for five performance measures based on five year rolling averages, including:
  - Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries

### Michigan State Safety Targets for Calendar Year 2018

Safety Performance Measure	Baseline Through Calendar Year 2016	Calendar Year 2018 State Safety Target
Non-motorized Fatalities & Serious Injuries	721.8	743.6

- Direct the consultants working on the combined City of Jackson and Jackson County Non-Motorized Plan to address safety issues, concerns and needs for drivers, bicyclists, and pedestrians.
- Implement the recommendations in the Non-Motorized Plan upon the plan's completion.
- Focus safety funding on high priority road segments, intersections, and initiatives as identified in the Region 2 Regional Transportation Safety Plan.
- Work with the Walkable Communities Coalition to advocated for the issues and needs of non-motorized users.
- Utilization of MDOT road safety audits and engineering countermeasures, and other initiatives, programs or designs that are promoted as part of the Toward Zero Deaths National Strategy.

### Transit Reporting Requirements

The Federal Transit Administration Transit Asset Management Rule requires a group Transit Asset Management (TAM) plan to set one or more performance targets for each applicable performance measure. The goal is to establish a strategic and systematic process of operation, maintaining, and improving public capital assets effectively through their entire life cycle. The targets should be based on realistic expectations, and the recent data available and the financial resources from all sources that are reasonably expected funding the TAM plan horizon period. The three asset classes to be in the Transit Asset Management plan are: Revenue Vehicles, Service Vehicles, and Facilities.

The targets for 2017 are based on the following assumptions:

- Section 5339: \$1.75M allocated to MDOT
- Section 5310: 55% of rural and small urban 5310 funds allocated to MDOT \$2M
- State match to the above
- Total \$4,687,500 available to meet the targets
- All available funds will be focused on revenue vehicle replacement

**Coordination Efforts:** MDOT discussed the federal requirements. Once MDOT drafted the targets, they were shared with all transit agencies for comments.

2017 State of Michigan State of Good Repair		
Measure	Current Condition	2017 Target
Rolling Stock		Not more than 10% will meet or

Small Bus and Van 5311	11%	exceed the FTA useful life benchmark (ULB)
Small Bus and Van 5310	0%	
Large Bus Class 5311	62%	
Large Bus Class 5310	0%	
<b>Service Vehicles</b>	58%	100% may not meet or exceed the FTA ULB
<b>Facilities</b> - All classes	unknown	100% may be below a 3.0 rating on the FTA Transit Economic Requirements Model (TERM)

**How Targets Are Set:** MDOT ran reports from Public Transportation Management System (PTMS), the reporting system for public transit agencies who receive federal funding. Targets were set based upon funds available to MDOT and the current conditions of revenue vehicles, service vehicles and facilities. Targets are set for the rural area by MDOT on an annual basis each year in January and reported in the National Transit Database (NTD).

#### **Actions**

The state of Michigan will:

- Use 5339 funds in the amount of \$1.75M allocated to MDOT plus the state match of \$437,500 for a total of \$2.18M just revenue vehicles

#### **Urban Transit Targets**

Transit agencies in an urban area are required to develop targets for State of Good Repair that include. The purpose of the State of Good Repair is to establish a strategic and systematic process of operation, maintaining, and improving public capital assets effectively through their entire life cycle. The Jackson Area Transportation Authority provided information in the table on the next page to address the targets.

**2018 Jackson Area Transportation Authority (JATA) State of Good Repair**

<b>Asset Category</b>	<b>Asset Class</b>	<b>Sub-Asset</b>	<b>Useful Life</b>	<b>Performance Measure</b>	<b>2017 Targets</b>	<b>Current</b>
Rolling Stock	Buses	25 ft+	12 yrs	% of fleet exceeds default useful life benchmark	90%	100%
	Vans	Med-Duty	7 yrs		50%	33%
		Light Duty	4 yrs		50%	45%
Equipment	Maintenance / Utility	N/A	Varies		50%	0%
	Non-Revenue Vehicles	Vans	4 yrs		25%	0%
Facilities	Support Facilities	Admin. & Mainten. Facilities	N/A	% of facilities rated under 3.0 on TERM scale	50%	Unknown
	Passenger Facilities	Downtown Transfer Center	N/A		100%	Unknown
Infrastructure	N/A	N/A				

\*Applicable to capital assets that JATA owns, except equipment with an acquisition value under \$50,000 that is not a service vehicle.



FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas					
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Roadways				Transit Safety	
									Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management
1	I-94 BL	2017	City of Jackson	Louis Glick & Washington	Reconstruct	Work associated with the two-way conversion for Louis Glick and Washington in the city of Jackson. This job number will cover all work outside the limits of JN 113565.		\$ 13,074,059	x			x		
2	Kibby Rd	2017	City of Jackson	Cascade Court to West Avenue	Reconstruct	Reconstruct pavement on south side of boulevard and remove north side, roundabout at Kibby and Denton for 740' west of Kibby and install non-motorized path from County path at City limits to County path at Denton	\$ 929,000	\$ 1,161,000	x			x		
3	Facility Upgrades	2017	JATA	Area-wide	Transit facility	Replace HVAC in non-admin areas of main base	\$ 93,398	\$ 116,748						x
4	Transit Capital	2017	JATA	Area-wide	Transit Capital	Purchase snow tires	\$ 5,204	\$ 7,188					x	x
5	Transit Capital	2017	JATA	Countywide	Transit communication equipment	Replace radio system	\$ 12,450	\$ 15,562					x	x
6	Transit Capital	2017	JATA	Countywide	Transit communication equipment	Replace radio system	\$ 20,000	\$ 25,000					x	x
7	Transit Capital	2017	JATA	Countywide	Transit Capital	Replace 2 small buses/vans	\$ 97,600	\$ 122,000					x	x
8	Transit Operating	2017	JATA	County-wide	Transit operations	Transit operating funds	\$ 99,000	\$ 696,000						
9	Transit Operating funds	2017	JATA	County-wide	Transit operations	Transit operating funds	\$ 1,232,507	\$ 3,465,082						
10	Berry Rd and Rives Eaton Rd	2017	JCDOT	Rives Eaton to Lansing and Perine to Berry	Restore & rehabilitate	Preventative Maintenance	\$ 292,400	\$ 365,500						
11	Coats Rd	2017	JCDOT	Moscow Rd to 1000' east of Moscow Rd	Reconstruct	Widen and reconstruct		\$ 359,294	x			x		
12	Robinson Rd	2017	JCDOT	Spring Arbor to Kibby	Resurface	Cold mill, paving fabric, resurface	\$ 374,708	\$ 469,000	x					
13	Springport Rd	2017	JCDOT	Airport Road at Springport Road	Traffic ops/safety	Install countdown pedestrian signals and ADA ramps	\$ 80,960	\$ 101,200		x				
14	W Michigan Ave	2017	JCDOT	W Parma Village Limit to Glasgow Rd	Restore & rehabilitate	Preventative Maintenance	\$ 280,000	\$ 350,000	x					
15	W. Michigan Avenue	2017	JCDOT	M-99 to N. Concord Road	Restore & rehabilitate	HMA Overlay	\$ 323,712	\$ 404,640	x					
16	I-94	2017	MDOT	Over Conrail and the Grand River	Miscellaneous	Construction oversight by railroad of work on it's property		\$ 25						
17	I-94	2017	MDOT	I-94 at Elm Rd	Reconstruct	Reconstruct Interchange	\$ 452,487	\$ 20,149,000	x			x		
18	I-94	2017	MDOT	I-94 at Elm Rd	Reconstruct	Reconstruct Interchange	\$ 1,325,147	\$ 20,149,000	x			x		
19	I-94 BL	2017	MDOT	Brown to Louis Glick	Reconstruct	Reconstruct	\$ 6,985,163	\$ 10,434,059	x					
20	I-94BL	2017	MDOT	Cooper St to Dwight St	Resurface	HMA Cold Milling and Single Course Overlay	\$ 989,841	\$ 1,299,336	x					
21	M-106	2017	MDOT	Bunkerhill Rd to 1300 ft west of Sayers Rd	Resurface	Single Course Mill and Resurface	\$ 435,993	\$ 547,892	x					
22	M-106	2017	MDOT	M-52 in Stockbridge southwest to the Portage River Bridge just west of Hawkins Road	Roadside facility	Non-motorized trail improvement with bridge replacements	\$ 509,840	\$ 6,324,000			x			

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas					
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Roadways				Transit Safety	
									Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management
23	M-124	2017	MDOT	US-12 to M-50	Restore & rehabilitate	HMA cold milling with single course HMA overlay and detail 7 joint repairs	\$ 16,015	\$ 2,133,000	x					
24	M-50	2017	MDOT	Pope Church Rd to Ingham CL / Jackson CL	Resurface	Micro-Surface, Warranty	\$ 670,743	\$ 834,478	x					
25	M-50	2017	MDOT	Rives Junction to Pope Church Rd	Resurface	Micro-Surface, Warranty	\$ 611,148	\$ 760,890	x					
26	M-50/US-127BR	2017	MDOT	North St to Boardman Rd	Restore & rehabilitate	Longitudinal Joint Repair	\$ 282,000	\$ 370,000	x					
27	M-50/US-127BR	2017	MDOT	Washington Ave to South St	Restore & rehabilitate	Concrete pavement repair	\$ 18,130	\$ 979,000	x					
28	M-60	2017	MDOT	Emerson Road to Renfrew Road	Resurface	HMA cold milling and 2 course overlay HMA resurfacing with minor drainage improvements, guardrail upgrade, intersection improvements, and signal modernization		\$ 4,505,666	x			x		
29	M-60	2017	MDOT	Chapel Road to Emerson Road	Restore & rehabilitate	Rehabilitation and intermittent reconstruction including widening for center left-turn lane between Chapel Road and Dearing Road; drainage improvements, sidewalk upgrades and possible non-motorized work	\$ 368,325	\$ 10,231,078	x			x		
30	M-60	2017	MDOT	Spring Arbor Rd to I-94	Resurface	HMA cold milling with single course HMA overlay and detail 7 joint repairs. Plus ramp resurfacing at Michigan Ave.	\$ 18,979	\$ 1,693,000	x					
31	M-60	2017	MDOT	Chapel Road to Emerson Road	Resurface	Resurface/widening with CLTL	\$ 49,110	\$ 10,481,078	x			x		
32	M-99	2017	MDOT	Railroad St. to Jackson county line	Resurface	Single Course Micro Surface	\$ 737,883	\$ 919,000	x					
33	M-99	2017	MDOT	I-94 to Willow St.	Restore & rehabilitate	Single chip seal with fog seal	\$ 13,642	\$ 917,000	x					
34	US-127	2017	MDOT	US-127 from north of Henry Road to the JCL	Studies	Consultant road scoping; starting with obligation in FY 2017 and ending September 30, 2018		\$ 548,000						
35	Fourth St	2018	City of Jackson	Audubon to Horton	Traffic ops/safety	Single course mill and resurface, construct roundabout at Hickory, with intersection realignment at Fourth & Horton, and connect PAKA Trail to Ella Sharp Museum	\$ 782,000	\$ 977,000		x		x		
36	Fourth Street	2018	City of Jackson	Horton Road	Traffic ops/safety	Replace signal with mast arms	\$ 85,000	\$ 106,000		x				
37	Facility Upgrades	2018	JATA	Area-wide	Transit facility	Administrative office rehabilitation and upgrade	\$ 113,000	\$ 141,000						x
38	Transit	2018	JATA	Countywide, Jackson Area Transit Authority	Transit vehicle additions/replacements	2 Small Buses	\$ 100,000	\$ 125,000					x	x
39	Transit Operating	2018	JATA	County-wide	Transit operations	Transit operating funds	\$ 1,249,000	\$ 4,743,000						
40	Transit Operating	2018	JATA	County-wide	Transit operations	Transit operating funds	\$ 102,000	\$ 716,000						

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas					
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Roadways				Transit Safety	
									Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management
41	Ann Arbor Rd Non-Motorized	2018	JCDOT	Hackett St to Ponderosa Dr	Roadside facility	Construction of a non-motorized path	\$ 501,345	\$ 802,690						
42	Norvell Rd (Ph. 1)	2018	JCDOT	E Michigan Ave to Phal Rd	Resurface	Cold Mill and Resurface	\$ 501,723	\$ 627,153	x					
43	Rives Junction Rd	2018	JCDOT	Rives Junction Road from M-50 northerly	Roadside facility	Construction of a non-motorized path	\$ 222,224	\$ 277,780						
44	W. Michigan Ave.	2018	JCDOT	M-60 to Glasgow	Resurface	Cold mill and resurface	\$ 320,000	\$ 400,000	x					
45	I-94	2018	MDOT	I-94 over Conrail and the Grand River	Bridge replacement	Realign and Replace Structure	\$ 24,476,715	\$ 27,196,350		x	x	x		
46	I-94	2018	MDOT	M-106 NB and SB (Cooper St) over I-94	Bridge replacement	Bridge Replacement and Associated Road Work	\$ 12,669,481	\$ 17,765,416		x	x	x		
47	I-94	2018	MDOT	M-60 to Sargent Rd	Reconstruct	Reconstruct/Rehab	\$ 46,569,320	\$ 61,968,689	x	x		x		
48	I-94 BL	2018	MDOT	Areawide	Studies	Pavement marking retrorreflectivity readings and condition assessment	\$ 15,300	\$ 17,000						
49	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Longitudinal pavement marking application	\$ 2,250	\$ 2,638,000		x				
50	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Longitudinal pavement marking application	\$ 2,371,500	\$ 2,638,000		x				
51	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Special pavement marking application	\$ 2,250	\$ 563,000		x				
52	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Special pavement marking application	\$ 504,000	\$ 563,000		x				
53	I-94 E	2018	MDOT	I-94 Lansing Road to Elm Road	Miscellaneous	Clearing/tree removal and fencing in advance of mainline reconstruction	\$ 693,000	\$ 770,000						
54	M-106	2018	MDOT	Ganson to Porter St.	Resurface	Single Course Mill and Resurface	\$ 547,557	\$ 749,501	x					
55	M-106	2018	MDOT	M-52 in Stockbridge southwest to the Portage River Bridge just west of Hawkins Road	Roadside facility	Non-motorized trail improvement with bridge replacements	\$ 3,918,136	\$ 6,234,000			x			
56	M-124	2018	MDOT	US-12 to M-50	Restore & rehabilitate	HMA cold milling with single course HMA overlay and detail 7 joint repairs	\$ 1,729,613	\$ 2,113,000	x					
57	M-50/US-127BR	2018	MDOT	Washington Ave to South St	Reconstruct	Concrete pavement repair	\$ 783,214	\$ 979,000	x					
58	M-52	2018	MDOT	Washtenaw Co line to M-106	Resurface	Single course mill & resurface		\$ 957,000	x					
59	M-52	2018	MDOT	Jackson/Washtenaw County Line to M-106	Resurface	HMA cold milling and single course HMA overlay with shoulder gravel		\$ 957,000	x					
60	M-60	2018	MDOT	Chapel Rd to Emerson Rd	Resurface	Resurface/Widening with CLTL	\$ 7,585,332	\$ 10,481,078	x			x		
61	M-60	2018	MDOT	EB and WB over I-94	Bridge replacement	Bridge replacement of SO2-3 and SO2-4 of 38061 with interchange rampimprovements	\$ 3,402	\$ 15,812,000			x			
62	M-60	2018	MDOT	Spring Arbor Rd to I-94	Resurface	HMA cold milling with single course HMA overlay and detail 7 joint repairs. Plus ramp resurfacing at Michigan Ave.	\$ 1,366,531	\$ 1,693,000	x					
63	M-99	2018	MDOT	I-94 to Willow St.	Restore & rehabilitate	Single chip seal with fog seal	\$ 736,656	\$ 917,000	x					
64	US-127	2018	MDOT	At Floyd Ave	Traffic ops/safety	Add traffic signal	\$ 31,381	\$ 31,381		x				
65	Marshall St	2018	Village of Brooklyn	Village Limits to Brooklyn Rd	Resurface	Resurface	\$ 116,000	\$ 270,000	x					

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas					
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Roadways				Transit Safety	
									Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management
66	Francis St	2019	City of Jackson	Morrell to Mason	Reconstruct	Reconstruct	\$ 587,000	\$ 733,750	x			x		
67	Bus Replacement	2019	JATA	Urbanized Area	Transit vehicle additions/replacements	Replace 2 full-size buses	\$ 608,000	\$ 760,000					x	x
68	Transit Operating	2019	JATA	County-wide	Transit operations	Transit operating funds	\$ 1,286,000	\$ 4,885,000						
69	Transit Operating	2019	JATA	County-wide	Transit operations	Transit operating funds	\$ 105,000	\$ 738,000						
70	Laurence Ave	2019	JCDOT	RR to Wildwood	Resurface	Cold mill and resurface	\$ 200,000	\$ 250,000	x					
71	Laurence Ave	2019	JCDOT	Wildwood to Argyle	Resurface	Cold mill and resurface	\$ 400,000	\$ 500,000	x					
72	W Michigan Ave	2019	JCDOT	West Parma VL to M-99	Restore & rehabilitate	Preventative Maintenance	\$ 501,753	\$ 710,446	x					
73	I-94 E	2019	MDOT	I-94 under Lansing Avenue	Bridge replacement	Replace Lansing Avenue bridge OV I-94, approaches, reconstruct I-94 under Lansing Avenue to accommodate weave lanes		\$ 17,360,000		x	x	x		
74	I-94 E	2019	MDOT	I-94 under Lansing Avenue	Bridge replacement	Replace Lansing Avenue bridge OV I-94, approaches, reconstruct I-94 under Lansing Avenue to accommodate weave lanes		\$ 17,360,000		x	x	x		
75	I-94 E	2019	MDOT	I-94 under Lansing Avenue	Bridge replacement	Replace Lansing Avenue bridge OV I-94, approaches, reconstruct I-94 under Lansing Avenue to accommodate weave lanes		\$ 17,360,000		x	x	x		
76	M-50	2019	MDOT	M-124 to Riverside Dr	Restore & rehabilitate	HMA cold milling and single course HMA overlay		\$ 754,000	x					
77	M-60 W	2019	MDOT	Areawide	Restore & rehabilitate	HMA crack treatment and overband crack fill		\$ 400,000	x					
78	M-60 W	2019	MDOT	Areawide	Restore & rehabilitate	HMA crack treatment and overband crack fill	\$ 315,122	\$ 400,000	x					
79	US-127	2019	MDOT	Ayers Rd to Floyd Rd	Restore & rehabilitate	Multiple course micro-surfacing		\$ 810,000	x					
80	US-127	2019	MDOT	Ayres Rd to Floyd Rd	Restore & rehabilitate	Multiple course micro-surfacing	\$ 648,098	\$ 810,000	x					
81	US-127	2019	MDOT	Floyd Rd to I-94 including the ramps at M-50, South St, Page Ave, and Michigan Ave	Restore & rehabilitate	Concrete pavement repair and joint sealing		\$ 1,947,000	x					
82	US-127	2019	MDOT	Floyd Rd to I-94 including the ramps at M-50, South St, Page Ave, and Michigan Ave	Restore & rehabilitate	Concrete pavement repair and joint sealing	\$ 1,567,726	\$ 1,947,000	x					
83	W Main St	2019	Village of Springport	M-99/Mechanic St to Village Limits	Resurface	Resurface	\$ 216,000	\$ 270,000	x					
84	Greenwood/ Wilkins	2020	City of Jackson	Morrell to Jackson	Reconstruct	Reconstruct	\$ 587,000	\$ 733,000	x			x		
85	Facility Upgrades	2020	JATA	Area-wide	Transit facility	Replace paint booth in shop	\$ 113,000	\$ 141,000						x
86	Transit	2020	JATA	Countywide, Jackson Area Transit Authority	Transit vehicle additions/replacements	2 Small Buses	\$ 100,000	\$ 125,000					x	x

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas					
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Roadways				Transit Safety	
									Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management
87	Transit Operating	2020	JATA	County-wide	Transit operations	Transit operating funds	\$ 1,325,000	\$ 5,032,000						
88	Transit Operating	2020	JATA	County-wide	Transit operations	Transit operating funds	\$ 108,000	\$ 760,000						
89	Norvell Rd (Ph. 2)	2020	JCDOT	Phal Rd to Raby Rd	Resurface	Mill and Resurface	\$ 589,150	\$ 736,437	x					
90	O'Neill Dr	2020	JCDOT	Airport to Dead end	Resurface	Cold mill and resurface	\$ 280,000	\$ 350,000	x					
91	Springport Rd	2020	JCDOT	County Farm to Rives Junction	Resurface	Cold mill and resurface	\$ 320,000	\$ 400,000	x					
92	I-94	2020	MDOT	I-94 at Elm Rd	Reconstruct	Reconstruct Interchange	\$ 360,000	\$ 20,149,000	x	x		x		
93	I-94 E	2020	MDOT	Michigan Avenue in Parma to M-60	Reconstruct	Pavement reconstruction with ramp extensions and drainage improvements		\$ 81,234,000	x	x		x		
94	M-50	2020	MDOT	M-124 to Riverside Dr	Restore & rehabilitate	HMA cold milling and single course HMA overlay	\$ 552,964	\$ 754,000	x					
95	M-60	2020	MDOT	EB and WB over I-94	Bridge replacement	Replacement	\$ 12,858,366	\$ 15,811,892			x	x		
96	S King/Tiffany/ Cement City	2020	Village of Brooklyn	Chicago St to Village Limit	Reconstruct	Reconstruction	\$ 28,603	\$ 220,000	x			x		

## Consultation Chapter

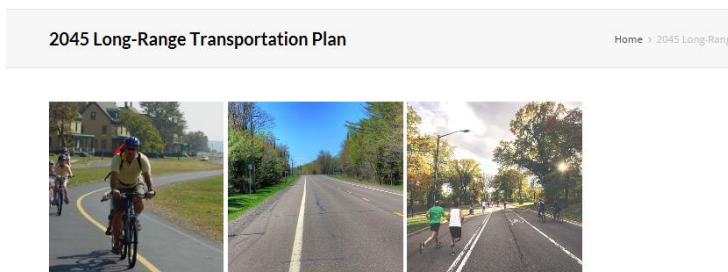
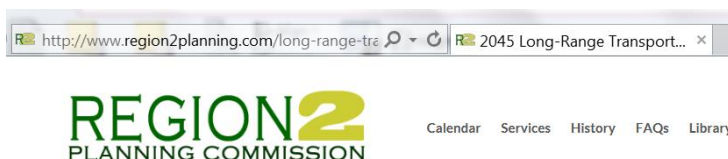
MAP-21, the previous federal transportation bill, requires that the Jackson MPO consult with federal, state, and local entities that are responsible for the following:

- Economic growth and development
- Environmental protection
- Airport operations
- Freight movement
- Land use management
- Natural resources
- Conservation
- Historic preservation
- Human service transportation providers

The goal of this process is to eliminate or minimize conflicts with other agencies' plans and programs that impact transportation.

## Public Participation & Consultation

There were multiple opportunities for public input throughout the planning process. Monthly updates were given at the JACTS Technical and Policy Meetings, and those meetings were advertised in the printed and digital editions of the local newspaper (Citizen Patriot/MLIVE.COM). The JACTS meetings were also advertised on the Region 2 Planning Commission website. A Project Steering Committee was developed and met a few times to gather specific public input. A project contact list was also developed and used to push out notifications that public comments periods were open on draft chapters of the plan.



The Region 2 Planning Commission is starting on the development of the 2045 Long Range Transportation Plan. This is the official transportation plan for the Jackson Metropolitan Planning Organization (MPO), and forms the basis for future transportation funding decisions. The plan identifies transportation-related projects and policies, and is for all transportation modes and facilities – transit, rail, pedestrians, bicycles, freight, roads and vehicles, etc. The last plan was completed 5 years ago, and federal law requires an updated plan every 5 years.

For more information, questions, or comments, please contact Tanya DeOliveira, Transportation Planner at [tdeoliveira@co.jackson.mi.us](mailto:tdeoliveira@co.jackson.mi.us) or (517)745-9041.

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### Jackson County future coming into focus

By David Story

Long-Range Transportation Plan, which will shape federal funding decisions for Jackson County roads and other modes of transportation for 25 years. Anticipating needs for the year 2045 is not easy, and the task requires some educated guesswork. "We have a better understanding of 5 or 10 years into the future," said Tanya DeOliveira, principal planner for the Region 2 Planning Commission, which is overseeing development of the plan. "Any longer than that is more difficult."

Federal law requires an update of the Long-Range Transportation Plan every five years. The county's last plan, stretching to 2040, was completed five years ago. A new plan is scheduled to be approved by June.

After considerable consultation to forecast travel demands, the plan will encompass proposals for major roads eligible for federal funding. Goals include improved safety, security, accessibility, and mobility; support for economic vitality and efficiency; better integration of all transit transportation systems; and "positive impacts" for the local community and environment.

Region 2 is seeking to encourage participation from local civic leaders and anyone else with opinions on Jackson County transportation needs. A public "kick-off meeting" was Aug. 15.

Much of the long-range planning work will be done at the state level by experts who use statistical modeling of population and economic trends to predict which roads will be needed in coming decades. However, guidance from local voices is a helpful requirement.

"There is more nuance to the process than just numbers," DeOliveira said.

One key decision is whether the county's network of major roads is sufficient. That mostly requires maintenance of existing routes, or if it needs to be expanded.

"In the past, the community has tended to focus on maintaining existing roads," DeOliveira said.

The plan will also address future needs for taxi service, railroads, air transportation, walking and biking trails, and freight centers.

Some of the difficulty of planning for 2045 was pointed out by Jackson County Administrator Michael Overton, who urged Region 2 to consider how the emergence of driverless vehicles will affect transportation. "Driverless vehicles are coming, and personally I predict a huge paradigm shift in how we drive and how we go from point A to point B," Overton told DeOliveira at a county meeting.

DeOliveira said the impact of automated and connected vehicles – and driverless, too – is still largely unknown but some efforts will be made to address those trends in the Long-Range Transportation Plan. As projects become clearer in the future, the plan can be updated, she said.

She urged anyone interested in the plan to follow its development online at <http://www.region2planning.com/long-range-transportation-plan/>. Members of the public can also be put on an email list to be notified of future meetings and other significant steps, she said.

## Fall Open House

ALL 2017'S ARE CLEARANCE PRICED AND NEW 2018'S ARE ARRIVING DAILY WITH MFG. INCENTIVES!

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Winterization Special - \$69 (Save \$30 and prepay to lock in your price)  
Storage Packages Starting at \$199  
Stock-Up & Save All Parts & Accessories 10-25% OFF  
Furrion Wireless Backup Observation System \$100 OFF

## Public Outreach

A memo, dated August 16, 2017, was provided to the following agencies notifying them of the 2045 Long Range Transportation Plan Public Kickoff Meeting on August 29, 2017 and notifying them of the project:

- American Legion
  - AMTRAK
  - Baker College
  - The Brooklyn Exponent
  - Center for Women
  - City of Jackson
  - City of Jackson City Council
  - City of Jackson Taxi Companies
  - County of Jackson
  - The County Press
  - Davis Insurance Agency
  - Eastside Neighborhood Resource Center
  - The Enterprise Group
  - Environmental Protection Agency
  - Federal Highway Administration
  - Federal Transit Administration
  - Friends of the Falling Water Trail
  - Greater Jackson Habitat for Humanity
  - Greyhound Bus Service
  - Greyhound Lines, Inc.
  - Jackson Area Comprehensive Transportation Study Policy Committee
  - Jackson Area Comprehensive Transportation Study Technical Committee
  - Jackson Area Transportation Authority
  - The Jackson Blazer
  - Jackson Citizen Patriot
  - Jackson Citizens for Life
  - Jackson City Council
  - Jackson County Airport/Reynolds Field
  - Jackson County Board of Commissioners
  - Jackson County Chamber of Commerce
  - Jackson County Townships, Cities, and Villages
  - Jackson College
  - Jackson County Convention and Visitor's Bureau
  - Jackson County Department on Aging
  - Jackson County Michigan State University Extension
  - Jackson County Department of Transportation
  - Jackson
  - Jackson County Drain Commissioner
  - Jackson County Food Bank
  - Jackson County Health Department
  - Jackson County Intermediate School District
  - Jackson County Legal News
  - Jackson County Legislators
  - Jackson County Medical Care Facility
  - Jackson County Parks Department
  - Jackson County Planning Commission
  - Jackson County Police Departments
  - Jackson County Township Supervisors
  - Jackson District Library
  - Jackson Downtown Development Authority
  - Jackson Historic District Commission
  - Jackson Human Relations Commission
  - Jackson Interfaith Shelter
  - Jackson Public Schools
  - JTV
  - Legal Services of South Central Michigan
  - Lifeways
  - Michigan Department of Agriculture
  - Michigan Department of Environmental Quality
  - Michigan Department of Health & Human Services
  - Michigan Department of Natural Resources
  - Michigan Department of Technology, Management, and Budget
  - Michigan Department of Transportation
  - Michigan Economic Development Corporation
  - Michigan Rehab Services
  - Michigan State Housing Development Authority
  - Michigan State University
  - NAACP
  - National Park Service
  - National Trust for Historic Preservation
  - Norfolk Southern Corporation
  - Region 2 Area Agency on Aging
  - Region 2 Planning Commission
  - Ripstra & Scheppelman Surveyors
  - The Salvation Army
  - Seventh Day Adventist Community Services
  - Sierra Club, Michigan Chapter
  - South Central Michigan Works
  - Spring Arbor University
  - Springport Signal
  - United Cerebral Palsy of Michigan
  - USDA
  - United States Fish & Wildlife Service
  - United States Geological Survey
  - United Way of Jackson
  - Walkable Communities Coalition
  - YMCA
-

Region 2 Planning Commission Staff also made presentations to announce the planning project and to gather public input in the early fall of 2017 to the Jackson County Board of Commissioners, the Jackson County Planning Commission, and at the Jackson County Supervisor's meeting.

Public notices for the 2045 Long Range Transportation Plan Public Kickoff Meeting were placed in the Jackson Citizen Patriot/MLive, City of Jackson City Hall, Jackson County Tower Building, Jackson Public Library District Offices, and on the Region 2 Planning Commission website. Translation services were available for non-English speakers. These entities were also notified each time a final draft chapter of the long range transportation plan was made available for public comment, the final public meetings held in the spring of 2018, and when the final draft plan was available to review.

A memo notifying parties on the project contact list were distributed via email or mail for the following project updates:

<b>Date</b>	<b>Plan Milestone Notification</b>	<b>Groups Notified</b>
<i>August 16, 2017</i>	August 29, 2017 Public Kickoff Meeting	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition
<i>November 16, 2017</i>	Public Comment Period Open for review of "Existing Conditions of the Transportation System" draft chapter	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition
<i>December 14, 2017</i>	Public Comment Period Open for review of "Socio-Economic Conditions" draft chapter	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition
<i>December 27, 2017</i>	Public Comment Period Open for review of "Coordination with State and Local Transportation"	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com.

	draft chapter	-Walkable Communities Coalition
<i>January 10, 2018</i>	Public Comment Period Open for review of “Environmental Mitigation” and “Travel Demand Modeling and Forecasting” draft chapters	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition
<i>January 23, 2018</i>	Public Comment Period Open for review of “Hazards” and “Operations and Management” draft chapters	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition
<i>March 12, 2018</i>	Public Comment Period Open for review of “Vision, Goals, & Objectives;” “Environmental Justice;” and “Roadway Congestion, Deficiencies, & Recommended Projects” draft chapters	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition -Jackson County Planning Commission
<i>March 22, 2018</i>	Public Comment Period Open for review of “Performance Measures & System Performance Report” and “Consultation”	-Project Contact List -Project Steering Committee -JACTS Technical Committee -JACTS Policy Committee -Region 2 Planning Com. -Walkable Communities Coalition -Jackson County Planning Commission

## Project Steering Committee

The 2045 Long Range Transportation Plan Steering Committee was put together to provide specific input from the project. Steering Committee meetings were held on July 20, 2017, October 19, 2017 and February 2, 2018 to discuss the plan and provide opportunity for public engagement. The committee was put together to gather input from agencies who represent local communities, Act 51 Agencies, county-wide transit services, aging population, mobility impairment, advocates for non-motorized transportation, traffic


<http://www.region2planning.com/>

### Winter 2018 Meeting for 2045 Long Range Transportation Plan Steering Committee

The next Long Range Transportation Plan Steering Committee meeting will be on Friday, February 2 from 10:00 – 11:00am at the Jackson County Tower Building on Floor 17. (Take the elevator to the 17th floor. The door to access the...

[read more →](#)

safety, and state transportation. Membership included representatives from:

- Region 2 Planning Commission
- JACTS Policy Committee
- Jackson County Department of Transportation
- City of Jackson Engineering Division
- Jackson Area Transportation Authority
- Jackson County Department on Aging
- Disability Connections
- Traffic Safety Committee
- Walkable Communities Coalition
- MDOT
- Region 2 Planning Commission Staff

## **Response/Comments**

A list of some of the comments that the Region 2 Planning Commission received during the planning process are below:

### Public Comments

- “For the seniors and persons with disabilities that we serve through Region 2 Area Agency on Aging, the biggest hurdle we have is lack of public transportation outside of Jackson City limits. We serve people in all of the outlying villages and cities that very much need access to transportation for medical care, shopping, and socialization. There are issues including increased hospital emergency room visits because people are not able to receive easier access to routine medical care. Being socially isolated and dependent on others for transportation leads to feelings of hopelessness and increase in depression, and there is an increase in the rate of substance use, opioid use, and suicide in older adults. I’m not sure if this fits, but I thought this needs to be added to the Jackson Area Plan under the following:

Emergency Management, Natural Disasters and the Transportation System Chapter

The Region 2 Planning Commission is looking for comments, edits and/or questions on the draft of The Emergency Management, Natural Disasters and the Transportation System chapter of the 2045 Long Range Transportation Plan. The chapter addresses how state, regional and local agencies are reducing the vulnerability of the transportation infrastructure to natural disasters.”

- “Does your plan include improving Blackman Road by actually paving it rather than just plugging holes? It is a main road going north out of Jackson, and to my knowledge it has not been improved beyond plugging holes and pouring gravel on hot tar since it was laid as a gravel on tar project many years ago. It needs ASPHALT PAVEMENT not just more tar and gravel.”
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- A public citizen submitted a notable history of transit in Jackson in reaction to the plan being developed and a call for public comment. The information was historical, and there were no comments on the plan as it was out for review.

There were no comments from the Consultation agencies.