
**JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)
POLICY COMMITTEE**

**FOR FURTHER INFORMATION
CONTACT:**

**Steven Duke, Executive Director
Region 2 Planning Commission
(517) 788-4426**

DATE: **THURSDAY, MAY 10, 2018**

TIME: **8:00 A.M.**

PLACE: **Jackson Co. Tower Bldg.
120 W. Michigan Ave., - 5th Floor
Jackson, MI 49201**

A G E N D A Comments will be solicited on each item following discussion and prior to any final action.

1. Call to Order
2. Public Comment
3. Approve Minutes of the Policy Committee Meeting of April 19, 2018 and Receive the Minutes of the Technical Advisory Committee Meeting of April 10, 2018 (see enclosure) - **ACTION**
4. Agency Status Reports (see enclosures) – **DISCUSSION**
 - City of Jackson
 - Jackson Area Transportation Authority
 - Jackson County Department of Transportation
 - Michigan Department of Transportation
 - Jackson County Airport-Reynolds Field (not submitted)
 - Enterprise Group (<http://www.enterprisegroup.org>)
5. Approval of Amendments / Administrative Modifications to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP) (see enclosures) - **ACTION**
 - Jackson Area Transportation Authority (JATA)
 - MDOT
6. Approval of TIP Performance Measures Chapter (see enclosure) - **ACTION**
7. Approval of the JACTS 2045 Long Range Transportation Plan - **ACTION**
<http://www.region2planning.com/long-range-transportation-plan/>
8. Approval of the JACTS FY 2019 Unified Work Program (UWP) (see enclosure) - **ACTION**
<http://www.region2planning.com/wp-content/uploads/2018/05/UWPFY2019.pdf>
9. Information Regarding JobNet Shutdown (see enclosure) - **DISCUSSION**
10. Status Report - Joint City / County Non-Motorized Plan - **DISCUSSION**
11. Revised 2018 JACTS Policy Committee Meeting Calendar (see enclosure) - **DISCUSSION**
12. Other Business
13. Public Comment
14. Adjournment

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

MINUTES

JACTS POLICY COMMITTEE

Jackson County Tower Building
120 W. Michigan Avenue – 5th Floor
Jackson, Michigan

Thursday, April 19, 2018

Members Present: Steve Shotwell, Chair, Jackson County Board of Commissioners
David Herlein, Spring Arbor Township
Phil Moilanen, Jackson Area Transportation Authority
Jon Dowling (Alt.), JACTS Technical Advisory Committee
John Lanum, MDOT - Lansing
Patrick Burtch, City of Jackson
Pete Jancek, Vice-Chair, Blackman Charter Township
John Feldvary, Jackson County Airport-Reynolds Field
Bob Welsh, Region 2 Planning Commission
Jim Dunn (Alt.), Summit Township
Keith Acker, Sandstone Charter Township
Judy Southworth (Alt.), Leoni Township
Mike Overton, Jackson County

Members Absent: Derek Dobies, Mayor, City of Jackson
Kim Gamez, Napoleon Township

Others Present: Tanya DeOliveira, Region 2 Planning Commission
Steve Duke, Region 2 Planning Commission
Michael Brown, Jackson Area Transportation Authority
Mike Davis, MDOT – University Region
Jason Pittman, MDOT – Jackson TSC

ITEM 1 CALL TO ORDER

Chair Shotwell called the meeting to order at 8:02 AM with a quorum present.

ITEM 2 PUBLIC COMMENT

No public comments were received.

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ITEM 3 **APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF MARCH 15, 2018 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MEETING MINUTES OF MARCH 13, 2018**

The motion was made by Mr. Feldvary, supported by Vice-Chair Jancek, to approve the Policy Committee meeting minutes of March 15, 2018 and to receive the Technical Advisory Committee meeting minutes of March 13, 2018. The motion carried unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were reviewed by the City of Jackson, Jackson Area Transportation Authority, Jackson County Department of Transportation, Michigan Department of Transportation, and the Jackson County Airport-Reynolds Field. The City of Jackson reported that that work began on April 17 on Kibby Road. Area residents who are sanitary sewer decided they did not want to join on the City's system at a recent public meeting, as the Kibby Road project would have afforded that opportunity. There was a discussion to consider how JATA might be able to complete their Transfer Center Employee Lounge project. JCDOT reported that the Ann Arbor Road Pathway project will be in the June letting. They will also be working with MDOT as their consultant moving forward on the Michigan Avenue Bridge project. MDOT reported that the West Michigan Ave (Washington/Louis Glick) project should be completed by the end of May. The Lakelands Trail project should begin this fall. Jackson County Airport reported that the grooving part of the runway project had been completed, and that runway painting later this spring as the weather permits.

ITEM 5 **JACTS FY 2017 – 2020 TIP AMENDMENT TIMELINE**

Ms. DeOliveira gave a brief overview of MDOT's JobNet summer project. MDOT is updating the JobNet software that it uses to process modifications to TIPs from metropolitan planning organizations (MPO) across the state. The goal is to eventually have JobNet be the TIP for each MPO in Michigan. To move through this process, JobNet will be shut down in early July, affecting the TIP process beginning in April. The City of Jackson and Jackson County were notified previously.

There was a discussion on the timeline of TIP modifications moving through the JACTS and Region 2 Planning Commission committees this summer. During that discussion, Ms. Kline and Mr. Overton raised the issue of potentially moving the MPO's approval process down to one month instead of the current two months. Mr. Duke noted that this would mean that the JACTS Technical meetings would likely need to be moved to the second Thursday of the month instead of the third. Ms. Kline noted that this change could be potentially helpful as the way obligation authority has rolled out in the last 5 years has really be inconvenient and on a short time table. It was also noted that the TIP approval process in JACTS could continue, if there was a need, and that the TIP modifications could be made as soon as JobNet was up in July. MDOT and Region 2 Planning Commission Staff agreed.

A motion was made by Mr. Moilanen to have Mr. Duke look into the advantages and disadvantages of changing the JACTS MPO approval process from two months to one month, and look into moving the JACTS Technical meeting to the second Thursday of each month, which would include contacting committee members to see if this was feasible. The motion was supported by Vice Chair Jancek. The motion carried unanimously.

ITEM 6 **APPROVAL OF AMENDMENTS TO THE JACTS FY 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

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Ms. Kline reported that JCDOT was requesting the following administrative modification to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed administrative modification is as follows:

FY	Project Name	Limits	Project Description	Funding
2018 Funding Change	Norvell Road	Sharon Valley Rd to E Michigan Avenue	Rehabilitation	Fed: \$1,262,813 Local: \$1,271,814

Ms. Kline reported that JCDOT was requesting the following amendments to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed amendments are as follows:

FY	Project Name	Limits	Project Description	Funding
2018 Funding Change	King Road	Albion Rd to Mathews Rd	Rehabilitation	Fed: \$852,169 Local: \$568,112
2018 ADD	Preventative Maintenance	Various Locations	Resurface	Fed: \$1,409,184 Local: \$939,456

A motion was made by Vice Chair Jancek, supported by Mr. Feldvary, to approve the proposed amendments and administrative modifications JCDOT. The motion carried unanimously.

Mr. Davis reported that MDOT was requesting the following amendment to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed amendment is as follows:

FY	Project Name	Limits	Project Description	Funding
ADD FY 2018 JN 202848	I-94 E/Sargent Ramp	Eastbound I-94 exit ramp at Sargent Road	Install Wrong Way Traffic Detection System	Fed: \$30,150 HSIP State: \$3,350 Total: \$33,50

Vice Chair Jancek asked if the newly installed traffic detection system could alert 911 Emergency Response System. Mr. Davis said that he would follow up on the idea, and get back to the committee. A motion was made by Mr. Feldvary, supported by Vice Chair Jancek, to approve the proposed amendment by MDOT as presented. The motion carried unanimously.

Chair Dowling reported that the City of Jackson was requesting the following administrative modifications to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed administrative modifications are as follows:

FY	Project Name	Project Description	Funding	Action
2018	Fourth Street Signal at Horton Road	Reconstruct signal with mast arms with intersection alignment at Fourth	Federal: \$85,000 City: \$565,000	Funding & Scope Change

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		& Horton and connect PAKA Trail to Ella Sharp Museum		
2018	Fourth Street Audubon to Horton	Single course mill resurface and construct roundabout at Hickory	Federal: \$782,000 Local: \$195,000	Description Change

A motion was made by Mr. Acker, supported by Vice Chair Jancek, to approve the proposed administrative modifications by the City of Jackson. The motion carried unanimously.

ITEM 7 **APPROVAL AUTHORIZING THE CHAIR AND EXECUTIVE DIRECTOR TO SIGN THE MDOT MEMORANDUM OF UNDERSTANDING DEFINING THE METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES FOR THE REGION 2 PLANNING COMMISSION**

Mr. Duke provided an overview of the most recent Memorandum of Understanding between the Region 2 Planning Commission and MDOT that has been drafted. This update is in light of the additional responsibilities required for the Region 2 Planning Commission for tracking and reporting performance measures to MDOT. Mr. Lanum noted that there were some edits needed to the motion regarding the code of federal regulations. A motion was made by Mr. Moilanen to approve the MOU with the appropriate edits that are required, supported by Mr. Dowling. The motion passed unanimously.

ITEM 8 **TRANSPORTATION PERFORMANCE MEASURES OVERVIEW**

Mr. Lanum made a brief presentation on general topic of performance measures for JACTS. Performance based planning came from MAP-21, the previous federal transportation bill; however, the FAST Act brings further direction on what needs to be done. The FHWA and MDOT have been working to get further clarification on what needs to happen at the state and MPO level. The first performance measure that was adopted was safety in February 2018. Pavement and bridge condition, system performance, transit asset management and highway asset management are the others that will follow. Mr. Lanum reported that Jackson had been doing good work to ensure that it remains in good standing regarding this new requirement.

There was a discussion on how feedback will be given on the adopted measures. Mr. Lanum responded that the Systems Performance Report will need to be updated periodically to address this concern. The Region 2 Planning Commission Staff is charged with completing the Systems Performance Report.

ITEM 9 **JACTS 2045 LONG RANGE TRANSPORTATION PLAN UPDATE**

Ms. DeOliveira provided an update on the 2045 Long Range Transportation Plan. All draft chapters have either been or are currently available for public comment. The entire, complete draft plan document will be available to review starting on Friday, May 4 and be available for 30 days. The process will kick off by 3 public meetings that will be held on Monday, April 30, Tuesday, May 1 and Thursday, May 3 at three locations across the county. This is an effort to make sure that there is ample opportunity for public input. The final plan will be coming to the JACTS Technical and Policy committees in May for initial support and approval. The plan is expected to be approved and adopted at the June 14th Region 2 Planning Commission meeting.

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Vice-Chair Jancek noted that the plan addresses the federal-aid eligible roads, and not local roads.

ITEM 10 **SELECTION OF THE CONSULTANTS FOR THE JOINT CITY / COUNTY NON-MOTORIZED PLAN**

Ms. DeOliveira stated that the selection committee is in the midst of the selection process, and that a consultant had not yet been selected.

ITEM 11 **OTHER BUSINESS**

No other business was noted.

ITEM 12 **PUBLIC COMMENT**

No public comments were received.

ITEM 13 **ADJOURNMENT**

There being no further business, Chair Shotwell adjourned the meeting at 9:17 AM.

Tanya DeOliveira
Transportation Planner

MINUTES

JACTS TECHNICAL ADVISORY COMMITTEE

Jackson City Hall
161 W Michigan Ave – 10th Floor
Jackson, MI 49201

Tuesday, April 10, 2018

Members Present: Rick Fowler, MDOT- Lansing
Mike Davis (Alt.), MDOT-University Region
Troy White, City of Jackson-Engineering
Steve Duke, Region 2 Planning Commission
Michael Brown, Jackson Area Transportation Authority
Jon Dowling, Chair, City of Jackson – Engineering
Bret Taylor, Jackson County Dept. of Transportation
Amy Torres, The Enterprise Group
Angela Kline, Vice-Chair, Jackson County Dept. of Transportation
Corey Clevenger (Alt.), Jackson County Dept. of Transportation

Members Absent: Andy Pickard, FHWA (Ex-officio)
Kent Maurer, Jackson County Airport – Reynolds Field
Todd Knepper, City of Jackson Public Works
Jack Ripstra, Blackman Charter Township

Others Present: Tanya DeOliveira, Region 2 Planning Commission
Jeff Franklin, MDOT – Lansing
Kelby Wallace, MDOT– Jackson TSC
Laura Schlecte, Public Citizen
Tyler Kent, MDOT - Lansing
Jeffrey Wickman, Jackson Area Transportation Authority

ITEM 1 **CALL TO ORDER**

Chair Dowling called the meeting to order at 9:37 AM.

ITEM 2 **PUBLIC COMMENT**

No public comments were received.

ITEM 3 **APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF MARCH 13, 2018 AND RECEIVE THE POLICY COMMITTEE MINUTES OF MARCH 15, 2018**

A motion was made by Vice Chair Kline, and supported by Mr. Brown, to approve the Technical Advisory Committee meeting minutes of March 13, 2018 and receive the Policy Committee meeting minutes of March 15, 2018 as presented. The motion passed unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were presented by the City of Jackson, Jackson County Department of Transportation (JCDOT), Jackson Area Transportation Authority (JATA), and the Michigan Department of Transportation. The City of Jackson noted that, through the Kibby Road Project,

JACTS TECHNICAL ADVISORY COMMITTEE

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there will be an opportunity for houses in the area that are on septic systems to join the City sewer system. It will be up to the individual property owners to make this decision. JCDOT will have a public meeting on Thursday, April 19 at 6:30 pm to further discuss the Moon Lake Road Bridge project. There will also likely be a request to expedited construction for the Rives Junction Road Pathway project because it is near a school. There was a discussion on safety and signal timing in and around the MDOT Brown St. to Washington/Louis Glick project. MDOT also reported that there's at least 4-6 more weeks of work to do on this project once the weather conditions becomes favorable for construction. Cooper Street will be closed from March through September 2019 for bridge work. It was reported that Juan Zapata will be taking over for Kent Maurer, who is retiring from the Jackson County Airport in April.

ITEM 5 JACTS FY 2017 – 2020 TIP AMENDMENT TIMELINE

Mr. Fowler and Mr. Davis gave a brief overview of the TIP and JobNet project that will be happening this summer. MDOT is updating the JobNet software that it uses to process modifications to TIPs from metropolitan planning organizations (MPO) across the state. The goal is to eventually have JobNet be the TIP for each MPO in Michigan. To move through this process, JobNet will be shut down in early July, affecting the TIP process beginning in April. The City of Jackson and Jackson County were notified previously.

ITEM 6 APPROVAL OF AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS TO THE JACTS FY 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM

Chair Dowling reported that the City of Jackson was requesting the following administrative modifications to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed administrative modifications are as follows:

FY	Project Name	Project Description	Funding	Action
2018	Fourth Street Signal at Horton Road	Reconstruct signal with mast arms with intersection alignment at Fourth & Horton and connect PAKA Trail to Ella Sharp Museum	Federal: \$85,000 City: \$565,000	Funding & Scope Change
2018	Fourth Street Audubon to Horton	Single course mill resurface and construct roundabout at Hickory	Federal: \$782,000 Local: \$195,000	Description Change

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FY	Project Name	Limits	Project Description	Funding
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2018 ADD	Preventative Maintenance	Various Locations	Resurface	Fed: \$1,409,184 Local: \$939,456

A motion was made by Ms. Torres, supported by Mr. White, to approve the proposed JCDOT amendments as presented. The motion carried unanimously.

Mr. Davis reported that MDOT was requesting the following amendment to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed amendment is as follows:

FY	Project Name	Limits	Project Description	Funding
ADD FY 2018 JN 202848	I-94 E/Sargent Ramp	Eastbound I-94 exit ramp at Sargent Road	Install Wrong Way Traffic Detection System	Fed: \$30,150 HSIP State: \$3,350 Total: \$33,50

A motion was made by Ms. Torres, supported by Vice Chair Kline, to approve the proposed MDOT amendment as presented. The motion carried unanimously.

ITEM 7**APPROVAL AUTHORIZING THE CHAIR AND EXECUTIVE DIRECTOR TO SIGN THE MDOT MEMORANDUM OF UNDERSTANDING DEFINING THE**

JACTS TECHNICAL ADVISORY COMMITTEE

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METROPOLITAN TRANSPORTATION PLANNING RESPONSIBILITIES FOR THE REGION 2 PLANNING COMMISSION

Mr. Duke provided an overview of the most recent Memorandum of Understanding (MOU) between the Region 2 Planning Commission and MDOT that has been drafted. Every 3 years the MOU is updated. This update is in light of the additional responsibilities required for the Region 2 Planning Commission for tracking and reporting performance measures to MDOT. A motion was made by Vice Chair Kline to approve the MOU, supported by Ms. Torres. The motion passed unanimously.

ITEM 8 JACTS 2045 LONG RANGE TRANSPORTATION PLAN UPDATE

Ms. DeOliveira provided an update on the 2045 Long Range Transportation Plan. All draft chapters have either been or are currently available for public comment. The entire, complete draft plan document will be available to review starting on Friday, May 4 and be available for 30 days. The process will kick off by 3 public meetings that will be held on Monday, April 30, Tuesday, May 1 and Thursday, May 3 at three locations across the county. Two will be during the day and one will be in the evening. This is an effort to make sure that there is ample opportunity for public input. The final plan will be coming to the JACTS Technical and Policy committees in May for initial support and approval. The plan is expected to be approved and adopted at the June 14th Region 2 Planning Commission meeting.

ITEM 9 SELECTION OF THE CONSULTANTS FOR THE JOINT CITY / COUNTY NON-MOTORIZED PLAN

Ms. DeOliveira noted that the selection committee is still in the midst of the selection process, and that four (4) consulting agencies had submitted proposals.

ITEM 10 OTHER BUSINESS

No other business was brought before the Committee.

ITEM 11 PUBLIC COMMENT

No public comments were received.

ITEM 12 ADJOURNMENT

There being no further business, Chair Dowling adjourned the meeting at 10:38 am.

Tanya DeOliveira, AICP
Principal Transportation Planner

TO: JACTS Technical Advisory and Policy Committees

DATE: April 30, 2018

FROM: Jon H. Dowling, P.E.

SUBJECT: TIP Project Status

2017

Kibby Road: City Limits to West Ave (Urban) - Reconstruct pavement on south side of boulevard islands, roundabout at Denton and non-motorized path from City limits to Denton. MSG is the City's consultant. Bailey Excavating is the contractor for the project. **Contractor has removed all of the pavement and is grading for curb at the east end and preparing for work at the roundabout at Denton Road.**

2018

Fourth Street: Horton to Audubon (Urban) – Roadway resurfacing with a new roundabout at Hickory and Fourth. MSG is the City's consultant. **The final plans have been submitted to MDOT and the project should be in the June letting.**

Fourth Street and Horton Intersection (Urban) – Intersection realignment and new Traffic Signal. HRC is the City's consultant. **The final plans have been submitted to MDOT and the project should be in the July letting.**

2019

Francis Street: Morrell to Mason (Urban) – Reconstruct roadway. HRC is the City's consultant on this project and survey and design work has started.

2020

Greenwood/Wilkins Streets: Morrell to Jackson (Urban) – Reconstruct roadway. No design work at this time.

PROJECT REPORT
2017-2020 TIP

May 2018

FY2018

1. Bus & Bus Components

- a. Replacing hard drives in Bus Camera Systems – Awaiting approval from MDOT to send out solicitation
- b. New Bus Stop Signs on bus routes – Awaiting approval from MDOT to send out solicitation
- c. (2) Medium duty vans – Awarded MDOT
- d. 5310 funds – (4) Gillig Bus Replacements – Pending FTA
- e. Replace radio system and bus radios –Project will begin later in 2018

FY2018

1. Facility Upgrades

- a. IT Upgrade – Awaiting approval from MDOT to send out solicitation. Being completed in two parts (computers/hardware & Cloud backup)
- b. Miscellaneous Facility Upgrades/Repairs – Camera wiring, replacement cameras, drinking fountain, doors, toilet/sink/tile at Transfer Center
- c. Replace HVAC system at main office – Working on completing solicitation after receiving comments/suggestions from MDOT
- d. Admin office rehab and update – Project will begin in later 2018

FY2019

1. Vehicle Procurements

- a. Bus Replacement (2 full-size)



Christopher J. Bolt, MPA, PE
Managing Director

Robert D. Griffis
Director of Operations

Angela N. Kline, PE
Director of Engineering

Shawn R. Surque
Project Manager

Dawn Goodwine
Administrative Services Manager

JACTS MONTHLY UPDATE (MAY 2018)

2018PROJECTS

- ***BERRY ROAD (RIVES EATON ROAD TO LANSING AVE)), RIVES EATON ROAD (PERRINE ROAD TO BERRY ROAD) and WEST MICHIGAN AVE (GLASGOW ROAD THROUGH PARMA VILLAGE)***
 - Wedge, Chip and fog seal project with HMA wedging to be done beginning of May with Chip and fog seal approximately 2 months after.
- ***AIRPORT ROAD AND COUNTY FARM ROAD INTERSECTION***
 - (Pedestrian signals at Airport Road, Springport Road, and County Farm Road intersection.) Work is complete.
- ***ANN ARBOR ROAD PATHWAY***
 - This project is in the June 1 MDOT bid letting.
- ***KING ROAD***
 - This project is part of the purchased federal aid program.
 - This is a crush and shape from Albion Road to Mathews Road.
 - GI packaged has been received by MDOT. As soon as the TIP amendment is approved and the project is on the TIP they will schedule the GI meeting.
- ***MOON LAKE ROAD BRIDGE***
 - We are working with DEQ on a permit for this project.
 - A public meeting is being scheduled to get feedback regarding form liners for the precast bridge.

- ***NORVELL ROAD***
 - This project is part of the purchased federal aid program.
 - This is a crush and shape from Sharon Valley to E Michigan Ave.
 - GI mark ups are being completed for final plan submittal.
- ***RIVES JUNCTION ROAD PATHWAY***
 - This project is in the June 1 MDOT bid letting.
- ***WEST MICHIGAN AVE FROM M-60 TO GLASGOW***
 - We are waiting to hear whether we have a June 1st or July 6th letting.
- ***MICHIGAN AVE BRIDGE***
 - Working with MDOT on moving this forward.
- ***PREVENTATIVE MAINTENANCE***
 - This is the remaining funds from the purchased federal aid.
 - Being added to the TIP this month.
 - We are preparing the GI package for submittal.



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

May 8, 2018

FY 2017

I-94 BL/W. Michigan Ave. (Brown St. to Washington / Louis Glick) – Full concrete pavement roadway reconstruction with water main, lighting and sidewalk replacement. Work is continuing to complete remaining sidewalk, slope restoration, and pavement markings.

FY 2018

Plan development is on schedule for a mid-summer 2018 letting date. The big I-94 project package will be turned in for the letting process on Friday, April 6th. Work is expected to begin in July.

I-94 (Over Conrail and the Grand River) – Bridge Replacement

I-94 (M-60 to Sargent Rd) – Reconstruction and rehabilitation

I-94 (M-106 NB & SB (Cooper St)) – Bridge Replacement

M-106 (Lakelands Trail Expansion Phase 1 & 2) – Non-Motorized Trail. This project is on an accelerated plan development schedule for an early fall 2018 letting.

M-99 (I-94 to Willow St), M-106 (Ganson to Porter), EB M-60 (Spring Arbor Rd to I-94) & M-50/US-127BR (Washington Ave. to South St), M-52 (Co. line to M-106) – Capital Preventive Maintenance. M-99 (I-94 to Willow Street) is a Chip Seal with Fog Seal CPM Project. Plan development is complete, and the project was part of the January 2018 letting. Work is scheduled to begin in July 2018.

M-60 (Spring Arbor Road to I-94) is a single course mill & resurface CPM Project. This project was part of the December 2017 letting. Work is schedule to begin in April 2018.

M-50/US-127BR (Washington to South Street) is a concrete pavement repair CPM project. Plan development is complete, Work is currently scheduled to begin near April 30, 2018.

M-52 (Washtenaw County Line to M-106) is a single course mill and resurface NFRP Project. Work is scheduled to begin in July 2018.

M-106 (Ganson Street to Porter) is a single course mill & resurface CPM Project. Plans are currently being developed. This project will be packaged with the I-94 project that is scheduled for letting in the summer of 2018. Work on this section of M-106 will be scheduled around the closure of the interchange and bridge over I-94.

M-124 (US-12 to M-50) is a single course mill & resurface CPM project. Survey work is starting and will continue over the next couple months. Construction will occur in 2019.

M-60 (Chapel to Emerson Rd) – Resurfacing, Widening with CLTL. The letting date for this project is delayed to late summer 2018. Working on acquiring Right-of-Way for the project. 2019 construction is expected at this time.

I-94 BL (Areawide) – Pavement markings

US-127 (@ Floyd Rd) – New overhead flashers are installed.

I-94 E (Lansing Rd to Elm Rd) – Tree Clearing and fencing- this project is active. Work is scheduled to be completed by the end of May 2018.

Memorandum



To: Steve Duke

From: Executive Director, Michael Brown

Date: April 25, 2018

Subject: Request for Amendment to 2017-2020 Transportation Improvement Program (TIP)

The Jackson Area Transportation Authority (JATA) is requesting that the Region 2 Planning Commission approve an amendment to the current TIP to add a project to replace one utility/work vehicle which has met its useful life. JATA would be using this utility/work truck for a variety of tasks around the JATA service area from snow plowing to towing. This project is being funded with FY 2015 Section 5307 funds awarded to JATA via the Federal Transit Administration (FTA). There is no Local Cost for this amendment. Section 5307 focuses on transit capital and operating assistance in urbanized areas and for transportation-related planning.

The table below shows the specific project information we would like added to the TIP.

Fiscal Year	Project Name	Limits	Primary Work Type	Project Description	Federal Cost	Federal Fund Source	State Cost	State Fund Source	Total Project Cost (\$1000s)
2018	Vehicle Replacement	County wide	Transit vehicle replacement	Utility/Work Truck Replacement	\$24,000	5307	\$6,000	CTF	\$30,000

Thank you,

A handwritten signature in dark ink, appearing to read "Michael Brown", is written over a horizontal line.

Michael Brown, Director of JATA



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

May 8, 2018

Mr. Steven Duke, Executive Director
Region 2 Planning Commission
Jackson County Tower Building
120 W. Michigan Avenue, 9th Floor
Jackson, Michigan 49201

Dear Mr. Duke:

This letter is sent by the Michigan Department of Transportation (MDOT) to inform the Jackson Area Comprehensive Transportation Study committees of three TIP Amendments and four Administrative Modifications to the FY 2017-2020 Transportation Improvement Plan (TIP).

Fiscal Year	Project Name	Limits	Project Description	Funding
Add FY 2018 JN 202119	M-106 PE	M-106 and I-94 BL	Non-freeway signing upgrade	Federal: \$ 50,000 NHG
Add FY 2020 JN 202119	M-106 CON	M-106 and I-94 BL	Non-freeway signing upgrade	Federal: \$ 276,000 NHG
Admin Mod. FY 2019 JN 201223	US-127	North of Henry Rd to Jackson/Ingham County Line	HMA Cold Milling and Multi Course HMA Resurfacing. Admin. Mod. to add project, State Funds only	State Funds: \$ 1,300,000
Admin Mod. FY 2019 JN 202071	US-127 PE	I-94 eastbound off ramp to Parnall Rd	Cold Milling and Two Course HMA Overlay with Pavement Repairs. Admin. Mod. to add project, State Funds only	State Funds: \$ 140,000
Admin Mod. FY 2019 JN 202071	US-127 CON	I-94 eastbound off ramp to Parnall Rd	Cold Milling and Two Course HMA Overlay with Pavement Repairs. Admin. Mod. to add project, State Funds only	State Funds: \$ 1,612,600
Add FY 2020 JN 129137	Regionwide	Regionwide	Construct sidewalks	Federal: \$ 116,897 NHG State Funds: \$ 12,989
Admin Mod. FY 2020 JN 202034	US-127	Over Springport Rd and over Conrail	Epoxy Overlay with deck patching and substructure repairs. Admin. Mod. To change FY 2018 to FY2020	State Funds: \$ 303,410

Thank you for your attention to this request. If you have any questions or need additional information, please contact me at 517-241-2145.

Sincerely,

Jeff Franklin, Transportation Planner

Performance Management and the Transportation Improvement Program

A key feature of the Fixing America's Surface Transportation (FAST) Act is the establishment of a performance and outcome based program, originally introduced through the Moving Ahead for Progress in the 21st Century (MAP-21) Act. The objective of a performance-based program is for states and MPOs to invest resources in projects that collectively will make progress toward the achievement of national goals. 23 CFR 490 outlines the seven areas in which performance goals are required, including: safety, infrastructure condition, congestion reduction, system reliability, freight movement, environmental sustainability, and reduced project delivery delay.

Performance Measures

The regulations required the U.S. Department of Transportation/Federal Highways Administration to establish final rules on performance measures resulted in the following measures for the transportation system, including:

1. Pavement Condition – on the Interstate and Non-Interstate National Highway System (NHS)
2. System Reliability – on the Interstate and Non-Interstate NHS
3. Bridge Condition – on the Interstate and Non-Interstate NHS
4. Fatalities and Serious Injury
 - a. Number and Rate per vehicle mile traveled on public roads
 - b. Bicycle and Pedestrian Fatalities and Serious Injuries
5. Traffic Congestion
6. On-Road Mobile Source Emissions
7. Freight Movement – on the Interstate System

The Federal Transit Administration was charged with developing a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their life cycle. The Transit Asset Management Final Rule 49 CFR part 626 became effective October 1, 2016, and established four performance measures. The performance management requirements outlined are a minimum standard for transit operators and involved measuring and monitoring the following:

1. Rolling Stock – vehicles used for providing public transportation, revenue and non-revenue
2. Equipment – articles on non-expendable, tangible property with a useful life of at least one year
3. Facilities – building or structure used in providing public transportation
4. Infrastructure – the underlying framework or structures that support a public transportation system

A Transit Asset Management Plan is required to be in place for transit operators by October 1, 2018, two years after the effective date of the regulations.

The time-line for implementation of the national performance measures is determined when the final rule was published for each measure. A summary of the required data and timeline is listed below.

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 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.			

Performance Targets

State Targets

Within one year of the U.S. Department of Transportation final rule on performance measures, States are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. 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 [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program, and state performance plans under the Congestion Mitigation and Air Quality Improvement program are required to include performance targets. State and MPO targets should be included in statewide transportation plans.

MPO Targets

Within 180 days of the state and/or providers of public transportation setting performance targets, MPOs are required to set performance targets in relation to the performance measures (where applicable). To ensure consistency, each MPO must, to the maximum extent practicable, coordinate with the relevant state and public transportation providers when setting performance targets. MPO Long Range Transportation Plans and Transportation Improvement Programs (TIP) are required to include state and MPO targets.

Performance-Based Planning for the Region 2 Planning Commission

The Region 2 Planning Commission (R2PC) has several systems in place to address the mandate. R2PC participates in the MDOT sponsored collection of pavement condition data on federal-aid eligible roads through the asset management program which provides R2PC with current and historic pavement condition data. MDOT also collects data through the Highway Performance Monitoring System (HPMS). R2PC has access to detailed crash data through the Traffic Crash Analysis Tool program through the Transportation Improvement Association of Michigan and through the Crash Facts program of the Michigan State Police/Office of Highway Traffic Safety.

Most of the performance targets are directed at the NHS. R2PC will coordinate with MDOT on the state-owned portion of the NHS in the development of targets for roads in the R2PC area that are subject to the NHS-based performance targets. R2PC will choose to support the state targets as its official response for the performance measures. Any road designated as NHS which is under local jurisdiction will be assessed in conjunction with the responsible road agency. The issues of separate targets for the MPO will be decided by R2PC, based on the recommendations from the JACTS Technical and Policy committees and R2PC staff.

In the process of developing future long range transportation plans and TIPs once targets are established, R2PC will assess the impact of any proposed project on the performance measures area and target. This will be done using the best resources available. Projects providing a high level of benefit in meeting identified performance targets may be considered for priority in programming, based on the goals and objectives and measure of the long range transportation plan.

MPO Target Setting

Safety

Safety performance measures are the first performance area that targets are required. On August 31, 2017, MDOT reported to the MPO's across the state that the safety targets were set for calendar year 2018. MDOT and the MPO's had been meeting to discuss performance measures prior to this announcement. Once the state set their safety performance measures, each MPO had

180 days to decide and approve their safety targets. The safety target due date was February 27, 2018. On January 11, 2018 the Region 2 Planning Commission voted to support and adopt the state targets for the five safety categories. Safety targets are required to be developed by the state and responded to by the Region 2 Planning Commission annually. The table below contains the Safety Performance Measures adopted by the Region 2 Planning Commission for calendar year 2018.

Michigan State Safety Targets – 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
Serious Injuries	5,273.4	5,136.4
Serious Injury Rate	5.47	5.23
Non-motorized Fatalities & Serious Injuries	721.8	743.6

The MDOT safety targets for calendar year 2019 will be set by the state by August 31, 2018, and the MPOs will have 180 days to set their 2019 targets.

R2PC has limited access to federal safety funds from the state. As a non-TMA MPO, R2PC's local agencies apply annually for consideration of funding for safety projects from a statewide pool of safety funds. The criteria for project selection at the state level are heavily weighted toward projects impacting fatality and serious injury crash locations. Fortunately, for the R2PC area, the fatality number is low and random in nature. R2PC supports the local agencies when they decide to apply for safety funding, and will add any selected project to the TIP as soon as a positive funding determine had been made by MDOT.

A regional traffic safety plan was completed for the Region 2 Planning Commission by a consultant retained by MDOT. The plan recommended that safety projects target certain emphasis areas. The identification of emphasis areas was determined by a review and analysis of historical crash and safety data and stakeholder and public input.

The overarching goal of the Regional Transportation Plan is the reduction of fatal and serious injury crashed within Hillsdale, Jackson, and Lenawee Counties which form the region boundaries. The vision and mission of the plan are guided by the State Highway Safety Plan and are as follows: "Move towards zero deaths" and "Improve traffic safety on local roads by fostering improved safety, communication, coordination, collaboration, and education within the three counties." The document is intended to provide guidance to local agencies regarding local areas of concern.

Three goals for the three-county area were created based on crash history data in the region and concerns raised by local stakeholders:

- Identify three safety partners to increase awareness.
- Reduce traffic fatality crash rates per 100 million vehicle miles travelled (MVMT) from .0035 in 2015 to .0026 in 2025.
- Reduce serious traffic injury crash rates per 100MVMT from .0148 in 2015 to .0081 in 2025.

The plan identifies six region-wide emphasis areas:

- At-risk driver age groups,
- Driver behavior,
- Impaired drivers,
- Intersection related,
- Non-motorized,
- Single vehicle crashes.

Since these were developed at regional level, it is not possible to break out the R2PC data for the Jackson MPO. R2PC will use information in the report to help inform projects that should be in the TIP in future years.

Pavement

Federal regulations require that states measure, monitor, and set goals for pavement performance based on a composite of metrics. The four pavement conditions metrics are: International Roughness Index (IRI), Cracking percent, Rutting, and Faulting as reported by each state to the Highway Performance Monitoring System database. IRI and cracking percent are metrics for all roads. Rutting is only applicable to asphalt, and faulting is only measured for jointed concrete. The rule applies to the NHS, which includes the interstate and non-interstate system. MDOT is responsible for approximately 6,080 miles of interstate in Michigan as for 2017. The non-interstate portion of the system includes MDOT trunkline routes/M-routes (about 12,082 miles in 2017) and local government owned non-trunkline roads (about 4,271 miles in 2017). Local agencies are responsible for 19% of the National Highway System. In the R2PC area, MDOT is responsible 1,955 miles of the National Highway System.

MDOT will be establishing 2-year and 4-year targets for a 4-year performance period for pavement conditions on the NHS in response to federal regulations. The 4-year performance period runs from January 1, 2018 – December 31, 2022. MDOT's first target reporting is due on May 20, 2018. There are a total of three progress reports due within the 4-year performance period:

- A Baseline Performance Report due October 1, 2018
- A Mid-Performance Period Progress Report due October 1, 2020
- A Full Performance Period Progress Report due October 1, 2022

FHWA will determine if progress has been made from report to report. Based on the pavement condition metrics and the rating of roads along a metric value range, there are four measures that will be used to assess pavement condition.

- % of Interstate pavement of Good Condition
- % of Interstate pavement in Poor Condition
- % of Non-Interstate NHS pavement in Good Condition
- % of Non-Interstate NHS pavement in Poor Condition

MPOs are required to establish 4-year targets for the measures. Each MPO is allowed to support the state target or establish their own. R2PC pavement targets are due November 16, 2018.

Bridge

MDOT is required to establish 2-year and 4-year targets for a 4-year performance period for the condition of infrastructure assets. MDOT will establish its statewide targets by May 20, 2018. Like the pavement conditions reporting, MDOT will be required period reports to FHWA.

- A Baseline Performance Report due October 1, 2018
- A Mid-Performance Period Progress Report due October 1, 2020
- A Full Performance Period Progress Report due October 1, 2022

The performance measures for assessing the bridge include:

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

The MPOs will establish targets by either supporting state targets or developing their own. The MPOs will report their established targets, performance, progress, and achievement of the targets to MDOT.

R2PC supports the maintaining of NHS and local bridges within its area. Bridge funding is administered at the state level by MDOT. MDOT evaluates bridge on interstate and state trunkline routes for necessary projects and funding. A statewide Local Bridge Advisory Board allocates funds for the Michigan Local Bridge Program based on available funds and weighted ratios. In 2016, only 89 of the 363 submitted local bridge projects could be funded due to budget constraints. By June 2017, approximately 2M sq ft of locally owned bridges in Michigan has deck area in poor, serious, or critical condition. Local agencies across the state have 17% of NHS bridge deck area under their jurisdiction in poor condition. This exceeds the penalty threshold of no more than 10% of NHS bridges, measured by deck area, being classified as structurally deficient. MDOT's NHS bridge condition by deck area is only slight under the 10% threshold, at 9% poor condition.

MDOT is projecting "condition improvement" for the NHS bridges in the state based on projects programmed through the MDOT and local bridge program. Deterioration is estimated based on

comparing network wide deterioration rates to the age and condition of each major component of each structure.

The targets are highly dependent on the deck area of bridges that are labeled “poor,” and the smaller inventory considered, the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO. The R2PC is expected to support the state targets by November 2018.

MDOT’s bridge targets will be added when they are established in May 2018. R2PC will have until November 16, 2018 to decide to support state targets or establish our own, and they will be added to this section.

System Performance of the NHS and Freight

MDOT is assessing the best way to address the travel time reliability measure associated with interstate travel, non-interstate NHS travel, and truck travel. The state has not yet set targets for this category, and MPOs are anticipating addressing the measure in the fall of 2018.

Congestion Mitigation and Air Quality

The Jackson MPO area does not qualify for this measure because the population is less than the 200,000 threshold.

NHS Asset Management Plan

MDOT is required to develop an Asset Management Plan for the NHS that includes:

- Pavement and Bridge inventory and conditions on the NHS
- Objectives and Measures
- Performance gap identification
- Life-cycle cost and risk management analysis
- A financial plan
- Investment strategies

The U.S.DOT has set minimum standards for states to use in developing and operating bridge management systems and pavement management systems.

A Performance Report is required in the long range transportation plan. The current update of the plan is scheduled to be approved and adopted in June 2018 by the Region 2 Planning Commission.

Transit Performance Measures and Targets

There is one small urban transit provider in the R2PC area, the Jackson Area Transportation Authority (JATA), a department of the City of Jackson. JATA is a direct recipient of funds from the Federal Transit Administration. As such, JATA is identified as a Tier II recipient under the current federal legislation and has developed State of Good Repair targets for 2018 in the table below.

Jackson Area Transportation Authority State of Good Repair Targets for 2018

Asset Category	Asset Class	Sub-Asset	Useful Life	Performance Measure	2018 Targets	Current
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.

A Transit Asset Management Plan and a Transit Agency Safety Plan are also required. The federal rulemaking for the transit safety plans is expected to be released no later than April 25, 2018. State and local steps will be taken to comply with the rules.

Project Selection in the FY 2017-2020 TIP

For the development of the FY 2017-2020 Transportation Improvement Program, JACTS followed the following policy prepared to establish an objective method of selecting federally-funded transportation projects on the basis of local priorities.

Local project selection was based on a number of factors including the JACTS Technical and Policy committees and public input; annual average daily traffic volumes (AADT); pavement condition (PASER ratings); crash history and safety; system improvement/system completion; financial resources; and addressing capacity deficiencies identified in the JACTS 2040 Long Range Transportation Plan.

The JACTS committees prioritized the urban and rural surface transportation projects by fiscal year and funding category prior to the finalization of the TIP. Due to the small amount of funding available for local projects, JACTS does not have an extensive or involved project prioritization process. JACTS prioritized the projects based on how each would enhance the entire transportation system, including the overall benefit to users. This encouraged the implementing agencies to examine the project's impact on several performance measures categories as well as any positive impacts on the performance measures criteria.

During project selection, the amount of available local matching funds available to the implementing agencies for the projects was also taken into account. The design and scheduling of the projects for programming is the responsibility of the agency having jurisdiction over the proposed project.

Project Selection in the Upcoming FY 2020-2023 TIP

During the development of the FY 2020-2023 TIP, in addition to current selection factors required, JACTS will also request eligible agencies include information on congestion issues, bridges located within the project limits, and any complete street components. Additional information will likely be requested for evaluation within the performance-based planning process and to support the MPO's adopted performance targets.

Transit project requests will require detailed information how proposed projects will address the public transportation performance measures and targets, including the Transit Asset Management Plan required to be adopted by October 2018.

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas						Projects on the National Highway System (NHS)
									Roadways				Transit		
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	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			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					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							x
17	I-94	2017	MDOT	I-94 at Elm Rd	Reconstruct	Reconstruct Interchange	\$ 452,487	\$ 20,149,000	x			x			x

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas						Projects on the National Highway System (NHS)
									Roadways				Transit		
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
18	I-94	2017	MDOT	I-94 at Elm Rd	Reconstruct	Reconstruct Interchange	\$ 1,325,147	\$ 20,149,000	x			x			x
19	I-94 BL	2017	MDOT	Brown to Louis Glick	Reconstruct	Reconstruct	\$ 6,985,163	\$ 10,434,059	x						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						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				
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						x
27	M-50/US-127BR	2017	MDOT	Washington Ave to South St	Restore & rehabilitate	Concrete pavement repair	\$ 18,130	\$ 979,000	x						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						x
31	M-60	2017	MDOT	Chapel Road to Emerson Road	Resurface	Resurface/widening with CLTL	\$ 49,110	\$ 10,481,078	x			x			x

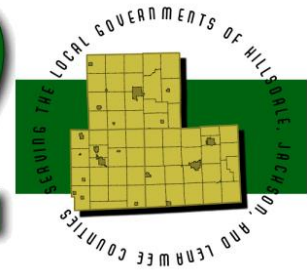
FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas						Projects on the National Highway System (NHS)
									Roadways				Transit		
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
32	M-99	2017	MDOT	Railroad St. to Jackson county line	Resurface	Single Course Micro Surface	\$ 737,883	\$ 919,000	x						x
33	M-99	2017	MDOT	I-94 to Willow St.	Restore & rehabilitate	Single chip seal with fog seal	\$ 13,642	\$ 917,000	x						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							x
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							
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			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			x
47	I-94	2018	MDOT	M-60 to Sargent Rd	Reconstruct	Reconstruct/Rehab	\$ 46,569,320	\$ 61,968,689	x	x		x			x
48	I-94 BL	2018	MDOT	Areawide	Studies	Pavement marking retroreflectivity readings and condition assessment	\$ 15,300	\$ 17,000							x
49	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Longitudinal pavement marking application	\$ 2,250	\$ 2,638,000		x					x

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas						Projects on the National Highway System (NHS)
									Roadways				Transit		
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
50	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Longitudinal pavement marking application	\$ 2,371,500	\$ 2,638,000		x					x
51	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Special pavement marking application	\$ 2,250	\$ 563,000		x					x
52	I-94 BL	2018	MDOT	Areawide	Traffic ops/safety	Special pavement marking application	\$ 504,000	\$ 563,000		x					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							x
54	M-106	2018	MDOT	Ganson to Porter St.	Resurface	Single Course Mill and Resurface	\$ 547,557	\$ 749,501	x						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				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						x
57	M-50/US-127BR	2018	MDOT	Washington Ave to South St	Reconstruct	Concrete pavement repair	\$ 783,214	\$ 979,000	x						x
58	M-52	2018	MDOT	Washtenaw Co line to M-106	Resurface	Single course mill & resurface		\$ 957,000	x						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						x
60	M-60	2018	MDOT	Chapel Rd to Emerson Rd	Resurface	Resurface/Widening with CLTL	\$ 7,585,332	\$ 10,481,078	x			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	\$ 3,402	\$ 15,812,000			x				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						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					x
65	Marshall St	2018	Village of Brooklyn	Village Limits to Brooklyn Rd	Resurface	Resurface	\$ 116,000	\$ 270,000	x						
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							

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas						Projects on the National Highway System (NHS)
									Roadways				Transit		
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
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			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			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			x
76	M-50	2019	MDOT	M-124 to Riverside Dr	Restore & rehabilitate	HMA cold milling and single course HMA overlay		\$ 754,000	x						n
77	M-60 W	2019	MDOT	Areawide	Restore & rehabilitate	HMA crack treatment and overband crack fill		\$ 400,000	x						x
78	M-60 W	2019	MDOT	Areawide	Restore & rehabilitate	HMA crack treatment and overband crack fill	\$ 315,122	\$ 400,000	x						x
79	US-127	2019	MDOT	Ayers Rd to Floyd Rd	Restore & rehabilitate	Multiple course micro-surfacing		\$ 810,000	x						x
80	US-127	2019	MDOT	Ayres Rd to Floyd Rd	Restore & rehabilitate	Multiple course micro-surfacing	\$ 648,098	\$ 810,000	x						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						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						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			

FY 2017 - 2020 Jackson MPO Transportation Improvement Program (TIP) as of January 2018									Performance Areas						Projects on the National Highway System (NHS)
									Roadways				Transit		
2045 LRTP Number	Project Name	Fiscal Year	Agency	Limits	Primary Work Type	Project Description	Federal Cost	Total Project Cost	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
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	
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		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		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		x	
96	S King/Tiffany/Cement City	2020	Village of Brooklyn	Chicago St to Village Limit	Reconstruct	Reconstruction	\$ 28,603	\$ 220,000	x			x			

Region 2 Planning Commission



JACTS MEMORANDUM

TO: JACTS Technical Advisory and Policy Committees

FROM: Steven Duke
Executive Director

DATE: May 3, 2018

SUBJECT: Approval of JACTS FY 2019 Urban Transportation Unified Work Program (UWP)

Staff has prepared the Jackson Area Comprehensive Transportation Study (JACTS) FY 2019 Unified Work Program (UWP) and budget for the fiscal year beginning October 1, 2018 and ending September 30, 2019. The primary focus areas that staff will be working on during FY 2019 include the development of the FY 2020-2023 Transportation Improvement Program (TIP) and the development of performance measures and targets to gauge project effectiveness. We will also continue working with our consultant to complete the joint Non-Motorized Transportation Plan for Jackson County and the City of Jackson.

Staff has programmed \$268,565 in Federal Highway Administration (FHWA) funds and Federal Transit Administration (FTA) funds to complete the tasks outlined in the work program. The required local matching funds will be provided by the City of Jackson Engineering Department, the Jackson County Department of Transportation, and the Jackson Area Transit Authority.

APPROVAL is hereby requested for the proposed JACTS FY 2019 UWP and authorization is requested for the R2PC Chair and Executive Director to sign the MDOT project agreement for receipt of the FHWA/FTA funds as described above.



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July 2018 JobNet Shutdown

JobNet is the software that Michigan Department of Transportation (MDOT) uses to store project information for projects which will be let through MDOT's system. The software will be upgraded with the implementation of Phase 2 and in order to activate the new system components, JobNet will be shut down from July 1-15, 2018.

What this Means

All projects moving through the Local Agency Program's (LAPs) process will need to be accurately reflected in JobNet prior to its shut down. Accurate data includes proposed letting date, total project costs (including non-participating pay items) as well as any other limit or funding corrections. Project changes that require a federally approved amendment should already be moving through your Metropolitan Planning Organization's (MPOs) or Regional Task Force's (RTFs) process. May will be the last MPO amendment processed before the JobNet shutdown. All amendments require MPO/RTF committee approvals, MDOT processing, and FHWA/FTA review and approval by June 22, 2018

Transit Flex Projects (RTF, CMAQ, Small Urban):

Any new transit jobs or job updates must be received by June 22, 2018 in order to be flexed in 2018, so please plan accordingly.

How does this impact obligations?

Local Agency Programs (LAP) will still be able to submit projects for obligation using a separate software: Phase Initiator (PI). Local road agencies should work with LAP and their RTFs / MPOs to ensure projects are accurately listed in the S/TIP prior to June 22nd. RTFs and MPOs should also inform their local agencies to submit final biddable project packages (plans, specifications, and estimates) prior to June 22nd if they planned for the September 2018 letting.

Local agencies can contact their LAP Staff engineer or Project Development engineer to find out the specifics of their projects. Any additional questions, contact Tracie Leix at 517-335-2233 or by email at leixt@michigan.gov. For questions regarding Transit Flex projects please contact Michelle Weber-Currie at (517) 241-0680 or by email at WeberM3@michigan.gov.

Region 2

Planning Commission

Jackson Area Comprehensive Transportation Study



**** REVISED 4/27/18 ****

The following is the 2018 schedule for the **Jackson Area Comprehensive Transportation Study (JACTS) Policy Committee** meetings (2nd Thursday of every month):

January 18, 2018
February 15, 2018
March 15, 2018
April 19, 2018
May 10, 2018
June 14, 2018
July 12, 2018
August 9, 2018
September 13, 2018
October 11, 2018
November 8, 2018
December 13, 2018

Meetings are held at 8:00 a.m. in the Jackson County Tower Bldg., 120 W. Michigan Avenue, 5th Floor Commission Chambers, Jackson, Michigan.

The following is the 2018 schedule for **Jackson Area Comprehensive Transportation Study (JACTS) Technical Advisory Committee** meetings (2nd Tuesday of every month):

January 9, 2018
February 13, 2018
March 13, 2018
April 10, 2018
May 8, 2018
June 12, 2018
July 10, 2018
August 14, 2018
September 11, 2018
October 9, 2018
November 13, 2018
December 11, 2018

The meetings are held at 9:30 a.m. at Jackson City Hall, 161 W. Michigan Avenue, 10th Floor, Jackson, Michigan.

120 West Michigan Avenue • Jackson, Michigan 49201 • ☎ (517) 788-4426 • 📠 (517) 788-4635