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

**FOR FURTHER INFORMATION
CONTACT:**

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

DATE: July 12, 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 May 10, 2018 and Receive the Minutes of the Technical Advisory Committee Meeting of May 8, 2018 (see enclosure) – **ACTION**
4. Agency Status Reports (see enclosures) – **DISCUSSION**
 - City of Jackson
 - Jackson Area Transportation Authority
 - Jackson County Department of Transportation (not submitted)
 - Michigan Department of Transportation
 - Jackson County Airport-Reynolds Field
 - 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**
 - Village of Brooklyn
 - Jackson Area Transportation Authority (JATA)
 - Michigan Department of Transportation (MDOT)
6. FY 2020-2023 Transportation Improvement Program (TIP) Development Schedule, Jeff Franklin, MDOT (see enclosure) – **DISCUSSION**
7. Transportation Performance Monitoring (TPM) for Pavement Condition, Bridge Condition, and System Reliability, Jeff Franklin, MDOT (see enclosures) – **DISCUSSION**
8. Status Report - Joint City / County Non-Motorized Plan – **DISCUSSION**
9. JACTS TIP Amendment or Administrative Modification – Definition of a Regionally Significant Project (see enclosure) – **ACTION**
10. Other Business
11. Public Comment
12. 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, May 10, 2018

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

Members Absent: Derek Dobies, Mayor, City of Jackson
Kim Gamez, Napoleon Township
Patrick Burtch, City of Jackson
John Lanum, MDOT - Lansing

Others Present: Tanya DeOliveira, Region 2 Planning Commission
Michael Brown, Jackson Area Transportation Authority
Mike Davis, MDOT – University Region
Kelby Wallace, MDOT – Jackson TSC
Angela Kline, JCDOT

ITEM 1 CALL TO ORDER

Chair Shotwell called the meeting to order at 8:04 AM with a quorum present.

ITEM 2 PUBLIC COMMENT

No public comments were received.

JACTS POLICY COMMITTEE MINUTES

May 10, 2018

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ITEM 3 APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF APRIL 19, 2018 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MEETING MINUTES OF APRIL 10, 2018

The motion was made by Mr. Trudell, supported by Mr. Feldvary, to approve the Policy Committee meeting minutes of April 19, 2018 and to receive the Technical Advisory Committee meeting minutes of April 10, 2018. The motion carried unanimously.

ITEM 4 AGENCY STATUS REPORTS

Project status updates were reviewed by the City of Jackson, Jackson Area Transportation Authority (JATA), Jackson County Department of Transportation (JCDOT), Michigan Department of Transportation (MDOT), and the Jackson County Airport-Reynolds Field. The City of Jackson reported that they hope to be done with Kibby Road by June. MDOT reported that they will be working on the pavement markings on Washington and Louis Glick in the middle of May, and that the I-94 project has been advertised. Jackson County Airport noted that Mr. Juan Zapata has started as the new Airport Manager.

ITEM 5 APPROVAL OF AMENDMENTS / ADMINISTRATIVE MODIFICATION TO THE JACTS FY 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

FY	Project Name	Limits	Work Type	Project Description	Federal Cost	State Cost	State Fund Source	Total Project Cost
2018	Vehicle Replacement	County wide	Transit Vehicle Replacement	Utility/Work Truck Replacement	\$24,000	\$6,000	CTF	\$40,000

Mr. Moilanen noted that this amount was more than what was requested at the Technical Committee meeting. Ms. DeOliveira stated that this change was within regulations, and would not need to go back through the Technical Committee. A motion was made by Mr. Moilanen, supported by Mr. Feldvary, to approve the proposed JATA amendment as presented. The motion carried unanimously.

Mr. Davis reported that MDOT was requesting the following administrative modifications to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed administrative modifications are:

Fiscal Year	Project Name	Limits	Project Description	Funding
FY 2019 JN 201223	US-127 PE	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: \$1,300,000

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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: \$140,000
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: \$1,612,600
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: \$303,410

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

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
Add FY 2020 JN 129137	Region wide PE	Region wide	Construct sidewalks	Federal: \$116,897 NHG State: \$12,989

A motion was made by Mr. Feldvary, supported by Vice Chair Jancek, to approve the proposed MDOT amendments as presented. The motion carried unanimously.

ITEM 6 APPROVAL OF THE TIP PERFORMANCE MEASURES CHAPTER

Ms. DeOliveira led the discussion on the need for adding a chapter on Performance Measures to the FY 2017 – 2020 TIP. Mr. Davis noted that the Region 2 Planning Commission was meeting Federal and State requirements pertaining to the Fixing America's Surface Transportation (FAST) Act federal transportation bill. Mr. Welsh noted that there might be some consideration to tell in what way or to what degree each project met a performance measure in the future. Mr. Moilanen noted that a minor edit was needed to the transit narrative within the chapter.

A motion was made by Mr. Feldvary, supported by Vice Chair Jancek, to approve the TIP Performance Measures Chapter. The motion carried unanimously.

JACTS POLICY COMMITTEE MINUTES

May 10, 2018

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ITEM 7 **APPROVAL OF THE JACTS 2045 LONG RANGE TRANSPORTATION PLAN**

Ms. DeOliveira noted that the 2045 Long Range Transportation Plan is nearing completion. The entire plan is available for review. The plan is scheduled to be approved and adopted at the June 14th Region 2 Planning Commission meeting. Ms. DeOliveira asked if the committee would entertain a motion to approve and adopt the plan. Mr. Welsh made a motion, with support from Mr. Trudell, to approve and adopt the JACTS 2045 Long Range Transportation Plan. The motion carried unanimously.

ITEM 8 **APPROVAL OF THE JACTS FY 2019 UNIFIED WORK PROGRAM**

Ms. DeOliveira noted that the JACTS FY 2019 Urban Transportation Unified Work Program has been developed. The Region 2 Planning Commission staff will be working on the FY 2020 – 2023 TIP, the development of performance measures and targets, and work on the Joint City/County Non-Motorized Transportation Plan. Staff has programed \$268,565 in FHWA and FTA funds to complete the tasks. A motion was made by Mr. Feldvary, supported by Vice-Chair Jancek, to approve the JACTS FY 2019 Unified Work Program as presented. The motion carried unanimously.

ITEM 9 **INFORMATION REGARDING JOBNET SHUTDOWN**

Mr. Davis stated that this notice from MDOT has not changed, and continues their communication to ensure that all local agencies know that JobNet will be shutting down in July, and that this will affect the TIP approval process.

ITEM 10 **STATUS UPDATE ON 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. Ms. Kline noted that the County hopes to put more money toward the project, and this has delayed the process.

ITEM 11 **OTHER BUSINESS**

Mr. Wallace noted that the Corridor Alignment Review Team (CART) will be restarting to examine future improvements along the I-94 corridor. There was discussion how MDOT addresses safety along highway corridors during times of construction.

ITEM 12 **OTHER BUSINESS**

No other business was noted.

ITEM 13 **PUBLIC COMMENT**

No public comments were received.

ITEM 14 **ADJOURNMENT**

There being no further business, Chair Shotwell adjourned the meeting at 8:53 AM.

Tanya DeOliveira
Transportation Planner

Region 2

Planning Commission

Jackson Area Comprehensive Transportation Study



MINUTES

JACTS TECHNICAL ADVISORY COMMITTEE

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

Tuesday, May 8, 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
Jon Dowling, Chair, City of Jackson – Engineering
Bret Taylor, Jackson County Dept. of Transportation
Angela Kline, Vice-Chair, Jackson County Dept. of Transportation
Mike Rand, Jackson County Dept. of Transportation
Juan Zapata, Jackson County Airport – Reynolds Field
Jeffrey Wickman (Alt.), Jackson Area Transportation Authority

Members Absent: Andy Pickard, FHWA (Ex-officio)
Todd Knepper, City of Jackson Public Works
Jack Ripstra, Blackman Charter Township
Amy Torres, The Enterprise Group

Others Present: Tanya DeOliveira, Region 2 Planning Commission
Jeff Franklin, MDOT – Lansing
Kelby Wallace, MDOT– Jackson TSC
Tyler Kent, MDOT - Lansing
Susan Richardson, Region 2 Planning Commission

ITEM 1 CALL TO ORDER

Chair Dowling called the meeting to order at 9:32 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

ITEM 3 APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF APRIL 10, 2018 AND RECEIVE THE POLICY

COMMITTEE MINUTES OF APRIL 19, 2018

A motion was made by Mr. Rand, and supported by Vice-Chair Kline, to approve the Technical Advisory Committee meeting minutes of April 10, 2018 and receive the Policy Committee meeting minutes of April 19, 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. JATA stated the project to replace hard drives in bus camera systems is out for solicitation. JCDOT plans to start construction on the Moon Lake Road Bridge in 2018. Through their preventive maintenance project, there will be 11 miles and two roads selected for resurfacing this year. MDOT stated that the two-way conversion project on Washington and Louis Glick will have one more month of work, weather permitting. The I-94 project package has been advertised.

ITEM 5 APPROVAL OF AMENDMENTS AND ADMINISTRATIVE MODIFICATIONS TO THE JACTS FY 2017 – 2020 TRANSPORTATION IMPROVEMENT PROGRAM

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

FY	Project Name	Limits	Work Type	Project Description	Federal Cost	State Cost	State Fund Source	Total Project Cost
2018	Vehicle Replacement	County wide	Transit Vehicle Replacement	Utility/Work Truck Replacement	\$24,000	\$6,000	CTF	\$30,000

A motion was made by Mr. White, supported by Mr. Fowler, to approve the proposed JATA amendment as presented. The motion carried unanimously.

Mr. Franklin reported that MDOT was requesting the following administrative modifications to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed administrative modifications are:

Fiscal Year	Project Name	Limits	Project Description	Funding
FY 2019 JN 201223	US-127 PE	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: \$1,300,000

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: \$140,000
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: \$1,612,600
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: \$303,410

Mr. Franklin reported that MDOT was requesting the following amendments to the JACTS FY 2017 – 2020 Transportation Improvement Program (TIP). The proposed amendments are:

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
Add FY 2020 JN 129137	Region wide PE	Region wide	Construct sidewalks	Federal: \$116,897 NHG State: \$12,989

A motion was made by Vice Chair Kline, supported by Mr. Rand, to approve the proposed MDOT amendments as presented. The motion carried unanimously.

ITEM 6 APPROVAL OF THE TIP PERFORMANCE MEASURES CHAPTER

Mr. Franklin led the discussion on the need for adding a chapter on Performance Measures to the FY 2017 – 2020 TIP. The need was to make sure that the Region 2 Planning Commission met Federal and State requirements pertaining to the Fixing America's Surface Transportation (FAST) Act federal transportation bill. MDOT supports the language in this chapter. A motion was made by Vice Chair Kline, supported by Mr. Rand, to approve the TIP Performance Measures Chapter. The motion carried unanimously.

ITEM 7 **APPROVAL OF THE JACTS 2045 LONG RANGE TRANSPORTATION PLAN**

Ms. DeOliveira noted that the 2045 Long Range Transportation Plan is nearing completion. The entire plan is available for review. The plan is scheduled to be approved and adopted at the June 14th Region 2 Planning Commission meeting. Ms. DeOliveira asked if the committee would entertain a motion to approve and adopt the plan. Vice-Chair Kline made a motion, with support from Mr. Rand, to approve and adopt the JACTS 2045 Long Range Transportation Plan. The motion carried unanimously.

ITEM 8 **APPROVAL OF THE JACTS FY 2019 UNIFIED WORK PROJECT (UWP)**

Mr. Duke noted that the JACTS FY 2019 Urban Transportation Unified Work Program has been developed. The Region 2 Planning Commission staff will be working on the FY 2020 – 2023 TIP, the development of performance measures and targets, and work on the Joint City/County Non-Motorized Transportation Plan. Staff has programed \$268,565 in FHWA funds to complete the tasks. Mr. Duke asked for approval of the work program. A motion was made by Mr. Rand, supported by Vice-Chair Kline, to approve the JACTS FY 2019 Unified Work Program. The motion carried unanimously.

ITEM 9 **INFORMATION REGARDING JOBNET SHUTDOWN**

Mr. Franklin noted that the last TIP cycle starts this month, with approvals needed by June 22. Any changes to the TIP will have to wait to be approved until after July 15. The JobNet shutdown being facilitated by MDOT is currently on schedule, and is expected to start on July 1.

ITEM 10 **STATUS UPDATE FOR THE JOINT CITY / COUNTY NON-MOTORIZED PLAN**

Ms. DeOliveira noted that the selection committee is still in the midst of the selection process. Vice Chair Kline noted that the County is looking to put more resources towards the budget, and this has delayed the selection process.

ITEM 11 **OTHER BUSINESS**

Mr. Dowling noted that the Policy Committee had voted to move their meetings to the second Thursday of the month. Due to this change, there would be two meetings in 2018 and 2019 where the Policy meeting would be held before the Technical meeting. There was a discussion on moving all of the Technical Committee meetings to the first Tuesday of the month or just the two months in question. Vice Chair Kline made a motion, supported by Mr. Rand, to move the August 2018 meeting to August 7, 2018 and the November 2018 meeting to November 6, 2018 to ensure that the Technical Committee meetings would be held before the Policy Committee meetings. The motion passed unanimously.

In honor of the upcoming retirement of Mr. Fowler, the Technical Committee and the Region 2 Planning Commission recognized his 33 years of service with the State of Michigan, 20 of those being with MDOT Planning. Mr. Franklin is expected to take over Mr. Fowler's position after he retires.

Mr. Wallace noted that the Corridor Alignment Review Committee will be getting back together to continue discussions with stakeholders on relevant projects and studies along the I-94 corridor.

ITEM 12 **PUBLIC COMMENT**

No public comments were received.

ITEM 13 **ADJOURNMENT**

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

Tanya DeOliveira, AICP

TO: JACTS Technical Advisory and Policy Committees

DATE: June 29, 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 paved the base course on Kibby from both ends and on Denton Road up to the roundabout. The wall inside the roundabout is installed. The grading for the curb and gutter in the roundabout and the truck apron still need to be installed. The project should be completed by mid-July.**

2018

Fourth Street: Horton to Audubon (Urban) – Roadway resurfacing with a new roundabout at Hickory and Fourth. MSG is the City's consultant. **The project is in the MDOT July letting.**

Fourth Street and Horton Intersection (Urban) – Intersection realignment and new Traffic Signal. HRC is the City's consultant. **The project should be in the MDOT August 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

July 2018

FY2018

1. Bus & Bus Components

- a. Replacing hard drives in Bus Camera Systems – Vendor tentatively chosen; awaiting approval from MDOT to award.
- b. New Bus Stop Signs on bus routes – Vendor tentatively chosen; awaiting approval from MDOT to award.
- 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 – Currently out for solicitation.
- 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 – Awaiting approval from MDOT to send out solicitation
- d. Admin office rehab and update – Project will begin in later 2018

FY2019

1. Vehicle Procurements

- a. Bus Replacement (2 full-size)**



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

June 29, 2018

FY 2017

I-94 BL/W. Michigan Ave. (Brown St. to Washington / Louis Glick) – Concrete pavement repairs between East Michigan Ave and Washington will take place in July 2018. Slope restoration is not accepted yet.

FY 2018

Project was let on June 1 and Dan's Excavating was the low bidder. Preconstruction meeting scheduled for July 9th and work to begin later that week.

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 (Ganson to Porter), - CPM resurfacing

M-106 (Lakelands Trail Expansion Phase 1 & 2) – Non-Motorized Trail. Scheduled for a September 2018 letting.

M-99 (I-94 to Willow St), 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-60 (Spring Arbor Road to I-94) is a single course mill & resurface CPM Project. Work is complete.

M-50/US-127BR (Washington to South Street) is a concrete pavement repair CPM project. Work is complete.

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-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.

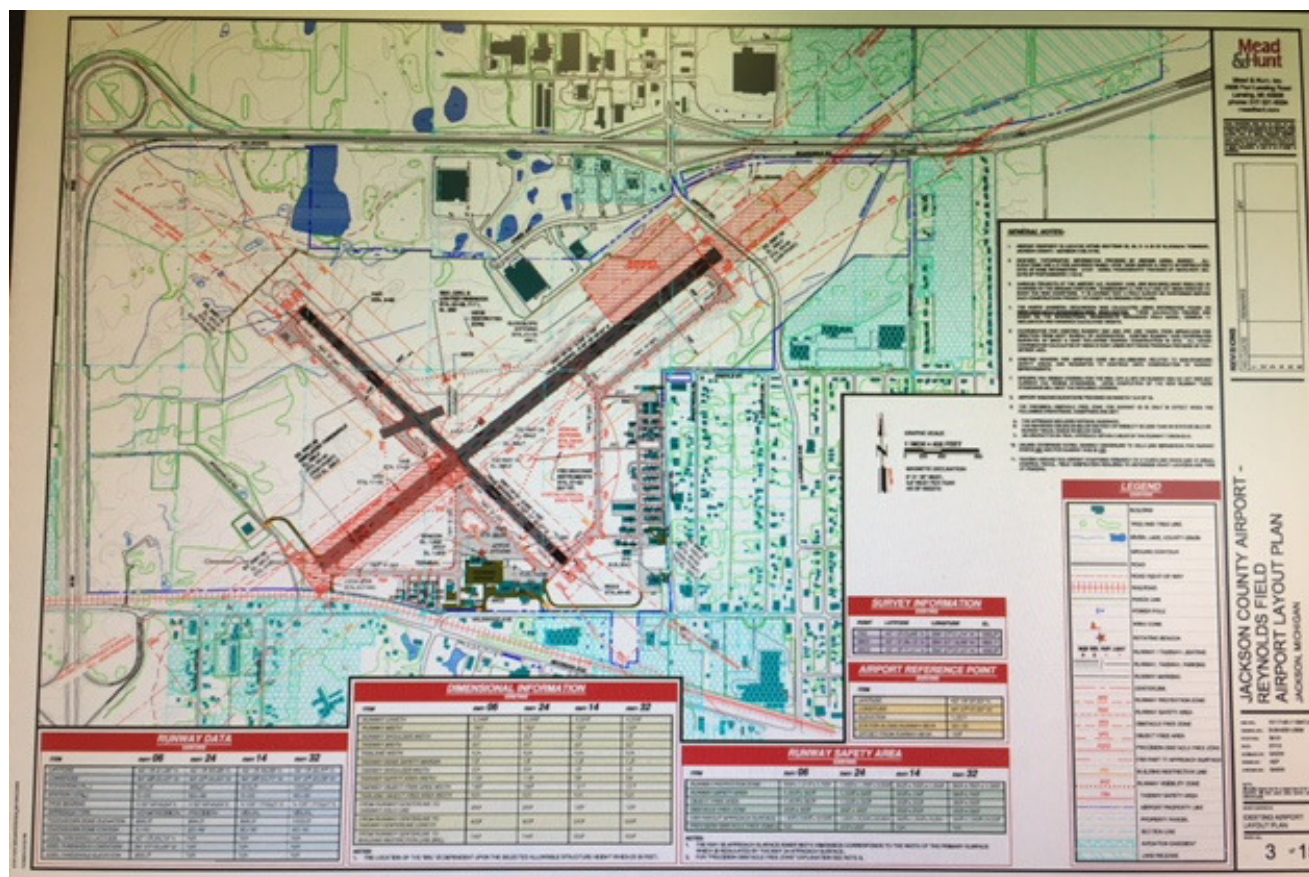
M-60 (Chapel to Emerson Rd) – Resurfacing, Widening with CLTL. The letting date for this project is delayed to late summer 2018. Working on acquiring Right-of-Way for the project. 2019 construction is expected at this time.

Areawide Pavement markings and crack sealing

I-94 at Sargent Install wrong way warning system. Construction in fall 2018.

I-94 at Grass Lake Weigh Station Install additional parking. Construction in fall 2018.

I-94 E (Lansing Rd to Elm Rd) Tree Clearing and fencing- Project is complete



Region 2

Planning Commission

Jackson Area Comprehensive Transportation Study



TO: JACTS Technical Advisory and Policy Committees, R2PC Full Commission

FROM: Steve Duke, Executive Director

RE: FY 2017-2020 JACTS TIP Administrative Modification – Village of Brooklyn

DATE: June 25, 2018

Mr. Jae Guetschow, Brooklyn Village Manager, is requesting authorization to move the Village's Rural Task Force TEDF-D funded project currently programmed in the JACTS FY 2017-2020 from FY 2018 to FY 2019. The project includes the reconstruction of S. King/Tiffany/Cement City roads between Chicago Street and the village limits. There is no change in the project funding of \$176,000 TEDF-D / \$44,000 Village of Brooklyn.

The village has about 100' of water main to replace prior to beginning the road work.

Memorandum



To: Steve Duke

From: Executive Director, Michael Brown

Date: June 27, 2018

Subject: Request for Amendments & Administrative Modification 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 van with a lift which has met its useful life. This project is being funded with FY 2018 Section 5339 funds awarded to JATA via the Federal Transit Administration (FTA). There is no Local Cost for this amendment. Section 5339 focuses on transit capital 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
2018	Vehicle Replacement	County wide	Transit vehicle replacement	Van w/ Lift	\$46,761	5339	\$11,690	CTF	\$58,451

JATA would like to also request the Region 2 Planning Commission to approve an amendment to the current TIP to add a project that is from the 1 percent of FY 2018 Section 5307 funds for safety and security. Every year transit agencies are able to devote 1 percent of Section 5307 funds to improve and upgrade safety and security. JATA is interested improving its automated gates and cameras located on the gates. Currently, the gates are unreliable and need to be replaced to keep the facility safe and secure during and after hours. There is no Local Cost for this amendment. 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
2018	Transit Capital	County wide	Transit Facility	Automated security gates & cameras	\$12,762	5307	\$3,190	CTF	\$15,952

JATA would also like to amend a transit capital project on the 2017-2020 TIP. This project is an existing item on the TIP, but exceeds the 20% threshold for an administrative modification. This amendment is to the administrative office and rehabilitation/upgrade of JATA Administration Facility. This is the result of the full apportionments that were released by FTA and we just want to update the TIP to reflect those apportionments. There is no Local Cost for this amendment. This is illustrated in the table below.

Fiscal Year	Project Name	Limits	Primary Work Type	Project Description	Federal Cost (\$1000)	Federal Fund Source	State Cost (\$1000)	State Fund Source	Total Project Cost (\$1000)
2018	Transit Capital	County wide	Transit Facility	Administrative office rehabilitation and upgrade	113 151	5339	28 38	CTF	141 189

The administrative modification is for transit operating funds. This is a modification to the transit operating funds for FY 18 with the release of federal apportionments for the full year. This modification is less than 20% increase in federal costs and total project costs. The modification is illustrated below.

Fiscal Year	Project Name	Limits	Primary Work Type	Project Description	Federal Cost (\$1000)	Federal Fund Source	State Cost (\$1000)	State Fund Source	Local Cost (\$1000)	Total Project Cost (\$1000)
2018	Transit Operating	Countywide	Transit Operations	Transit Operating Funds	1,249 1,263	5307	1,643 1,712	CTF	1,851 1,628	4,743 4,603

Thank you,



Michael Brown, Director of JATA



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

July, 1, 2018

Mr. Steve 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 one TIP Amendment to the FY 2018 element of the FY 2017-2020 Transportation Improvement Plan (TIP).

Fiscal Year	Project Name	Limits	Project Description	Funding	
Add FY 2018 JN 203311 CON	I-94	Eastbound I-94 Grass Lake Weigh Station	Install additional parking at EB Grass Lake Weigh Station	Federal ST	\$ 3,274
				State	\$ 726
				Total	\$ 4,000

Thank you for your attention to this request. If you have any questions or need additional information, please contact me at 517-750-0405

Sincerely,
Mike Davis, Transportation Planner

FY 2020-2023 STIP/TIP Development Schedule

06/11/2018

Prepare Draft STIP Document	Timeframe	STIP (MDOT)	TIP (MPOs)	Public Participation & Environmental Consultation
	June 19, 2018	MTPA Review MTPA reviews the STIP/TIP Development Schedule, Guidance Document on Planning Factor, Performance Measures, Performance Based Planning (MDOT will provide)		
	August/September 2018	MPO Local Call for Projects due back to MPO prior to October 1 st		
	mid/late October 2018	After federal revenue announcement, cooperatively develop the federal and state revenue estimate and its distribution statewide.		
	October 18 th - November 30 th , 2018	Project Selection MDOT region offices discuss the 5-year Transportation Program and the recommended MDOT projects with the MPOs. After consideration of MPO comments, MDOT regions provide trunkline project list to MPOs. MPOs conduct project selection process based on the FY 2020-2023 Transportation Improvement Program MPOs begin to enter their local projects in JobNet		
	January 15, 2019	Take preliminary snapshot (query) of the JobNet (January 31 st) and provide it to the MDOT regions for review for completeness and accuracy. Begin general program account (GPA) development.	Preliminary snapshot taken by the MPOs. MPO committees review draft TIP project list and financial constraint demonstration. (MDOT staff will provide instructions) MPOs complete entering their local projects in JobNet	
	January 16 th – February 28 th , 2019	Ensure all MDOT projects are in JobNet	MDOT review and QA/QC JobNet entries for local TIP projects (draft jobs become programmed projects)	
	March 2019	Take final snapshot (<i>March 1st</i>) Complete GPAs. Provide final snapshot & GPAs to MDOT regions and MPOs.	All projects must be approved/programmed in JobNet by March 1 st . Final project lists to be generated in JobNet by the MPOs.	
	March - April 2019	Environmental Justice Analysis Complete STIP and environmental justice analysis. Prepare draft STIP document. Complete TIP, environmental justice analysis, and environmental consultation. Prepare draft TIP document.		
	May 1 st – May 15 th	Draft STIP Finalize draft STIP document. – May 1 st through June 27 th .	MDOT/FHWA/FTA preliminary review of draft chapters.	
	May 16 th – June 27 th 2019		MPO TIP Approval MPO TAC & Policy Committees approve final FY 2020-2023 TIP by both TAC and Policy by end of June. Approve final amendment to the FY 2017-2020 TIP for FY 2020. Align the FY 2020 years.	
	June 28, 2019	Submit TIPs to MDOT by June 28 th		
	July 1 st – July 15 th	Finalize STIP Document statewide financial constraint.	MDOT reviews MPO TIP documents TIP documents are reviewed by MDOT. TIP financial tables are incorporated into the statewide financial constraint demonstration.	
	July 15 th – August 15 th	Begin public comment period on July 15 th for STIP. Obtain MDOT management approval.		
	August 15, 2019	Submit STIP and TIPs to FHWA, FTA and EPA		
	August 15 th – September 30 th , 2019	FHWA, FTA and EPA review STIP and TIP documents		
	September 30, 2019	FHWA and FTA approve STIP and TIPs		
	October 1, 2019	Notification of Approval Notify all stakeholders of STIP approval. Update all STIP fields in JobNet. Save original approved STIP/TIP JobNet for official records, auditors, and STIP stability analysis Notify stakeholders of MPO STIP approvals.		

Public Participation & Environmental Consultation

The TIP (MPO) schedule is a generic schedule and does not apply to any specific MPO.
Contact the individual MPOs for specific TIP development schedules.

REDESIGNED TIP AMENDMENT PROCESS



Redesigned TIP Amendment Process

Vision: Why we do this?

The Transportation Improvement Program is a 4-year document that outlines transportation projects within metropolitan areas over 50,000 in population. This document is collaboratively developed by local road agencies, transit agencies, and MDOT and is approved by a MPO Committee. Throughout the life of the plan, changes to transportation projects may be needed. The TIP can be amended to include these changes periodically (six times per year for most Michigan MPOs). The TIP project list and document is a public engagement/informational tool. It is required to undergo a public involvement process, a demonstration of fiscal constraint, and compliance with state and federal regulations per [23 CFR 450](#).

The purpose of this redesigned process documentation is to outline an expedited TIP Amendment process that is clear and comprehensive. This process assumes that the JobNet system for programming projects is fully implemented, whereas JobNet will contain and transmit each MPO TIP as well as the Statewide STIP. The roles, responsibilities, and a step-by-step process are outlined below for all partners in this new TIP Amendment process.

Definitions

Federal TIP Amendment (23 CFR 450.104)

- Major change to the cost, scope, schedule, additions/deletions.
- Requires public involvement.
- Requires a demonstration of fiscal constraint.

Federal Administrative Modification (23 CFR 450.104)

- Minor change to the cost, scope, schedule.
- Does not require public involvement.
- Does not require a re-demonstration of fiscal constraint.

MPO Adjustment

- Changes to projects that are not a Federal Amendment:
 - Each MPO has the discretion to approve project changes that may not be considered a Federal Amendment.
 - MPO Policy Committee *should* create their own rules/definition for project changes requiring MPO approval.
 - FHWA/FTA and MDOT recommend MPOs provide this to MDOT prior to October 2018. It should be incorporated into their Public Participation Plan, to ensure it goes through a public process.

Regionally Significant Projects

- These are projects determined by the MPO to have a significant impact on transportation in the region and require public involvement including listing in the MPO TIP prior to authorization to proceed. Typically, these are MDOT projects funded with State of Michigan funding (no federal

funds). A regionally significant project is recorded in the S/TIP as a line item and follows Federal Amendment and Modification rules.

TIP Amendment Process

MDOT Trunkline Project Changes

MDOT's internal project development process is outlined and approved by the Michigan Transportation Commission in the [5-Year Transportation Program](#), per state law. The MDOT Region Planner and MDOT MPO Program Manager are the primary points of contact for project changes or questions related to TIP projects. In Phase 2 of JobNet:

- Projects are programmed in the JobNet system by Project Managers (or their authorized representatives).
- Projects are approved by a System Manager – *this is the official MDOT approval for a project*.
- JobNet notifies the MPO of a new project or approved project change request via email.
- Each change will be automatically flagged if the project change is a Federal Amendment, requiring MPO and Federal approval (Appendix A - Federal Amendment and Administrative Modification Guidelines).

Local Project Changes

MPOs are provided a budget for each Federal funding category (Appendix B – Local Road Project Programming Chart) per year from MDOT Statewide Planning. Projects are selected for the initial TIP development (per 23 CFR 450), however project changes occur which require MPO and Federal approval.

- The MPO staff issues a call for project changes from local road and transit agencies approximately 6 times per year.
- New projects, awarded by MDOT through a grant funded program (Appendix B), are communicated directly to the local road agency receiving the award, as well as the MPO staff and MDOT Statewide Planning staff. This communication is typically in the form of an award letter, transmitted via email.
 - MDOT Grant program staff, enter these projects in JobNet (create the Job Number) and initiate change requests as needed.
 - MDOT will coordinate to ensure that MDOT grant projects are programmed and updated in a timely manner for MPO and local agencies.
 - JobNet notifies the MPO of these new projects via email.
- Local road and transit agencies communicate the MPO staff changes to local road projects via email/phone.
 - MPO staff enters local road changes in JobNet.
 - JobNet notifies the System Manager to review change requests within 5 business days before making updates to JobNet (quality control/quality assurance check).

Transit Project Changes

Transit projects are selected and programmed, and the GPA thresholds will be established, for the initial four-year TIP (per 23 CFR 450). Each year, the programmed GPAs and/or transit projects may be refined based on federal funding announcements.

FTA and MDOT require MPOs to develop with urban transit agencies a full 4-year program of projects during TIP development. Additionally, MPOs with urban transit agencies are encouraged to annually re-

evaluate transit project selection in early October to incorporate any pending changes and ensure a full program of projects that is accurate at the beginning of each fiscal year.

When FTA publishes the annual apportionment on its website and/or the Federal Register (usually April), the following occurs.

Urban Transit Agencies:

- The urban transit agencies select projects based on funding in the federal register (ex. 5307, 5339, 5310).
 - Until the federal register is published, they select projects for inclusion in the TIP based on historic funding levels.
- The urban transit agencies may, or may not, adjust their projects for TIP programming and FTA grant award based on the funding available for that program year.
- The urban transit agencies send new projects and project changes to the MPO.
- MPO staff programs urban transit projects within the MPO TIP.
- JobNet notifies the System Manager to review changes before making updates to JobNet (quality control/quality assurance check).

Rural and Small Urban Transit Agencies:

- MDOT selects projects for the rural transit agencies (ex. 5339, 5310, 5311).
- MDOT allocates that fiscal year's formula funding to all transit agencies.
- Rural transit agency project additions or changes are programmed by OPT.

Transit GPAs can be utilized in the TIP or STIP for either Transit Operating or Transit Capital expenditures. Transit projects may also be listed as TIP line items or stand-alone projects. For transit projects included in GPAs, these projects are programmed in JobNet as follows:

- MPO staff programs GPAs and transit projects in the urbanized area.
- MDOT Office of Passenger Transportation (OPT) will program GPAs in the STIP. Rural transit projects are programmed in JobNet once they are selected by OPT for funding.

Transit "Flexed" projects are transit projects that use FHWA funding sources. These projects are programmed in JobNet as follows:

- Transit projects that are using FHWA funding sources (ex. CMAQ or STBG) are programmed by the MPO in metropolitan areas.
- Rural transit projects that are using STL are programmed by the Regional Planning Agency assigned to that area's Rural Task Force.

MPO TIP Amendment Development and Approval

Some changes to the TIP may require MPO Policy Committee Approval as well as Federal approval. Specifically, Federal TIP Amendments require both MPO and Federal approval, while MPO Adjustments require MPO approval. Administrative modifications may be approved by MPO staff.

Process

The MPO receives a notification that an approved change request is pending their review. Project changes that are Federal Amendments will be flagged within JobNet. Other approved change requests are sent to the MPO for review and to determine if it is a MPO Adjustment or Administrative Modification. If a change request includes Administrative Modifications, MPO Adjustments, and a Federal Amendment, the entire change request will be listed in JobNet as a Federal Amendment.

- If a project change is not a Federal amendment, the MPO must determine if the project change is an MPO Adjustment or an Administrative Modification (see MPO-specific Policy criteria for MPO Adjustments and Administration Modifications).
- The MPO will make a project determination (Administrative Modification or MPO Adjustment) within 5 business days (MPOs should have a back-up approver identified in case the main MPO staff are unavailable).
 - Administrative Modifications will be approved as submitted.
 - MPO Adjustments will be brought forward for Policy Committee approval in accordance with the MPO-specific amendment schedule.
 - MPOs will publish their MPO-specific amendment schedule annually, including submittal deadlines for amendments.
 - FHWA recommends using the MDOT S/TIP Amendment Calendar for TIP development schedule (Appendix C).
 - Exceptions to the amendment deadlines are at the sole discretion of the MPO.
- Note on Regionally significant projects – the MDOT MPO Program Manager and the Region Planner will work with the MPO staff to define guidelines for what is a regionally significant project for the MPO area.
 - The MPO Program Manager will screen projects for a regional significance check by the MPO.
 - The MPO Program Manager will change the status of projects to regionally significant based on the MPO criteria or by request.
 - Only a MPO can change a project from regionally significant to non-regionally significant.
- After the MPO call for projects deadline, the MPO will pull the list of project changes from JobNet.
 - MPO staff will compile MPO Committee and Public involvement materials, in accordance with the MPOs Public Participation Plan, including:
 - Formatted project list.
 - Related handouts and memos, including:
 - Environmental Justice analysis.
 - Air Quality conformity analysis.
 - Updating Illustrative List (optional).
- MDOT staff/MPO staff meet to review the TIP Amendment project changes for accuracy.
- MPO Technical Committee will review the TIP Amendment and make a recommendation to the MPO Policy Committee.
- MPO Policy Committee will review the TIP Amendment and makes a determination (ex. approval).
- If the TIP Amendment project changes are approved by the MPO:
 - MPO staff will enter the Policy Committee approval date in JobNet for each project.
 - MPO staff will prepare the TIP Amendment Transmittal Package in JobNet (use JobNet home page and reference guides for assistance developing the TIP Transmittal Package), including.
 - Required documents generated in JobNet:
 - Amendment List.
 - TIP list.
 - Fiscal Constraint Report.

- Required attachments:
 - Action taken letter/Minutes.
 - Proof of public involvement.
 - Related handouts and memos.
 - Proof of Environmental Justice analysis (if required).
 - Proof of Air Quality Conformity (if required).
 - Illustrative List (optional).
- MPO submits the TIP Amendment Transmittal Package to MDOT for review through JobNet.

MDOT Review

- MDOT MPO Program Manager receives TIP Amendment Transmittal Package and assigns reviewers (e.g. Supervisors, Office of Passenger Transportation).
 - See MDOT TIP Review Checklist for list of items that will be reviewed (Appendix D MDOT TIP Review checklist).
- MDOT reviews the TIP Amendment per the TIP Review Checklist.
- Reviewers enter the date they reviewed the amendment and any comments in JobNet.
- MDOT Statewide Planning concurs that the TIP Amendment is consistent with the Federal regulations and meets the requirements of the MPO Planning process.
- TIP Amendment Transmittal Package is submitted to FHWA and FTA for review and approval.

Federal Review

- JobNet notifies FHWA and FTA of pending TIP Amendment.
- FHWA and FTA review the project changes.
 - If applicable, project changes are submitted to EPA for Air Quality analysis concurrency.
 - This process is outside of the JobNet system.
- If FHWA and FTA approve:
 - An approval date will be auto populated in JobNet.
- JobNet will notify MPO, MDOT, FHWA, and FTA of TIP Amendment approval.

Timeline Expectations

- TIP Amendment process will follow the MPOs Public Participation Plan processing Schedule.
- TIP Amendment process will similarly follow the annually provided TIP Amendment deadline for project changes and the Policy Committee meeting schedule.
 - MPO Policy Committees are encouraged to approve the Amendment schedule and deadlines for TIP project changes.
- MDOT will make project changes in a timely manner, in alignment with the TIP Amendment schedule.
- The MPO will determine if a project is an Administrative Modification or MPO Adjustment within 5 business days of JobNet notification.
- MDOT will review change requests for local projects (TIP QA/QC) to JobNet system within 5 business days.
- MDOT Statewide Planning staff will review TIP Amendment Transmittal Packages within 7 business days.
- FHWA/FTA staff will review TIP Amendments within 7 business days of notification, except for projects requiring Air Quality conformity determination from the EPA. Projects requiring a conformity determination may take up to 30 days for approval.

**Appendix A: FHWA Michigan Division and FTA
STIP and TIP
Amendment and Administrative Modification Guidance**

Federal Amendment (23 CFR 450.104)

1. Any project or project phase change that affects air quality conformity or requires a conformity determination (in nonattainment and maintenance areas) regardless of the cost of the project or the funding source;
2. A project or project phase change that requires public review and comment and/or the re-demonstration of fiscal constraint;
3. The addition of a new project/phase or moving a project/phase from the illustrative list to the financially constrained list;
4. The deletion a project/phase or moving a project/phase to the illustrative list;
5. Major change in project phase cost (increase or decrease greater than 25% of the total phase cost);
6. Changing a non-Federally funded project/phase to a Federally funded project/phase (except when switching a project from regular federal-aid project to an Advance Construction project or vice versa); and
7. Major change in project/phase design concept or design scope.*

*Major change in design concept or design scope is defined as:

- A change resulting in an air quality conformity reevaluation (per Interagency Work Group determination).
- Significant change to work type or project/phase description.
- Significant change in limits – Increase/decrease a project phase length by a ½ mile or more.
- Addition/increase/decrease of a travel lane by ½ mile or more.
- Addition of new project items (sidewalk, bike lane, ADA enhancements) that are a ½ mile or more in length.

Administrative Modification (23 CFR 450.104)

1. Minor change in cost (increase or decrease less than 25% of the total project phase cost);
2. Minor change in funding source (moving from one federal funding source to another federal funding source, except CMAQ funding);
3. Shifting projects/phases between fiscal years of the current STIP while maintaining financial constraint defined as “project selection” in the regulations (23 CFR 450.222 and 23 CFR 450.332);
4. Switching a project/phase from regular federal-aid to Advance Construction and vice versa (per Michigan Division and MDOT finance agreement provided the change is noted in the request sent to FHWA at the time of project/phase authorization);
5. Addition of a project/phase that uses 100% State or local funding, unless it is deemed “regionally significant” by the MPO;
6. Changes in non-federal project/phase costs;
7. Addition of a project/phase for emergency repairs to roads or bridges**;
8. Addition, deletion, and scope changes to projects/phases within General Program Accounts (GPAs);*** and
9. Technical corrections – corrections to typos, misspellings, and other data entry errors.

**Emergency relief projects may (but are not required to) be included in the STIP, except those involving substantial functional, location, or capacity changes per 23 CFR 450.218(g)(5).

***May require a Federal amendment for transit projects in urbanized areas if FTA program of projects public participation requirements have not been met.

Administrative Modifications do not require Federal approval. However, MDOT will make available information about any modifications to FHWA and FTA for review and comment. FHWA and FTA reserve the right to disallow an administrative modification that is not consistent with Federal regulations.

Appendix B- Local Road Project Programming Chart

Updated: 5/8/2018

Federal/ State Funding Programs	Program Description	MDOT Fin Sys Codes	Funding Available For	MDOT Program Contact	Programmed in JobNet by
MPO-Direct Allocation Programs					
STP - TMA	The Surface Transportation Program (STP) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals.	STU	Transportation Management Areas (TMAs) with an urbanized area (UZA) population over 200,000	Statewide Planning Section-MPO Program Manager	MPO Staff
STP - Small MPO		STUL	Small MPO (less than 200,00)	Statewide Planning Section-MPO Program Manager	MPO Staff
STP - Flexible Urban Counties	Supplemental STP funds to replace Federal Transportation Economic Development Fund Category C funds that were not included in the FAST Act. These funds can be spent anywhere STP-TMA Funds are eligible.	EDCF	Urban Counties (Genesee, Kent, Wayne, Oakland, and Macomb)	Statewide Planning Section-MPO Program Manager	MPO Staff
CMAQ	The CMAQ program was implemented to support surface transportation projects and other related efforts that contribute air quality improvements and provide congestion relief.	CM, CMG	Statewide	Edward Fowler, FOWLERR@michigan.gov	MPO Staff
CMAQ - PM 2.5 Reduction		CPM	Statewide	Edward Fowler, FOWLERR@michigan.gov	MPO Staff
Transportation Alternatives - TMA	The Transportation Alternatives -TMA is an allocation of directly for TMAs of federal transportation funds for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects.	TAU	TMAs	Bryan Armstrong, ArmstrongB@michigan.gov	MPO Staff
TEDF Category C	The mission of the Transportation Economic Development Fund (TEDF) is to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. Category C is for Urban Congestion Relief.	EDC	Urban Counties (Genesee, Kent, Wayne, Oakland, and Macomb)	Mike Kapp, KappM@michigan.gov	MPO Staff

Rural Task Force					
STP- Rural	STP funds are intended to support transportation projects in rural areas.	STL	Rural Task Force (RTF) - Allocation by County	Don Mayle, MayleD@michigan.gov	Regional Planning Agency
STP- Rural Flexible	Supplemental STP funds to replace Federal Transportation Economic Development Fund Category D funds that were not included in the FAST Act. These funds can be spent anywhere STP-Rural Funds are eligible.	EDDF	RTF - Allocation by County	Don Mayle, MayleD@michigan.gov	Regional Planning Agency
TEDF Category D	The mission of the Transportation Economic Development Fund (TEDF) is to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. Category D is for secondary all-season roads.	EDD	RTF - Allocation by County	Don Mayle, MayleD@michigan.gov and Matt Wiitala, WiitalaM@michigan.gov	Regional Planning Agency

Federal/ State Funding Programs	Program Description	MDOT Fin Sys Codes	Funding Available For	MDOT Program Contact	Programmed in JobNet by
Local Grant Programs					
STP - Small Urban	The Small Urban Program provides federal Surface Transportation Program (STP) funding to areas with an urbanized population of 5,000 to 49,999. Road and transit capital projects are eligible for STP funds.	STUL	urbanized areas with a population between 5,000 and 49,999	David Fairchild, FairchildD1@michigan.gov	MDOT Staff
Local Bridge	Local Bridge Program provides funding for construction costs for bridge repair and replacement.	BHT, BRT, MCS	Statewide	M. Harrison, HARRISONM@michigan.gov	MDOT Staff
Discretionary	Discretionary funding made available through specific federal or state initiatives such as the BUILD Discretionary Grants.	DSTP, FLAP, ER	Statewide	Barb Davarn, DAVARNB@michigan.gov	MDOT Staff
Earmarks	Earmarks are projects that receive a direct appropriation in a federal transportation bill. Repurposed earmarks are re-allocation of these appropriations for other projects through a federally approved earmark re-purposing process.	EMRP	Statewide	Barb Davarn, DAVARNB@michigan.gov	MDOT Staff
Transportation Alternatives	The Transportation Alternatives Program (TAP) is a competitive grant program that uses federal transportation funds designated by Congress for specific activities that enhance the intermodal transportation system and provide safe alternative transportation options such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects.	TA	Statewide	Bryan Armstrong, ArmstrongB@michigan.gov	MDOT Staff
Safety	The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.	HRRR, HSIP, RP	Statewide	Pam Blazo, BlazoP@michigan.gov	MDOT Staff
Metropolitan Planning	The purpose of Metropolitan Planning funds is to carry out the requirements of 23 U.S.C. 134 and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. These funds are programmed in the MPO Unified Work Program (UWP) and not in the TIP.	PL	All MPOs	Statewide Planning Section- MPO Program Manager	MDOT Staff
TEDF Category A	The mission of the Transportation Economic Development Fund (TEDF) is to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. Category A funds are for economic development road projects.	EDA	Statewide	Mike Kapp, KappM@michigan.gov	MDOT Staff
TEDF Category F	The mission of the Transportation Economic Development Fund (TEDF) is to enhance the ability of the state to compete in an international economy, to serve as a catalyst for economic growth of the state, and to improve the quality of life in the state. Category F funds are for urban areas in rural counties.	EDF	Statewide	Matt Wiitala, WiitalaM@michigan.gov	MDOT Staff

Appendix C: FY 2018 S/TIP Amendment Schedule

October 2017						
S	M	T	W	T	F	S
1	2	3	4	5	6 ⁴	7
8	9	10	11	12	13	14
15	16	17	18	19	20 ⁵	21
22	23 ¹	24	25	26	27 ²	28
29	30	31				

November 2017						
S	M	T	W	T	F	S
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12	13	14	15	16	17 ³	18
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26	27	28	29	30		

December 2017						
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17	18 ¹	19	20	21	22 ²	23
24	25	26	27	28	29	30
31						

January 2018						
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28	29	30	31			

February 2018						
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25	26	27	28			

March 2018						
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April 2018						
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22	23 ¹	24	25	26	27 ²	28
29	30					

May 2018						
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20	21	22	23	24	25 ³	26
27	28	29	30	31		

June 2018						
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17	18	19	20	21	22 ⁵	23
24	25 ¹	26	27	28	29 ²	30

July 2018						
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22	23	24	25	26	27 ³	28
29	30	31				

August 2018						
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26	27 ^{**1}	28	29	30	31 ²	

September 2018						
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23	24	25	26	27	28 ³	29
30						

Amendment Schedule Action Items:

MAP Database Query¹

Projects submitted to MPO²

MPO Submission to MDOT Deadline³

MDOT finished with reviews/send letter to FHWA/FTA⁴

FHWA/FTA Approval⁵

STIP Amendments posted for Public Review and

Comment⁶

MDOT 2-Week Review Period

Other Notes:

* June 25 is last snapshot to amend the FY 2017 program

**August 27 Snapshots would not be approved until October

**August 28 Snapshots are to amend FY 2017 program - not FY 2016

Appendix D:
MDOT TIP Amendment Form Checklist
For Implementation with Phase 2 of JobNet

DRAFT: May 14, 2018

- ☐ 1. MPO Program Manager assigns MDOT reviewers
 - Assign additional MDOT staff to review the TIP amendment per the “MDOT TIP Reviewer Policy” (*discussion ongoing on number of reviewers*)
 - Make sure all auto populated contact info is correct for FHWA and FTA representatives. If incorrect, contact JobNet Team.

- ☐ 2. MPO Program Manager, OPT Representative, MPO staff and Region Planner reviewed the project list prior to Policy approval for any unclear or inconsistent projects/information
 - Changes needed were communicated to MPO (local and transit projects) or MDOT staff (trunkline projects and grant awards) and updated in JobNet

- ☐ 3. S/TIP Assurances are filled out appropriately
 - Meets 23 CFR 450
 - Consistent with the Metropolitan Transportation Plan
 - Public involvement consistent with Public Participation Plan (with start and end dates)
 - Fiscally constrained
 - Air quality analysis (if required)
 - Environmental Justice analysis (if required)

- ☐ 4. Dates filled in (public involvement dates)
 - Check and ensure that the dates of MPO Policy board approval on the JobNet TIP Transmittal match the meeting minutes and/or action taken letter dates.
 - Check listed public participation dates against the MPO’s public participation plan.

- ☐ 5. Make sure attached documentation matches all boxes checked on the Statement of Assurances
 - Policy Committee / Board meeting minutes, resolution from Policy Committee, and/or action taken letter showing Policy Committee action/approval.
 - Proof of public notification. Make sure public was notified within a timeframe that is consistent with the MPO’s public participation plan.
 - Air quality analysis (if required)
 - Environmental Justice analysis (if required)
 - Does the list of changes approved by the MPO Policy Committee match the changes listed in the TIP?
 - If not return to MPO for corrections
 - OPT Representative will review transit projects for accuracy

- ☐ 6. Does the local and transit fiscal constraint match the MPO allocation for each fiscal year by fund type for federal and state funding categories?
 - MPO Program Manager reviews road project fiscal constraint
 - OPT Representative reviews the transit project fiscal constraint

- Total Proposed Commitments are less than or equal to Estimated Total Revenue and within the Fiscal Constraint Table

☐

7. MPO/MDOT comments are added to form to clarify any issue related to the amendment.

- If no transit projects are listed in the amendment, state this in the comments

☐

8. Amendment is processed within seven (7) days from day received from MPO to day sent to FHWA

- If errors are found, the amendment will be returned to the MPO and after changes are made the MPO will re-submit the amendment in JobNet

☐

9. Are the GPA Thresholds correct in JobNet and matching the approved GPA amounts listed in the TIP?

- Is the amendment consistent with the GPA Guidance Document and Policies? See GPA Guidance Document for requirements



RICK SNYDER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

May 21, 2018

Dear Director:

The Michigan Department of Transportation (MDOT) is pleased to provide you the state targets for the federally-required performance measures, for the first performance period. MDOT appreciates the efforts your metropolitan planning organization (MPO) has made to participate in the coordination process as these targets were developed over the past year.

In addition to the state targets shown in the table below, MDOT will provide supplementary information to assist you in making decisions on MPO targets. The supplementary information will include a description of the measures, recent trends, and the methodology used to establish these targets.

State Targets for First Performance Period

Performance Area	Measure	Baseline Condition (Calendar Year 2017)	2-Year Targets	4-Year Targets
Bridge	Percent National Highway System (NHS) Deck Area in Good Condition	32.7%	27.2%	26.2%
	Percent NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%
Pavement	Percent of Interstate Pavement in Good Condition	56.8%	N/A	47.8%
	Percent of Interstate Pavement in Poor Condition	5.2%	N/A	10.0%
	Percent of Non-Interstate NHS Percent in Good Condition	49.7%	46.7%	43.7%
	Percent of Non-Interstate NHS Percent in Poor Condition	18.6%	21.6%	24.6%
Reliability	Level of Travel Time Reliability of the Interstate	85.1%	75.0%	75.0%
	Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	N/A	70.0%
	Freight Reliability Measure on the Interstate	1.38	1.75	1.75
Congestion Mitigation/Air Quality (CMAQ)*	Annual Hours of Peak Hours Excessive Delay per Capita	18 hours, 30 minutes	N/A	22 hours
	Percent of Non-Single Occupancy Vehicle Travel	16.0%	14.4%	14.4%
	Mobile Source Emission Reduction for Carbon Monoxide	87,665.109	32,968.780	65,937.560
	Mobile Source Emission Reduction for Particulate Matter	653.357	417.410	834.820

**Performance measures apply only to portions of the Southeast Michigan Council of Governments planning area. Also, baseline data for emission reductions shows the total reduction from CMAQ funded projects over the 2014-2017 time period.*

Director
May 21, 2018
Page 2

Federal law and regulations require that MPOs establish targets not later than 180 days after the state Department of Transportation establishes targets for each measure. Therefore, MPOs must decide on their performance targets for the measures in the table above on or before November 16, 2018.

MPOs may support all the state targets, establish their own specific numeric targets for all the performance measures, or any combination. MPOs may support the state target for one or more individual performance measures and establish specific numeric targets for the other performance measures.

Again, thank you for your MPO's participation in the performance measure coordination process. If you have questions or need additional information or assistance, please feel free to contact either me, Chris Hundt at 517-335-2973, or Kelly Travelbee at 517-898-4875.

Sincerely,

David E. Wresinski, Director
Bureau of Transportation Planning

cc: Chris Hundt
Kelly Travelbee

AMPD:IMS:CH:ajm

TRANSPORTATION PERFORMANCE MANAGEMENT

PAVEMENT PERFORMANCE MANAGEMENT

PAVEMENT PERFORMANCE REQUIREMENTS

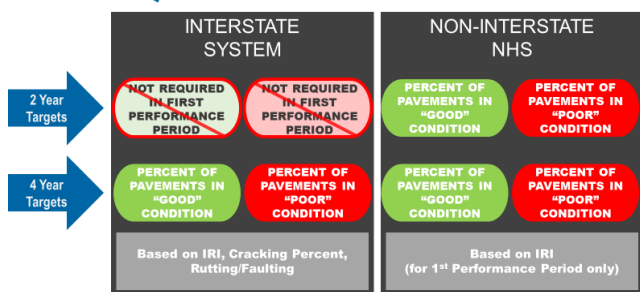
The Federal Highway Administration (FHWA) published in the Federal Register (82 FR 5886) a final rule establishing performance measures for State Departments of Transportation (DOTs) to use in managing pavement and bridge performance on the National Highway System (NHS). The National Performance Management Measures; Assessing Pavement Condition and Bridge Condition for the National Highway Performance Program Final Rule addresses requirements established by the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reflects passage of the Fixing America's Surface Transportation (FAST) Act. The rule became effective May 20, 2017.

The federal rule requires MDOT to establish targets for pavement condition measures Percent Good and Percent Poor on the Interstate and non-Interstate NHS. Targets are required for two and four-year intervals for each measure, with eight targets in total. For the Interstate measures, there will be no two-year targets for the first (2018-2021) performance period per 23 CFR Part 490, therefore, there will only be six targets in the first period.

condition. If two or more metrics are "poor," it is to be considered in poor condition. Only IRI will be used to determine non-interstate condition for the 2018-2024 performance period, after which it will use PCM. Cracking Percent and IRI are to be reported on all pavement types. Rutting is to be reported only on asphalt pavements, and faulting, on jointed concrete pavements. The table below indicates the metric thresholds for condition on each pavement type, as defined by the rule.

Pavement Condition Thresholds				
Metric	Surface Type	Metric Value Range		
		Good	Fair	Poor
International Roughness Index [IRI] (inches/mile)	Asphalt Pavement, Jointed Concrete Pavement, CRCP ¹	<95	95 - 170	>170
Cracking Percent (% of total area)	Asphalt Pavement	<5%	5 - 20%	>20%
	Jointed Concrete Pavement	<5%	5 - 15%	>15%
	CRCP ¹	<5%	5 - 10%	>10%
Rutting (inches)	Asphalt Pavement	<0.20	0.20 - 0.40	>0.40
Faulting (inches)	Jointed Concrete Pavement	<0.10	0.10 - 0.15	>0.15

REQUIREMENTS



The rule requires states to measure, monitor and set targets based upon a composite index of pavement condition measures (PCM). The four metrics to be used are International Roughness Index (IRI), Cracking Percent, Rutting, and Faulting as reported by states to the FHWA's Highway Performance Monitoring System (HPMS). All four metrics will be used to determine the condition for Interstate. If all three metrics on a segment are "good," then a pavement is rated in good

TARGET SETTING AND SIGNIFICANT PROGRESS

• **Targets:** The Transportation Performance Management (TPM) Pavement Rule designates recurring four-year performance periods for which MDOT is required to establish two-year (midpoint) and four-year (full performance) targets for pavement condition on the National Highway System (NHS).

• **Performance Measures:** There are four performance measures for assessing pavement condition based on composite analysis of the metrics above:

- 1) percent of Interstate pavement in Good Condition
- 2) percent of Interstate pavement in Poor Condition
- 3) percent of Non-Interstate NHS pavement in Good Condition
- 4) percent of Non-Interstate NHS pavement in Poor Condition. States were required to establish targets for each measure by May 20, 2018.

• **MPO Targets:** MPOs are required to establish four-year targets for these measures and have two options for target selection: agree to plan and program projects that support MDOT targets or commit to their own targets for their Metropolitan Planning Area (MPA).

• **MPO Targets Due:** MPO targets are due on November 16, 2018, 180 days after MDOT's targets. These targets are not reported to FHWA but must be reported to MDOT in a manner both parties agree to. MPOs will include targets in their TIPs and LRPs and explain how their projects and programs support either MDOT's or the MPO's targets.

• **Significant Progress:** FHWA will determine significant progress on the Mid- and Full Performance Period Progress Reports. Significant progress is defined as achieving a condition that is equal to or better than the target, or better than the baseline condition. If significant progress is not achieved, MDOT must document how it plans to achieve it for the next report

meaning these agencies may have a limited capacity to achieve these targets. To account for this, the rule requires MDOT and MPOs to coordinate target setting, planning, and programming, ensuring targets are feasible, and projects are geared toward achieving them.

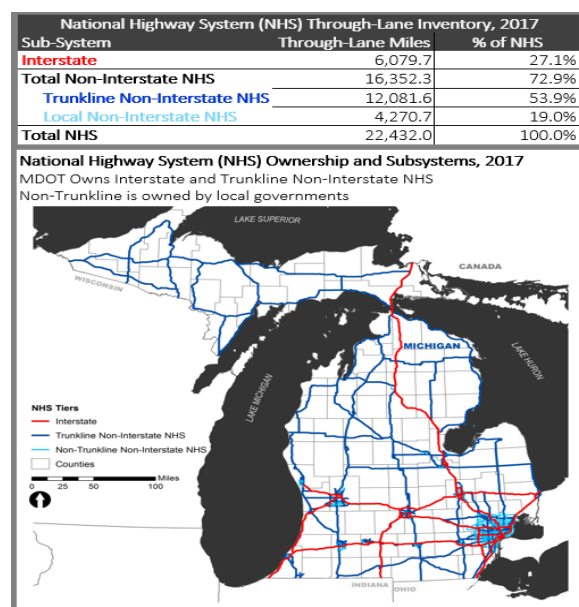
MDOT Investment Strategy Process

Department goals for state trunkline pavement condition are established by the State Transportation Commission (STC) and influence the way MDOT invests in and maintains state-owned transportation infrastructure. To do this, MDOT conducts investment planning. Investment strategies guide the allocation of capital resources to achieve the goals established. Investments are focused where they will most benefit the public, consistent with the direction established.

Investment strategies are developed utilizing anticipated available funding, life cycle planning, and performance gap analysis, and the results of risk analysis. The various strategies are also analyzed and compared to determine how they would impact the overall goals and objectives set by the STC. The desired mix of fixes, investment levels, and funding targets are developed for the selected investment strategy and provided in the Highway Call for Projects memo. They form the basis for project selection and prioritization. The selected investment strategy is communicated to the public by way of the annual Five-Year Transportation Program. MDOT's investment strategy to achieve the constrained Michigan targets for asset condition are reflected in the 2017-2020 STIP program of projects.

ROAD OWNERSHIP

The rule applies to the entire National Highway System (NHS), which includes the Interstate, and Non-Interstate NHS. The Non-Interstate portion of the system is comprised of trunkline (MDOT owned) and non-trunkline (local government owned) roads. Local agencies own 19 percent of the NHS in Michigan, while MDOT maintains ownership of approximately 81 percent (see table below). MDOT and MPO targets must cover the entire NHS, regardless of ownership,

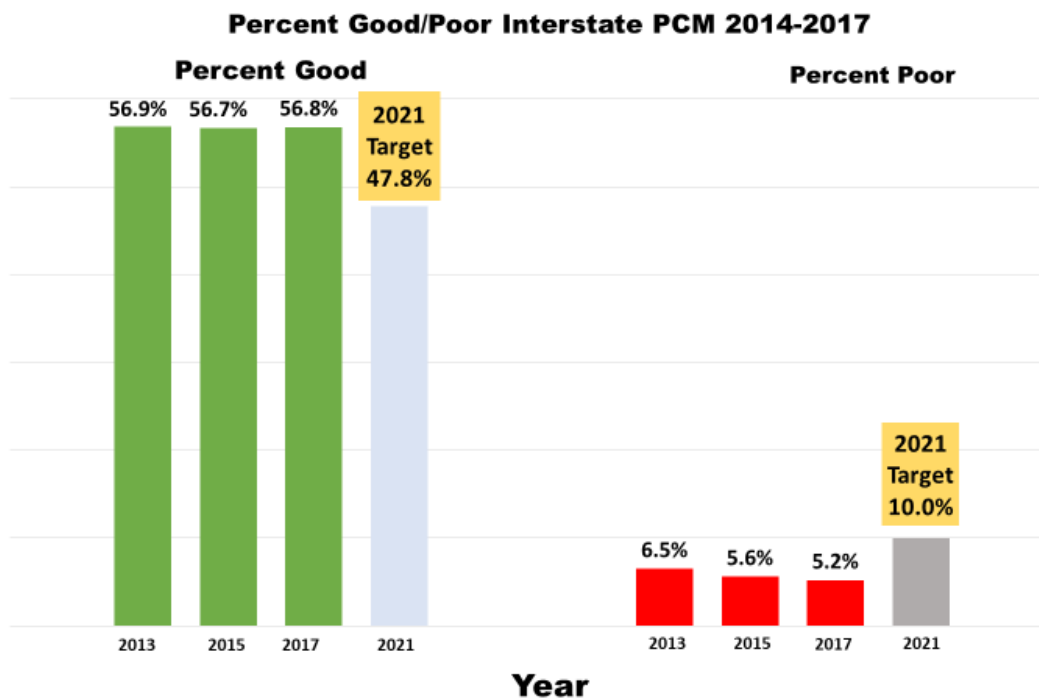


MICHIGAN STATEWIDE PAVEMENT TARGETS

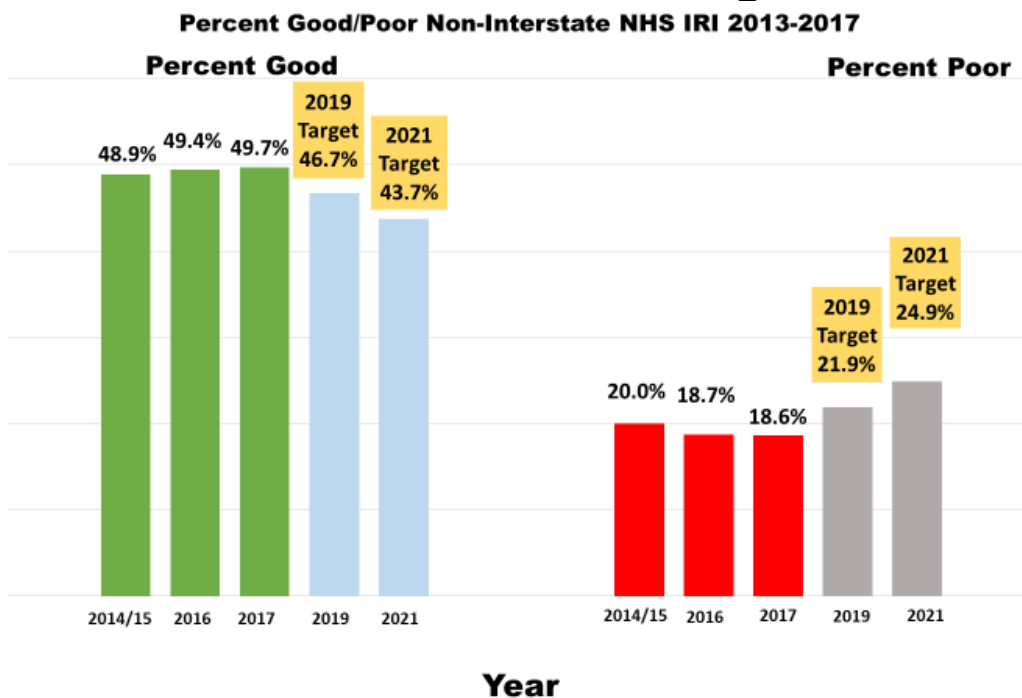
The TPM Pavement Team reviewed historical trends of condition metric data from the last decade (2007-2017) to support future target establishment. FHWA and MDOT use the Highway Performance Monitoring System (HPMS) to report pavement condition. According to the rule, HPMS data must be submitted annually by April 15 for Interstate data, and June 15 for Non-Interstate NHS data. These figures were used as a baseline to establish the statewide targets. With MDOT's current funding levels, trunkline pavement condition is anticipated to decline over the course of the next decade, and therefore, MDOT has chosen conservative targets to reflect this decline. Given the

definition of significant progress (equal to or better than the target, or better than the baseline condition), MDOT can achieve significant progress while targets are declining if condition does not fall below the targets.

Interstate Targets



Non-Interstate Targets



Conservative Targets

The conservative nature of the approved targets is based on several factors:

- 1) Forecasts of the trunkline pavement condition based on Remaining Service Life (RSL) is declining.
- 2) Sample size for the cracking measure will move from 30% to 100% of roads sampled.
- 3) Issues surrounding the data such as the use of new vendors and the introduction of more advanced data collection may make data collection inconsistent.
- 4) A buildup in the Interstate IRI category at the edge of good gives the potential for a significant number of segments to fall into fair.
- 5) The use of a composite score means that all three measures must be good to be counted as good. If only one measure was to fall the whole segment is no longer considered good.
- 6) At the current time the sample size available for previous years is relatively small for the use of trend analysis.

Other major potential hindrances include climate changes, funding uncertainties, and funding levels.

REPORTING

National Goal: FHWA will annually assess the percent of Interstate pavement in poor condition to ensure compliance with a minimum condition level requirement **that no more than five percent of the Interstate System be in poor condition.** This is the only portion of the rule with a financial penalty for pavement funding and prioritizes the Interstate System by directing MDOT pavement funding toward it. Reports are structured on a 4-year reporting cycle, with midpoint (2-year) reports. Between October 2018 and October 2022, state DOTs will be required to submit three performance reports to FHWA.

Baseline Performance Report: In this report, MDOT must establish 2-year and 4-year targets, describe baseline conditions, urbanized area boundaries and population data, NHS limits, and relationships with other performance expectations. The Baseline Performance Report will include HPMS data collected in 2016 and 2017. States will be able to adjust the 4-year targets in the Mid Performance Progress Report based on data collected in 2018 and 2019. To allow for the phasing in of new reporting requirements for Interstate pavement conditions, states are only required to establish 4-year targets for Interstate pavements in the Baseline Performance Report that is due October 1, 2018. Both 2-year and 4-year targets are required for non-Interstate NHS pavements. **Baseline Performance Report due 10/1/18.**

Mid Performance Progress Report: MDOT must report on 2-year conditions and performance, investment strategy effectiveness and discuss progress in achieving targets. States have the option to adjust 4-year targets at this time. In this report states may include a discussion of target achievement and extenuating circumstances. Because states are not required to establish 2-year targets for Interstate pavements in the Baseline Performance Report, they would use the Mid Performance Progress Report to update baseline condition/performance data and, if necessary, adjust the 4-year targets. **Mid-Performance Period Progress Report due 10/1/20.**

Full Performance Progress Report: This report includes the same content as the Mid Performance Period Progress Report but reports on the 4-year targets. If a state has not made significant progress for achieving the NHPP targets in two consecutive biennial determinations, then the state DOT will include a description of the actions they will undertake to better achieve the NHPP targets in the next performance period. Even though significant progress is assessed for all four pavement performance measures, pavement condition penalties only apply for Interstate pavements. As part of the Full Performance Progress Report, MPOs will report targets and progress toward the achievement of targets. MPOs will report their established targets, performance, progress, and achievement of the targets to their respective state DOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. **Full Performance Period Progress Report due 10/1/20.**

Penalties

MDOT will be penalized if it does not meet the interstate pavement condition requirement. If FHWA determines that a State DOT's Interstate pavement condition is below the minimum condition level for the "most recent 2 years," then that State DOT would be subject to the penalty under the rule. The FHWA will notify MDOT annually of its compliance status regarding the minimum condition requirement prior to October 1 of the year in which the determination is made. State DOTs are subject to a statutory penalty that would obligate a portion of NHPP funds and transfer a portion of STP funds to address Interstate pavement conditions if they fail to meet this minimum condition requirement for 2 consecutive years. Specifically, if the state is out of compliance, they would be required to obligate the following:

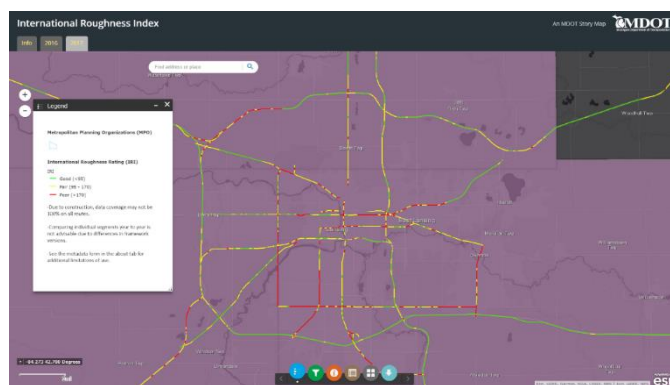
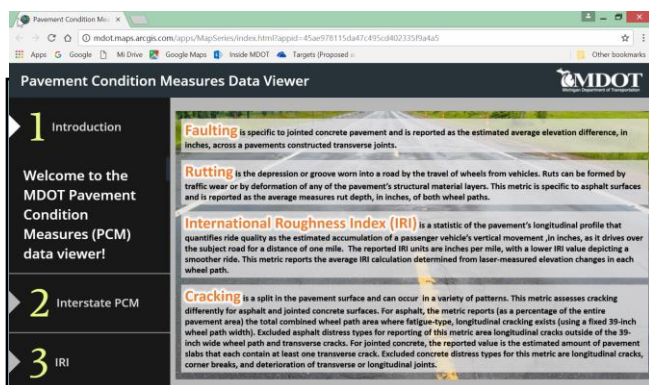
- From the amount apportioned to the State for the NHPP, an amount that is not less than the interstate Maintenance apportionment for fiscal year 2009 plus 2 percent per year compounded annually for the five additional fiscal years after 2013.
- For apportioned transfer Surface Transportation Program funds, an amount equal to 10 percent of Interstate Maintenance apportionment for fiscal year 2009.

These funds would need to be used to improve Interstate pavement conditions (as provided under the pre-MAP-21 Interstate Maintenance Program). This requirement will remain in effect until the Interstate system pavement condition exceeds the minimum condition level.

Available Data

A web application is available online showing pavement conditions and inventory for Interstate PCM and Non-Interstate IRI data. This tool is available for use by the MPOs. The link to the application is below.

<http://mdot.maps.arcgis.com/apps/MapSeries/index.html?appid=35d2f76862e74c5a89319a9d5a55e5bd>



For More Information

Pavement condition data: Mike Sokolnicki

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TRANSPORTATION PERFORMANCE MANAGEMENT

BRIDGE PERFORMANCE MANAGEMENT

BRIDGE CONDITION

Federal law, outlined in the National Bridge Inspection Standards (NBIS), defines a bridge as a structure carrying traffic with a span greater than 20 feet and requires that all bridges be inspected every two years to monitor and report condition ratings. The FHWA requires that for each applicable bridge, the performance measures for determining condition be based on the minimum values for substructure, superstructure, deck, and culverts. The FHWA further requires counting this condition by the respective deck area of each bridge and express condition totals as a percentage of the total deck area of bridges in a state.

Condition ratings are based on a 0-9 scale and assigned for each culvert, or the deck, superstructure and substructure of each bridge. These ratings are recorded in the National Bridge Inventory (NBI) database. Condition ratings are an important tool for transportation asset management, as they are used to identify preventative maintenance needs, and to determine rehabilitation and replacement projects that require funding.

REPORTING ON BRIDGE CONDITION

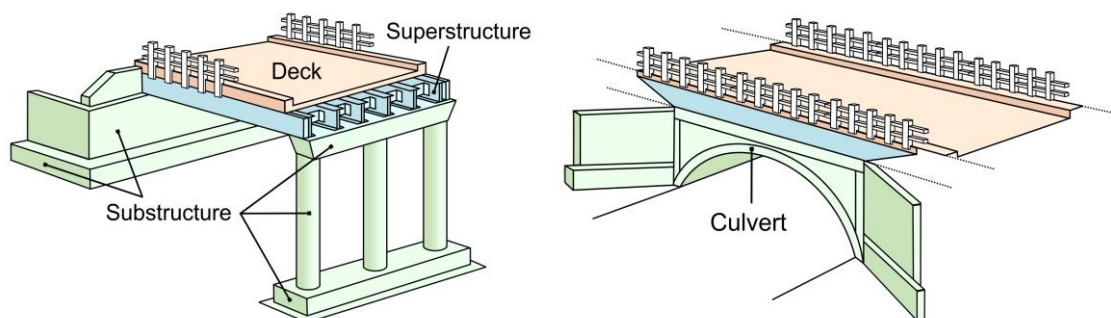
The Transportation Performance Management (TPM) Bridge Condition Rule designates recurring four-year performance periods for which MDOT is required to two-year (midpoint) and four-year (full performance) targets for bridge condition on the National Highway System (NHS). MDOT is required to submit three performance reports to FHWA within the 4-year performance period.

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

The two performance measures for assessing bridge condition are:

- % of NHS bridges in Good Condition; and
- % of NHS bridges in Poor Condition.

MDOT established bridge targets on May 20, 2018.



ANATOMY OF A BRIDGE OR CULVERT

NBI Condition Ratings			
7-9	Good Condition		Routine maintenance candidate.
5-6	Fair Condition		Preventative maintenance and minor rehabilitation candidate.
4	Poor Condition	Poor	Major rehabilitation or replacement candidate.
2-3		Serious or Critical	Emergency repair or high priority major rehabilitation or replacement candidate. Unless closely monitored it may be necessary to close until corrective action can be taken.
0-1		Imminent Failure or Failed	Major rehabilitation or replacement candidate. Bridge is closed to traffic.

REPORTING ON BRIDGE CONDITION, CONTINUED

• **MPO Targets:** MPOs are required to establish four-year targets for these measures and have two options for target selection: agree to plan and program projects that support MDOT targets or commit to their own targets for their Metropolitan Planning Area (MPA).

• **MPO Targets Due:** MPO targets are due on November 16, 2018, 180 days after MDOT's targets. These targets are not reported to FHWA but must be reported to MDOT in a manner both parties agree to. MPOs will include targets in their TIPs and LRP and explain how their projects and programs support either MDOT's or the MPO's targets.

• **Significant Progress:** FHWA will determine significant progress on the Mid- and Full Performance Period Progress Reports. Significant progress is defined as achieving a condition that is equal to or better than the target, or better than the baseline condition. If significant progress is not achieved, MDOT must document how it plans to achieve it for the next report.

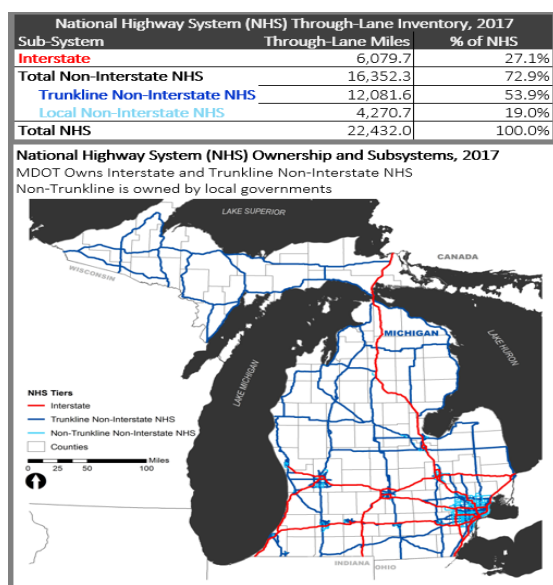
End of 2017 NHS Bridge Condition by Count – Statewide (for reference only)

Owner	Good		Fair		Poor		Total	
Trunkline	823	30%	1768	65%	138	5%	2729	92%
Bridge Authority	3	38%	5	62%	0	0%	8	<1%
Local	92	41%	94	42%	39	17%	225	8%
Total	918	31%	1867	63%	177	6%	2962	

End of 2017 NHS Bridge Condition by Deck Area - Statewide

Owner	Good		Fair		Poor		Total (sft)	
Trunkline	11,145,968	34%	18,568,765	56%	3,221,383	10%	32,936,116	88%
Bridge Authority	291,482	15%	1,707,000	85%	-	0%	1,998,482	5%
Local	782,324	32%	1,197,624	49%	446,003	18%	2,425,951	6%
Total	12,219,774	33%	21,473,389	57%	3,667,386	10%	37,360,549	

NATIONAL HIGHWAY SYSTEM

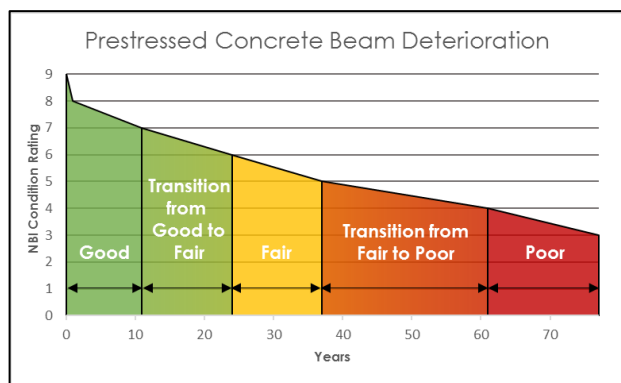


While the National Bridge Inspection Standards applies to all publicly owned highway bridges, the TPM Targets are only applied to those bridges carrying routes on the NHS including bridge on- and off-ramps connected to the NHS. The NHS consists of roadways important to the nation's economy, defense, and mobility. The NHS includes the following subsystems of roadways: interstate, other principal arterials, strategic highway network, major strategic highway network connectors, and intermodal connectors. condition totals as a percentage of the total deck area of bridges in a state.

Local agencies own 6 percent of the NHS bridge deck area in Michigan, while MDOT and the Bridge Authorities maintain ownership of approximately 94 percent of bridge deck area (see table above). MDOT and MPO targets must cover the entire NHS, regardless of ownership. To account for this, the rule requires MDOT and MPOs to coordinate target setting, planning, and programming, ensuring targets are feasible, and projects are geared toward achieving them.

BRIDGE DETERIORATION MODELS

As a bridge ages, its condition declines and an increasing amount of work is required to restore condition or extend the usable life of the bridge. By tracking the rate at which bridges have declined in the past, MDOT is able to predict the rate at which a bridge will decline in the future. MDOT has an established process through which trends in bridge deterioration rates can be evaluated at regular intervals. These periodic reviews will show whether preventive maintenance and other small actions taken on bridges are effective over time. This process is documented in the report “A Process for Systematic Review of Bridge Deterioration Rates” which is available on the MDOT website at: http://www.michigan.gov/documents/mdot/A_Process_for_Systematic_Review_of_Bridge_Deterioration_Rates_522422_7.pdf.



As shown in the image above, the minimum NBI condition rating is the y axis, and the number of years in each condition state is the x axis. As the Target setting periods are two and four years, the key transition times for this analysis are the Transition from Good to Fair (the time it takes to drop from 7 to 6) and the Transition from Fair to Poor (the time it takes to drop from 5 to 4). Outside of the initial drop for 9 (Excellent) to 8 (Very Good), a bridge would not be *predicted* to fall multiple condition ratings over a span of four years as it is based on statewide averages. This can sometimes occur in practice and is part of the error involved in predictions.

PROJECT IMPACTS

MDOT PROJECT SELECTION - As the product of ongoing asset management by MDOT and our local agencies, projects are programmed each year to extend life or improve condition throughout the bridge network. MDOT analyzes the candidates for each of the major work types – preventive maintenance, rehabilitation and replacement – and identifies a strategy that is the most cost-effective means to achieve

and sustain a state of good repair within financial constraints. Starting from this initial strategy, the regions then perform more detailed analysis and scopes, coordinating with other programs such as road, and selecting projects through the annual Call for Projects process.

A small number of MDOT bridges are managed centrally within the Big Bridge Program. The Big Bridge Population is a unique subset of MDOT’s trunkline bridge population that includes twenty-three large deck bridges (deck area in excess of 100,000 sq ft), thirteen complex bridges, and twelve moveable bridges. These forty-eight bridges are unique not only from an engineering standpoint, but they also represent large capital investments in terms of their initial construction costs and in terms of their long-term preservation and rehabilitation costs. Because of the significant investment these bridges represent, MDOT’s goal is to preserve and maintain the Big Bridge inventory in a continuously good or fair condition state. This population is also of unique importance to the Performance Management Target Settings as the 37 structures that carry NHS comprise 14% of the trunkline NHS deck area.

LOCAL AGENCY PROJECT SELECTION - As the product of ongoing asset management by MDOT and our local agencies, projects are programmed local agency bridge projects included in this analysis are those that have been selected through the local bridge program. Legislation enacted October 1, 2004 created a local bridge fund, a local bridge advisory board (LBAB) and seven regional bridge councils (RBC). The legislation places control of the funding allocations of the local bridge fund in the hands of the local agencies of Michigan through the LBAB and RBCs. A call for applications is sent to all local agencies on an annual basis. The submitted applications are reviewed by the staff of MDOT local agency program’s bridge unit for completeness and funding eligibility. Formula rating points are computed and each region’s applications are submitted to their respective RBC for addition of discretionary points. A 3-year bridge program is maintained by each RBC.

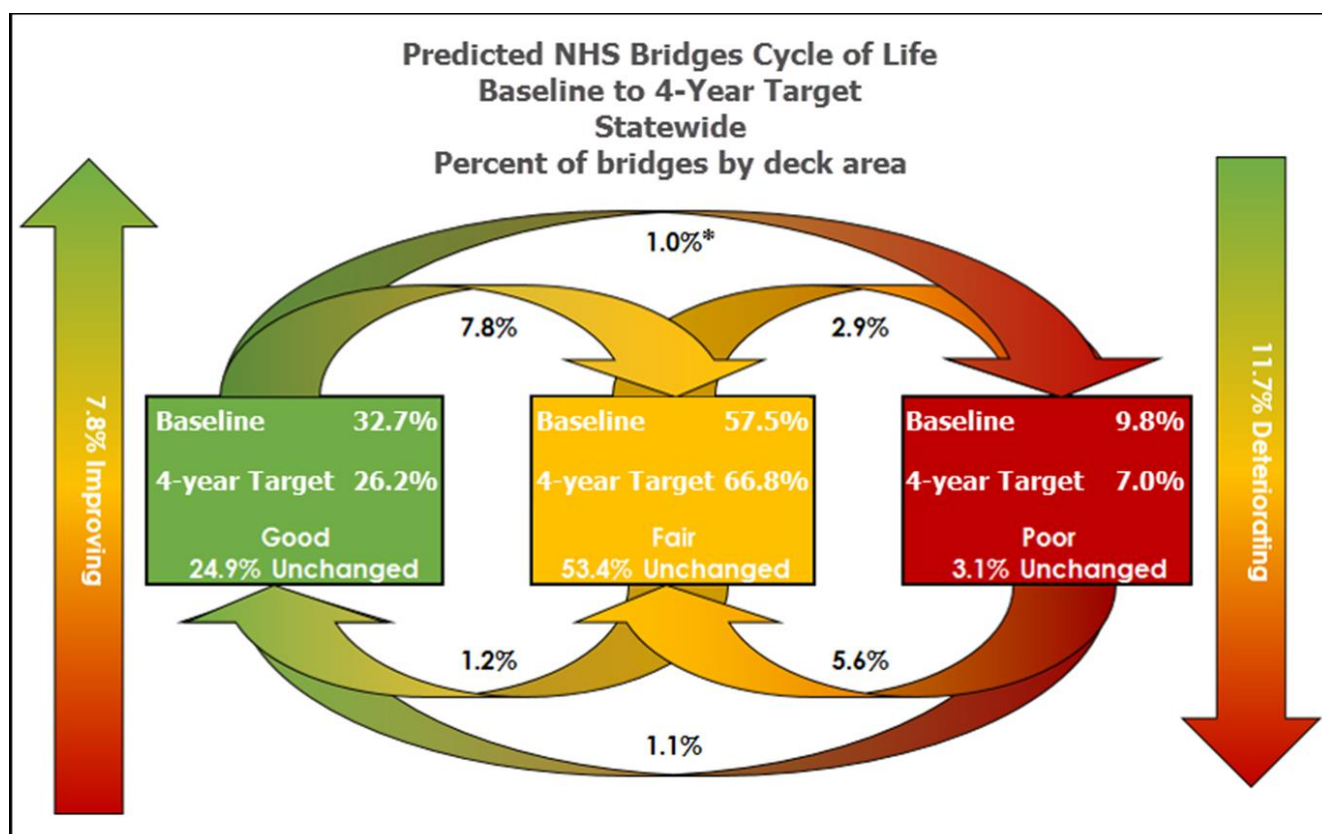
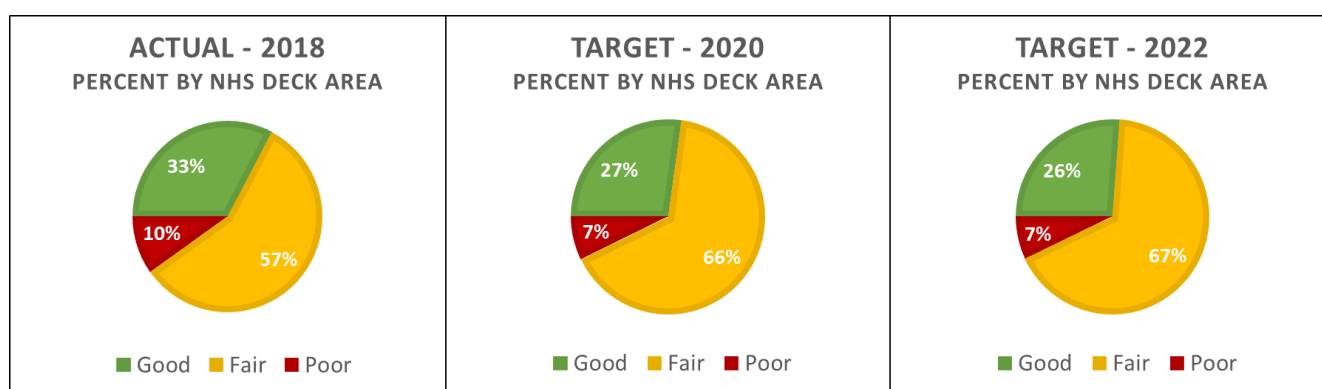
Local Agencies may also identify bridge projects through their Metropolitan Planning Organization or Rural Task Force, although because of the dollar amounts available these projects are rare. Many local agencies do projects on their bridges with their Act 51 fund distributions. These projects, however, do not have to be entered as a programmed project within the Planning Schema and would not be reflected in the results. Due to the relatively small amount of local agency deck area, this is considered an acceptable omission at this time, but is an area identified for future improvement.

DEVELOPING TARGETS

Starting from the condition reported with the NBI submittal on March 14th of 2018, the expected improved condition from projects and reduced condition from deterioration was summarized into expected condition in 2020 and in 2022. The deck areas in good, fair and poor conditions at each year was summarized. To account for uncertainty, the amount of deck area in good condition was conservatively reduced by 1%, and the amount of deck area in poor condition was increased by 1%. A 1% reduction for uncertainties reflects about 30 average size structures that either deteriorated faster than predicted or that did not see as much of an improvement as predicted.

ANALYZING TARGETS

Overall, the number of good bridges is expected to decline significantly as preservation efforts tend to extend life in fair condition. While the amount of bridges in good condition is predicted to decrease, the amount of deck area in poor condition is also predicted to decrease. While the decrease in poor deck area is important towards achieving and then maintaining a state of good repair, the amount of fair deck area will require a sustained commitment to preservation in order to prevent an unsustainable amount of fair bridges from falling into poor condition.



PENALTY

MDOT will be penalized if it does not meet the NHS bridge condition requirement. If FHWA determines that a State DOT's Interstate pavement condition is below the minimum condition level for 3 consecutive years, then that State DOT would be subject to the penalty under the rule. The FHWA will notify MDOT annually of its compliance status regarding the minimum condition requirement prior to October 1 of the year in which the determination is made. The minimum NHS bridge condition level is that no more than 10 percent of total deck area of NHS bridges can be classified in poor condition. If the minimum condition level is not met for 3 consecutive years, the State must set aside NHPP funds for eligible bridge projects on the NHS.

For More Information

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TRANSPORTATION PERFORMANCE MANAGEMENT

TRAVEL TIME RELIABILITY PERFORMANCE MANAGEMENT

WHAT IS TRAVEL TIME RELIABILITY?

New federal rules require states to measure, monitor, and set goals based upon a composite index of travel time reliability metrics. Travel time reliability measures how consistent the travel time is from one point to another, from one day to the next. To determine reliability, data on travel time is examined to see how it varies over time. Travel time for each discrete segment of the National Highway System (NHS) is placed in order from the shortest time (fastest speed), which is the 1st percentile speed, to the longest time (slowest speed), which is the 100th percentile speed. Three performance measures are examined to compare the "normal" travel time, (which is defined as the 50th percentile travel time) on a segment, with either the 80th percentile or the 95th percentile travel time to determine the overall reliability. If the difference between the normal travel time and the longer travel time (80th or 95th percentile time) is greater than 50%, then the segment is unreliable.

To help understand this concept and how travel time reliability is applied, consider the following highly simplified hypothetical example. Suppose an individual person's normal travel time from home to work is 20 minutes. The 80th percentile is defined as one out of every five days, or approximately once a work week. If in a typical week, it takes this individual 30 minutes or longer to travel to work (one or more times), then his/her route would be designated as unreliable.

Comparatively, the truck travel time measure uses the 95th percentile which is one out of every twenty days.

Travel Time Reliability is not the same as Congestion. Reliability is important, because travelers prefer a consistent travel time to their destination over whether or not the route is congested. If people understand that a route is congested, they can plan accordingly, but if a route is unreliable, they really have no understanding of how long it will take to get to their destination, which creates greater frustration. In addition, segments of roads can be both congested, and reliable (e.g., reliably congested), whereas others can be congested, but unreliable.

Example of Unreliable Corridor

Day 1 – 50th Percentile (Average or Normal Travel Time)



Day 2 – 80th Percentile Longer Travel Time



TRAVEL TIME RELIABILITY MEASURES

Federal regulations require states and Metropolitan Planning Organizations (MPOs) to use three performance measures for assessing travel time reliability. Travel time data used to calculate each measure is purchased by the Federal Highway Administration (FHWA) and made available for use by states and MPOs. The vehicle probe data set used for the federally required measures is called the National Performance Management Research Data Set (NPMRDS). The data is processed through an analytical software tool known as Regional Integrated Transportation Information System (RITIS). The travel time reliability measures, as defined in the PM3 federal rule are:

- + Level of Travel Time Reliability (LOTTR) on the Interstate: % of person-miles traveled on Interstate that are reliable
- + LOTTR on the Non-Interstate NHS: % of person-miles traveled on the Non-Interstate NHS that are reliable
- + Freight Reliability Measure on the Interstate: Truck Travel Time Reliability (TTTR) Index

Performance Measure Description

Level of Travel Time Reliability (LOTTR)

- 2- and 4-Year Targets**
- Interstate and Non-Interstate NHS
- Four (4) Time Periods
- Fifteen (15) Minute Travel Intervals
- Longer Travel Time: 80th Percentile
- Normal Travel Time: 50th Percentile
- Threshold: Reliability is <1.50
- Factors Applied: Vehicle volumes (HPMS) and Vehicle Occupancy Factor (provided by FHWA)

Truck Travel Time Reliability (TTTR)

- 2- and 4-Year Targets
- Interstate
- Five (5) Time Periods
- Fifteen (15) Minute Travel Intervals
- Longer Travel Time: 95th Percentile
- Normal Travel Time: 50th Percentile
- Threshold: None
- Factors Applied: No additional factors are applied

*** The Non-Interstate NHS Travel Time Reliability measure is being phased-in and does not require a 2-year target for the first performance period only.*

Level of Travel Time Reliability (LOTTR) Example

Segment: Longer Travel Time (80th) ÷ Normal Travel Time (50th) = # seconds ÷ # seconds = LOTTR

Monday – Friday	6am - 10am	LOTTR = 44 sec ÷ 35 sec = 1.26
	10am - 4pm	LOTTR = 1.39
	4pm – 8pm	LOTTR = 1.54
Weekends	6am – 8pm	LOTTR = 1.31
Reliability: LOTTR below 1.50 during <u>ALL</u> of the time periods		Segment is NOT reliable

Measure: Percent of person-miles traveled on the [Interstate/Non-Interstate NHS] that are reliable

1. Length x Volume (AADTx365) x Occupancy = person miles
2. $\frac{\sum (\text{Reliable Person-Miles})}{\sum (\text{Total Person-Miles})} = \text{Reliability}$

Truck Travel Time Reliability (TTTR (This is an index, not a reliability threshold) Example

Segment: Longer Travel Time (95th) ÷ Normal Travel Time (50th) = # seconds ÷ # seconds = TTTR

Monday – Friday	6am - 10am	TTTR = 72 sec ÷ 50 sec = 1.44
	10am - 4pm	TTTR = 1.39
	4pm – 8pm	TTTR = 1.49
Weekends	6am – 8pm	TTTR = 1.31
Overnight	8pm – 6am	TTTR = 1.20
Maximum TTTR		1.49

Measure: Truck Travel Time Reliability (TTTR) Index

1. Length x MaxTTTR = Length-weighted TTTR
2. $\frac{\sum (\text{All segment length weighted TTTR})}{\sum (\text{All segment lengths})}$

TRAVEL TIME RELIABILITY TARGETS AND METHODOLOGY

PM3 Reliability Measures – Final State of Michigan Targets

Measure	Baseline from Jan 2017 to May 2018 (Source: NPMRDS – RITIS)	Recommended 2-Year Target(s) CYE 12/31/2019	Recommended 4-Year Target(s) CYE 12/31/2021
Interstate Travel Time Reliability	2017 - 85.2% 2018 - 85.8%	75%	75%
Non-Interstate NHS Travel Time Reliability	2017 - 86.1% 2018 - 85.8%	--	70%
Freight Reliability	2017 - 1.38 2018 - 1.49	1.75	1.75

Baseline Data: 2017 and 2018 data shows that the Michigan's interstate highways and non-interstate NHS highways have been between 85 and 86 percent reliable, meaning that greater than 85% of the person miles traveled on the NHS system are meeting the threshold, as defined in the federal rules (the ratio between the 50th percentile and the 80th percentile is below 1.5). For trucks, due to the higher threshold of comparing the 95th percentile to the 50th percentile, the overall truck travel time index on the interstates has remained near 1.5.

Target Methodology - Targets have been set conservatively for this first reporting cycle. There is only 17 months of data to establish a baseline, and month-to-month comparisons vary due to weather, construction, data coverage gaps and other factors. As more data is collected over the next 2 years, the detection of trends should become more observable and distinctive and MDOT will re-evaluate the targets for possible adjustments. In the interim, the trends and influencing factors reflect the best information available.

Application of these measures in MDOT's prioritization process: These three measures are monitored and considered as factors in the overall decision making process for transportation investments in Michigan. MDOT is currently evaluating the types of projects and funding templates that will have an impact on travel time reliability, and have developed an initial list of project types to be considered; however, due to the lack of historical data, it is not possible to truly quantify the level of impacts for each of these project types at this time. The initial list of project types includes: capacity improvements or widenings, ITS and operational improvements, safety projects that improve operational flow, and road and bridge reconstruction and rehabilitation projects that improve segments from poor condition to good/fair condition.

REPORTING ON TRAVEL TIME RELIABILITY

The Transportation Performance Management (TPM) System Performance Rule designates recurring four-year performance periods for which two and four-year targets are required to be established for travel time reliability on the NHS for person miles and freight. There are three sets of targets: 1) percent of person miles traveled on the Interstate System that are reliable, 2) percent of person miles traveled on the Non-Interstate NHS that are reliable, and 3) truck travel time reliability index on the Interstate. The first performance period takes place from January 1, 2018 to December 31, 2022, with state targets due on May 20, 2018. MDOT is required to submit biennial progress reports to FHWA. There are a total of three progress reports due for each performance period:

- + **Baseline Performance Report (due October 1, 2018)**
- + **Mid-Performance Period Progress Report (Oct. 1, 2020)**
- + **Full Performance Period Progress Report (Oct. 1, 2022)**

FHWA will determine significant progress using the Mid and Full Performance Period Progress Reports. Significant progress is defined as achieving a condition that is *equal to or better than the target, or better than the baseline condition*. If significant progress is not achieved, MDOT must document how it plans to achieve it by the next reporting cycle.

MPO Coordination

MPOs are required to establish four-year targets for these measures, and have two options for target selection: agree to plan and program projects that support state targets, or commit to their own targets for their Metropolitan Planning Area. MPO targets are due on November 16, 2018, 180 days after state targets are established. MPO targets are not reported to FHWA, but must be reported to MDOT using mutually agreed upon method. MPOs will include targets in their Transportation Improvement Programs and Long-Range Transportation Plans, and explain how their projects and programs support either MDOT's or the MPO's targets.

Good Morning,

At the June 19th MTPA meeting I briefly discussed the idea that MDOT is asking each MPO to provide a definition/threshold of a project that is regionally significant to our office. We understand that each MPO's definition could be different from the other agencies within the State.

At the JobNet Training on June 25, I asked each MPO to forward that definition to MDOT – SPS for distribution. I asked that this definition be coordinated between the MPO staff, SPS staff, and MDOT's Region staff to ensure an overall agreement is reached between the key players.

I am requesting SPS staff work with the MPO's and the Region Planners to complete this definition for each of the areas by Monday, July 9th.

To assist you, I have attached the "FHWA Michigan Division and FTA STIP and TIP Amendment and Administrative Modification Guidance document".

If anyone has a question regarding this matter, please do not hesitate to call me at 517-373-9038.

Thank you.

John Watkin
Manager
Statewide Planning Section