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

**FOR FURTHER INFORMATION
CONTACT:**

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

DATE: Thursday, September 19, 2019

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 June 20, 2019; and Receive the Minutes of the Technical Advisory Committee Meeting of June 19, 2019 (see enclosures) – **ACTION**
4. Agency Status Reports (see enclosures) – **DISCUSSION**
 - City of Jackson
 - Jackson Area Transportation Authority
 - Jackson County Department of Transportation
 - Michigan Department of Transportation
 - Jackson County Airport-Reynolds Field **(not provided)**
 - Enterprise Group (<http://www.enterprisegroup.org>)
5. Approval of Amendments to the JACTS FY 2020–2023 Transportation Improvement Program (TIP) (see enclosures) – **ACTION**
 - Jackson County Department of Transportation (JC DOT)
 - Village of Brooklyn
 - Michigan Department of Transportation (MDOT)
6. Approval of Resolution to Support the MDOT State Targets for Safety Performance Measures (see enclosures) – **ACTION**
7. Safe Routes to School Program Update (see enclosure) – **DISCUSSION**
8. City of Jackson / Jackson County Non-Motorized Plan Update – **DISCUSSION**
9. MDOT-Jackson TSC Traffic Summit Dates – **DISCUSSION**
 - Jackson County – 10/29/19, Blackman Township Hall, 9:00 AM
 - Hillsdale County – 10/30/19, Lewis Emery Park, 9:00 AM
 - Lenawee County – 10/31/19, Adrian District Library (Downtown), 10:00 AM
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, June 20, 2019

Members Present: Jon Dowling (Alt.), JACTS Technical Advisory Committee
David Herlein, Spring Arbor Township
Pete Jancek, Vice-Chair, Blackman Charter Township
Don Mayle, MDOT
Steve Shotwell, Chair, Jackson County Board of Commissioners
Judy Southworth (Alt.), Leoni Township
Mike Trudell, Summit Township
Bob Welsh, Region 2 Planning Commission
Dan Wymer, Napoleon Township

Members Absent: Keith Acker, Sandstone Township
Patrick Burtch, City of Jackson
Derek Dobies, City of Jackson
John Feldvary, Jackson County Airport-Reynolds Field
Mike Overton, Jackson County Department of Transportation

Others Present: Mike Brown, Jackson Area Transportation Authority
Corey Clevenger, Jackson County Department. of Transportation
Tanya DeOliveira, Region 2 Planning Commission
Steve Duke, Region 2 Planning Commission
Bret Taylor, Jackson County Department of Transportation
Kelby Wallace, MDOT – TSC

ITEM 1 CALL TO ORDER

Chair Shotwell called the meeting to order at 8:04 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

JACTS POLICY COMMITTEE MINUTES

June 20, 2019

Page 2

ITEM 3

APPROVE MINUTES OF THE POLICY COMMITTEE MEETING OF MAY 16, 2019 AND RECEIVE THE TECHNICAL ADVISORY COMMITTEE MINUTES OF MAY 15, 2019

A motion was made by Mr. Moilanen, supported by Mr. Wymer, to approve the Policy Committee meeting minutes of May 16, 2019, and receive the Technical Advisory Committee meeting minutes of May 15, 2019 as presented. The motion carried unanimously.

ITEM 4

AGENCY STATUS REPORTS

Project status updates were presented by the City of Jackson, Jackson Area Transportation Authority, Jackson County Department of Transportation, Michigan Department of Transportation, and Jackson County Airport-Reynolds Field. The following project details were provided:

- City of Jackson – reported that City Council approved the Greenwood Avenue project contract. The project was let by MDOT on June 7, and construction will begin after July 4. The Fourth Street projects: (1) Horton to Audubon project is scheduled to be completed before school opens. (2) Pavement has been milled for the Fourth Street and Horton project. The new roundabout will be replaced with a single lane roundabout instead of the existing two lane roundabout. Work continues on the project, but there will be a bit of a delay due to the steel strain pole shipment being delayed until the end of July. They were originally scheduled to arrive by the end of June.
- Jackson Area Transportation Authority – reported that work has begun on upgrading the HVAC system at the main office. The procurement process for securing 2 medium duty vans is expected to begin in the fall. The work is expected to be complete by September 2019. A gillig bus has been ordered and is expected to be delivered by winter 2019.
- Jackson County Department of Transportation – reported that the cold in place recycling part of the King Road project will begin before July 4. Construction continues on the Moon Lake Road Bridge. Due to the fabrication issues by the contractor on the bridge design, the project is a bit behind schedule. They are hoping that the bridge will be open by the end of July. The Norvell Road Phase 1 project is open to traffic, and the Phase 2 work has begun. The project is expected to be complete by the time school begins. The Michigan Avenue bridge is in the June letting, and was 20% under the engineer's estimate. The Lawrence Road project came in at 37% over the engineer's estimate. JCDOT has elected to reject all of the bids, and will rebid the project to try and reduce the costs. The 2019 Preventative Maintenance project is in the August letting with a completion date of November 2020, as there are over 40 miles to pave within the project.
- Michigan Department of Transportation – reported that the work on the new eastbound I-94 bridge is almost complete. Progress continues on the Cooper Street bridge. Due to the wet spring weather and the utility delay by ATT, the completion of the work around the Cooper St. bridge may not be completed by the end of the 2019 construction season. MDOT is working with the contractor to determine the best course of action. The Cooper Street bridge is expected to be open by the winter for general use. The westbound ramps on the bridge will be closed starting at the end of June as work shifts from the south side of I-94 to the north side of I-94. The prefabricated bridges for the Lakelands Trail project will be delivered by the end of June. The M-60 detour is in place, and work continues on the project.
- Jackson County Airport-Reynolds Field – There are 2-3 interested parties in building new private hangars. The airport is having conversations with Consumers Energy to consider what the power needs will be to build additional hangars.

JACTS POLICY COMMITTEE MINUTES

June 20, 2019

Page 3

ITEM 5

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

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

FY	Job no.	Phase	Project Name	Limits	Length	Project Description	Budget	Federal Fund Source	Amendment Type
2019	204744	CON	Norfolk Southern Railway	Jackson St and Mechanic St bridge in Jackson	0.416	Reconstruction of railroad bridges	\$11,595,853 – Fed \$2,898,963 – State \$14,494,816 – total	BUILD Grant	Phase Budget & State to Federal Funding

A motion was made by Mr. Moilanen, supported by Mr. Wymer, to approve the proposed MDOT amendment as presented. The motion carried unanimously.

ITEM 6

JOINT CITY OF JACKSON / JACKSON COUNTY NON-MOTORIZED PLAN UPDATE

Ms. DeOliveira provided an update on the project. Progress continues on the Jackson City and County Non-Motorized Plan. The consultants developed nearly two dozen maps based on demographic, land use, traffic, environmental, and other related information that provides a rich foundation of information for the plan during the late winter and spring. Some examples of the types of maps that the consultants have developed were shared with the committee members, including: vulnerable public health populations, limited accessibility to transit or vehicle ownership, land use, average vehicular traffic counts for roads throughout the county, the existing non-motorized network, and potential trail corridors. Results of the May public meetings were reviewed. During the 10 public input meetings, the consultants spoke with 100 people. Through the project website, 80 public comments were received on the crowd-sourcing map, and 240 people completed the project survey. A working document that synthesized the public input that the consultants put together was also shared.

The consultants will be developing a preliminary non-motorized network this summer based on their inventory and analysis work along with the public input received in May. The Steering Committee will meet to review the non-motorized network at the end of the summer. In the early fall, another round of public meetings will be held for the public to review the non-motorized network.

ITEM 7

ANN ARBOR ROAD NON-MOTORIZED TRAIL RIBBON CUTTING CEREMONY

Mr. Duke reported that the Ann Arbor Road Non-Motorized Trail ribbon cutting ceremony will be held today at 11:00 AM, inside Suburban Lane Bowling Alley off of Ann Arbor Road. Please consider attending.

Vice-Chair Jancek took over the meeting.

ITEM 8

OTHER BUSINESS

Vice-Chair Jancek noted that Rod Mills Park in Blackman Township now has vaulted toilets and ADA parking.

JACTS POLICY COMMITTEE MINUTES

June 20, 2019

Page 4

Mr. Mayle reported that obligation authority is gone for the local non-rural program. MDOT is encouraging local agencies to continue submitting projects as there may be an August redistribution.

ITEM 9 **PUBLIC COMMENT**

No public comments were received.

ITEM 10 **ADJOURNMENT**

There being no further business, Vice Chair Jancek adjourned the meeting at 9:00 AM.

Tanya DeOliveira
Principal 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

Wednesday, June 19, 2019

Members Present: Corey Clevenger (Alt.), Jackson County Dept. of Transportation
Mike Davis (Alt.), MDOT University Region
Tanya DeOliveira (Alt.), Region 2 Planning Commission
Jon Dowling, Vice-Chair, City of Jackson – Engineering
Jeff Franklin, MDOT - Lansing
Mike Rand, Jackson County Dept. of Transportation
Bret Taylor, Jackson County Dept. of Transportation
Troy White, City of Jackson – Engineering

Members Absent: Mike Brown, Jackson Area Transportation Authority
Jonathan Greene, City of Jackson Public Works
Amy Guerriero, The Enterprise Group
Andy Pickard, FHWA (Ex-officio)
Jack Ripstra, Blackman Charter Township
Juan Zapata, Jackson County Airport – Reynolds Field

Others Present: Maria Habba, MDOT OPT
Kelby Wallace, MDOT – Jackson TSC

ITEM 1 CALL TO ORDER

Vice Chair Dowling called the meeting to order at 9:40 AM.

ITEM 2 PUBLIC COMMENT

No public comments were received.

ITEM 3 **APPROVE MINUTES OF THE TECHNICAL ADVISORY COMMITTEE MEETING OF MAY 15, 2019 AND RECEIVE THE POLICY COMMITTEE MINUTES OF MAY 16, 2019**

A motion was made by Mr. Rand, supported by Mr. Davis, to approve the Technical Advisory Committee meeting minutes of May 15, 2019, and receive the Policy Committee meeting minutes of May 16, 2019 as presented. The motion carried unanimously.

ITEM 4 **AGENCY STATUS REPORTS**

Project status updates were presented by the City of Jackson, Jackson County Department of Transportation, and Michigan Department of Transportation. The following project details were provided:

- City of Jackson – reported that the Greenwood Avenue project will likely start after July 4th. The Fourth Street projects: (1) Horton to Audubon project is scheduled to be completed before school opens. (2) Fourth Street and Horton project is being a delayed a bit due to the steel strain pole shipment being delayed until the end of July. They were originally scheduled to arrive by the end of June.
- Jackson County Department of Transportation – reported that the cold in place recycling part of the King Road project will begin soon. Construction continues on the Moon Lake Road Bridge, and they are beginning to build up the embankment in preparation to install the bridge. The Norvell Road Phase 1 project is open to traffic. The Michigan Avenue bridge is in the June letting. The Lawrence Road project came in at 37% over the engineer's estimate. JCDOT has elected to reject all of the bids, and will rebid the project to try and reduce the costs. The 2019 Preventative Maintenance project is in the August letting.
- Michigan Department of Transportation – The work on I-94 is progressing around the Cooper Street bridge. Due to the wet spring and the utility delay by ATT, the completion of the work around the Cooper Street bridge may not be completed by the end of the 2019 construction season. MDOT is working with the contractor to determine the best course of action. The Cooper Street bridge is expected to be open by the winter for general use. The westbound bridge ramps will be closed starting at the end of June as work shifts from the south side of I-94 to the north side of I-94.

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

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

FY	Job no.	Phase	Project Name	Limits	Length	Project Description	Budget	Federal Fund Source	Amendment Type
2019	204744	CON	Norfolk Southern Railway	Jackson St and Mechanic St bridge in Jackson	0.416	Reconstruction of railroad bridges	\$11,595,853 – Fed \$2,898,963 – State \$14,494,816 – total	BUILD Grant	Phase Budget & State to Federal Funding

A motion was made by Mr. Rand, supported by Mr. Franklin, to approve the proposed MDOT amendment as presented. The motion carried unanimously.

ITEM 6 **JOINT CITY OF JACKSON / JACKSON COUNTY NON-MOTORIZED PLAN UPDATE**

Ms. DeOliveira provided an update on the project. During the late winter and spring, the consultants collected data to develop a number of maps that provide a rich foundation of objective information to help inform the development of the plan. Some examples of the types of maps that the consultants have developed were shared with the committee members. Maps showing vulnerable public health populations, limited accessibility to transit or vehicle ownership, land use, average vehicular traffic counts for roads throughout the county, the existing non-motorized network, and potential trail corridors were reviewed and discussed. Results of the May public meetings were summarized. The consultants spoke with 100 people, 80 public comments were received on the crowd-sourcing project website map, and 240 people completed the project survey. The consultants also developed a working document to help them make sense of the public input gathered at the public meetings.

The consultants will be developing a preliminary non-motorized network this summer based on their inventory and analysis work along with the public input received in May. The Steering Committee will meet to review the non-motorized network at the end of the summer. In the early fall, another round of public meetings will be held for the public to review the non-motorized network.

ITEM 7 **ANN ARBOR ROAD NON-MOTORIZED TRAIL RIBBON CUTTING CEREMONY**

Ms. DeOliveira reported that the Ann Arbor Road Non-Motorized Trail ribbon cutting ceremony will be held tomorrow, June 20, at 11:00 the Suburban Lane Bowling Alley off of Ann Arbor Road. Please consider attending. Contact Mr. Steve Duke with any questions.

ITEM 8 **OTHER BUSINESS**

There was no other business to report.

ITEM 9 **PUBLIC COMMENT**

No public comments were received.

ITEM 10 **ADJOURNMENT**

There being no further business, Vice Chair Dowling adjourned the meeting at 10:25 AM.

Tanya DeOliveira
Principal Transportation Planner

TO: JACTS Technical Advisory and Policy Committees

DATE: September 10, 2019

FROM: Jon H. Dowling, P.E.

SUBJECT: TIP Project Status

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 was in the MDOT July letting with Bailey Excavating as the low bidder. **The project is complete.**

Fourth Street and Horton Intersection (Urban) – Intersection realignment and new Traffic Signal. HRC is the City's consultant. The project was in the MDOT August letting with Hoffman as the low bidder. **The project is complete.**

2019

Greenwood/Jackson Streets: Morrell to Franklin (Urban) – Reconstruct roadway. HRC is the City's consultant on this project. The Project was let by MDOT on June 7 with Bailey Excavating as the low bidder. **Phase 1 with the water main construction in the intersection of Morrell is complete. The contractor is now working on the water main on Greenwood. The roadwork is scheduled to be completed by November 15, 2019. The signal work will not be finished until 2020.**

2020

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



PROJECT REPORT
2017-2020 TIP

September 2019

FY2018

1. Facility Upgrades

- a. Replace HVAC system at main office –MDOT has begun their review and we are hoping we are able to have the results of that review in the coming weeks.
 - i. The HVAC system at the main office has been delayed.

FY2019

1. Vehicle Procurements

- a. (4) Medium duty vans – JATA is evaluating the first two vehicles and will begin the procurement process for the second two later in 2019.
 - i. 2 of the vans have been delivered and 2 of the vans are in progress.
- b. (1) Gillig Bus Replacement – This bus is ordered and is expected to be delivered either Dec. 2019 or Jan. 2020. JATA is visiting their production plant in early May 2019 for the “pre-build” process.

2. Bus & Bus Components

- a. Replace radio system and bus radios –Project will begin sometime Spring 2019.
 - i. This project is slated to start early FY2020.

3. Facility Upgrades

- a. Admin office rehab and update – Project will begin in 2019.
- b. Surveillance upgrades (cameras, gates, etc..) – Project will begin in 2019.
 - i. The Admin office rehab has been delayed.
 - ii. The surveillance upgrades is slated to start in early FY2020.



Jackson County

Department of Transportation



Christopher J. Bolt, MPA, PE
Managing Director

Angela N. Kline, PE
Director of Engineering
Deputy Managing Director

Robert D. Griffis
Director of Operations
Deputy Managing Director

Keeping Our Community Safely in Motion...

September JACTS Update

2018 CARRYOVER PROJECTS

- **KING ROAD**
 - In progress.
- **MOON LAKE ROAD BRIDGE**
 - Construction is complete and open to traffic. Concrete staining will be complete soon.
- **NORVELL ROAD**
 - This project is under construction. Phase one is open to traffic. Phase two work has begun.
- **WEST MICHIGAN AVE FROM M-60 TO GLASGOW**
 - This project is complete.
- **MICHIGAN AVE BRIDGE**
 - This project was in the June letting. The project came in 20.15% under the engineer's estimate with Davis Construction, Inc as low bid.
- **PREVENTATIVE MAINTENANCE, 1.5" HMA OVERLAY-**
 - Complete.
- **PREVENTATIVE MAINTENANCE, 1.5" OVERLAY – This is in an August letting.**
 - Reith Riley was low bid.



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
JACKSON TRANSPORTATION SERVICE CENTER

PAUL AJEGBA
DIRECTOR

September 9, 2019

FY 2019

Construction:

I-94 (M-60 to Sargent) Cooper Street bridge over I-94 closure until near October 2019.

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. Construction underway.

M-124 (US-12 to M-50) is a single course mill & resurface CPM project with TAP funds to pave the gravel shoulder. Construction to begin after the 4th of July.

M-60 (Chapel to Emerson Rd) – Resurfacing and widening for center left turn lane. Storm sewer work continuing. Westbound M-60 detour began near the end of May

US-127 (Ayers to Floyd) – CPM project including microsurfacing from Ayers to Floyd. Construction in August.

US-127 (Floyd to I-94) – Concrete pavement repairs from Floyd to I-94. Will be constructed in 2020 to avoid conflicts with I-94 project.

Various traffic signal replacement – Signal modernization project that includes signals at US-127/Jefferson, West Ave (127BR)/Boardman, and EB I-94 exit ramp at West Ave (127BR), M-106/North. Construction to begin in May.

Various routes – pavement markings

Various routes – crack sealing

Design:

M-60 over I-94 - Bridge replacement (2020 construction)

US-127 (I-94 to Parnall) – state funds only, major resurfacing (2020 construction)

M-50 (Brooklyn village limits) – Preventative maintenance resurfacing and ADA ramps (2020 construction)

M-106 and I-94BL – Non-freeway signing upgrade (2020 construction)

I-94 (countywide) – ITS devices (late 2020 construction)

US-127 (Henry to near Ingham Co Line) – state funds only, major resurfacing (2021 construction)

Railroad bridges over Jackson Street and Mechanic Street – Bridge replacement (2021 construction)



The Enterprise Group
of Jackson, Inc.

2019 EG Highlights

Retention/Expansion Projects:

- The EG has conducted 31 retention visits so far this year.
- The EG assisted with five MEDC-incented projects that involved various types of MEDC funding, creating \$1,027,930 in public support, and leveraging \$3,843,192 (Source: MEDC Jackson County Detail Report).
- Notable new/expanding businesses:
 - 1) Technique – Blackman Twp - 20 new jobs
 - 2) Classic Turning – \$2,500,000 investment – 30 new jobs
 - 3) Lean Rocket Lab/MEDC reported jobs – Downtown Jackson -- 9 new jobs
 - 4) Adam's Development Project – Grass Lake Twp - \$1,000,000 investment – 70 new jobs
- JCBRA jobs created: 25
- PTAC jobs created/retained: 41
- 2019 EG total job commitments: 195 & total investment: \$11,050,235
- Imagine Jackson 2020 Goal is 1500 new/retained jobs. Job commitments from EG assisted projects has exceeded that goal, with 2051 jobs through 7/31/2019 since January 1st 2016.

PTAC Updates

Jackson County PTAC performance for the second quarter of 2019:

Contract awards:	\$4,100,235
# of contract awards:	214
# of new clients:	12

JCBRA:

In 2019, The EG has assisted with four Brownfield projects including:

- American 1 Credit Union - \$800,000 investment – 12 new jobs
- Dollar General, Leoni Twp - \$1,350,000 investment – 7 new jobs
- Diversified Engineering & Plastics, LLC – Blackman Twp - \$1,300,000 investment – 5 new jobs
- Dysert Properties – Blackman Twp - \$390,000 investment – 1 new job

Jackson Technology Park North:

EG staff continues to work on development issues related to the 181-acre industrial park to make it shovel ready including, but not limited to:

- A force main sanitary sewer relocation is in progress to provide capacity to the expanded park.
- A feasibility study by Mannik-Smith to address congestion and vehicular and pedestrian safety for County Farm Rd. will be completed in September.
- The expanded industrial park has been included as 1 of 16 sites in MI for the MEDC's recent Site Readiness Project, which afforded the Blackman LDFA of consulting resources and a drone flyover video.
- The MEDC's Site Readiness Program has awarded a \$100,000 grant to The EG on behalf of the Blackman LDFA to complete the engineering and design for the forthcoming recommendations from the feasibility study. The EG staffs the Blackman Township LDFA.



Classic Turning – Leoni Twp



American 1 Credit Union – Spring Arbor Twp



Dollar General – Blackman Twp

Talent and Workforce:

A top priority for The EG is to work with our partners to address workforce and talent issues on behalf of area businesses. This included compiling relevant workforce data and developing programming to address career path development.

Jackson County Talent Profile:

The EG contracted with the Workforce Intelligence Network (WIN) to compile an overview of available talent in Jackson County and our adjacent labor market area. In addition to general labor market information, the report includes specific data on five targeted occupation groups. The report was completed in August 2019.

Marshall Plan:

The Jackson County Career Readiness Talent Consortium/PACT initiative was awarded \$500,000 by Michigan's Department of Talent and Economic Development (TED) to implement a comprehensive talent pipeline initiative for high school students. The award is a result of a partnership between 35 educational, business and community entities, including The EG. The Marshall Plan award was one of only nine statewide. The Employability PACT is an endorsed certification that all Jackson County high school seniors can earn as a result of demonstrating proficiency in personal management, adaptability, communication and teamwork/collaboration. In addition, the grant provides some funding for the online talent portal, which is being developed as a local interactive database to assist parents, students and teachers in grades k-14 in accessing all available programs and resources in the County related to career planning and employment.



MFG Week:

The EG worked collaboratively with our partners at the Jackson County Intermediate School District, the Jackson Area Career Center, Jackson Area Manufacturers Association, and Junior Achievement of the MI Edge to bring this MFG Day – Job Shadowing opportunity to the Jackson High School students who expressed an interest in manufacturing and engineering from their experience after participating in last year's MFG Day in October.

The experience kicked off on June 12, 2019, with four hours of job shadowing at Alro Plastics, Aertech Machining & Mfg., Elm Plating, Orbitform and Miller Tool. Students then ended their day at the Jackson Area Career Center doing a hands-on project. They spent their time learning how to read blueprints, machining and even welding their own pencil holder to take home.



Michigan Works! Southeast Partnership:

- For the 2019 MWSE! funding cycle, Jackson County received funding for 18 companies, with \$1,368,328 in training funds.
- For the five county area served by MWSE! —including Hillsdale, Jackson and Lenawee Counties— 71 companies were awarded \$2,777,696, resulting in 1,911 employees trained, 480 trainings, 482 new hires and 135 apprenticeships.

Lean Rocket Lab:

The EG was awarded a \$150,000 Gateway Grant in February 2019 to support the Lean Rocket Lab (LRL) business accelerator in Downtown Jackson through the MEDC's Entrepreneurial SmartZone Division. Through a memorandum of understanding (MOU), the LRL now provides business accelerator services on behalf of the SmartZone. The EG continues to invest in Smartzones through oversight of the MOU and membership on the LRL Board of Directors.

In their first six months of operation, Lean Rocket Labs (LRL) reports the following:

- Five companies have started and/or launched in the Lab.
- Nine jobs have been created as a result of businesses launched in and through the Lab.



Jackson County

Department of Transportation



Christopher J. Bolt, MPA, PE
Managing Director

Angela N. Kline, PE
Director of Engineering
Deputy Managing Director

Robert D. Griffis
Director of Operations
Deputy Managing Director

Keeping Our Community Safely in Motion...

June 10, 2019

Mr. Steven Duke, Executive Director
Region 2 Planning Commission
120 W. Michigan Ave – 9th Floor
Jackson MI 49201

Dear Mr. Duke:

Jackson Department of Transportation is requesting approval from the Region 2 Planning Commission, JACTS Technical Advisory, and JACTS Policy Committees concerning the following Transportation Improvement Program (TIP) Amendment for FY2019- 2023:

Fiscal Year	Job #	Project Name	Limits	Project Description	Funding	Action
2020		Preventative Maintenance	Various Roads	Preventative Maintenance	Change from \$460,000 STL \$110,859 STATE D to \$160,000 STL \$110,859 STATE D	CHANGE PROJECT COST

Sincerely,

Angela N. Kline, P.E.
Director of Engineering
Deputy Managing Director

Region 2 Planning Commission

Serving Hillsdale, Jackson and Lenawee Counties

September 3, 2019

Steve Duke, Executive Director
Region 2 Planning Commission
120 W Michigan Avenue
Jackson, MI 49201

Re: FY2020 TIP Amendment for the Village of Brooklyn

Dear Mr. Duke,

The Village of Brooklyn is requesting approval from the Region 2 Planning Commission, JACTS Technical Advisory, and JACTS Policy Committees concerning the following Transportation Improvement Program (TIP) Amendment for FY 2020:

FY	Project	Limits	Work Type & Project Description	Funding & Source	Action
2020	Marshall St	N Main St (M-50) to Constitution Ave (west Village Limits at Jefferson Rd)	Reconstruction	STP: \$216,000 \$516,000 Local: \$54,000 \$129,000 Total: \$270,000 \$645,000	-Increase STP (federal) funding & required local match

Upon reviewing the Programming Applications for the project, MDOT requires that the change shown be made to align the TIP with the work included in the plan for the project. The changes are:

1. Change in funding:
 - a. Increase in STP (federal) funding, and
 - b. Increase in local match funding

Thank you for your assistance with this request.
Sincerely,

Ms. Tanya DeOliveira, AICP
Principal Transportation Planner



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

PAUL C. AJEGBA
DIRECTOR

September 9, 2019

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 several TIP amendments to the FY 2020-2023 Transportation Improvement Plan (TIP).

Fiscal Year	Job no.	Phase	Project Name	Limits	Length	Project Description	Federal Budget	Federal Fund Source	State Budget	Total Phase Cost	Amendment Type
2021	204744	CON	Norfolk Southern Railway	Jackson Street and Mechanic Street bridges in Jackson	0.416	Reconstruction of railroad bridges	\$7,247,408	5337	\$7,247,408	\$14,494,816	Year change from 2019 to 2021
2021	208689	CON	I-94BL	Various Trunkline Routes	0.124	HMA Crack Treatment and Overband Crack Fill	\$230,817	ST	\$51,183	\$282,000	Phase Add
2021	129153	CON	I-94E	I-94 at Elm Road	1.499	Reconstruct interchange	\$20,219,063	IM	\$2,246,562	\$22,465,625	Phase Budget over 25%
2023	127621	CON	I-94E	Michigan Ave to M-60	7.583	Reconstruct	\$67,859,916	IM	\$7,539,991	\$75,399,907	Phase Budget over 25%

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
Jeff Franklin, Transportation Planner

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

To: JACTS Technical, JACTS Policy and Region 2 Planning Commission committee members

From: Tanya DeOliveira, Principal Transportation Planner

Date: September 10, 2019

Subject: Briefing on Michigan Department of Transportation State Targets for Safety Performance Measures – Resolution Adoption

The Federal Highway Administration (FHWA) is requiring that States, MPOs, and operators of public transportation establish targets in specific national performance areas. MPOs may support the state targets for one or more individual performance measures and/or establish specific numeric targets for the other performance measures. MPOs will not be penalized if MDOT does not meet any of their performance measure targets.

MDOT has been working with MPOs across the state to share information as the targets and timelines are developed. The 2020 safety performance measures are due to MDOT by February 27, 2020. Upon review of the materials from FHWA and MDOT, the **Region 2 Planning Commission staff recommends** that the Region 2 Planning Commission, acting as the MPO, agrees to **support MDOT's Safety Performance Measure Targets for Calendar Year 2020** by passing the attached resolution.

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

Assessing Safety Performance

Highway Safety Improvement Program

2020 Targets

Target Summary

Measure (5-year rolling average)	Baseline Condition (2014-2018)	2020 Targets (2016-2020)
Number of Fatalities	987.4	999.4
Rate of Fatalities per 100 million VMT	0.99	0.97
Number of Serious Injuries	5,415.6	5,520.4
Rate of Serious Injuries per 100 million VMT	5.41	5.34
Number of Non-motorized (Pedestrian and Bicycle) Fatalities and Serious Injuries	742.4	735.8

Vehicle Miles Traveled (VMT)

Performance Measure Description

Five performance measures were established for the purpose of carrying out the Highway Safety Improvement Program (HSIP), as noted in the Target Summary, and are based on a 5-year rolling average. The measures will be used to assess traffic fatalities and serious injuries on all public roads regardless of jurisdiction. The intent is to improve national safety data by providing greater consistency in reporting, improve transparency through use of a public reporting system, and enable targets and progress to be aggregated at the national level. The regulation will provide the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA) the ability to better communicate a national safety performance story.

Establishing targets is a coordinated effort between the Michigan Department of Transportation (MDOT), the Michigan State Police Office of Highway Safety Planning (MSP-OHSP), and the Michigan Metropolitan Planning Organizations (MPOs). Targets for three of the five measures must be reported to both FHWA and NHTSA, by MDOT and MSP-OHSP respectively, and must be identical. The three measures are: The number of fatalities, rate of fatalities per 100 million Vehicle Miles Traveled (VMT), and number of serious injuries.

MSP-OHSP annually reports the baseline and targets for the subsequent year to NHTSA by July 1 in the Highway Safety Program, thus significant effort must be made to reconcile crash data by May 1 to meet the deadline. The program focuses on reducing fatalities, injuries, and economic losses result from vehicle crashes through behavioral traffic safety programs. MDOT reports the baseline condition and targets to FHWA by August 31, 2019, as part of the HSIP report, and the MPOs have an additional 180 days to report their respective targets to MDOT. The HSIP focuses on reducing fatalities and injuries on all public roads through infrastructure programs and projects to improve safety.

Assessing Safety Performance

Highway Safety Improvement Program

2020 Targets

Methodology

Existing Trend

The Code of Federal Regulations, Title 23, Chapter I, Subchapter E, Part 490, Subpart B §490.207 prescribes the calculation methodology for each of the five performance measures, summarized as follows: Each performance measure is based on a five-year rolling average. The calculation is the sum of the most recent five consecutive years ending in the year for which the targets are established, dividing by five, and rounding to the tenth decimal place for each measure. The data is obtained from either the Fatalities Analysis Reporting System (FARS) or the State of Michigan Crash Database. For each rate measure, first calculate the number of fatalities or serious injuries per 100 million VMT for the most recent five consecutive years, divide by five, and round to the tenth decimal place.

External/Exogenous Factors and Risk Assessment

The respective parties agreed to utilize a fatality prediction model developed and maintained by the University of Michigan Transportation Research Institute (UMTRI). The UMTRI model relies on results of a recently completed research report titled Identification of Factors Contributing to the Decline of Traffic Fatalities in the United States, which was completed as part of the National Cooperative Highway Research Program project 17-67 ([presentation](#)). The model, predicting the change in counts of fatalities, relies on the correlation between traffic crashes, vehicle miles traveled (VMT), and risk. UMTRI identified four factors that can influence the outcome: the economy, safety and capital expenditures, vehicle safety, and safety regulations. Within the model, economic factors such as the Gross Domestic Product (GDP) per capita, median annual income, the unemployment rate among 16 to 24-year old's, and alcohol consumption had the greatest impact at approximately 85 percent.

Target Overview

To determine a forecasted value for the five-year rolling average for the first four measures listed above, the decision was made to use the model created by UMTRI like that used for establishing CY 2019 targets in 2018. The change model created by UMTRI predicts 966 fatalities in CY 2019, and 962 in 2020. While serious injuries have fluctuated over the past three years, the linear relationship of the ratio of serious injuries and fatalities (A/K) is still evident. However, this trend suggests greater reduction in serious injuries. Therefore, a quadratic trend is being used that projects a flattening pattern. The model predicts 5,181 serious injuries in CY 2018, and 5,117 in 2019.

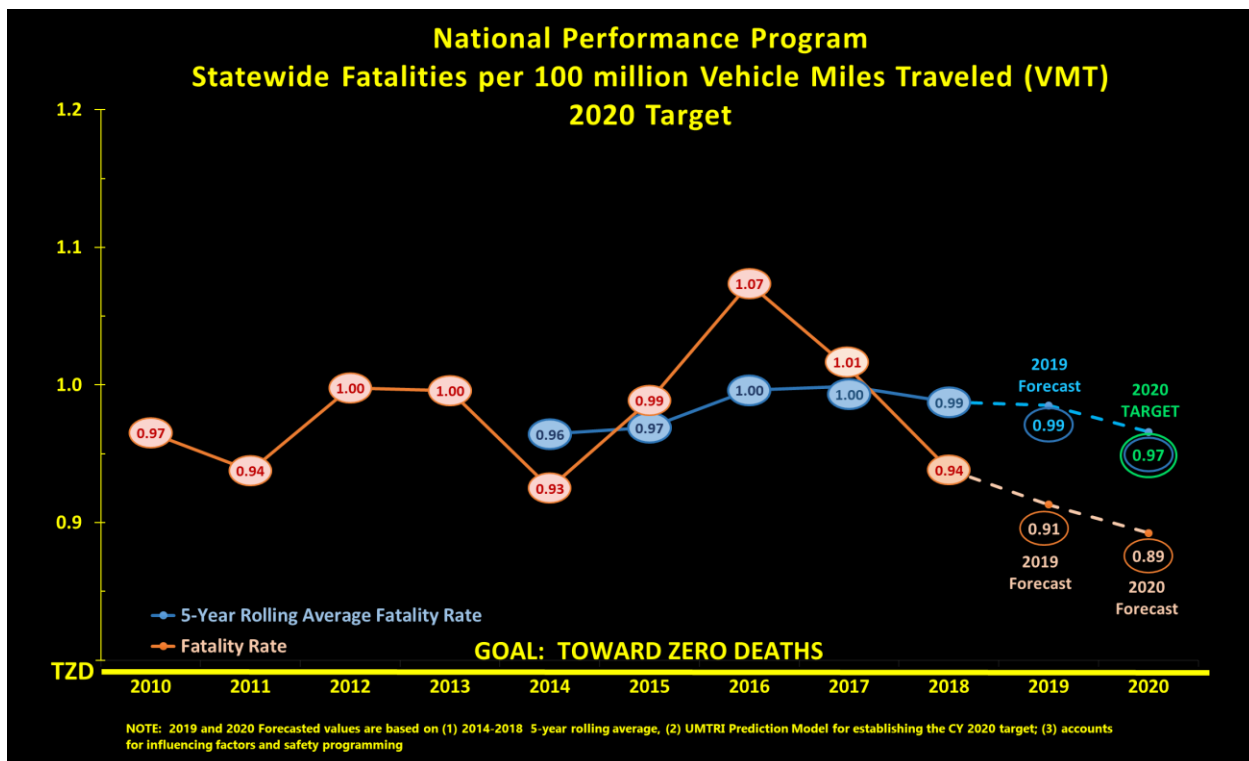
VMT values have been predicted for CYs 2018, 2019 and 2020. Using the fatal and serious injury values, along with the respective predicted VMT, the forecasted fatality rates are 0.91 for CY 2019, and 0.89 for CY 2020, and annual serious injury rates of 4.90 for CY 2019, and 4.75 for CY 2020. Results from the UMTRI model (the fatality and serious injury relationship) were also used to generate non-motorized forecasted annual values of 710 for CY 2019, and 699 for CY 2020.

The above annual forecasted values for CY 2019 and CY 2020 along with the actual values from CY 2016 to 2018 to determine the 2020 Targets (five-year rolling average) are shown in the table. In addition, actual values dating back to CY 2010 are included as part of the determination of the 2018 baseline condition.

Assessing Safety Performance

Highway Safety Improvement Program

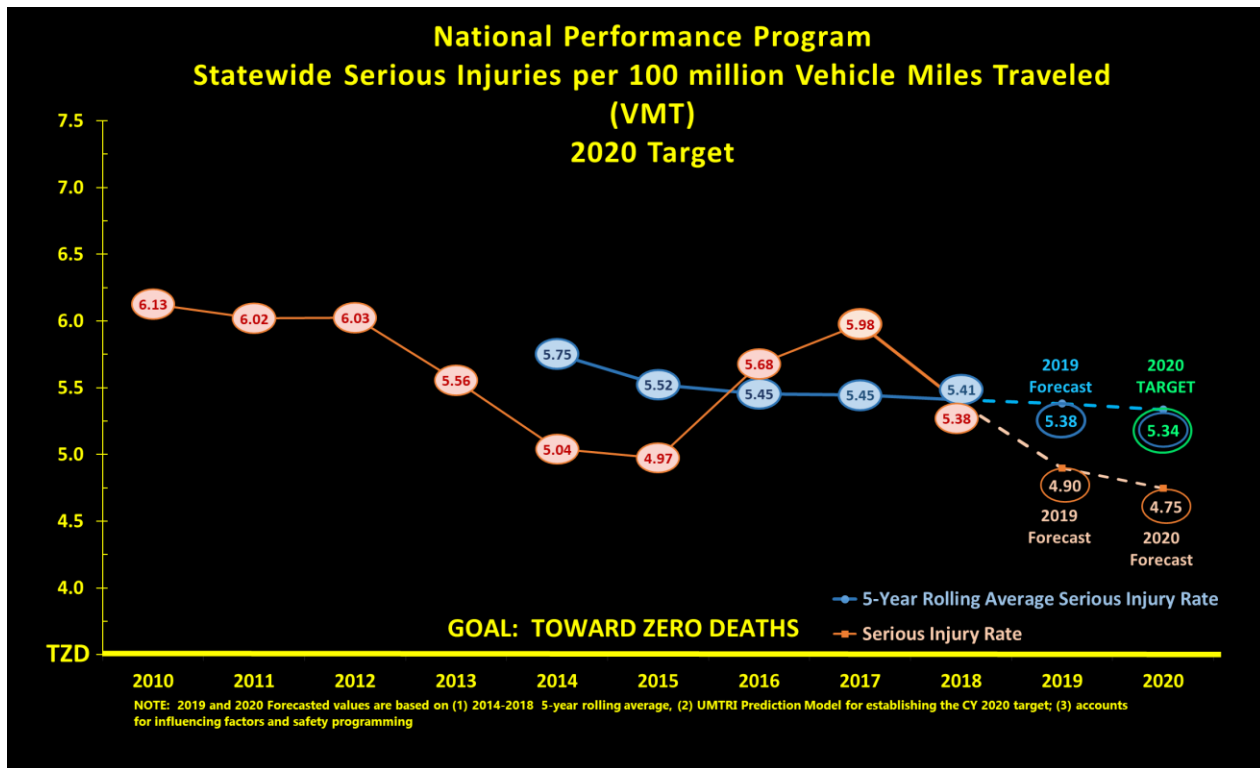
2020 Targets



Assessing Safety Performance

Highway Safety Improvement Program

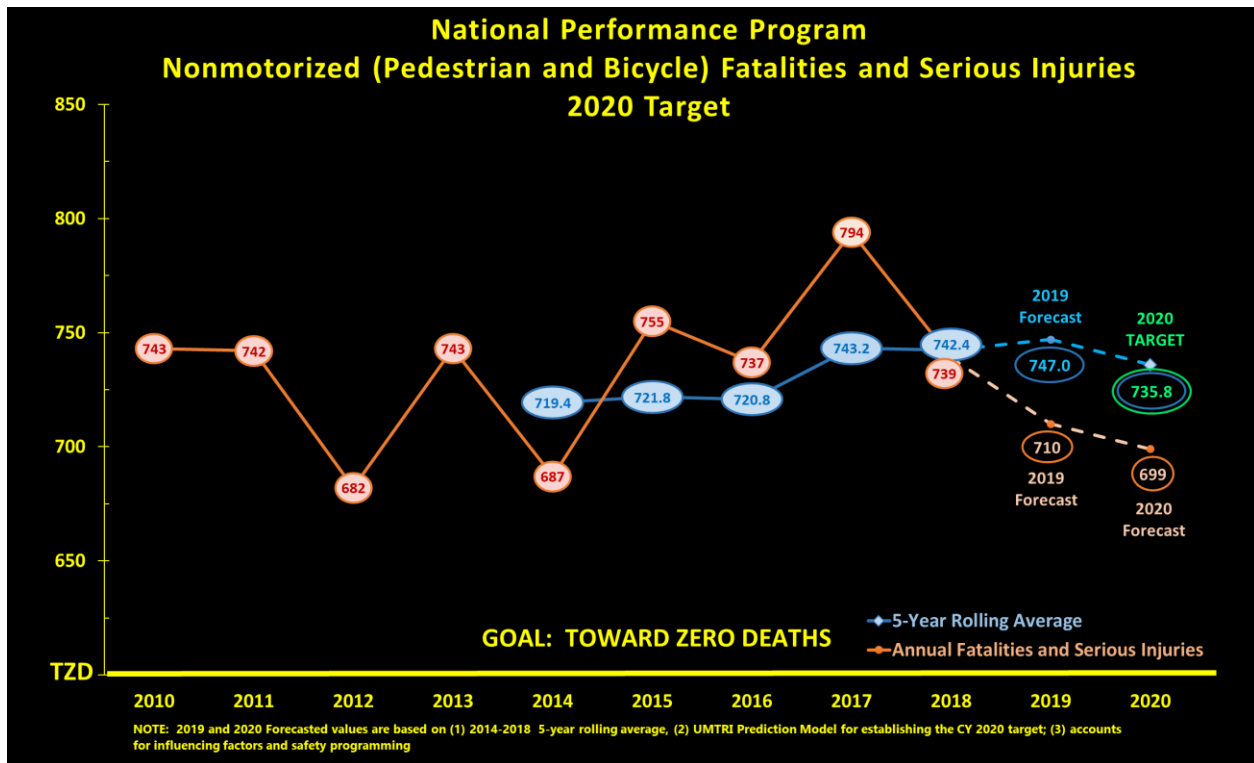
2020 Targets



Assessing Safety Performance

Highway Safety Improvement Program

2020 Targets



*Vehicle Miles Traveled (VMT) are shown in 100 million miles traveled. Calendar year 2018 to 2020 values were

State Safety Target Data – Calendar Year 2020 Targets in Red											
Year	Fatality	Serious Injuries	5yr Moving Average		VMT*	Fatality Rate	Serious Injury Rate	5yr Moving Average		Bike Ped Fatality/ Serious Injuries	Bike Ped Fatality/ Serious Injuries 5yr MA
			Fatality	Serious Injuries				Fatality Rate	Serious Injury Rate		
2010	942	5,980			976	0.97	6.13			743	
2011	889	5,706			948	0.94	6.02			742	
2012	940	5,676			942	1.00	6.03			682	
2013	947	5,283			951	1.00	5.56			743	
2014	901	4,909	923.8	5,510.8	974	0.93	5.04	0.96	5.75	687	719.4
2015	967	4,865	928.8	5,287.8	978	0.99	4.97	0.97	5.52	755	721.8
2016	1,065	5,634	964.0	5,273.4	992	1.07	5.68	1.00	5.45	737	720.6
2017	1,030	6,084	982.0	5,355.0	1018	1.01	5.98	1.00	5.45	794	743.2
2018	974	5,586	987.4	5,415.6	1038	0.94	5.38	0.99	5.41	739	742.4
2019	966	5,181	1,000.4	5,470.0	1058	0.91	4.90	0.99	5.38	710	747.0
2020	962	5,117	999.4	5,520.4	1078	0.89	4.75	0.97	5.34	699	735.8

estimated were made by determining the percent change in VMT for prior years of actual data and estimating future years by applying the percent change. Bolded values are forecasted, not actual.

Region 2 Planning Commission



MEMORANDUM

To: Region 2 Planning Commission
From: Tanya DeOliveira, Principal Planner
Date: September 4, 2019

Subject: Safe Routes to School – Program Introduction/Reminder

Staff recently attended a Safe Routes to School (SRTS) training with the intent of sharing updates and information on the statewide program. Also see the subsequent program flyer.

The SRTS grant program promotes walking and bicycling to school through infrastructure improvements, enforcement tools, safety education, and programmatic incentives. Program initiatives improve safety and levels of physical activity for students. Any school with at least one grade in the K-8 grade range, whether public, charter, tribal, or private, may apply. The collaborative process facilitates school improvements with a local group of stakeholders along with guidance from the Michigan Fitness Foundation and the Michigan Department of Transportation, to complete the projects that will:

- Enable and encourage students in grades K-8, including those with disabilities, to walk and bicycle to school;
- Make bicycling and walking to school a safer and more appealing transportation choice, thereby encouraging a healthy and active lifestyle from an early age;
- Facilitate the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution in the vicinity of elementary and middle schools

There are two types of grants available. **Mini grants** are a great way to ease into the program, and start building a culture of walking, biking, and rolling at your school. The grants allow schools to create programs that educate and encourage students to stay healthy and active, and to reduce traffic around schools. Up to \$5,000 per school is available, and up to \$25,000 per school district. **Major grants** require an in-depth, collaborative planning process with stakeholders in the local school and across the community. This must be completed before a grant application is submitted. Up to \$200,000 is available per school in infrastructure funds, and up to \$8,000 per school in programming non-infrastructure funds.

Local schools have been successful in engaging in this process and winning grants, including those in the City of Jackson and Jackson County.

If you're ready to get started or need more information, please feel free to contact me at 517.768.6703/517.745.9041 or the program website at <https://saferoutesmichigan.org/>.



What is Safe Routes to School?

A program to enable and encourage children in grades K-8, including those with disabilities, to walk and bicycle to school; to make bicycling and walking to school a safer and more appealing transportation choice. The program encourages a healthy and active lifestyle from an early age; and facilitates the planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution around elementary/middle schools.

This is done using the 6 E's: Education, Encouragement, Enforcement, Engineering, Equity, & Evaluation. The goal of Safe Routes to School is the development of a school-based plan that will increase the safety and number of students walking and biking to school. Schools collect data from students and parents through surveys and assess the built environment near the school through walking and biking safety assessments. They use this information to help guide the development of their action plan. **The basic steps in the process are:**

1. **Register the school** with the Michigan Fitness Foundation. Must be one grade K-8.
2. **Designate a SRTS coordinator.** The coordinator is encouraged to participate in a free SRTS Training.
3. **Establish a SRTS team.** The members of the team will vary from school to school, but should include: a school administrator; a representative from the local unit of government (city, village, or county road commission); teachers; students; parents; and a local law enforcement official/officer. Other potential team members include someone from the local planning department & local business leaders.
4. **Assess attitudes and behaviors** related to walking and biking to school. Schools will survey parents and students to assess their behavior, beliefs, and attitudes regarding walking and biking to school.
5. **Assess the safety of walking and/or biking routes.** School teams will assess the physical environment around the school and along routes traveled by students to identify barriers to safe walking and biking.
6. **Develop a SRTS Action Plan.** The SRTS team will review findings from the walking audit and information collected through student and parent surveys to develop recommendations to encourage and enable students to walk to school on safe routes. The Action Plan will address education, encouragement, enforcement, equity, and engineering needs.

Staff members at the Safe Routes to School office are here to help! Please **contact your Grant Coordinator** for hands-on assistance during the planning process.

What does the application process look like?

SRTS hosts a federal grant application, managed by MDOT. Once the school goes through the above mentioned process they work with their team to create the application. The application will focus on fundable eligible infrastructure and non-infrastructure priorities.

Communities can apply for up to \$200,000 for infrastructure and \$8,000 for non-infrastructure per school.

Please view our website www.saferoutesmichigan.org for more information