

# FISCAL YEARS 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM

for the  
Jackson Metropolitan Area  
Jackson County, Michigan



## **JACTS**

### JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY

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This document was prepared by the Region 2 Planning Commission in cooperation with the Michigan Department of Transportation, Jackson County Department of Transportation, Jackson Area Transportation Authority, and local jurisdictions. This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the Region 2 Planning Commission expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.



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Adopted June 13, 2019

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## JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY

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## INTRODUCTION

As required by the Federal Transportation Bill *Fixing America's Surface Transportation Act* (FAST Act) of 2015 and 23 USC 134(a) and (h)/FTA-Sec 8(a) and (h), the Jackson Area Comprehensive Transportation Study (JACTS), through the Region 2 Planning Commission as the state-designated Metropolitan Planning Organization (MPO), has prepared the fiscal years 2020 through 2023 Transportation Improvement Program (TIP) for the Jackson metropolitan area. The JACTS metropolitan area boundary (MAB) for the purpose of urban transportation planning activities includes the entirety of Jackson County. The 2010 U.S. Census indicated that Jackson County has a population of 160,248 persons, with 90,057 of the county's residents residing within the city of Jackson urbanized area boundary (see the map on the following page).

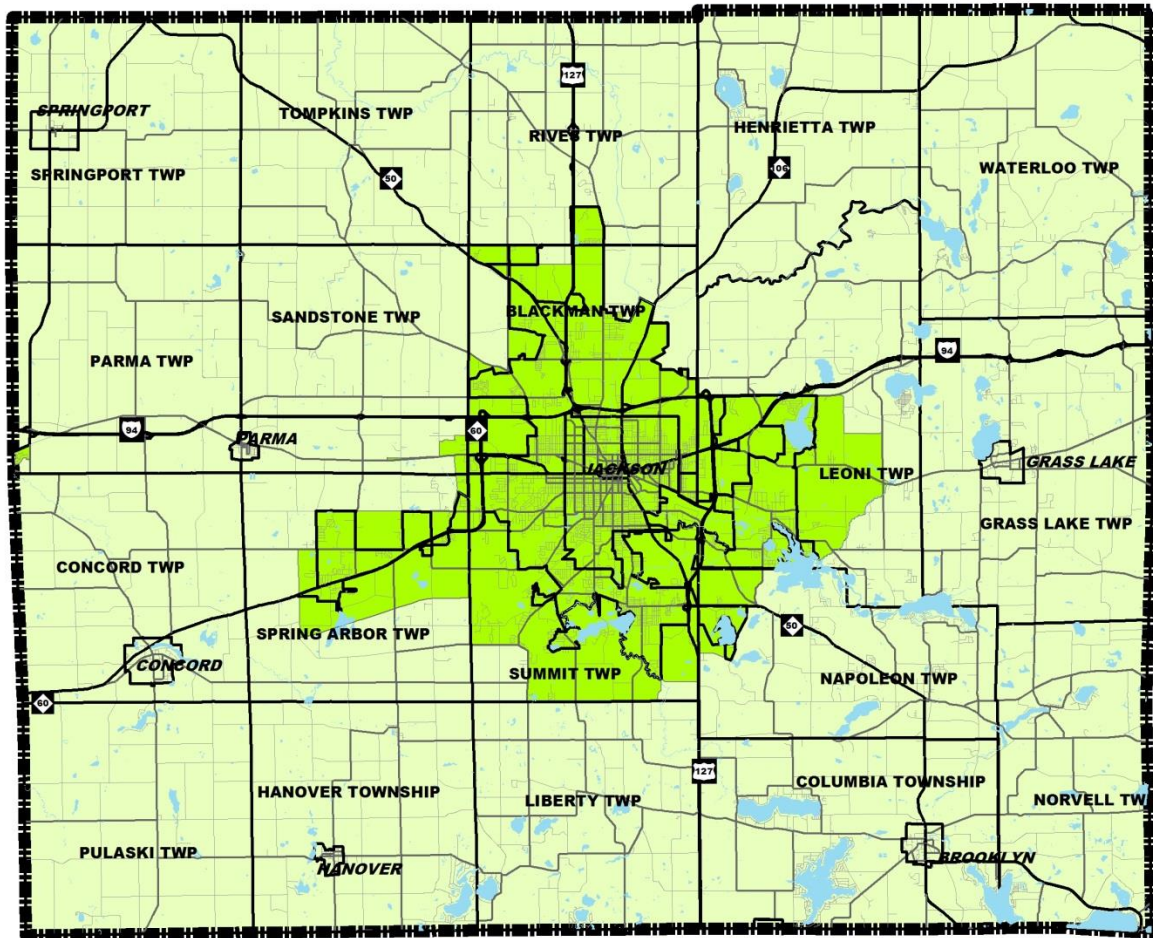
The Transportation Improvement Program is a management tool for structuring metropolitan transportation-related projects. The TIP is the agreed upon list of specific priority projects for Jackson County. The TIP lists all the projects that intend to use federal funds, along with any non-federally funded projects that are regionally significant. The list is multi-modal including traditional highway and public transit projects, as well as those relating to bicycles and pedestrians. It is a program and schedule of intended transportation improvements, or continuation of current activities, covering a 4-year period and must be consistent with the JACTS 2045 Long Range Transportation Plan (LRTP). The transportation plan is a 20-year plus program that considers the present and future needs of the urbanized area in relation to its transportation system. The projects programmed in the TIP are selected from the LRTP based on need, local initiative, and requirements of the FAST Act.

The FAST Act legislation further requires that the TIP include a financial analysis demonstrating that sufficient funding is available to implement the projects programmed based upon realistic estimates of available revenue, and to identify the costs, funding sources and implementation schedules associated with each transportation project. Only those projects for which construction and /or operating funds have been identified may be included in the TIP. The FAST Act also requires there be reasonable opportunity for public comment throughout the TIP development process, and that the comments and information gained through public input be considered when compiling the TIP.



The Transportation Improvement Program is developed through a cooperative planning process conducted by the Region 2 Planning Commission, as the state-designated metropolitan planning organization (MPO) for Jackson County. The transportation implementation agencies within the JACTS study area include the City of Jackson; the Villages of Brooklyn, Concord, Grass Lake, Hanover, Parma, and Springport; the Jackson County Department of Transportation; the Jackson Area Transportation Authority; and the Michigan Department of Transportation. Each of these agencies developed project lists derived from previous long and short-range transportation plans based on their adopted submittal criteria. These agencies also provided revenue/expenditure sources and amounts on an annual basis for the 4-year period. The Region 2 Planning Commission staff compiled the information into this document for presentation to the JACTS committees (Technical Advisory and Policy). The JACTS committees reviewed and prioritized the projects with respect to previously adopted JACTS standards. In following the guidelines as set forth in the JACTS Public Participation Plan, JACTS offered appropriate opportunities for interested parties and the public to comment on individual projects, or the whole program, during the development and prior to formal approval by the Region 2 Planning Commission (see Appendix B).



Map 1 - Overview Map



# **JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY OVERVIEW MAP**

-  JACKSON FEDERAL AID URBAN BOUNDARY (FAUB)
-  JACTS METROPOLITAN AREA BOUNDARY (MAB)



The JACTS FY 2020-2023 Transportation Improvement Program document consists of:

- The JACTS project selection and prioritization process.
- A listing of the federally-funded and regionally-significant projects proposed for the Jackson metropolitan area (Jackson County) including highway, road, bridge, and non-motorized improvements and transit operating assistance and capital projects. For each fiscal year, the project description, proposed improvement, cost, and implementing jurisdiction are listed.
- A financial plan that demonstrates fiscal constraint between project allocations and program revenues.
- An overview of the JACTS public participation activities (see Appendix B) including the agency consultation efforts and the Environmental Justice analysis of the programmed TIP projects.

The JACTS implementing agencies that have projects programmed in the FY 2020-2030 Transportation Improvement Program have indicated that sufficient matching funds will be available to complete the federal-aid projects programmed. Those agencies include the City of Jackson, the Villages of Brooklyn and Parma, the Jackson County Department of Transportation, the Jackson Area Transportation Authority, and the Michigan Department of Transportation.

In summary, the JACTS FY 2020-2023 TIP presents a coordinated and fiscally constrained schedule of capital improvement projects that support and strengthen economic development initiatives in Jackson County. The document identifies necessary projects for rehabilitation and reconstruction that will improve the metropolitan area's existing transportation infrastructure and provide for increased efficiency and safety. Moreover, the projects included in the JACTS FY 2020-2023 TIP reflect the community's shared goals and interests and a commitment between the participating agencies to develop and maintain the area's transportation system in a manner consistent with federal regulations.

## **Completed Fiscal Years 2017–2020 TIP Projects**

The JACTS FY 2017-2020 Transportation Improvement Program was adopted on July 14, 2016. Per the current FAST Act legislation, under CFR 23, Section 450.324, the Transportation Improvement Program should “*list the major projects from the TIP that were implemented and any significant delays in the planned implementation of major projects.*” During the time period covering the previous FY 2017-2020 TIP, the implementing agencies have either completed, are currently underway, or have the federal funds obligated for the following projects:

### **Completed Major Projects**

- I-94 (7 bridges) – Miscellaneous Capital Preventive Maintenance (CPM)
- M-106 (@ Railroad) – Crossing Reconstruction
- I-94 EB (M-60 to Sargent Road) - Reconstruction
- I-94 BL (Brown Street to Louis Glick Highway) - Reconstruction
- Cross Street & Warner Road (Over Kalamazoo River) – bridge replacements
- I-94 WB (County Line to West Avenue) – Restore and Rehabilitate
- US-127 (Over I-94) – Bridge Deck Replacement
- Horton Road (Weatherwax Drive to Ferguson Street) – Resurface

- E North Street (Kennedy Street to Elm Avenue) - Reconstruction
- M-106 (Hawkins Road to County Line) – Non-Motorized Trail with Bridge Replacements
- I-94 EB (at Elm Road) - Reconstruction
- Kibby Road (Cascade Court to West Avenue) – Reconstruction w/ Round-About
- 4<sup>th</sup> Street (Audubon Street to Horton Road) – Resurface with Round-About at Hickory Street
- Norvell Road (E Michigan Avenue to Sharon Valley Road) – Mill and Resurface
- Rives Junction Road (from M-50 Northerly) – Construct non-motorized path
- I-94 (Over ConRail and Grand River) – Realign and Replace Structure
- I-94 (M-106 NB & SB) – Bridge Replacement and Associated Road Work
- I-94 W (M-60 to Sargent Road) – Reconstruction/Rehabilitation
- M-60 (Chapel Road to Emerson Road) – Resurface and Widening
- M-50/US-127 BR (Michigan Avenue to Wildwood Street; Ganson Street to North Street – Reconstruction
- M-50 (Rives Junction Road to Pope Church Road) – Micro-Surface
- M-99 (Railroad Street to Jackson County Line) – Fiber Reinforcement
- I-94 EB (At Elm Road) – Reconstruction
- I-94 EB & WB (at Exit 136) – Reconstruction and Bridge Replacement

### **Projects Delayed**

Three projects were delayed from the FY 2017-2020 TIP and are currently scheduled for FY 2020 in the FY 2020-2023 TIP:

- Marshall Street, Village of Brooklyn (Main Street to Constitution Avenue) – Asphalt resurfacing
- Springport Road (County Farm Road to Rives Junction Road) – Cold mill and resurface
- Francis Street (Morrell Street to Mason Street) – Reconstruction

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# **PROJECT SELECTION PROCESS**

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## PROJECT SELECTION PROCESS

The development of the TIP requires the cooperation and coordination among several levels of local and state government, as well as citizen input (see Appendix B). Projects to be included in the TIP, whether highway or transit oriented, are proposed by the various implementing agencies and reviewed by various committees and the public prior to being recommended and approved by the JACTS Technical Advisory and Policy committees and subsequently by the Region 2 Planning Commission.

The following policy has been prepared to establish an objective method of selecting federally-funded transportation projects on the basis of local priorities.

Project selection is the responsibility of the Metropolitan Planning Organization (MPO) and, although this task is delegated to several committees, the final decision rests with the Region 2 Planning Commission as the state-designated MPO for the Jackson urbanized area.

The selection process is a progression of projects from the JACTS 2045 Long Range Transportation Plan (LRTP) and the management systems to the Transportation Improvement Program. The oversight of this process is through the Urban and Rural Transportation Improvement Program (TIP) subcommittees. The designated subcommittees are comprised of Technical Advisory Committee members representing the Act 51 agencies in Jackson County eligible to receive Urban and/or Rural Surface Transportation Program (STP) funds. Urban STP funds are only programmed on projects within the U.S. Census designated Jackson urbanized area boundary (UAB), while the Rural STP and Transportation Economic Development Fund-Category D (TEDF-D) funds are used for projects located in Jackson County outside the urbanized area boundary.

Local project selection is based on a number of factors including Committee and public input; annual average daily traffic volumes (AADT); pavement condition (PASER ratings); crash history and safety; system improvement/system completion; financial resources; and, to address capacity deficiencies as identified in the JACTS 2045 Long Range Transportation Plan.

The FAST Act requires that Transportation Performance Measures are used for project selection. There is an entire chapter in the TIP that explains this process.

In addition to local project selection, the JACTS committees prioritize the Urban and Rural STP projects by fiscal year and funding category prior to the finalization of the TIP. Due to the small amount of funding available for local projects, JACTS does not have an extensive or involved project prioritization process. The JACTS Technical Advisory Committee prioritizes the projects based on how each project will enhance the entire transportation system and the overall benefit to the roadway system and users in general. During this review, the amount of available local matching funds by the implementing agencies for the projects is taken into account. The Technical Advisory Committee then recommends to the Policy Committee and the Region 2 Planning Commission the prioritized projects for inclusion in the TIP. The design and subsequent scheduling of the projects for programming is the responsibility of the appropriate agency having jurisdiction over the proposed project. The JACTS committees are informed routinely by the local agencies regarding the current fiscal year's project status and availability for funding commitment.

The project activities that are funded through the local Surface Transportation Program (STP) include project construction costs and transit capital expenses. Preliminary and construction engineering costs, utility replacement or installation, right-of-way acquisition, sidewalks, etc. are not eligible expenses for reimbursement and are the responsibility of the implementing agency. In preparing plans, specifications, and estimates for all federally-funded transportation projects,



all jurisdictions utilize sound engineering procedures and take into consideration improvement of the roadway surface as well as address safety concerns.

All projects programmed for funding in the TIP must include the following information:

1. Responsible agency having jurisdiction over the proposed project
2. Project name
3. Project limits
4. Project length (if appropriate)
5. Primary work type
6. Description of the proposed project
7. Project phase
8. Whether or not the project is Advance Construction or Advance Construction Conversion
9. Project costs and source(s) of funds
10. MDOT job identification number

All projects included in the TIP must also be consistent with federal, state, and local revenue projections or fund balances. Although projects may be moved among years of an approved TIP, the available revenue must remain within the fiscal year it was originally allocated. If additional federal funds are needed or requested by an agency for a previously programmed project, the implementing agency must request an amendment or an administrative adjustment to the TIP.

## **JACTS TIP Amendment/Administrative Modification Policy**

Due to the changing nature of projects as they progress through the implementation process, the TIP may require project changes as circumstances dictate. Federal regulations (Section 23 CFR 450.326) require MPOs to have clearly defined criteria outlining the procedures for amending the TIP and procedures for making administrative modifications.

The following Amendment/Administrative Modification Policy was adopted by the Region 2 Planning Commission and the JACTS committees in April, 2007:

This section is intended to define project changes that require formal MPO action, state review, and federal approval defined as **amendments**; and those changes, or **administrative modifications**, that do not require formal approval or action by the MPO, state, or federal agencies. However, regardless of the type of change to the TIP, all modifications must be consistent with the financial constraint requirements, the JACTS 2045 Long Range Transportation Plan, Federal Title VI requirements, and the JACTS Public Participation Plan procedures for public involvement.

### **Amendments**

A formal TIP Amendment is required by the MPO prior to obtaining Federal authorization for funding. Amendments require formal MPO action, State review, and Federal approval. TIP amendments are required when any of the following revisions are proposed to an approved TIP:

1. Adding a new federally-funded project to the TIP.
2. Deleting a federally-funded project from an approved TIP.
3. A major change in project cost (based on MPO policy - a cost increase or decrease equal to 25% or more of the total funding resulting from inflation or an incorrect engineering estimate).
4. A change in the funding source (i.e. changing a non-federally funded project to a federally-funded project).

5. A change in the project design concept or design scope (i.e. the cost of the project remains the same, however, substantially less, more, or different type of work is to be performed). This would also include adding an additional phase to a programmed project (i.e. preliminary engineering, right-of-way, construction) or as a new project; a change in the number of thru-lanes; or an adjustment to the project termini exceeding ¼ mile.

### **Administrative Modifications**

Administrative Modifications are adjustments to an approved TIP and do not require formal approval or action by the federal agencies, the JACTS committees or the Region 2 Planning Commission. Under this policy, the JACTS program director has the authorization to approve administrative modifications to the TIP that meet any of the following criteria:

1. A minor modification in project cost amounting to less than 30% of the total federal funding source.
2. A minor change in funding source (i.e. moving from one federal funding source to another federal source).
3. Project selection (moving a project from an out year of an approved TIP to the current TIP year provided there is adequate revenue in the current year to accommodate the project; however, if there is inadequate revenue to accommodate the project in the current year, a project (or projects) must be moved to the out-year in order to off-set the cost).

*(On June 11, 1998, the MPO approved a process for advancing projects in an approved TIP. Due to the uncertainty of the federal funds that may be available for programming projects in a 4-year time period, and the need to maintain flexibility in the management of the capital program, the MPO project selection process considers all federal, state, and local projects in the first 2 years of the approved TIP as being selected. Projects programmed in the out years of the TIP may be advanced with verbal approval of the MPO staff after consultation with the affected Act 51 agencies.)*

4. A revision that does not require public review/comment or another demonstration of financial constraint (i.e. correction of a misprint or data entry error; a revision or clarification of a project description without changing the project scope).
5. Projects reviewed and adopted by the R2PC and the JACTS Committees and included on an Illustrative, or non-funded, project list may also be moved administratively into an adopted TIP if, and when, funding for the project is identified.

Although Administrative Modifications do not require formal federal approval, the MPO is required to notify MDOT and FHWA of any changes to the TIP list of projects and to submit a revised financial constraint table. The modifications will be submitted quarterly, or in conjunction with the next formal TIP amendment, whichever occurs first.

The JACTS Technical Advisory and Policy committees and the Region 2 Planning Commission shall be advised of any administrative modifications at their next regularly scheduled meetings or information purposes only.



## **Performance Management and the Transportation Improvement Program**

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

### **Performance Measures**

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

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

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

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

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

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

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

## Performance Targets

### State Targets:

Within one year of the U.S. Department of Transportation final rule on performance measures, States are required to set performance targets in support of those measures. States may set different performance targets for urbanized and rural areas. To ensure consistency each State must, to the maximum extent practicable:

- Coordinate with an MPO when setting performance targets for the area represented by that MPO
- Coordinate with public transportation providers when setting performance targets in an urbanized area not represented by an MPO [§1202; 23 USC 135(d)(2)(B)]

The Statewide Transportation Improvement Program (STIP), state asset management plans under the National Highway Performance Program, and state performance plans under the Congestion Mitigation and Air Quality Improvement program are required to include



performance targets. State and MPO targets should be included in statewide transportation plans.

**MPO Targets:**

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

**Performance-Based Planning for the Region 2 Planning Commission**

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

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

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

**MPO Target Setting****Safety:**

Safety performance measures are the first performance area that targets are required. The MDOT safety targets for calendar year 2019 were set by the state on August 31, 2018 and the MPOs had 180 days to set the 2019 targets. The safety target due date was February 28, 2019. On February 14, 2019 the Region 2 Planning Commission voted to support and adopt the state targets for the five safety categories. Safety targets are required to be developed by the state and responded to by the Region 2 Planning Commission annually. The table below contains the

Safety Performance Measures adopted by the Region 2 Planning Commission for calendar year 2019.

### Michigan State Safety Targets – Calendar Year 2019

<b>Safety Performance Measure</b>	<b>Baseline Condition (2013 – 2017)</b>	<b>Calendar Year 2019 State Safety Target</b>
Fatalities	981.4	1,023.2
Fatality Rate	1.00	1.02
Serious Injuries	5,355	5,406.8
Serious Injury Rate	5.47	5.41
Non-motorized Fatalities & Serious Injuries	743.6	759.8

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

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

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

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

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

- Reduce serious traffic injury crash rates per 100MVMT from .0148 in 2015 to .0081 in 2025.

The plan identifies six region-wide emphasis areas:

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

Since these were developed at regional level, it is not possible to break out the data for the Jackson MPO.

### **Pavement:**

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

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

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

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

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

As the MPO for the Jackson metropolitan area, R2PC is required to establish 2-year and 4-year targets for the measures. R2PC pavement targets were due November 16, 2018. On October

11, 2018 the Region 2 Planning Commission voted to support and adopt the state targets. The table below contains the Pavement Condition Performance Measures adopted by the Region 2 Planning Commission for calendar year 2018.

### Michigan State Pavement Condition Targets for Calendar Year 2018

<b>Pavement Condition Performance Measure</b>	<b>Baseline Condition 2017</b>	<b>2-year Target</b>	<b>4-year Target</b>
% of Interstate Pavement in Good Condition	56.8%	n/a	47.8%
% of Interstate Pavement in Poor Condition	5.2%	n/a	10.0%
% of Non-Interstate NHS Pavement in Good Condition	49.7%	46.7%	43.7%
% of Non-Interstate NHS Pavement in Poor Condition	18.6%	21.9%	24.9%

### Bridge:

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

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

The performance measures for assessing the bridge include:

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

R2PC is required to establish 2-year and 4-year targets for the measures. R2PC established targets by supporting state targets. R2PC bridge targets were due May 20, 2018. On October 11, 2018 the Region 2 Planning Commission voted to support and adopt the state targets. The table below contains the Bridge Condition Performance Measures adopted by the Region 2 Planning Commission for calendar year 2018.

### Michigan State Bridge Condition Targets for Calendar Year 2018

Bridge Condition Performance Measure	Baseline Condition 2018	2-year Target 2020	4-year Target 2022
NHS Deck Area in Good Condition	32.7%	27.2%	26.2%
NHS Deck Area in Poor Condition	9.8%	7.2%	7.0%

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

MDOT is projecting "condition improvement" for the NHS bridges in the state based on projects programmed through the MDOT and local bridge program. Deterioration is estimated based on comparing network wide deterioration rates to the age and condition of each major component of each structure.

The targets are highly dependent on the deck area of bridges that are labeled "poor," and the smaller inventory considered, the higher potential for a single bridge to skew results. The statewide targets are assumed to be less variable than for an individual MPO.

### System Performance of the NHS and Freight

MDOT is assessing the best way to address the travel time reliability measure associated with interstate travel, non-interstate NHS travel, and truck travel. The state set targets for this category on May 20, 2018. The system reliability targets were due on November 16, 2018. On October 11, 2018 the Region 2 Planning Commission voted to support and adopt the state targets. System reliability targets are required to be developed by the state and responded to by the Region 2 Planning Commission every two years. The table below contains the System Reliability Performance Measures adopted by the Region 2 Planning Commission for calendar year 2018.



### Michigan State System Reliability Targets for Calendar Year 2018

System Reliability Performance Measure	Baseline Condition 2018	4-year Target
Level of Travel Time Reliability of Interstate	85.8%	75.0%
Level of Travel Time Reliability of the Non-Interstate NHS	85.8%	70.0%
Freight Reliability Measure on the Interstate	1.49	1.75

### Congestion Mitigation and Air Quality

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

### NHS Asset Management Plan

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

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

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

The Performance Report for Region 2 Planning Commission was in the 2045 JACTS Long Range Transportation Plan that was approved and adopted on June 14, 2018.

### Transit Performance Measures and Targets

There is one small urban transit provider in the MPO area, the Jackson Area Transportation Authority (JATA). JATA is a direct recipient of funds from the Federal Transit Administration. JATA is identified as a Tier II recipient under the current federal legislation and has developed State of Good Repair targets for 2019 in the table on the next page.

### Jackson Area Transportation Authority State of Good Repair Targets for 2019

Asset Category	Asset Class	Sub-Asset	Useful Life	Performance Measure	2019 Targets	Current
Rolling Stock	Buses	25 ft+	12 yrs	% of fleet exceeds default useful life benchmark	90%	100%
	Vans	Med-Duty	7 yrs		50%	33%
		Light Duty	4 yrs		50%	45%
Equipment	Maintenance / Utility	N/A	Varies		50%	0%
	Non-Revenue Vehicles	Vans	4 yrs		25%	0%
Facilities	Support Facilities	Admin. & Mainten. Facilities	N/A	% of facilities rated under 3.0 on TERM scale	50%	Unknown
	Passenger Facilities	Downtown Transfer Center	N/A		100%	Unknown
Infrastructure	N/A	N/A				

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

A Transit Asset Management Plan was adopted by JATA on September 26, 2018, and was shared with R2PC by October 1, 2018. This document assists JATA in selecting TIP projects and helps JATA meet its State of Good Repair (SGR) targets. Federal rulemaking for the transit safety plans has not yet been released.

FY 2020 - 2023 Jackson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads			Transit			
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2020	127537	MDOT	M-60 E	EB and WB over I-94	Bridge Replacement	Bridge Replacement	\$0	\$10,062,000		x	x				x
2020	129896	Brooklyn	Marshall St	Marshall St - N Main St (M-50) to Constitution Ave	Reconstruction	Asphalt Resurface	\$0	\$270,000	x						
2020	130205	Jackson County	Springport Rd	Springport Rd - County Farm to Rives Junction	Road Rehabilitation	Cold mill and resurface	\$0	\$400,000	x						
2020	130211	Jackson	Francis St	Francis St - Morrell St to Mason St	Reconstruction	Reconstruction	\$0	\$733,750	x						
2020	201001	MDOT	M-50	M-124 to Riverside Road	Road Capital Preventive Maintenance	HMA cold milling and single course HMA overlay	\$0	\$675,582	x						
2020	203074	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	Transit operating	\$0	\$2,650,000							
2020	204084	MDOT	I-94BL	Various locations	Road Capital Preventive Maintenance	HMA Crack Treatment and Overband Crack Fill	\$0	\$282,000	x						x
2020	204793	MDOT	I-94 E	Various locations throughout Jackson County.	ITS Applications	Install ITS devices along I-94 through out Jackson County.	\$0	\$2,136,471				x			x
2020	206049	MDOT	US-127	US127 south of Hart Road	Operation Improvements	Installation of Virtual Weigh Station (VWS) Cameras at two locations	\$0	\$52,000				x			x
2020	206049	MDOT	US-127	I69 south of Kalamo Hwy	Operation Improvements	Installation of Virtual Weigh Station (VWS) Cameras at two locations	\$0	\$52,000				x			x
2020	206303	Jackson Area Transportation Authority	Transit Capital	Jackson Area Transportation Authority - 2350 E High St	1110-Bus Rolling Stock	Two full size transit vans for 2020.	\$0	\$125,000						x	

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
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FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$255		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of REGION2 MPO	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$360		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All University Region trunklines in SEMCOG MPO	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$938		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of TCRPC MPO	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$947		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$278,970		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of REGION2 MPO	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$393,840		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of University Region in SEMCOG MPO, All University Region trunklines in SEMCOG MPO	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$1,025,625		x					
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of TCRPC MPO	Traffic Safety	Longitudinal marking application on trunklines in University Region	\$0	\$1,036,565		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$510		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$720		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of SEMCOG MPO	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$1,875		x					

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
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FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$1,895		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$52,020		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$73,440		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of SEMCOG MPO, All University Region trunkline of SEMCOG MPO	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$191,250		x					
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special marking application on trunklines in University Region	\$0	\$193,290		x					
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All routes outside MPO boundaries	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	\$0	\$1,530		x					
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All of REGION2 MPO	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	\$0	\$2,160		x					
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All of SEMCOG MPO	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	\$0	\$5,625		x					
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All of TCRPC MPO	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	\$0	\$5,685		x					
2020	206577	Parma	S Union St	N Union St and S Union St from	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay	\$0	\$250,000	x						
2020	206633	Jackson County	N Elm Ave	N Elm St/Various	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$0	\$110,859	x						

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2020	206633	Jackson County	N Elm Ave	N Elm St/Various	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$0	\$460,000	x						
2020	206924	Jackson County	Countywide	Countywide	Traffic Safety	Edgeline pavement markings	\$0	\$238,056		x					
2020	207158	Jackson Area Transportation Authority	Transit Capital	Countywide	1110-Bus Rolling Stock	Replacing 2 passenger buses	\$0	\$926,000						x	
2020	207164	Jackson County	King Rd	King Rd, Mathews Rd to M-60	Road Rehabilitation	Two Course Asphalt Resurfacing	\$0	\$700,000	x						
2020	207182	Jackson County	Multiple Routes, Jackson County	Multiple Routes, Various Locations, Jackson County	Traffic Safety	Upgrade Stop and Stop Ahead signs	\$0	\$21,335		x		x			
2020	207225	Jackson County	Jefferson Road	Jefferson Road from US-127 to Hyde Road, Jackson County	Traffic Safety	Tree removal, pavement markings, intersection sign upgrades	\$0	\$65,000		x					
2020	207226	Jackson County	W Michigan Avenue	W Michigan Avenue from Chapel Road to Sandstone Road, Jackson County	Traffic Safety	Tree removal and intersection sign upgrades	\$0	\$144,960		x					
2020	207227	Jackson County	S Jackson Road	S Jackson Road at Lindsey Road, Jackson County	Traffic Safety	Intersection realignment, construct turn lanes	\$0	\$188,849		x		x			
2020	207683	Jackson Area Transportation Authority	Transit Operating	Jackson Area Transportation Authority - 2350 E High St	3000-Operating Assistance	Operating Assistance	\$0	\$1,745,000							
2020	207684	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	FY 2020 Section 5311 Operating	\$0	\$67,510							
2021	111058	MDOT	Regionwide	University Region	ITS Applications	Install RWIS stations	\$0	\$0				x			

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2021	124951	MDOT	Regionwide	University Region	ITS Applications	Install RWIS	\$0	\$3,000,000				x			
2021	129153	MDOT	East I-94	I-94 at Elm Road	Reconstruction	Reconstruct interchange	\$0	\$22,465,625	x			x			x
2021	132635	MDOT	M-50	M-50 in Jackson County	Traffic Safety	shoulder widening	\$0	\$33,954		x					
2021	201223	MDOT	US-127 N	North of Henry Road to Jackson/Ingham County Line	Road Rehabilitation	HMA Cold Milling and Multi Course HMA Resurfacing	\$0	\$12,760,000	x						x
2021	202119	MDOT	M-106	M-106 and I-94BL	Traffic Safety	Non-freeway signing updgrade	\$0	\$276,000		x					
2021	202121	MDOT	I-94 E	I-94 under Lansing Ave	Reconstruction	bridge replacement and freeway reconstruct	\$0	\$12,530,905	x		x	x			x
2021	206636	Jackson County	N Elm Ave	N Elm St/Various Roads	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$0	\$1,130,859	x						
2021	207171	Jackson County	McCain Rd & Robinson Rd	west from Spring Arbor Rd, then south back to Spring Arbor Rd	Road Rehabilitation	Crush & Shape	\$0	\$755,000	x						
2021	207173	Jackson	Morrell St	Morrell St - Greenwood Ave to Francis St	Reconstruction	Reconstruct	\$0	\$970,232	x						
2021	207176	Jackson	Steward Ave	Steward Ave - AMTRAK Railroad to Ganson St	Road Rehabilitation	Mill and HMA Resurface with curb repair	\$0	\$193,590	x						
2021	207176	Jackson	Steward Ave	Steward Ave - AMTRAK Railroad to Ganson St	Road Rehabilitation	Mill and HMA Resurface with curb repair	\$0	\$132,855	x						

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All routes outside MPO boundaries	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$1,020		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$1,440		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All University SEMCOG counties	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$3,750		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All of TCRPC MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$3,790		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All routes outside MPO boundaries	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$304,980		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$430,560		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All University SEMCOG counties, All of University SEMCOG counties	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$1,121,250		x					
2021	207299	MDOT	University Regionwide Longitudinal Pvm Markings	All of TCRPC MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$0	\$1,133,210		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$1,020		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$1,440		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$3,750		x					



FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$3,790		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$63,240		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$89,280		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$232,500		x					
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$234,980		x					
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All routes outside MPO boundaries	Traffic Safety	Pvmt Mrkg Retroreflectivity Readings on trunklines in University Region	\$0	\$1,428		x					
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All of REGION2 MPO	Traffic Safety	Pvmt Mrkg Retroreflectivity Readings on trunklines in University Region	\$0	\$2,016		x					
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All University SEMCOG counties	Traffic Safety	Pvmt Mrkg Retroreflectivity Readings on trunklines in University Region	\$0	\$5,250		x					
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All of TCRPC MPO	Traffic Safety	Pvmt Mrkg Retroreflectivity Readings on trunklines in University Region	\$0	\$5,306		x					
2021	207685	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	FY 2021 Section 5307 Operating	\$0	\$1,746,800							
2021	207686	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	FY 2021 Section 5311 Operating	\$0	\$69,318							

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2021	207687	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1203- admin/maintenance facility improvements	FY 2021 Section 5339 Capital (Facility Improvements)	\$0	\$141,000					x		
2021	207689	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1101-<30 foot replacement bus with or without lift	FY 2021 Section 5307/STP Capital - 2 Medium Duty Transit Vehicles	\$0	\$200,000						x	
2021	132634	MDOT	regionwide	Regionwide	Traffic Safety	Recess Pavement Markings	\$0	\$0		x					
2022	111058	MDOT	Regionwide	University Region	ITS Applications	Install RWIS stations	\$0	\$3,000,000				x			
2022	120275	MDOT	M-60	Emerson Rd to Renfrew Rd	Road Rehabilitation	2 COURSE MILL & RESURFACE	\$0	\$7,514,750	x						
2022	202028	MDOT	I-94BL	University Region regionwide	Traffic Safety	install recessed pavement markings	\$0	\$6,667		x					x
2022	202028	MDOT	I-94BL	University Region regionwide	Traffic Safety	install recessed pavement markings	\$0	\$6,667		x					x
2022	202028	MDOT	I-94BL	University Region regionwide	Traffic Safety	install recessed pavement markings	\$0	\$6,667		x					x
2022	202029	MDOT	M-124	US-12 to M-50	Road Rehabilitation	Widen paved shoulder	\$0	\$151,973	x						
2022	206158	Jackson	West Avenue Signals	West Ave at Franklin St; West Ave at Washington Ave	Traffic Safety	Reconstruct traffic signal, reconstruct intersection	\$0	\$589,000		x		x			
2022	206173	Jackson Area Transportation Authority	Transit Capital	Jackson Area Transportation Authority - Service Areawide	1110-Bus Rolling Stock	Two full size transit vans for FY2022.	\$0	\$125,000						x	

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2022	206637	Jackson County	N Elm Ave	N Elm St/Various	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$0	\$1,050,859	x						
2022	207169	Jackson County	South St	South Street - Jackson City Limits to M-50	Road Rehabilitation	Crush and Shape, Asphalt Resurfacing	\$0	\$643,000	x						
2022	207183	Jackson	Greenwood Ave	Greenwood Ave - Fourth St to Morrell St	Road Rehabilitation	Mill and HWA Resurface	\$0	\$603,000	x						
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$1,020		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$1,440		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$3,750		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$3,790		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$310,080		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$437,760		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$1,140,000		x					
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	\$0	\$1,152,160		x					

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$1,020		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$1,440		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$3,750		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$3,790		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$73,440		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$103,680		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$270,000		x					
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$272,880		x					
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All routes outside MPO boundaries	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	\$0	\$1,428		x					
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All of REGION2 MPO	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	\$0	\$2,016		x					
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All University SEMCOG counties	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	\$0	\$5,250		x					

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All of TCRPC MPO	Traffic Safety	Pavement mrkg retroreflectivityreadings on trunklines in University Region	\$0	\$5,306		x					
2022	207691	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	FY 2022 Section 5307 Operating	\$0	\$1,748,600							
2022	207692	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	FY 2022 Section 5311 Operating	\$0	\$71,196							
2022	207693	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1201-admin/maintenance facility construction	FY 2022 Section 5339 Capital (Facility Construction)	\$0	\$500,000							
2022	132634	MDOT	regionwide	Regionwide	Traffic Safety	Recess Pavement Markings	\$0	\$263,000		x					
2023	127621	MDOT	I-94 E	Michigan Ave to M 60	Reconstruction	Reconstruction	\$0	\$75,399,907	x						x
2023	132635	MDOT	M-50	M-50 in Jackson County	Traffic Safety	shoulder widening	\$0	\$333,883		x					
2023	202028	MDOT	I-94BL	University Region regionwide	Traffic Safety	install recessed pavement markings	\$0	\$233,333		x					x
2023	202028	MDOT	I-94BL	University Region regionwide	Traffic Safety	install recessed pavement markings	\$0	\$233,333		x					x
2023	202028	MDOT	I-94BL	University Region regionwide	Traffic Safety	install recessed pavement markings	\$0	\$233,333		x					x
2023	202034	MDOT	US-127 N	over Springport Rd and over Conrail	Bridge CPM	Epoxy Overlay	\$0	\$1,938,455			x				x

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2023	206639	Jackson County	N Elm Ave	N Elm St/ Various	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$0	\$1,150,859	x						
2023	207167	Jackson County	Badgley Rd	Badgley Rd - Horton Rd to Stonewall Rd	Road Rehabilitation	Crush and Shape	\$0	\$691,250	x						
2023	207185	Jackson	Wildwood Ave	Wildwood Ave - West Ave to Steward Ave	Road Rehabilitation	Mill and HMA Resurface	\$0	\$347,000	x						
2023	207186	Jackson County	Brown St	Brown St - Morrell St to Michigan Ave	Road Rehabilitation	Mill and HMA resurface.	\$0	\$833,000	x						
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$1,020		x					
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$1,440		x					
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$3,750		x					
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$3,790		x					
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$310,080		x					
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$437,760		x					
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$1,140,000		x					

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	\$0	\$1,152,160		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$1,020		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$1,440		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$3,750		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$3,790		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$63,240		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$89,280		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$232,500		x					
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$0	\$234,980		x					
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All routes outside MPO boundaries	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	\$0	\$1,428		x					
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All of REGION2 MPO	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	\$0	\$2,016		x					

FY 2020 - 2023 Jckson MPO Transportation Improvement Program TPM Job List									Performance Areas						Projects on the National Highway System
									Roads				Transit		
FY	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Fed Obligated Amount	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All University SEMCOG counties	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	\$0	\$5,250		x					
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All of TCRPC MPO	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	\$0	\$5,306		x					
2023	207694	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	Operating	\$0	\$1,749,700							
2023	207696	Jackson Area Transportation Authority	Transit Operating	Areawide	3000-Operating Assistance	Operating	\$0	\$73,144							
2023	207697	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1206-Bus terminal facility improvements	FY 2023 Section 5339 Capital (Facility Improvements)	\$0	\$571,464					x		





## FY 2020-2023 TIP PROJECTS

The following pages include the projects proposed to be completed by the implementing agencies during the FY 2020-2023 TIP time period. The project lists mainly include those projects located on federal-aid eligible roadways and primarily funded with federal dollars. Other non-federal aid projects deemed “regionally significant” are also included in the TIP, primarily for information purposes. In addition to the road and highway projects, the lists also include the federal operating costs and capital projects programmed by JATA.

### Acronyms

There are several acronyms included in the TIP project listing. Below is a list of the acronyms in reference to their specific field or category:

#### Jurisdiction

MDOT	Michigan Department of Transportation
JCOT	Jackson County Department of Transportation
JATA	Jackson Area Transportation Authority

#### Primary Work Type

GPA	General Program Account
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#### Phase

CON	Construction
EPE	Early Preliminary Engineering
PE	Preliminary Engineering
ROW	Right-of-Way
T-CAP	Transit Capital
T-OPS	Transit Operating
NI	Non-Infrastructure

#### Advance Construction

AC	Advance Construction
ACC	Advance Construction Conversion

#### Federal Fund Sources

STUL	Surface Transportation Program Urban
STL	Surface Transportation Program Rural
ST	Surface Transportation Program (any area)
EDF	Transportation Economic Development Fund-Category F
BHN	Bridge Rehabilitation (National Highway System)
IM	Interstate Maintenance
HSIP	Highway Safety Improvement Program
NH	National Highway System
HPP	High Priority Projects
STE	Surface Transportation Program Enhancement
BHO	Bridge Replacement (National Highway System)
BRO	Bridge Replacement (not classified, off-system)
BHT	Bridge Replacement (Surface Transportation Program)
5307	Transit Urbanized Area Formula

5311	Transit Non-Urbanized Area Formula
5339	Transit Buses and Bus Facilities Grant Program

**State Fund Sources**

CTF	Comprehensive Transportation Fund
EDA	Michigan Economic Development Administration
M	Michigan (State funds)
EDD	Transportation Economic Development Funds-Category D (State)

**Local Fund Sources**

CITY	City of Jackson
CNTY	Jackson County Department of Transportation
TRAL	Jackson Area Transportation Authority
VGL	Village

All funds listed in the TIP are in \$1000s and rounded to the nearest \$1000s

JACTS FY 2020-2023

TRANSPORTATION IMPROVEMENT PROGRAM

JOB LIST

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date
2020	127537	MDOT	M-60 E	EB and WB over I-94	1.564	Bridge Replacement	Bridge Replacement	CON	Programmed	\$9,055,800	\$1,006,200	\$0	\$10,062,000	IM	\$11,833,039	01/10/2019
2020	129619	Jackson County	Norvell Road (Phase 2)	Phal Rd to Raby Rd	2.223	Road Rehabilitation	Mill and Resurface	CON	Abandoned	\$589,150	\$0	\$147,287	\$736,437	STL		03/14/2019
2020	129636	Jackson Area Transportation Authority	Transit	Jackson Area Transit Authority	0.000	1110-Bus Rolling Stock	2 Small Buses	NI	Abandoned	\$100,000	\$0	\$25,000	\$125,000	STL		10/11/2018
2020	129896	Brooklyn	Marshall St	Marshall St - N Main St (M-50) to Constitution Ave	0.490	Reconstruction	Asphalt Resurface	CON	Programmed	\$216,000	\$0	\$54,000	\$270,000	STL	\$270,000	03/14/2019
2020	130201	Jackson County	Norvell Rd	Norvell Rd - Phal Rd to Raby Rd	2.223	Road Capital Preventive Maintenance	Cold mill and resurface	CON	Abandoned	\$530,000	\$0	\$206,000	\$736,000	STL		03/02/2016
2020	130202	Brooklyn	Tiffany St	King and Tiffany St - Chicago to W Brooklyn VL	0.452	Reconstruction	Reconstruction	CON	Abandoned	\$176,000	\$0	\$44,000	\$220,000	STL		03/31/2017
2020	130203	Jackson County	O Neill Dr	O Neill Dr - Airport Rd to Dead End	0.435	Road Rehabilitation	Cold mill and resurface	CON	Abandoned	\$280,000	\$0	\$70,000	\$350,000	STUL		03/14/2019
2020	130205	Jackson County	Springport Rd	Springport Rd - County Farm to Rives Junction	0.753	Road Rehabilitation	Cold mill and resurface	CON	Programmed	\$320,000	\$0	\$80,000	\$400,000	STUL	\$400,000	07/14/2016
2020	130206	Jackson	Greenwood Ave	Greenwood and Wilkins - Morrell St to Jackson St	0.186	Reconstruction	Reconstruct	CON	Abandoned	\$587,000	\$0	\$146,000	\$733,000	STUL		03/14/2019
2020	130211	Jackson	Francis St	Francis St - Morrell St to Mason St	0.204	Reconstruction	Reconstruction	CON	Programmed	\$587,000	\$0	\$146,750	\$733,750	STUL	\$733,750	07/14/2016
2020	130528	Jackson Area Transportation Authority	High St	County-wide	0.000	1110-Bus Rolling Stock	Purchase two small buses	NI	Abandoned	\$90,000	\$22,500	\$12,500	\$125,000	STL		10/11/2018
2020	201001	MDOT	M-50	M-124 to Riverside Road	1.108	Road Capital Preventive Maintenance	HMA cold milling and single course HMA overlay	CON	Programmed	\$552,964	\$122,618	\$0	\$675,582	ST	\$753,775	10/12/2017
2020	203063	Jackson Area Transportation Authority	Transit Capital Improvement	Areawide	0.000	SP10-State Match urban Agency	Facility Improvement	NI	Abandoned	\$112,800	\$28,200	\$0	\$141,000	5339		05/10/2018
2020	203074	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	Transit operating	NI	Programmed	\$1,325,000	\$0	\$1,325,000	\$2,650,000	5307	\$2,650,000	05/10/2018
2020	204084	MDOT	I-94BL	Various locations	0.124	Road Capital Preventive Maintenance	HMA Crack Treatment and Overband Crack Fill	CON	Programmed	\$230,817	\$51,183	\$0	\$282,000	ST	\$300,000	09/13/2018
2020	204793	MDOT	I-94 E	Various locations throughout Jackson County.	25.327	ITS Applications	Install ITS devices along I-94 through out Jackson County.	CON	Programmed	\$1,748,701	\$387,770	\$0	\$2,136,471	NH	\$2,580,713	12/13/2018
2020	206049	MDOT	US-127	US127 south of Hart Road	0.002	Operation Improvements	Installation of Virtual Weigh Station (VWS) Cameras at two locations	CON	Programmed	\$42,640	\$9,360	\$0	\$52,000	NH	\$124,000	03/14/2019
2020	206049	MDOT	US-127	I69 south of Kalamo Hwy	0.002	Operation Improvements	Installation of Virtual Weigh Station (VWS) Cameras at two locations	CON	Programmed	\$42,640	\$9,360	\$0	\$52,000	NH	\$124,000	03/27/2019
2020	206303	Jackson Area Transportation Authority	Transit Capital	Jackson Area Transportation Authority - 2350 E High St	0.000	1110-Bus Rolling Stock	Two full size transit vans for 2020.	NI	Programmed	\$100,000	\$25,000	\$0	\$125,000	STL	\$125,000	03/27/2019
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All routes outside MPO boundaries	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	PE	Programmed	\$230	\$26	\$0	\$255	HSIP	\$2,737,500	02/19/2019
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of REGION2 MPO	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	PE	Programmed	\$324	\$36	\$0	\$360	HSIP	\$2,737,500	03/14/2019
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All University Region trunklines in SEMCOG MPO	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	PE	Programmed	\$844	\$94	\$0	\$938	HSIP	\$2,737,500	
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of TCRPC MPO	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	PE	Programmed	\$852	\$95	\$0	\$947	HSIP	\$2,737,500	03/27/2019
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All routes outside MPO boundaries	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	CON	Programmed	\$251,073	\$27,897	\$0	\$278,970	HSIP	\$2,737,500	02/19/2019
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of REGION2 MPO	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	CON	Programmed	\$354,456	\$39,384	\$0	\$393,840	HSIP	\$2,737,500	03/14/2019
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of University Region in SEMCOG MPO, All University Region trunklines in SEMCOG MPO	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	CON	Programmed	\$923,063	\$102,563	\$0	\$1,025,625	HSIP	\$2,737,500	
2020	206553	MDOT	University Regionwide Longline Pavement Markings	All of TCRPC MPO	3.282	Traffic Safety	Longitudinal marking application on trunklines in University Region	CON	Programmed	\$932,909	\$103,657	\$0	\$1,036,565	HSIP	\$2,737,500	03/27/2019
2020	206555	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	2.315	Traffic Safety	Special marking application on trunklines in University Region	PE	Programmed	\$459	\$51	\$0	\$510	HSIP	\$515,000	02/19/2019
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	2.315	Traffic Safety	Special marking application on trunklines in University Region	PE	Programmed	\$648	\$72	\$0	\$720	HSIP	\$515,000	03/14/2019
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of SEMCOG MPO	2.315	Traffic Safety	Special marking application on trunklines in University Region	PE	Programmed	\$1,688	\$188	\$0	\$1,875	HSIP	\$515,000	
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	2.315	Traffic Safety	Special marking application on trunklines in University Region	PE	Programmed	\$1,706	\$190	\$0	\$1,895	HSIP	\$515,000	03/27/2019
2020	206555	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	2.315	Traffic Safety	Special marking application on trunklines in University Region	CON	Programmed	\$46,818	\$5,202	\$0	\$52,020	HSIP	\$515,000	02/19/2019
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	2.315	Traffic Safety	Special marking application on trunklines in University Region	CON	Programmed	\$66,096	\$7,344	\$0	\$73,440	HSIP	\$515,000	03/14/2019
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of SEMCOG MPO, All University Region trunkline of SEMCOG MPO	2.315	Traffic Safety	Special marking application on trunklines in University Region	CON	Programmed	\$172,125	\$19,125	\$0	\$191,250	HSIP	\$515,000	
2020	206555	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	2.315	Traffic Safety	Special marking application on trunklines in University Region	CON	Programmed	\$173,961	\$19,329	\$0	\$193,290	HSIP	\$515,000	03/27/2019
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All routes outside MPO boundaries	1.496	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,377	\$153	\$0	\$1,530	HSIP	\$15,000	
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All of REGION2 MPO	1.496	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,944	\$216	\$0	\$2,160	HSIP	\$15,000	
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All of SEMCOG MPO	1.496	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$5,063	\$563	\$0	\$5,625	HSIP	\$15,000	
2020	206562	MDOT	University Region Pvmt Mrkg Retro Readings	All of TCRPC MPO	1.496	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$5,117	\$569	\$0	\$5,685	HSIP	\$15,000	
2020	206577	Parma	S Union St	N Union St and S Union St from	0.679	Road Capital Preventive Maintenance	Milling and One Course Asphalt Overlay	CON	Programmed	\$200,000	\$25,000	\$25,000	\$250,000	STL	\$250,000	03/14/2019
2020	206633	Jackson County	N Elm Ave	N Elm St/Various	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$0	\$110,859	\$0	\$110,859	EDD	\$570,859	03/14/2019
2020	206633	Jackson County	N Elm Ave	N Elm St/Various	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$460,000	\$0	\$0	\$460,000	STL	\$570,859	03/14/2019
2020	206924	Jackson County	Countywide, Jackson County	Countywide, Jackson County	0.000	Traffic Safety	Edgeline pavement markings	CON	Programmed	\$214,250	\$0	\$23,806	\$238,056	HSIP	\$238,056	
2020	207158	Jackson Area Transportation Authority	Transit Capital	Countywide	0.000	1110-Bus Rolling Stock	Replacing 2 passenger buses	NI	Programmed	\$740,800	\$185,200	\$0	\$926,000	5339	\$926,000	03/14/2019

JACTS FY 2020-2023

TRANSPORTATION IMPROVEMENT PROGRAM

JOB LIST

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date
2020	207164	Jackson County	King Rd	King Rd, Mathews Rd to M-60	2.971	Road Rehabilitation	Two Course Asphalt Resurfacing	CON	Programmed	\$504,000	\$0	\$196,000	\$700,000	STUL	\$700,000	03/14/2019
2020	207182	Jackson County	Multiple Routes, Jackson County	Multiple Routes, Various Locations, Jackson County	0.000	Traffic Safety	Upgrade Stop and Stop Ahead signs	CON	Programmed	\$19,201	\$0	\$2,134	\$21,335	HSIP	\$21,335	
2020	207225	Jackson County	Jefferson Road	Jefferson Road from US-127 to Hyde Road, Jackson County	1.038	Traffic Safety	Tree removal, pavement markings, intersection sign upgrades	CON	Programmed	\$58,500	\$0	\$6,500	\$65,000	HRRR	\$65,000	
2020	207226	Jackson County	W Michigan Avenue	W Michigan Avenue from Chapel Road to Sandstone Road, Jackson County	2.013	Traffic Safety	Tree removal and intersection sign upgrades	CON	Programmed	\$130,464	\$0	\$14,496	\$144,960	HRRR	\$144,960	
2020	207227	Jackson County	S Jackson Road	S Jackson Road at Lindsey Road, Jackson County	0.233	Traffic Safety	Intersection realignment, construct turn lanes	CON	Programmed	\$169,964	\$0	\$18,885	\$188,849	HRRR	\$188,849	
2020	207683	Jackson Area Transportation Authority	Transit Operating	Jackson Area Transportation Authority - 2350 E High St	0.000	3000-Operating Assistance	Operating Assistance	NI	Programmed	\$1,200,000	\$0	\$545,000	\$1,745,000	5307	\$1,745,000	
2020	207684	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2020 Section 5311 Operating	NI	Programmed	\$33,755	\$33,755	\$0	\$67,510	5311	\$67,510	
2021	111058	MDOT	Regionwide	University Region	0.000	ITS Applications	Install RWIS stations	PE	Programmed	\$245,550	\$54,450	\$0	\$0	ST	\$3,300,000	
2021	124951	MDOT	Regionwide	University Region	0.000	ITS Applications	Install RWIS	CON	Suspended	\$2,455,500	\$544,500	\$0	\$3,000,000	ST		
2021	129153	MDOT	East I-94	I-94 at Elm Road	1.499	Reconstruction	Reconstruct interchange	CON	Programmed	\$20,219,063	\$2,246,562	\$0	\$22,465,625	IM	\$24,890,773	
2021	132635	MDOT	M-50	M-50 in Jackson County	1.706	Traffic Safety	shoulder widening	PE	Programmed	\$30,559	\$3,395	\$0	\$33,954	HSIP	\$367,837	
2021	201223	MDOT	US-127 N	North of Henry Road to Jackson/Ingham County Line	5.037	Road Rehabilitation	HMA Cold Milling and Multi Course HMA Resurfacing	CON	Programmed	\$10,444,060	\$2,315,940	\$0	\$12,760,000	NH	\$14,060,000	
2021	202119	MDOT	M-106	M-106 and I-94 BL	27.440	Traffic Safety	Non-freeway signing updgrade	CON	Programmed	\$276,000	\$0	\$0	\$276,000	NHG	\$326,000	
2021	202121	MDOT	I-94 E	I-94 under Lansing Ave	0.464	Reconstruction	bridge replacement and freeway reconstruct	CON	Programmed	\$10,256,546	\$2,274,359	\$0	\$12,530,905	NH	\$14,660,905	
2021	206636	Jackson County	N Elm Ave	N Elm St/Various Roads	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$995,000	\$135,859	\$0	\$1,130,859	STL	\$1,130,859	
2021	207171	Jackson County	McCain Rd & Robinson Rd	west from Spring Arbor Rd, then south back to Spring Arbor Rd	1.505	Road Rehabilitation	Crush & Shape	CON	Programmed	\$604,000	\$0	\$151,000	\$755,000	STUL	\$755,000	
2021	207173	Jackson	Morrell St	Morrell St - Greenwood Ave to Francis St	0.362	Reconstruction	Reconstruct	CON	Programmed	\$776,186	\$0	\$194,046	\$970,232	STUL	\$970,232	
2021	207176	Jackson	Steward Ave	Steward Ave - AMTRAK Railroad to Ganson St	0.168	Road Rehabilitation	Mill and HMA Resurface with curb repair	CON	Programmed	\$58,814	\$0	\$134,776	\$193,590	STUL	\$326,445	
2021	207176	Jackson	Steward Ave	Steward Ave - AMTRAK Railroad to Ganson St	0.168	Road Rehabilitation	Mill and HMA Resurface with curb repair	CON	Programmed	\$106,284	\$0	\$26,571	\$132,855	HIPS	\$326,445	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All routes outside MPO boundaries	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$918	\$102	\$0	\$1,020	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All of REGION2 MPO	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$1,296	\$144	\$0	\$1,440	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All University SEMCOG counties	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$3,375	\$375	\$0	\$3,750	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All of TCRPC MPO	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$3,411	\$379	\$0	\$3,790	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All routes outside MPO boundaries	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$274,482	\$30,498	\$0	\$304,980	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All of REGION2 MPO	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$387,504	\$43,056	\$0	\$430,560	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All University SEMCOG counties, All of University SEMCOG counties	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$1,009,125	\$112,125	\$0	\$1,121,250	HSIP	\$3,000,000	
2021	207299	MDOT	University Regionwide Longitudinal Pvmnt Markings	All of TCRPC MPO	2.040	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$1,019,889	\$113,321	\$0	\$1,133,210	HSIP	\$3,000,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$918	\$102	\$0	\$1,020	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$1,296	\$144	\$0	\$1,440	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$3,375	\$375	\$0	\$3,750	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$3,411	\$379	\$0	\$3,790	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$56,916	\$6,324	\$0	\$63,240	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$80,352	\$8,928	\$0	\$89,280	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$209,250	\$23,250	\$0	\$232,500	HSIP	\$630,000	
2021	207302	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	2.511	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$211,482	\$23,498	\$0	\$234,980	HSIP	\$630,000	
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All routes outside MPO boundaries	1.319	Traffic Safety	Pvmnt Mrkg Retroreflectivity Readings on trunklines in University Region	CON	Programmed	\$1,285	\$143	\$0	\$1,428	HSIP	\$14,000	
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All of REGION2 MPO	1.319	Traffic Safety	Pvmnt Mrkg Retroreflectivity Readings on trunklines in University Region	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000	
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All University SEMCOG counties	1.319	Traffic Safety	Pvmnt Mrkg Retroreflectivity Readings on trunklines in University Region	CON	Programmed	\$4,725	\$525	\$0	\$5,250	HSIP	\$14,000	
2021	207315	MDOT	University Regionwide Retroreflectivity Readings	All of TCRPC MPO	1.319	Traffic Safety	Pvmnt Mrkg Retroreflectivity Readings on trunklines in University Region	CON	Programmed	\$4,775	\$531	\$0	\$5,306	HSIP	\$14,000	
2021	207685	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2021 Section 5307 Operating	NI	Programmed	\$1,200,000	\$0	\$546,800	\$1,746,800	5307	\$1,746,800	
2021	207686	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2021 Section 5311 Operating	NI	Programmed	\$34,659	\$34,659	\$0	\$69,318	5311	\$69,318	
2021	207687	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility impr	FY 2021 Section 5339 Capital (Facility Improvements)	NI	Programmed	\$112,800	\$28,200	\$0	\$141,000	5339	\$141,000	
2021	207689	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1101-<30 foot replacement bus with c	FY 2021 Section 5307/STP Capital - 2 Medium Duty Transit Vehicles	NI	Programmed	\$160,000	\$40,000	\$0	\$200,000	5339	\$200,000	
2021	132634	MDOT	regionwide	Regionwide	0.000	Traffic Safety	Recess Pavement Markings	PE	Programmed	\$18,000	\$2,000	\$0	\$0	HSIP	\$283,000	

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Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date
2022	111058	MDOT	Regionwide	University Region	0.000	ITS Applications	Install RWIS stations	CON	Programmed	\$2,455,500	\$544,500	\$0	\$3,000,000	ST	\$3,300,000	
2022	120275	MDOT	M-60	Emerson Rd to Renfrew Rd	2.528	Road Rehabilitation	2 COURSE MILL & RESURFACE	CON	Programmed	\$6,150,823	\$1,363,927	\$0	\$7,514,750	ST	\$8,375,274	
2022	202028	MDOT	I-94BL	University Region regionwide	0.000	Traffic Safety	install recessed pavement markings	PE	Programmed	\$6,000	\$667	\$0	\$6,667	HSIP	\$720,000	
2022	202028	MDOT	I-94BL	University Region regionwide	0.000	Traffic Safety	install recessed pavement markings	PE	Programmed	\$6,000	\$667	\$0	\$6,667	HSIP	\$720,000	
2022	202028	MDOT	I-94BL	University Region regionwide	0.000	Traffic Safety	install recessed pavement markings	PE	Programmed	\$6,000	\$667	\$0	\$6,667	HSIP	\$720,000	
2022	202029	MDOT	M-124	US-12 to M-50	7.751	Road Rehabilitation	Widen paved shoulder	PE	Abandoned	\$136,776	\$15,197	\$0	\$151,973	HSIP		
2022	206158	Jackson	West Avenue Signals	West Ave at Franklin St; West Ave at Washington Ave	0.126	Traffic Safety	Reconstruct traffic signal, reconstruct intersection	CON	Programmed	\$471,200	\$0	\$117,800	\$589,000	STUL	\$589,000	
2022	206173	Jackson Area Transportation Authority	Transit Capital	Jackson Area Transportation Authority - Service Areawide	0.000	1110-Bus Rolling Stock	Two full size transit vans for FY2022.	NI	Programmed	\$100,000	\$25,000	\$0	\$125,000	STL	\$125,000	
2022	206637	Jackson County	N Elm Ave	N Elm St/Various	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$915,000	\$135,859	\$0	\$1,050,859	STL	\$1,050,859	
2022	207169	Jackson County	South St	South Street - Jackson City Limits to M-50	0.996	Road Rehabilitation	Crush and Shape, Asphalt Resurfacing	CON	Programmed	\$514,400	\$0	\$128,600	\$643,000	STUL	\$643,000	
2022	207183	Jackson	Greenwood Ave	Greenwood Ave - Fourth St to Morrell St	0.792	Road Rehabilitation	Mill and HWA Resurface	CON	Programmed	\$482,400	\$0	\$120,600	\$603,000	STUL	\$603,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	PE	Programmed	\$918	\$102	\$0	\$1,020	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	PE	Programmed	\$1,296	\$144	\$0	\$1,440	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	PE	Programmed	\$3,375	\$375	\$0	\$3,750	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	PE	Programmed	\$3,411	\$379	\$0	\$3,790	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	CON	Programmed	\$279,072	\$31,008	\$0	\$310,080	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	CON	Programmed	\$393,984	\$43,776	\$0	\$437,760	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	CON	Programmed	\$1,026,000	\$114,000	\$0	\$1,140,000	HSIP	\$3,050,000	
2022	207337	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	1.608	Traffic Safety	Longitudinal pavement mrkg application on trunklines in University Region	CON	Programmed	\$1,036,944	\$115,216	\$0	\$1,152,160	HSIP	\$3,050,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$918	\$102	\$0	\$1,020	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$1,296	\$144	\$0	\$1,440	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$3,375	\$375	\$0	\$3,750	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$3,411	\$379	\$0	\$3,790	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$66,096	\$7,344	\$0	\$73,440	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$93,312	\$10,368	\$0	\$103,680	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$243,000	\$27,000	\$0	\$270,000	HSIP	\$730,000	
2022	207338	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	1.659	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$245,592	\$27,288	\$0	\$272,880	HSIP	\$730,000	
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All routes outside MPO boundaries	2.659	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,285	\$143	\$0	\$1,428	HSIP	\$14,000	
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All of REGION2 MPO	2.659	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000	
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All University SEMCOG counties	2.659	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$4,725	\$525	\$0	\$5,250	HSIP	\$14,000	
2022	207344	MDOT	University Regionwide Retroreflectivity Readings	All of TCRPC MPO	2.659	Traffic Safety	Pavement mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$4,775	\$531	\$0	\$5,306	HSIP	\$14,000	
2022	207691	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2022 Section 5307 Operating	NI	Programmed	\$1,200,000	\$0	\$548,600	\$1,748,600	5307	\$1,748,600	
2022	207692	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	FY 2022 Section 5311 Operating	NI	Programmed	\$35,598	\$35,598	\$0	\$71,196	5311	\$71,196	
2022	207693	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1201-admin/maintenance facility cons	FY 2022 Section 5339 Capital (Facility Construction)	NI	Programmed	\$400,000	\$100,000	\$0	\$500,000	5339	\$500,000	
2022	132634	MDOT	regionwide	Regionwide	0.000	Traffic Safety	Recess Pavement Markings	CON	Programmed	\$236,700	\$26,300	\$0	\$263,000	HSIP	\$283,000	
2023	127621	MDOT	I-94 E	Michigan Ave to M-60	7.583	Reconstruction	Reconstruction	CON	Programmed	\$67,859,916	\$7,539,991	\$0	\$75,399,907	IM	\$81,233,537	
2023	132635	MDOT	M-50	M-50 in Jackson County	1.706	Traffic Safety	shoulder widening	CON	Programmed	\$300,495	\$33,388	\$0	\$333,883	HSIP	\$367,837	
2023	202028	MDOT	I-94BL	University Region regionwide	0.000	Traffic Safety	install recessed pavement markings	CON	Programmed	\$210,000	\$23,333	\$0	\$233,333	HSIP	\$720,000	
2023	202028	MDOT	I-94BL	University Region regionwide	0.000	Traffic Safety	install recessed pavement markings	CON	Programmed	\$210,000	\$23,333	\$0	\$233,333	HSIP	\$720,000	
2023	202028	MDOT	I-94BL	University Region regionwide	0.000	Traffic Safety	install recessed pavement markings	CON	Programmed	\$210,000	\$23,333	\$0	\$233,333	HSIP	\$720,000	
2023	202029	MDOT	M-124	US-12 to M-50	7.751	Road Rehabilitation	Widen paved shoulder	CON	Abandoned	\$1,048,615	\$116,512	\$0	\$1,165,127	HSIP		
2023	202034	MDOT	US-127 N	over Springport Rd and over Conrail	0.000	Bridge CPM	Epoxy Overlay	CON	Programmed	\$1,586,625	\$351,830	\$0	\$1,938,455	NH	\$2,241,865	
2023	206639	Jackson County	N Elm Ave	N Elm St/ Various	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$1,015,000	\$135,859	\$0	\$1,150,859	STL	\$1,150,859	
2023	207167	Jackson County	Badgley Rd	Badgley Rd - Horton Rd to Stonewall Rd	1.029	Road Rehabilitation	Crush and Shape	CON	Programmed	\$553,000	\$0	\$138,250	\$691,250	STUL	\$691,250	

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Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost	MPO/Rural Approval Date
2023	207185	Jackson	Wildwood Ave	Wildwood Ave - West Ave to Steward Ave	0.392	Road Rehabilitation	Mill and HMA Resurface	CON	Programmed	\$277,600	\$0	\$69,400	\$347,000	STUL	\$347,000	
2023	207186	Jackson County	Brown St	Brown St - Morrell St to Michigan Ave	0.508	Road Rehabilitation	Mill and HMA resurface.	CON	Programmed	\$666,400	\$0	\$166,600	\$833,000	STUL	\$833,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	PE	Programmed	\$918	\$102	\$0	\$1,020	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	PE	Programmed	\$1,296	\$144	\$0	\$1,440	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	PE	Programmed	\$3,375	\$375	\$0	\$3,750	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	PE	Programmed	\$3,411	\$379	\$0	\$3,790	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All routes outside MPO boundaries	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	CON	Programmed	\$279,072	\$31,008	\$0	\$310,080	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of REGION2 MPO	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	CON	Programmed	\$393,984	\$43,776	\$0	\$437,760	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All University SEMCOG counties	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	CON	Programmed	\$1,026,000	\$114,000	\$0	\$1,140,000	HSIP	\$3,050,000	
2023	207372	MDOT	University Regionwide Longitudinal Pavement Mrkgs	All of TCRPC MPO	1.628	Traffic Safety	Longitudinal pvmt marking application on trunklines in University Region	CON	Programmed	\$1,036,944	\$115,216	\$0	\$1,152,160	HSIP	\$3,050,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$918	\$102	\$0	\$1,020	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$1,296	\$144	\$0	\$1,440	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$3,375	\$375	\$0	\$3,750	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$3,411	\$379	\$0	\$3,790	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All routes outside MPO boundaries	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$56,916	\$6,324	\$0	\$63,240	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of REGION2 MPO	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$80,352	\$8,928	\$0	\$89,280	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All University SEMCOG counties	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$209,250	\$23,250	\$0	\$232,500	HSIP	\$630,000	
2023	207373	MDOT	University Regionwide Special Pavement Markings	All of TCRPC MPO	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$211,482	\$23,498	\$0	\$234,980	HSIP	\$630,000	
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All routes outside MPO boundaries	2.528	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,285	\$143	\$0	\$1,428	HSIP	\$14,000	
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All of REGION2 MPO	2.528	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000	
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All University SEMCOG counties	2.528	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	CON	Programmed	\$4,725	\$525	\$0	\$5,250	HSIP	\$14,000	
2023	207381	MDOT	University Regionwide Retroreflectivity Readings	All of TCRPC MPO	2.528	Traffic Safety	Pvmt Marking retroreflectivity readings on trunklines in University Region	CON	Programmed	\$4,775	\$531	\$0	\$5,306	HSIP	\$14,000	
2023	207694	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	Operating	NI	Programmed	\$1,200,000	\$0	\$549,700	\$1,749,700	5307	\$1,749,700	
2023	207696	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	3000-Operating Assistance	Operating	NI	Programmed	\$36,572	\$36,572	\$0	\$73,144	5311	\$73,144	
2023	207697	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1206-Bus terminal facility improveme	FY 2023 Section 5339 Capital (Facility Improvements)	NI	Programmed	\$457,171	\$114,293	\$0	\$571,464	5339	\$571,464	







## FINANCIAL PLAN

### Introduction

The function of the TIP Financial Plan is to manage available federal-aid highway and transit resources in a cost-effective and efficient manner. Specifically, the Financial Plan details:

1. Available highway and transit funding (federal, state, and local);
2. Fiscal constraint (cost of projects cannot exceed revenues reasonably expected to be available);
3. Expected rate of change in available funding (unrelated to inflation);
4. Year of Expenditure (YOE) factor to adjust for predicted inflation;
5. Estimate of Operations and Maintenance (O and M) costs for the federal-aid highway system (FAHS).

### Available Highway and Transit Funding

The majority of federal highway and transit funding is derived from federal motor fuel taxes, which are currently 18.4 cents per gallon on gasoline and 24.4 cents per gallon on diesel. These funds are deposited in the Highway Trust Fund (HTF). A portion of these funds is retained in the Mass Transit Account of the HTF for distribution to public transit agencies and states. In recent years, the HTF has seen large infusions of cash from the federal General Fund, due to declining collections from motor fuel taxes. This is mostly due to increased fuel efficiency in conventionally-powered vehicles, as well as a growing number of hybrid and fully-electric vehicles that require little to no petroleum-based fuel.

There are a number of federal highway programs serving different purposes. Appendix A contains a list of these programs. Federal highway funds are apportioned to the states (i.e., distribution of funds according to formulas established by law) and then a portion is allocated to local agencies based on the population in each region. Local agencies within the JACTS region receive approximately \$2.3 million in federal-aid highway funding each year. In addition, the Michigan Department of Transportation (MDOT) spends approximately \$25 million annually for capital needs on state-owned highways in the region: Interstate (I) routes, United States (US) routes, and Michigan (M) routes. Because of the ongoing I-94 reconstruction, that number is substantially higher in this TIP.

Like the highway programs, there are a number of federal transit programs, the list of which can also be found in Appendix A. Transit funds are distributed according to a complex set of distribution formulas. Public transit agencies within the JACTS region receive approximately \$1.3 million in federal-aid transit funding each year.

State funding for transportation comes from motor fuel taxes and vehicle registration fees. Currently, state motor fuel taxes are set at 19 cents per gallon on gasoline and 15 cents per gallon on diesel. The state also levies a six percent sales tax on the wholesale and federal tax portion of each gallon of motor fuel. Virtually none of this sales tax revenue goes to transportation. Funding from motor fuel taxes and registration fees (but not the sales tax) is deposited in the Michigan Transportation Fund (MTF), which is analogous to the federal HTF. The current gross receipts to the MTF are approximately \$2.6 billion annually. The Comprehensive Transportation Fund (CTF) within the MTF is used for transit. Currently, a little under \$254 million is deposited by the state into the CTF each year. MTF funding, after set-asides, is distributed to the State Trunkline fund (I, US, and M designated roads) and to counties, cities, and villages throughout the state.

A series of laws enacted in November 2015 increased state funding for transportation. The Michigan House Fiscal Agency estimates that in FY 2020, it's expected that the increase will stabilize at an additional \$1.2 billion per year.<sup>1</sup>

Local funding is much more difficult to predict. There is a patchwork of transportation millages, special assessment districts, downtown development authorities, and other funding mechanisms throughout the region. Therefore, this Financial Plan does not attempt to quantify current non-federal funding or forecast future non-federal funding revenues, except for MTF and CTF.

## **Fiscal Constraint and Project Selection**

The most important financial consideration when creating and/or maintaining a TIP is fiscal constraint. This means that each year's list of projects cannot exceed the amount of funding reasonably expected to be available in the fiscal year. Funding is considered "reasonably expected to be available" if the federal, state, and local funding amounts are based on amounts received in past years, with rates of change developed cooperatively among the Michigan Department of Transportation (MDOT), transportation planning agencies, and public transportation agencies. Note that these rates of change are not the same as inflation; rather, they are forecasts of the amount of funding that will be made available by the federal, state, and local governments. In Michigan, this cooperative process is facilitated by the Michigan Transportation Planning Association (MTPA), whose members include the aforementioned agencies, plus the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). According to the 2045 JACTS Long Range Plan, federal transportation funding is expected to increase by 3.7% annually for all four years of the FY 2020-FY 2023 TIP.

Jackson Area Comprehensive Transportation Study (JACTS) has developed a system for determining which projects are selected for funding. Criteria can include pavement condition, traffic volumes, and number of years since last repair, and/or other factors. MDOT has a similar project selection process. Agencies throughout the state use asset management principles approved by the Michigan Transportation Asset Management Council (TAMC), whose duties are prescribed by state law. Transit agencies each select projects based on internal assessment of capital and operation needs.

## **Year of Expenditure (YOE)**

When MDOT, Freight Advisory Committees (FAC), and public transit agencies program their projects, they are expected to adjust costs using year of expenditure (YOE) dollars. YOE simply means that project costs have been adjusted for expected inflation. This is not the same as expected rates of funding change (see previous section). Each FAC and agency has its own inflation factor(s), based on past experience. However, MDOT has developed YOE factors for itself and any agency that hasn't developed its own. For the upcoming FY 2020-FY 2023 TIP cycle, four percent (4%) annually will be used for the life of the document.

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<sup>1</sup> Hamilton, William E., Jim Stansell, and Kyle I. Jen. "Road Funding Package—Enacted Analysis." Lansing, MI, House Fiscal Agency, November 2015.

### Summary: Resources available for capital needs on the federal-aid highway system

Table 1 contains a summary of the predicted resources that will be available for capital needs on the federal-aid highway system in the JACTS planning area over fiscal years 2020 through 2023. The only local (i.e., non-federal) funding included is funding required to match federal-aid funds. This is usually about 20 percent of the cost of each project.

**Table 1. Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the JACTS Planning Area**

2020	2021	2022	2023
\$ 19,958,644	\$ 49,747,161	\$ 14,795,398	\$ 77,262,250

### Estimate of Operations and Maintenance Costs for the Federal-Aid Highway System

Almost all federal-aid highway funding is restricted to capital costs; i.e., the cost to build and maintain the actual physical assets of the federal-aid highway system (essentially, all I, US, and M designated roads, plus most public roads functionally classified as “collector” or higher by the National Functional Classification System). Operations and maintenance (O and M) costs, such as snow and ice removal, pothole patching, rubbish removal, electricity costs to operate streetlights and traffic signals, etc. are the responsibility of MDOT or local road agencies, depending on road ownership. Nevertheless, federal regulations require an estimate of O and M costs on the federal-aid highway system over the years covered by the TIP. Appendix B explains the method and assumptions used to formulate the estimate. Table 2 contains a summary O and M cost estimates for roads on the federal-aid highway system in the JACTS region. These funds are not shown in the TIP because most highway operations and maintenance costs are not eligible for federal-aid. The amounts shown are increased by the agreed-upon estimated YOE (i.e., inflation) factors.

**Table 2. Forecast of Operations and Maintenance Costs on the Federal-Aid System in the JACTS Planning Area**

2020	2021	2022	2023
\$ 9,156,000	\$ 9,248,000	\$ 9,340,000	\$ 9,433,500

### Summary: Resources available for capital needs of Public Transit Agencies

Transit agencies receive their funding from a variety of sources: federal, state, and local. Federal funding is distributed, in large part, according to the population of the urbanized area and/or state. For example, Section 5307 (Urbanized Area Formula Grant) is distributed directly to large transit agencies located within the Ann Arbor, Detroit, and Toledo Transportation Management Areas (TMAs: urbanized areas with more than 200,000 residents). Section 5307 funds are distributed to federally-specified transit agencies in urbanized areas between 100,000 and 199,999 residents. For areas under 100,000 population, the state can generally award funding at its discretion.

Other sources of funding are more specialized, such as Section 5310 (Transportation for Elderly and Persons with Disabilities) and Section 5311 (for rural areas).

The State of Michigan, through the MDOT Office of Passenger Transportation (OPT), also distributes Comprehensive Transportation Funds (CTF) to match federal-aid, for job access reverse commute (providing access to available employment for persons in low-income areas), and for local bus operating (LBO). LBO funds are very important to the agencies as federal-aid funding for transit, like federal-aid funding for highways, is almost entirely for capital expenses.

Local funding can come from fare box revenues, a community's general fund, millages, and other sources. As with local highway funding, local transit funding can be difficult to predict. Therefore, this chapter will only include federal and state resources available for transit.

Table 3 contains a summary of the predicted resources that will be available for capital needs (and some operation needs, depending on the program) for the Jackson Area Transportation Authority (JATA) during fiscal years 2020 through 2023. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by the MDOT Office of Passenger Transportation to JATA is also included.

**Table 3. Forecast of Resources Available for Public Transit Capital Needs in the JACTS Planning Area**

2020	2021	2022	2023
\$ 4,622,495	\$ 4,668,720	\$ 4,735,607	\$ 4,782,963

#### **Demonstration of Financial Constraint, FY 2020 through FY 2023**

After determination of resources available for federal-aid highway and transit capital needs in the JACTS planning area from FY 2020 through FY 2023, and matching those available resources to specific needs, a four-year program of projects is created within the context of the region's transportation policies as contained in the 2045 JACTS Long Range Transportation Plan. The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues.

Table 4 contains a summary of the cost of highway and transit projects programmed over the four-year TIP period, matched to revenues available in that same period. This table shows that the FY 2020 through FY 2023 TIP is fiscally constrained. The operations and maintenance costs of the federal-aid highway system are included in the text of this chapter. However, these costs are not included in the TIP itself, as nearly all highway operations and maintenance costs are ineligible for federal-aid funding.

**Table 4. Demonstration of Fiscal Constraint, FY 2020 through FY 2023 TIP**

	2020	2021	2022	2023
Highway Funding	\$ 19,958,644	\$ 49,747,161	\$ 14,795,398	\$ 77,262,250
Highway Programmed	\$ 19,958,644	\$ 49,747,161	\$ 14,795,398	\$ 77,262,250
Transit Funding	\$ 4,622,495	\$ 4,668,720	\$ 4,735,607	\$ 4,782,963
Transit Programmed	\$ 4,622,495	\$ 4,668,720	\$ 4,735,607	\$ 4,782,963
Total Funding	\$ 24,581,139	\$ 54,415,881	\$ 19,531,005	\$ 82,045,213
Total Programmed	\$ 24,581,139	\$ 54,415,881	\$ 19,531,005	\$ 82,045,213
Difference	0	0	0	0

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
<b>Fiscal Year - 2020</b>						
<b>Fiscal Year - 2020, Local MPO Based Constraint</b>						
STP - Small MPO	\$1,833,750	\$1,411,000	\$1,411,000	\$0	\$422,750	\$1,833,750
<b>FY 2020, Local MPO Based Constraint Total</b>	<b>\$1,833,750</b>	<b>\$1,411,000</b>	<b>\$1,411,000</b>	<b>\$0</b>	<b>\$422,750</b>	<b>\$1,833,750</b>
<b>Fiscal Year - 2020, Local RTF Based Constraint</b>						
STP - Rural/Flexible	\$1,105,000	\$976,000	\$976,000	\$50,000	\$79,000	\$1,105,000
TEDF Category D	\$110,859	\$0	\$0	\$110,859	\$0	\$110,859
<b>FY 2020, Local RTF Based Constraint Total</b>	<b>\$1,215,859</b>	<b>\$976,000</b>	<b>\$976,000</b>	<b>\$160,859</b>	<b>\$79,000</b>	<b>\$1,215,859</b>
<b>Fiscal Year - 2020, Local Projects from Statewide Sources</b>						
Safety	\$658,200	\$592,379	\$592,379	\$0	\$65,821	\$658,200
<b>FY 2020, Local Projects from Statewide Sources Total</b>	<b>\$658,200</b>	<b>\$592,379</b>	<b>\$592,379</b>	<b>\$0</b>	<b>\$65,821</b>	<b>\$658,200</b>
<b>Fiscal Year - 2020, MDOT Project Templates</b>						
Bridge Replacement	\$10,062,000	\$9,055,800	\$9,055,800	\$1,006,200	\$0	\$10,062,000
Road - Capital Preventive Maintenance	\$957,582	\$783,781	\$783,781	\$173,801	\$0	\$957,582
Traffic & Safety	\$470,520	\$423,468	\$423,468	\$47,052	\$0	\$470,520
Other	\$2,188,471	\$1,791,341	\$1,791,341	\$397,130	\$0	\$2,188,471
<b>FY 2020, MDOT Project Templates Total</b>	<b>\$13,678,573</b>	<b>\$12,054,390</b>	<b>\$12,054,390</b>	<b>\$1,624,183</b>	<b>\$0</b>	<b>\$13,678,573</b>
<b>Fiscal Year - 2020, Transit Project Categories</b>						
5307	\$4,395,000	\$2,525,000	\$2,525,000	\$0	\$1,870,000	\$4,395,000
5311	\$67,510	\$33,755	\$33,755	\$33,755	\$0	\$67,510
5339	\$926,000	\$740,800	\$740,800	\$185,200	\$0	\$926,000
<b>FY 2020, Transit Project Categories Total</b>	<b>\$5,388,510</b>	<b>\$3,299,555</b>	<b>\$3,299,555</b>	<b>\$218,955</b>	<b>\$1,870,000</b>	<b>\$5,388,510</b>
<b>Fiscal Year - 2020 Grand Total</b>	<b>\$22,774,892</b>	<b>\$18,333,324</b>	<b>\$18,333,324</b>	<b>\$2,003,997</b>	<b>\$2,437,571</b>	<b>\$22,774,892</b>
<b>Fiscal Year - 2021</b>						
<b>Fiscal Year - 2021, Local MPO Based Constraint</b>						
STP - Small MPO	\$2,051,677	\$1,545,284	\$1,545,284	\$0	\$506,393	\$2,051,677
<b>FY 2021, Local MPO Based Constraint Total</b>	<b>\$2,051,677</b>	<b>\$1,545,284</b>	<b>\$1,545,284</b>	<b>\$0</b>	<b>\$506,393</b>	<b>\$2,051,677</b>
<b>Fiscal Year - 2021, Local RTF Based Constraint</b>						
STP - Rural/Flexible	\$1,130,859	\$995,000	\$995,000	\$135,859	\$0	\$1,130,859
<b>FY 2021, Local RTF Based Constraint Total</b>	<b>\$1,130,859</b>	<b>\$995,000</b>	<b>\$995,000</b>	<b>\$135,859</b>	<b>\$0</b>	<b>\$1,130,859</b>
<b>Fiscal Year - 2021, MDOT Project Templates</b>						
Road - Rehabilitation and Reconstruction	\$47,756,530	\$40,919,669	\$40,919,669	\$6,836,861	\$0	\$47,756,530
Traffic & Safety	\$854,690	\$796,821	\$796,821	\$57,869	\$0	\$854,690
Other	\$300,000	\$245,550	\$245,550	\$54,450	\$0	\$300,000
<b>FY 2021, MDOT Project Templates Total</b>	<b>\$48,911,220</b>	<b>\$41,962,040</b>	<b>\$41,962,040</b>	<b>\$6,949,180</b>	<b>\$0</b>	<b>\$48,911,220</b>
<b>Fiscal Year - 2021, Transit Project Categories</b>						
5307	\$1,746,800	\$1,200,000	\$1,200,000	\$0	\$546,800	\$1,746,800
5311	\$69,318	\$34,659	\$34,659	\$34,659	\$0	\$69,318
5339	\$341,000	\$272,800	\$272,800	\$68,200	\$0	\$341,000
<b>FY 2021, Transit Project Categories Total</b>	<b>\$2,157,118</b>	<b>\$1,507,459</b>	<b>\$1,507,459</b>	<b>\$102,859</b>	<b>\$546,800</b>	<b>\$2,157,118</b>
<b>Fiscal Year - 2021 Grand Total</b>	<b>\$54,250,874</b>	<b>\$46,009,783</b>	<b>\$46,009,783</b>	<b>\$7,187,898</b>	<b>\$1,053,193</b>	<b>\$54,250,874</b>

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2022						
Fiscal Year - 2022, Local MPO Based Constraint						
STP - Small MPO	\$1,835,000	\$1,468,000	\$1,468,000	\$0	\$367,000	\$1,835,000
FY 2022, Local MPO Based Constraint Total	\$1,835,000	\$1,468,000	\$1,468,000	\$0	\$367,000	\$1,835,000
Fiscal Year - 2022, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,175,859	\$1,015,000	\$1,015,000	\$160,859	\$0	\$1,175,859
FY 2022, Local RTF Based Constraint Total	\$1,175,859	\$1,015,000	\$1,015,000	\$160,859	\$0	\$1,175,859
Fiscal Year - 2022, MDOT Project Templates						
Fiscal Year - 2022						
Fiscal Year - 2022, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	\$7,514,750	\$6,150,823	\$6,150,823	\$1,363,927	\$0	\$7,514,750
Traffic & Safety	\$816,003	\$734,402	\$734,402	\$81,601	\$0	\$816,003
Other	\$3,000,000	\$2,455,500	\$2,455,500	\$544,500	\$0	\$3,000,000
FY 2022, MDOT Project Templates Total	\$11,330,753	\$9,340,725	\$9,340,725	\$1,990,028	\$0	\$11,330,753
Fiscal Year - 2022, Transit Project Categories						
5307	\$1,748,600	\$1,200,000	\$1,200,000	\$0	\$548,600	\$1,748,600
5311	\$71,196	\$35,598	\$35,598	\$35,598	\$0	\$71,196
5339	\$500,000	\$400,000	\$400,000	\$100,000	\$0	\$500,000
FY 2022, Transit Project Categories Total	\$2,319,796	\$1,635,598	\$1,635,598	\$135,598	\$548,600	\$2,319,796
Fiscal Year - 2022 Grand Total	\$16,661,408	\$13,459,323	\$13,459,323	\$2,286,485	\$915,600	\$16,661,408
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraint						
STP - Small MPO	\$1,871,250	\$1,497,000	\$1,497,000	\$0	\$374,250	\$1,871,250
FY 2023, Local MPO Based Constraint Total	\$1,871,250	\$1,497,000	\$1,497,000	\$0	\$374,250	\$1,871,250
Fiscal Year - 2023, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,150,859	\$1,015,000	\$1,015,000	\$135,859	\$0	\$1,150,859
FY 2023, Local RTF Based Constraint Total	\$1,150,859	\$1,015,000	\$1,015,000	\$135,859	\$0	\$1,150,859
Fiscal Year - 2023, MDOT Project Templates						
Bridge Preservation	\$1,938,455	\$1,586,625	\$1,586,625	\$351,830	\$0	\$1,938,455
Road - Rehabilitation and Reconstruction	\$75,399,907	\$67,859,916	\$67,859,916	\$7,539,991	\$0	\$75,399,907
Traffic & Safety	\$1,099,152	\$989,237	\$989,237	\$109,915	\$0	\$1,099,152
FY 2023, MDOT Project Templates Total	\$78,437,514	\$70,435,778	\$70,435,778	\$8,001,736	\$0	\$78,437,514
Fiscal Year - 2023, Transit Project Categories						
5307	\$1,749,700	\$1,200,000	\$1,200,000	\$0	\$549,700	\$1,749,700
5311	\$73,144	\$36,572	\$36,572	\$36,572	\$0	\$73,144
5339	\$571,464	\$457,171	\$457,171	\$114,293	\$0	\$571,464
FY 2023, Transit Project Categories Total	\$2,394,308	\$1,693,743	\$1,693,743	\$150,865	\$549,700	\$2,394,308
Fiscal Year - 2023 Grand Total	\$83,853,931	\$74,641,521	\$74,641,521	\$8,288,460	\$923,950	\$83,853,931

## Highway Resources

Source	Purpose	Examples of Eligible
Surface Transportation Block Grant Program	Maintain and improve the federal-aid highway system.	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects; infrastructure-based intelligent transportation systems (ITS) capital improvements; border infrastructure; highway and transit safety projects; traffic monitoring, management, and control facilities; non-motorized projects (including projects eligible under the former Transportation Alternatives Program; and bridge scour countermeasures.
Highway Safety Improvement Program (HSIP)	Decrease highway deaths and injuries.	Intersection safety improvements; pavement and shoulder widening; rumble strips or other warning device; improvements for pedestrian or bicyclist safety or safety of persons with disabilities; Construction and improvement of a railway-highway grade crossing safety feature, including installation of protective devices; traffic calming features; elimination of a roadside hazard; and installation, replacement, and other improvement of highway signage and pavement markings, or a project to maintain minimum levels of retroreflectivity, that addresses a highway safety problem consistent with
Congestion Mitigation and Air Quality Improvement Program (CMAQ)	Reduce emissions from transportation sources.	Installing dedicated turn lanes; signal retiming, interconnection, or actuation; constructing roundabouts; diesel retrofits; projects to reduce single-occupant vehicle travel; new or reduced-headways transit routes.
National Highway Performance Program (NHPP)	Maintain and improve the National Highway System (NHS) (i.e., the subset of the federal-aid highway system that includes roads classified as principal arterials or above).	Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels; transit capital projects on the NHS; infrastructure-based intelligent transportation systems (ITS) capital improvements on the NHS; highway and transit safety projects on the NHS; certain bicycle and non-motorized activities; and Construction, rehabilitation, or reconstruction of highways, bridges, and tunnels on federal-aid highways not on the NHS, as long as they are within the same corridor as a segment of the NHS.
National Highway Freight Program	Infrastructure improvements that increase economic competitiveness and productivity; reduce congestion on the National Highway Freight Network; reduce shipping costs; and improve the safety, efficiency, and reliability of that network.	Construction, reconstruction, rehabilitation, real property and equipment acquisition, and operational improvements directly related to system performance; ITS improvements; rail/highway grade separation; geometric improvements to interchanges and ramps; truck-only lanes; climbing and runaway truck lanes; adding/widening shoulders; and truck parking facilities.

<sup>2</sup> Not intended to be an exhaustive list of all eligible activities.

## Transit Resources

Source	Purpose	Examples of Eligible Activities
Sec. 5307 Urbanized Area Formula Grants	Funding for basic transit capital needs of transit agencies in urbanized areas.	Capital projects, transit planning, and projects eligible under the former Job Access Reverse Commute (JARC) program (intended to link people without transportation to available jobs). Some of the funds can also be used for operating expenses, depending on the size of the transit agency. One percent of funds received are to be used by the agency to improve security at agency facilities.
Section 5310, Elderly and Persons with Disabilities	Improving mobility options for seniors and disabled persons.	Projects to benefit seniors and disabled persons when service is unavailable or insufficient and transit access projects for disabled persons exceeding Americans with Disabilities Act (ADA) requirements. Section 5310 incorporates the former New Freedom program.
Section 5311, Non-Urbanized Area Formula Grants	Improving mobility options for residents of rural areas.	Capital, operating, and rural transit planning activities in areas under 50,000 population.
Section 5337, State of Good Repair Grants	Maintaining fixed-guideway transit systems in a state of good repair.	Capital, maintenance, and operational support projects. Recipients develop and implement an asset management plan. Half of Section 5337 funding is distributed by a formula accounting for vehicle revenue miles and directional route miles; half is based on ratios of past funding received.
Section 5339, Bus and Bus Facilities	Funding for basic transit capital needs of transit agencies, including construction of bus-related facilities.	Replace, rehabilitate, and purchase buses and related equipment, and construct bus-related facilities.



## Financial and Operations and Maintenance Assumptions

### Funding Growth Rates

These rates are not Year of Expenditure (i.e., YOE and inflation). Funding growth rates are the forecast of what is expected to be apportioned and/or allocated to the state and the MPOs. These funds are not indexed for inflation: There is no “cost of living” adjustment. Assumptions are made based on information known at a given point in time. What we know as we develop our current estimates is:

1. Michigan has seen very little growth in its federal-aid highway apportionment over the past couple of decades. Over the past 18 fiscal years, the state’s apportionment has only increased, on average, 2.47 percent per year. In recent years the average annual change in apportionment has actually been negative, with the ten-year average at -0.30 percent and the five-year average at -1.21 percent.
2. On December 4, 2015, the FAST Act was signed into law. The FAST Act authorizes \$305 billion in federal funding for the nation’s surface transportation system over the next five years. The legislation breaks the cycle of short-term funding authorizations that have characterized the federal program for the past 10 years and, in covering nearly five full fiscal years, represents the longest surface transportation authorization bill enacted since 1998.
3. Reliance on non-transportation revenue to support investments in surface transportation is continued in the FAST Act. The FAST Act transfers \$70 billion from the federal General Fund into the federal Highway Trust Fund (HTF) to ensure that all investments in highways and transit during the next five fiscal years are fully paid for. This brings the total amount of non-transportation revenue that has supported investments from the HTF during the past seven years to nearly \$145 billion nationally.

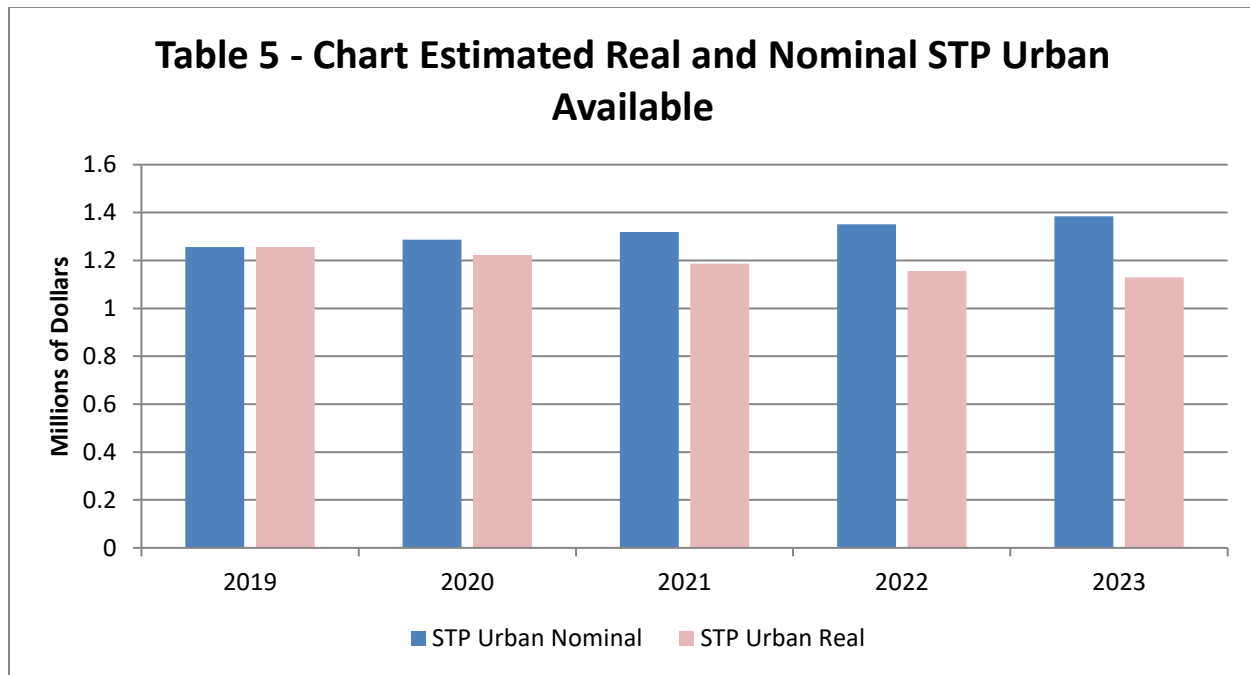
Although the FAST Act has increased funding stability over the life of the Act, funding increases are modest at best. In keeping with the modest increases outlined in the FAST Act, MDOT is recommending two percent per year funding increases between FY 2020 and FY 2023.

### Year of Expenditure (YOE) Rates

These rates represent the forecast of how much the cost of implementing transportation projects will increase each year, on average. In other words, YOE is the expected inflation rate in the transportation agencies’ cost of doing business. YOE adjustments to project costs are essential to show the true relationship between costs and resources. In recent years, highway and transit agencies have been increasingly squeezed by this phenomenon, since the inflation rate on transportation costs has increased faster than funding growth rates. Thus, although the rate of nominal funding growth has hovered essentially around 2.47 percent, the inflation rate means that less work can be done per allocated dollar. When viewed from the point of view of purchasing power, the states and MPOs have experienced a sharp decline in funding resources. Based on past experience, MDOT, in cooperation with MTPA, will use the following YOE factors:

1. 2019, base year;
2. 2020, 4.0 percent above 2019;
3. 2021, 4.2 percent above 2020;
4. 2022, 4.5 percent above 2021; and
5. 2023, 4.7 percent above 2022.

The following chart is an example that illustrates the difference between what we will officially receive in STP Urban funding over the life of the FAST Act (i.e., nominal funding), and what that funding will be worth relative to the purchasing power of the base year (i.e., real funding).



Estimate of Operations and Maintenance (O and M) Costs on the Federal-Aid Highway System  
Repair and improvements to capital assets are only part of the total cost of the federal-aid highway system. Operations and maintenance (O and M), defined as those items (other than repair/replacement of capital assets) necessary to keep the highway infrastructure functional for vehicle travel, is just as important. Federal-aid funds cannot be used for O and M, which covers activities like grass cutting, trash removal, and snow removal. However, federal transportation planning regulations require an estimate of those costs on the federal-aid highway system.

The O and M estimate was derived in the following manner:

1. MDOT's estimate of total O and M funding available for the state trunkline system throughout Michigan is approximately \$599 million annually.
2. The total lane miles for the entire state trunkline system is determined and used as the denominator in the fraction \$599 million/Total State Trunkline Lane Miles to determine a per-lane-mile cost.
3. Approximately 1.6 percent of the lane miles in the state trunkline system are located in the JACTS planning area.
4. Assuming a roughly equal per-lane-mile operations and maintenance cost throughout the state trunkline system, MDOT should spend approximately \$9 million annually in the JACTS planning area on these activities.
5. The per-lane-mile cost will also be applied to locally-owned roads on the federal-aid highway system.
6. The sum of costs from Steps 4 and 5 will constitute the required O and M estimate.
7. This base estimate is adjusted according to the inflation factors noted above in each fiscal year, since this is the cost of O and M, not a particular funding source.



## PUBLIC INVOLVEMENT AND CONSULTATION

The FAST Act legislation requires that there be opportunities for public involvement throughout the TIP development process. Meaningful public participation can be viewed as fundamental to the creation of planning processes and transportation decisions that fully address local and regional needs. The JACTS staff developed the *JACTS Participation Plan* (Appendix A) that was adopted in December 2006, and updated in September 2017 during the development of the JACTS FY 2045 Long Range Transportation Plan.

The JACTS Transportation Improvement Program (TIP), as the agreed-upon list of priority projects for the Jackson metropolitan area, serves to manage the construction, improvement, and expansion of the area's entire transportation system. To address environmental justice concerns and to communicate with as many citizens as possible, JACTS engages its public outreach program in an effort to provide a variety of opportunities to solicit input on the development of the 4-year TIP. The principle of environmental justice in the transportation planning process ensures that transportation-related projects, whether expansion or routine maintenance, do not have a disproportionately negative impact on minority and low-income populations. The FAST Act further required the MPO engage in consultation efforts with local, state, federal and private agencies in order to eliminate or minimize conflicts with other agencies' plans and maps.

The various opportunities for public comment and participation during the development of the JACTS FY 2020-2023 included the following:

- JACTS issued the FY 2020-2023 call for projects in September 2018. Eligible participating agencies were requested to develop urban and rural federal-aid project lists for TIP Subcommittees' review and input. Agencies were also requested to obtain their Board, Commission, or Council approval prior to submitting the projects for JACTS consideration.
- Preliminary project lists were reviewed and received by the JACTS TIP Development Subcommittee at meetings held in October 2018 and January 2019.
- The project lists were reviewed and discussed at monthly meetings of the JACTS Technical Advisory Committee, Policy Committee and Region 2 Planning Commission. All meetings were advertised (including the meeting agendas) in the local newspaper (*Jackson Citizen Patriot*) and on the Region 2 Planning Commission website ([www.region2planning.com](http://www.region2planning.com)). Opportunity for public comment was included on all meeting agendas.
- The rural federal-aid projects (located outside the Jackson urbanized boundary but within the Metropolitan Area Boundary) included in the JACTS FY 2020-2023 TIP were reviewed and approved by the Region 2 Rural Task Force Committee (representation from Hillsdale, Jackson, and Lenawee Counties) on January 9, 2019.
- The draft TIP list of projects and a cover letter soliciting input was distributed to all agencies included on the JACTS consultation and public participation mailing list. The letter indicated methods for submitting comments and listed the dates, times, and locations of the meetings that public comments would also be accepted. The project list and public comment opportunities were also posted on the Region 2 Planning Commission website – [www.region2planning.com](http://www.region2planning.com)
- The formal comment period on the draft FY 2020-2023 TIP project list began on March 4, 2019 and ended on May 31, 2019. Opportunities for public comment were also accepted at the regular JACTS Technical Advisory Committee meeting on May 15, 2019; the the JACTS Policy Committee meeting held on May 16, 2019, and the Region 2 Planning

Commission meeting held on June 13, 2019. Staff provided handouts at each meeting listing the proposed TIP projects and a location map. Written comments, phone calls, and e-mails were also accepted during this time period. No public comments were received at any of the meetings. Written comments received from the consultation agencies and the general public are acknowledged in the *Consultation* section of this Chapter.

- Formal approval of the resolution adopting the JACTS FY 2020-2023 TIP by the Region 2 Planning Commission was received on June 13, 2019 (Appendix C).

As stated above, numerous opportunities were available for input during the development of the JACTS FY 2020-2023 TIP, not only at the monthly JACTS Technical Advisory and Policy committee meetings, but also through the outreach efforts afforded to stakeholders, social service agencies and the local media.

Documentation of the JACTS public outreach activities can be found in Appendix B.

## **Environmental Justice Analysis**

The roadway projects programmed in the JACTS FY 2020-2023 TIP must address the principles of Executive Order 12898 relating to Environmental Justice. Specifically, the plan must identify and address disproportionately high and adverse human health or environmental effects of its programs and policies on minority and low-income populations.

The basic principles addressed by the Environmental Justice analysis include:

- To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process, and
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority populations and low-income populations.

The methodology undertaken to analyze that the principles are being met entailed mapping census block group areas where the low-income (poverty) and minority population concentrations exceeded the population averages for the JACTS planning area (Jackson County) as a whole, overlaying the proposed TIP projects, and visually analyzing the potential impacts. The maps located at the end of this chapter are the result of this process.

### **Definition of “Minority” for the Purposes of Environmental Justice**

According to the U.S. DOT Order 5610.2, the following groups are to be considered when conducting an Environmental Justice Analysis:

1. Black (a person having origins in any of the black racial groups of Africa)
2. Hispanic or Latino (a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race)
3. Asian American (a person having origins in any of the original people of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands)
4. American Indian and Alaskan Native (a person having origins in any of the original people of North America and who maintain cultural identification through tribal affiliation or community recognition)
5. Pacific Islander or Native Hawaiian (A person having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific islands. It includes people who indicate their

race as 'Native Hawaiian', 'Guamanian or "Chamorro', 'Samoan', and 'Other Pacific Islander' or provide other detailed Pacific Islander responses)

According to the 2014 U.S. American Community Survey, the countywide averages for the minority populations are as follows: African American 8.9%, Hispanic 3.2%, Asian 0.6%, American Indian 0.5%, and Pacific Islanders 0.05%.

**Definition of “Low Income” or “Individuals Living Below Poverty Level” for Purposes of Environmental Justice**

The Office of Management & Budget (OMB) defines low income as a person whose household income is at or below the U.S. Department of Health and Human Services poverty guidelines. These guidelines are used as eligibility criteria for the Community Services Block Grant Program as well as a number of other federal assistance programs.

According to the 2014 U.S. American Community Survey, on average 16.41 percent of Jackson County's families are in poverty status.

The analysis of potential impacts centers on 3 major areas of concern:

**Disproportionately high adverse impact to low-income/minority areas:** Of the 16 local and state roadway projects mapped for analysis in the JACTS FY 2020-2023 TIP, 10 projects are located within or adjacent to areas “equal to or exceeding” the county’s overall family poverty levels (please see the attached matrix and map). Total funding invested in these projects is approximately \$119.7 million, or 85% of road program revenues for mapped projects. These projects include all project categories including roadway reconstruction, resurfacing, as well as bridge replacements. Any environmental impacts resulting from these projects will be mitigated according to federal and state laws. During project implementation, appropriate detour routes will be maintained to minimize delay and disruption. Therefore, it has been determined that no disproportionately high adverse impacts are expected in terms of noise, right-of-way takings, etc., within these targeted areas versus the metropolitan area as a whole.

A total of 11 mapped projects are located within or adjacent to African American minority areas (please see the attached matrix and map); total funding invested in those projects is approximately \$120.1 million, or 85% of road program revenues for mapped projects. A total of 13 mapped projects are located within or adjacent to Hispanic minority areas; total funding invested in these projects is approximately \$139.5 million, or 99% of road program revenues for mapped projects. A total of 10 mapped projects are located within or adjacent to Asian minority areas; total funding invested in these projects is approximately \$112.4 million, or 80% of road program revenues for mapped projects. A total of 4 mapped projects are located within or adjacent to Native American minority areas; total funding invested in these projects is approximately \$91.0 million, or 65% of road program revenues for mapped projects. At this time no projects are within or adjacent to Pacific Islander populations, due to the extremely low number of block groups with a significant population. A review of the project and population map shows only two rural areas with any of this race.

**Minimizing/blocking access of low income/minority areas to the transportation system:**

Minimizing access can be characterized as the permanent closing of streets or interchanges in order to accomplish the projects contained in the TIP. All of the projects programmed in the TIP that are located in or adjacent to the targeted low income and minority neighborhoods involve the preservation and general maintenance of existing roadways. It has been determined that there is no permanent blockage of access to the transportation system or loss of mobility as a result of implementing the FY 2020-2023 TIP projects.

**Neglect of the transportation system in low income/minority areas:** The JACTS study area is approximately 720 square miles and includes 19 townships and the city of Jackson. The targeted low income (% below the national poverty level) areas are mapped based on the average percentage of families in poverty (please see the attached maps). As noted earlier, there are 16 mapped projects contained in, or adjacent to, the low-income areas which represent 85% of project costs for mapped projects contained in the TIP. In the identified minority areas, 11 of the total mapped projects included in the TIP are located within or adjacent to neighborhoods exceeding the countywide averages. Total funding invested in these projects is approximately \$63.5 million. Therefore, it has been determined that there is no neglect of investment in the transportation system in the low-income and minority areas.

In addition to the road and highway projects, approximately \$9.3 million has been programmed for transit operating and capital projects in the FY 2020-2023 TIP. Public transit in Jackson County is provided by the Jackson Area Transportation Authority (JATA). The agency's fixed-route service area includes the City of Jackson and portions of the urbanized area and portions the Reserve-a-Ride program provides demand response service to all residents of the city. Reduced fares are available for the elderly, disabled and student populations. None of the projects included in the TIP restrict access of residents to the public transit system services. Therefore, it has been determined that there is no neglect, reduction or delay in the receipt of transportation benefits by those residing in low income or minority areas.

In conclusion, following adopted environmental justice procedures, this analysis finds that the proposed projects do not result in violations of Executive Order 12898. Furthermore, to supplement the analysis done here, the JACTS participation process for the FY 2020-2023 TIP made a concerted effort to reach out to the traditionally disadvantaged populations, including minority and low-income populations, to ascertain the potential effects/impacts of the proposed projects. Notices inviting public participation and comment during the project selection process were sent to area religious organizations, civic associations, business owners, media organizations, and residents located throughout the entire planning area and the identified environmental justice neighborhoods.

JACTS will continue to update and maintain the public participation mailing list, and continue to improve communication, coordination, education and involvement of the public regarding transportation planning issues in the Jackson metropolitan area.

**Table 6. Detailed TIP Project Lists and Environmental Justice Analysis**

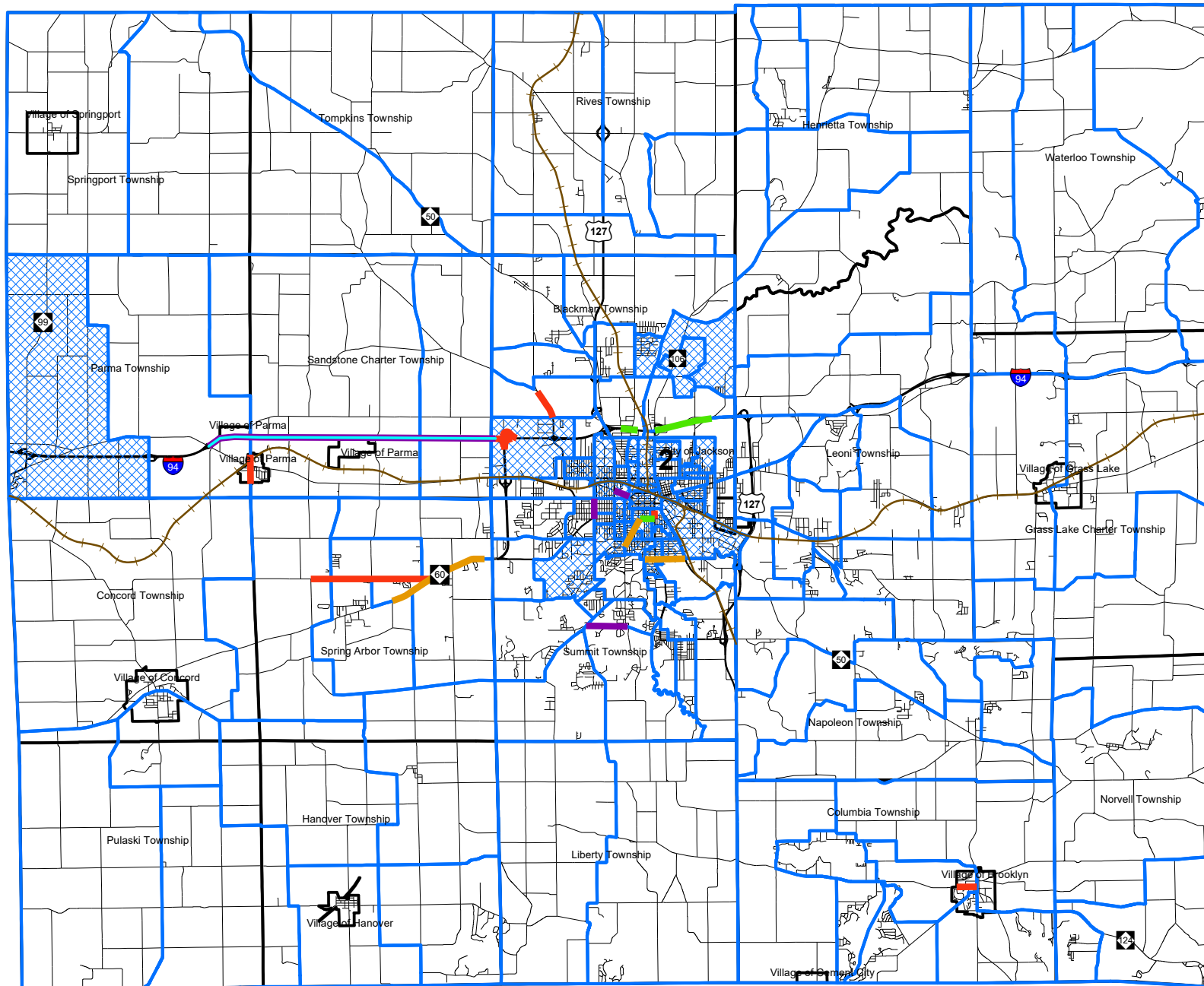
Year	Project	Limits	Total Cost	Black	Hispanic	Asian	Indian	Pacific Islander	Family Poverty	Total
2020	Marshall St, Brooklyn	N Main to Constitution	\$270,000	N	N	Y	Y	N	N	N
2020	Springport Rd	County Farm to Rives Junction	\$400,000	N	Y	Y	N	N	Y	Y
2020	M-60 E	EB and WB over I-94	\$11,833,039	Y	N	Y	Y	N	N	Y
2020	Francis Rd	Morrell St to Mason St	\$733,750	Y	Y	N	N	N	Y	Y
2020	S Union St, Parma	N to S VL	\$250,000	N	N	N	N	N	N	N
2020	King Rd	Mathews Rd to M-60	\$700,000	N	Y	N	N	N	Y	N
2021	I-94 EB	@ Elm Road	\$24,890,773	N	N	Y	N	N	Y	N
2021	I-94 EB	Under Lansing Ave	\$14,660,905	N	N	Y	Y	N	Y	Y
2021	Morrell St	Greenwood Ave to Francis St	\$970,232	Y	Y	N	N	N	Y	Y
2022	South St	Jackson CL to M-50	\$643,000	Y	Y	N	N	N	Y	Y
2022	M-60	Emerson Rd to Renfrew Rd	\$7,514,750	N	Y	Y	Y	N	Y	Y
2022	Greenwood Ave	Fourth St to Morrell St	\$603,000	Y	Y	N	N	N	Y	Y
2023	I-94 EB	Michigan Ave to M-60	\$75,399,907	N	N	N	N	N	N	N
2023	Badgley Rd	Horton Rd to Stonewall Rd	\$691,250	N	Y	Y	N	N	N	N
2023	Wildwood Ave	West Ave to Steward Ave	\$347,000	Y	Y	Y	Y	Y	Y	Y
2023	Brown St	Morrell St to Michigan Ave	\$833,000	Y	Y	Y	Y	Y	Y	Y



# JACTS Project Overview Map: Blacks and African Americans

## JACTS TIP Projects 2020 - 2023

- 2020 TIP Project
- 2021 TIP Project
- 2022 TIP Project
- 2023 TIP Project
- Minority Pop. > County Avg.
- Census Block Group
- Municipal Boundary



**Region 2**  
Planning Commission  
Serving Hinds, Jackson and Leflore Counties

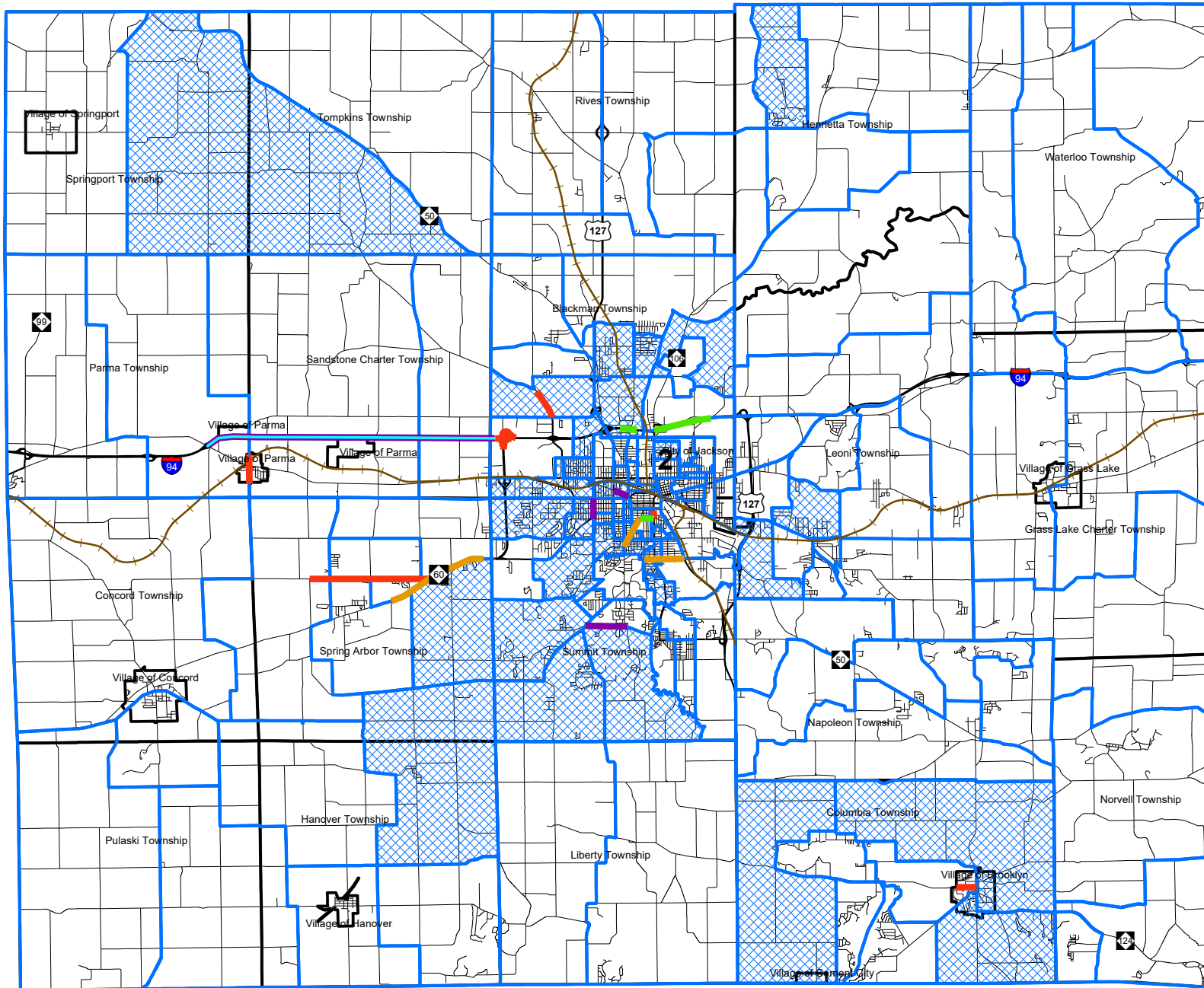
**Jackson Area Comprehensive Transportation Study**

# JACTS Project Overview Map: Asian and Pacific Islanders

## JACTS TIP Projects 2020 - 2023

- 2020 TIP Project
- 2021 TIP Project
- 2022 TIP Project
- 2023 TIP Project
- Minority Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 Miles



**Region 2**  
Planning Commission  
Serving Hillsdale, Jackson and Lenawee Counties

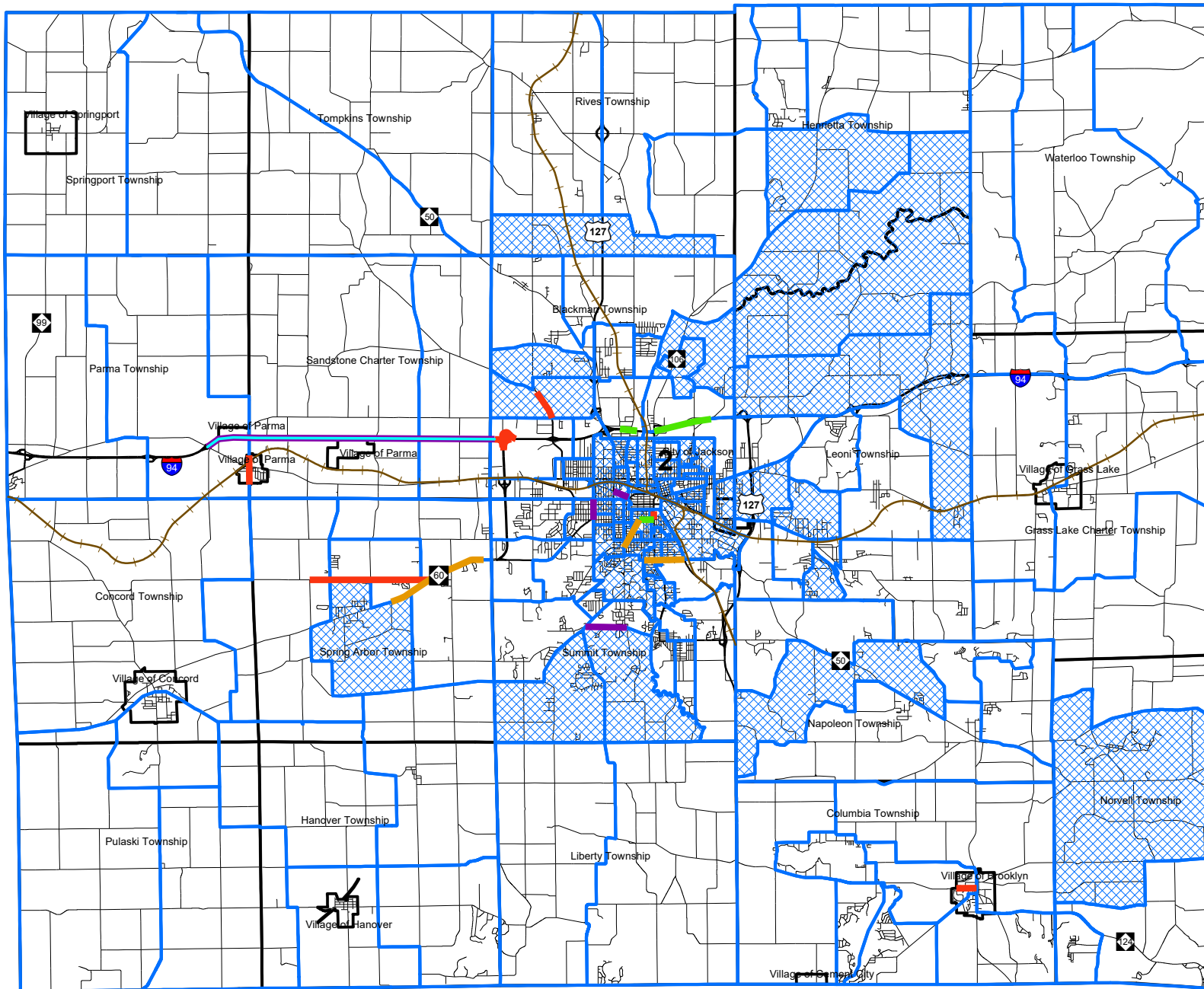
Jackson Area Comprehensive Transportation Study

# JACTS Project Overview Map: Hispanic or Latino/a

## JACTS TIP Projects 2020 - 2023

- 2020 TIP Project
- 2021 TIP Project
- 2022 TIP Project
- 2023 TIP Project
- Minority Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 Miles



**Region 2**  
Planning Commission  
Serving Hillsdale, Jackson and Lenawee Counties

**Jackson Area Comprehensive Transportation Study**

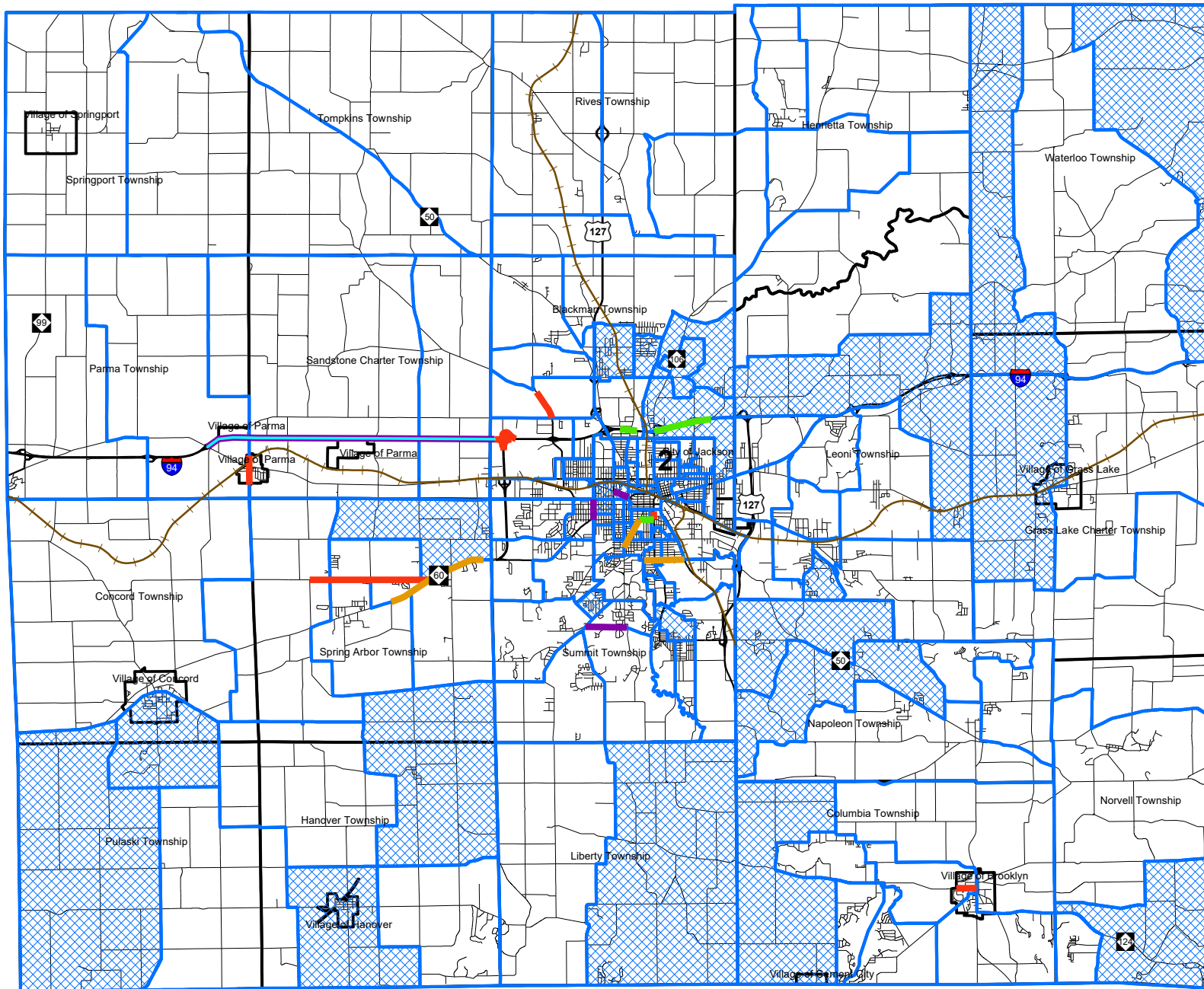


# JACTS Project Overview Map: American Indian or Alaskan Native

## JACTS TIP Projects 2020 - 2023

- 2020 TIP Project
- 2021 TIP Project
- 2022 TIP Project
- 2023 TIP Project
- Minority Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 Miles



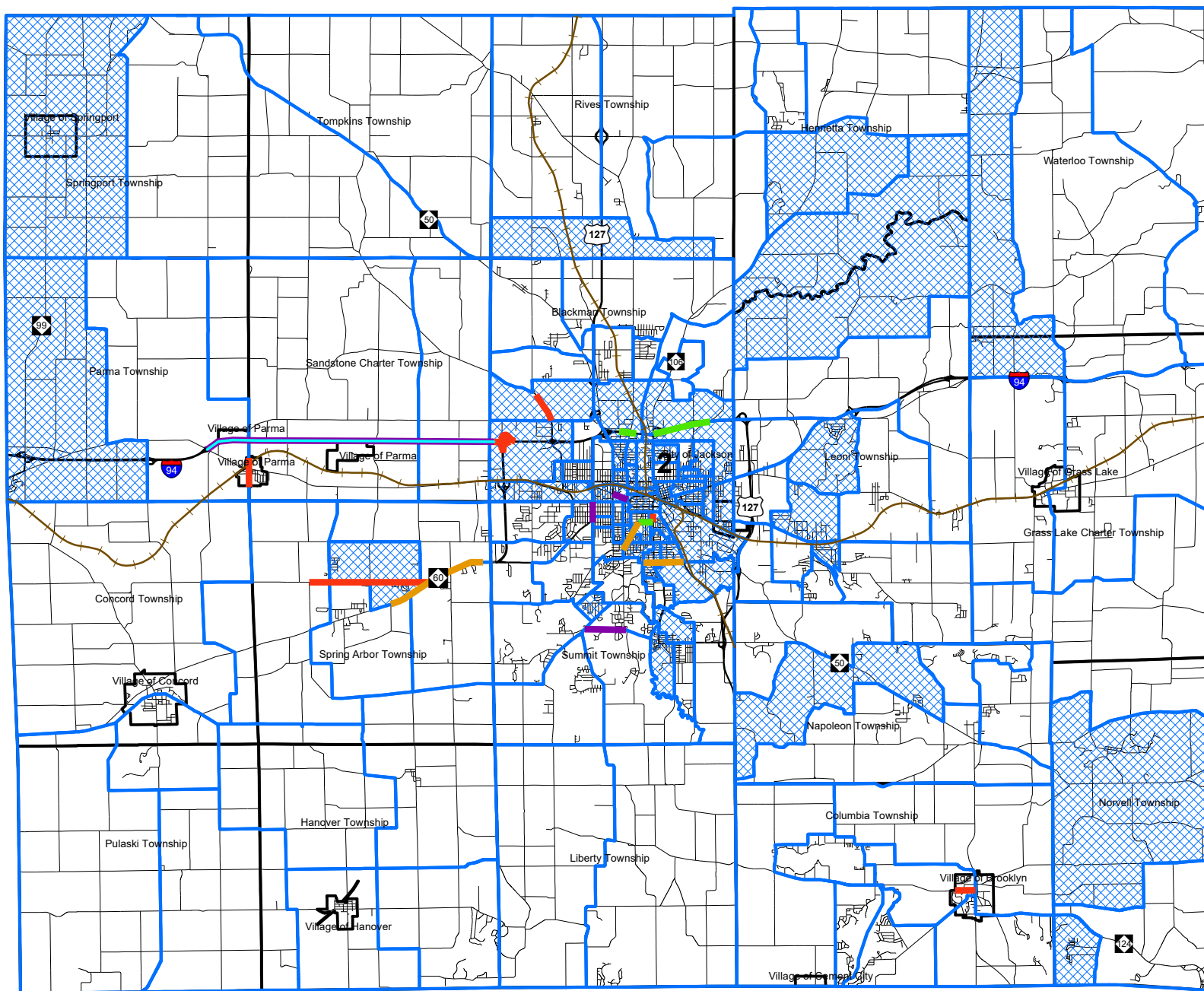
**Region 2**  
Planning Commission  
Serving Hillsdale, Jackson and Lenawee Counties

**Jackson Area Comprehensive Transportation Study**

# JACTS Project Overview Map: Improverished Individuals

## JACTS TIP Projects 2020 - 2023

- 2020 TIP Project
- 2021 TIP Project
- 2022 TIP Project
- 2023 TIP Project
- Minority Pop. > County Avg.
- Census Block Group
- Municipal Boundary



**Region 2**  
Planning Commission  
Serving Hillsdale, Jackson and Lenawee Counties

Jackson Area Comprehensive Transportation Study

## Consultation

The FAST Act legislation requires that the Metropolitan Planning Organizations (MPOs) consult “as appropriate” with federal, state, and local agencies responsible for economic growth and development, environmental protection, conservation, historic preservation, natural resources, airport and freight operations and movement, land use management, as well as human transportation service providers when developing transportation plans. The purpose of the consultation process is intended to eliminate or minimize conflicts with other agencies’ plans and maps that impact transportation.

In order to initiate the consultation process, the JACTS staff developed a contact list of agencies by reviewing its current public participation mailing list and adding, as necessary, the organizations and agencies listed below. The entities identified through this process included:

Michigan Fish & Wildlife Service

The Enterprise Group

Jackson Historic District Commission

National Trust for Historic Preservation

Michigan Department of Agriculture

Jackson Community College

Michigan Center for Geographic Information

Michigan Economic Development Corporation

Region II Area on Aging

Jackson County GIS

Jackson County Parks

Grand River Environmental Action Team (G.R.E.A.T.)

Michigan Department of Community Health

U.S. Environmental Protection Agency-Region 5

USGS-Lansing District Office

Jackson County Convention Bureau

MDOT-Heritage Routes Program

Goodwill Industries

Jackson County ISD

Jackson County Department on Aging

Michigan Department of Natural Resources and Environment-Jackson District

Upper Grand River Watershed Council

USDA-Michigan State Office

Office of State Archaeologist

Allegiance Health

MDOT-Historic Bridges

Retired Senior Volunteer Program (R.S.V.P.)

Disability Connections

Michigan Department of Career Development-Jackson Office

Michigan Department of Human Services

Eastside Neighborhood Resource Center

Michigan Rehab Services

Jackson Interfaith Non-Profit Housing Corporation

NAACP-Jackson Branch

Jackson Public Schools

Catholic Social Services

Greater Jackson Chamber of Commerce

Amtrak

Falling Waters Trail Association

Jackson County Medical Care Facility

Disabled American Veterans

City of Jackson Community Development Department

Family Independence Agency

Jackson City/County Emergency Measures

Spring Arbor University

Fitness Council of Jackson

Jackson County ISD-Special Education

City of Jackson Human Relations Commission

Jackson Area Transportation Authority

Norfolk Southern Corporation

Lifeways

Greater Jackson Habitat for Humanity

Michigan State University Extension Office

Baker College

American Red Cross

The Salvation Army

Michigan Department of Natural Resources and Environment

Jackson County Airport-Reynolds Field

FEMA-Region Office

National Park Service

City of Jackson Parks Department

All County Townships, Villages, and City of Jackson Supervisors/Managers

Michigan Department of History, Arts, and Library

Mackinac Chapter of the Sierra Club

MDOT-Freight Division

Greyhound Lines, Inc.

Geological and Land Water Management

Jackson Citizen Patriot

These agencies were then sent the following information:

1. An initial introductory letter addressing the MPO's consultation efforts and requesting information regarding any plans or programs that may impact transportation planning decisions in Jackson County.
2. Once the draft FY 2020-2023 TIP was available, a packet of information containing the following was sent to each agency:
  - A cover letter explaining what JACTS is, what the TIP is, and an explanation of why we are soliciting input, and how to contact our agency. Also attached to the letter was a list of the proposed projects.
  - A listing of the meeting dates, times, and locations at which JACTS would be soliciting public comment on the draft list of projects.

No agencies provided a response regarding the request for consultation on the draft FY 2020-2023 TIP. A copy of the communication sent for comment and all public notices can be found in Appendix B.





## LIST OF ABBREVIATIONS

Various codes and abbreviations are used throughout this document, particularly in the project descriptions and the source of funds to be used. These abbreviations are explained below.

<b>A</b>	
AADT	Average Annual Daily Traffic
<b>B</b>	
BHN	Bridge Rehabilitation - NHS
BR	Business Route
BRRP	Bridge Reconstruction and Rehabilitation Program
<b>C</b>	
CL	County Line
CSM	Capital Scheduled Maintenance
CPM	Capital Preventative Maintenance
<b>E</b>	
EB	Eastbound
FHWA	Federal Highway Administration
<b>F</b>	
FAST Act	Fixing America's Surface Transportation Act
FTA	Federal Transit Administration
FY	Fiscal Year
<b>G</b>	
GPA	General Program Accounts
<b>H</b>	
HSIP	Highway Safety Improvement Program
<b>I</b>	
IM	Interstate Maintenance
<b>J</b>	
JACTS	Jackson Area Comprehensive Transportation Study
JCDOT	Jackson County Department of Transportation
JATA	Jackson Area Transportation Authority
<b>L</b>	
LRTP	Long Range Transportation Plan

<b>M</b>	
M	State of Michigan funds
MAB	Metropolitan Area Boundary
MDOT	Michigan Department of Transportation
MPO	Metropolitan Planning Organization
MTF	Michigan Transportation Fund
MAP-21	Moving Ahead for Progress in the 21 <sup>st</sup> Century Act
<b>N</b>	
NH	National Highway
NHS	National Highway System
HPP	High Priority Projects
<b>R</b>	
R2PC	Region 2 Planning Commission
<b>S</b>	
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SEC 5307	FTA Urban Area Formula Program
SEC 5309	FTA Capital Assistance Program
SEC 5311	FTA Non-Urbanized Area funds
SEC 5316	FTA Job Access Reverse Commute
SEC 5317	New Freedom Initiative
ST	Surface Transportation
STE	Surface Transportation Enhancement
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
STUL	Surface Transportation - urban areas under 200,000 population
STL	Surface Transportation - local
<b>T</b>	
TEDF	Transportation Economic Development Fund
TIP	Transportation Improvement Program
<b>U</b>	
UAB	Urbanized Area Boundary
<b>W</b>	
WB	Westbound
WVL	West village limits

***JACTS***

**Appendix A**  
**Public Participation Plan**

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# **PUBLIC PARTICIPATION PLAN TRANSPORTATION PLANNING PROCESS**

Jackson Metropolitan Area  
Jackson County, Michigan

***JACTS***

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JACKSON AREA COMPREHENSIVE  
TRANSPORTATION STUDY

Prepared By:



Region 2 Planning Commission  
120 W. Michigan Avenue  
Jackson, MI 49201  
(517) 788-4426

September 2017

## I. Introduction and Purpose

Meaningful and effective public participation is essential to the successful implementation of any public planning program or project. Without the involvement of local citizens, it becomes difficult to design a program that effectively meets the greater needs of the public. In addition, public involvement is necessary in order to gauge the effectiveness of an agency's planning activities. The Region 2 Planning Commission, as the state designated Metropolitan Planning Organization (MPO) for Jackson County, acting through the Jackson Area Comprehensive Transportation Study (JACTS), actively seeks to incorporate the involvement of the public in its planning efforts pursuant to its Public Participation Plan that is designed to accomplish the following goals:

- Comply with the public participation requirements of *"Moving Ahead for Progress in the 21<sup>st</sup> Century"* (MAP-21) federal transportation legislation.
- Provide opportunities for Jackson County residents and citizen-based organizations to identify priorities, discuss views and to provide input on the subject areas addressed in the plans, projects, or policies of the MPO.
- Inform and educate citizens and other interested parties about the MPO's ongoing planning initiatives.
- Achieve participation and partnership among the public, the Region 2 Planning Commission, the Michigan Department of Transportation, and local governmental jurisdictions in the planning and execution of projects.

The purpose of this document is to provide a clear directive for the public participation activities undertaken by JACTS as they pertain to the MPO's primary responsibilities, which include the development and implementation of the Long Range Transportation Plan (LRTP), the Transportation Improvement Program (TIP), and the Annual Unified Work Program (UWP).

This is accomplished by adhering to the following principles:

- early and continuous involvement
- reasonable public availability of technical data and other information
- collaborative input on alternatives, evaluation criteria, and mitigation needs
- open meetings where matters related to transportation policies, programs, and projects are being considered
- open access to the decision-making process prior to closure

## II. Compliance with Federal Requirements

The JACTS Public Participation Plan was originally adopted in 1994 in accordance with the requirements of the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA). In 1998, ISTEA was succeeded by the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21). Both of these federal acts required that MPOs develop and utilize a proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement in developing metropolitan transportation plans and transportation improvement programs (TIPs) and meets the requirements as determined by federal regulations, specifically requiring a minimum public comment period of 45 days.

In 2006, the Safe, Affordable, Flexible and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) expanded public participation provisions requiring MPOs to develop enhanced participation plans. SAFETEA-LU, while retaining the previous public participation activities, placed additional emphasis on extensive stakeholder participation, specifically to:

- conduct public meetings at convenient times and accessible locations.
- make transportation long range and improvement plans available in electronically accessible formats and means (i.e. the World Wide Web) as appropriate to afford reasonable opportunity for consideration of the information.
- implement visualization techniques to describe metropolitan transportation plans and TIPs.

The newly passed “Moving Ahead for Progress in the 21<sup>st</sup> Century” (MAP-21) further emphasizes these requirements when it passed in 2012. The current transportation legislation, Fixing America’s Surface Transportation or FAST Act, was signed into legislation December 2015, and continues to guide transportation planning and funding.

### **III. Description of Public Participation Activities**

JACTS shall consult with governmental units within the MPO, local economic development organizations, freight related businesses, non-motorized transportation groups and clubs, local transportation providers, and other interested parties in the development of the Long Range Plan (LRP), the Transportation Improvement Program (TIP), and the Unified Work Program (UWP). JACTS will also conduct outreach, public comment periods, and public hearings as described in this plan.

The three publications noted in the above paragraph will be published for a minimum of 30 days to receive written public comment before adoption. For any amendments that are deemed necessary once any of the publications are adopted, JACTS shall publish at least one notice in a local news publication of general circulation within the Jackson Urbanized Area prior to approval of the amendment.

The JACTS Participation Plan consists of the following tools:

1. Notice of Meetings and Public Comment Periods
2. Annual Report
3. Public Hearings
4. Radio, TV, Newspaper, Internet (as appropriate)
5. Outreach
6. Visualization Techniques
7. Environmental Justice
8. Development and Analysis
9. Performance Measures

## **1. NOTICE OF MEETINGS AND PUBLIC COMMENT PERIODS**

The Jackson Area Comprehensive Transportation Study (JACTS) maintains two standing committees to conduct the business of the study area. The JACTS Technical Advisory Committee is comprised of appropriate staff from units of government and modal agencies (transit and airport) within the metropolitan area boundary, and includes representatives from the Michigan Department of Transportation and the Federal Highway Administration. The Technical Advisory Committee reviews all plans and programs and makes technical recommendations to the JACTS Policy Committee.

The Policy Committee includes elected and appointed officials representing units of government within the metropolitan area boundary. The Policy Committee acts on recommendations from the Technical Advisory Committee, and recommends formal action to be taken by the Region 2 Planning Commission, as the state-designated MPO. All regularly scheduled meetings of JACTS and the Region 2 Planning Commission (MPO) are open to the public and held at locations which comply with the Americans with Disabilities Act (ADA) regulations. Individuals with disabilities may request aids/services within a reasonable time period to participate in the meeting.

A public comment item is included on all agendas for any person wishing to address committee members. Meeting notifications including date, location, and agenda are published in the Jackson area general circulation newspaper (*Jackson Citizen Patriot*). Meeting notices are also mailed to each unit of government within the JACTS metropolitan area boundary.

Interested citizens may also have their name added to the agency mailing list in order to receive meeting notifications. A list of the regularly scheduled JACTS and R2PC meeting dates, times, and locations is posted at the Jackson County Tower Building and distributed to each member unit of government for posting. This listing is also posted on the R2PC web site.

### **a. Special Meetings, Workshops, and Public Meetings**

Although the majority of the MPO's business can be conducted at regularly scheduled meetings, when significant planning initiatives including updating the LRP or developing the TIP, staff may conduct special meetings, workshops, or public meetings. These meetings may be hosted in publicly convenient and accessible locations such as, but not limited to, public meeting rooms such as commission/council chambers, public libraries, schools, or township halls.

Notices of public meetings will be administered in the same manner as notice of regularly scheduled meetings.

When public comments are received on plans, programs, or other MPO activities, they are summarized and forwarded to the Policy Committee prior to any formal action to adopt or approve the plan, study, or project. Copies of all comments are kept on file and are available for public review. Comments requesting a formal response are answered in a timely manner (within 30 days).

## **2. ANNUAL REPORT**

The Region 2 Planning Commission's annual report, published at the beginning of each calendar year, reviews and highlights the activities of the Commission undertaken during the previous fiscal year. The report is distributed to the R2PC and is mailed to all governmental jurisdictions, agencies, committee members, and individuals included on the R2PC's general mailing list.



This multi-modal report is a summary of the previous year's activities in not only transportation, but also community planning and traffic safety. It includes updates on planning studies, completed and upcoming roadway construction projects, and other general information concerning the activities of the Region 2 Planning Commission. The report also provides the names, phone numbers, and e-mail addresses of the staff member any citizen may contact regarding any R2PC activities.

### **3. PUBLIC MEETINGS**

Before approving any federally required document, JACTS will conduct a public meeting to solicit comments. Such meetings shall take place during the regularly scheduled JACTS meeting, unless deemed otherwise by the JACTS Policy Committee. Notice of public hearings will be administered in the same manner as notice of regularly scheduled meetings. To supplement the public hearing process, JACTS may also engage in hosting public information/open house meetings in publicly convenient and accessible locations, such as public libraries, schools, shopping malls, or township halls. During the public hearing, JACTS will utilize various visualization techniques, as described below, to assist in conveying transportation plans and programs in the most effective way.

### **4. RADIO, TV, NEWSPAPER, INTERNET**

To the extent feasible, JACTS staff will utilize the opportunities provided through local radio, television, local cable television, newspaper, and the internet to inform the public of the development of transportation planning products, such as the LRP and the TIP. This would include news releases, bulletin board formats, public service announcements, and interview opportunities that may be available. Citizens with internet access can go to the R2PC home page at [www.region2planning.com](http://www.region2planning.com).

The internet is being utilized more often to notify a wider range of participants. Websites are reviewed regularly to ensure the correct person and e-mail address is being used. Notifications are sent out electronically as often as possible. If an electronic address is not available, hard copies are distributed via U.S. mail. The World Wide Web provides up-to-date information on people and groups that should be involved in the planning process. The Region 2 Planning Commission website is continuously updated so that interested parties can find the necessary material or be able to contact a staff member for any questions.

Social media will also be used to ensure a wider range of citizens are contacted. The Region 2 Planning Commission has a Facebook page that will provide information on the process, the status of the update, and what information should be reviewed and input provided. Twitter is another social media option that is being explored.

### **5. OUTREACH ACTIVITIES**

JACTS staff will attempt to identify and contact special interest groups in the community to assure their opportunity to have input and to encourage the involvement of persons who have traditionally been under-served. This would include organizations such as citizen district councils, minority populations, low-income populations, private transportation providers, and others as they are identified. These groups will receive a direct mailing which describes the transportation planning process and their opportunity for input. This includes, but is not limited to, the following:

- conventional/unconventional transit providers
- public agencies
- private transportation providers
- law enforcement agencies
- providers of freight transportation
- railroad companies
- environmental organizations
- major employers
- chambers of commerce/tourism offices
- human service agencies
- interested citizens
- agencies & organizations that represent:
  - the elderly
  - the disabled
  - non-motorized users
  - minority groups
  - low-income populations

This list will be continuously updated and groups may be added at any time by the JACTS Policy Committee.

Some, or all, of these groups may be notified when: (1) a particular agenda item directly impacts an agency or their clientele, (2) planning and development of a major project such as an update of the Long Range Transportation Plan or TIP, or (3) at the request of a JACTS committee member.

## **6. VISUALIZATION TECHNIQUES**

JACTS will utilize a variety of visualization activities to better inform and educate the public regarding transportation projects, plans, and programs. These activities may include static and interactive mapping through Geographic Information Systems (GIS), computer model simulations, and photo manipulation to artist renderings. JACTS will identify and implement the most appropriate visualization technique to educate and inform the public for each individual plan or project. As technology continues to change, the visualization activities will also evolve and afford the MPO additional opportunities to optimize the public's understanding of transportation issues and concepts.

## **7. ENVIRONMENTAL JUSTICE**

In April 1997, the U. S. Department of Transportation (DOT) issued the environmental justice order to address Environmental Justice in Minority Populations and Low Income Populations (DOT Order 5610.2). The order describes the process for incorporating environmental justice principles into all DOT programs, policies, and activities.

Environmental justice is an important part of the planning process and must be considered in all phases of planning. This includes all Public Participation Plans and activities, the development of the LRP and TIP, and other documents or studies adopted by JACTS. Specifically, JACTS will consider environmental justice concerns within their established participation procedures.

There are three fundamental principles of environmental justice:

1. To avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority and low-income populations;
2. To ensure the full and a fair participation by all potentially affected communities in the transportation decision-making process; and
3. To prevent the denial of, reduction in, or significant delay in the receipt of, benefits by minority and low-income populations.

JACTS will continue to work to identify residential, employment, and transportation patterns of low-income and minority populations so that their needs can be identified and addressed, and the benefits and burdens of transportation investments are fairly distributed.

JACTS will also continue to evaluate and improve the Public Participation Plan to eliminate barriers to low-income and minority involvement. However, JACTS cannot do this alone. It is imperative that active participation of well-informed, empowered individuals, community groups, and other non-governmental organizations be a major component of this effort. Only by the participation of these individuals and groups can JACTS advance the letter, spirit, and intent of environmental justice in transportation.

## **8. DEVELOPMENT AND ANALYSIS**

JACTS will continue to analyze and update a demographic profile of the transportation planning area that includes the location of minority and low-income populations as required by environmental justice legislation. Maps of these populations will be developed showing the proposed TIP projects in relation to these areas. These maps will provide a visual analysis of potential impacts to these populations.

## **9. PERFORMANCE MEASURES**

JACTS will determine the success of the Public Participation Plan by evaluating the number and diversity of citizens involved in the public involvement process. This information will be compiled based on voluntary information requested from participants. MDOT Forms 5400, 5401, 5402, and 5403 will be available at public meetings and participants will be encouraged to provide the requested information.

## **IV. Conclusion**

The JACTS Public Participation Plan will be reviewed and monitored on a regular basis in order to maintain its effectiveness. The intent of the Plan is twofold: (1) improving the participatory role of the public in the MPO's planning activities, and (2) providing the information that the public needs to facilitate that participation.

Following the principles of this Public Participation Plan will ensure maximum access by the public and encourage proactive public participation in all aspects of the transportation planning process. This increased access for local citizens and other groups will help foster the continuous improvement of JACTS plans and programs to best serve the citizens of Jackson County.

**Comments or questions concerning the Participation Plan should be directed to:**

**Ms. Tanya DeOliveira, Principal Planner  
Region 2 Planning Commission  
Jackson County Tower Building  
120 W. Michigan Avenue - 9<sup>th</sup> Floor  
Jackson, MI 49201  
(517) 788-4426  
Fax (517) 788-4635  
Email at: [tdeoliveira@mijackson.org](mailto:tdeoliveira@mijackson.org)**

## TRANSPORTATION IMPROVEMENT PROGRAM PARTICIPATION PROCESS

<b>Task</b>	<b>Date(s)</b>	<b>Method</b>
JACTS public mailing list review and update.	Month 1	Review and update public participation mailing list as necessary. Use list to contact stakeholders informing them of the initiative and how they can participate.
Review and confirm Environmental Justice analysis area.	Month 3-4	Meet with staff from appropriate agencies to confirm accuracy of environmental justice area. Update as necessary. Discuss strategies for gaining input from their constituencies.
Public review of preliminary project list.	Month 5	A preliminary project list is released for public review and comment.
Consultation with other agencies/organizations impacted by the TIP.	Month 5	Consult with federal, state and local agencies and officials responsible for other planning activities affected by transportation. This may include, but is not limited to, agencies responsible for economic growth, environmental protection, airport operations, freight movement, natural resources and historic preservation.
TIP Public Meeting.	Month 7	This is the formal public meeting on the draft TIP. Newspaper notices will be placed announcing this meeting and notices will be mailed to those on the public participation mailing list.
Postings on the Region 2 Planning Commission world wide web page.	Throughout entire process	As the TIP is being developed, various documents will be posted on the R2PC Web page. These postings will also invite the public to comment on the document.
Input at JACTS Technical Advisory & Policy Committee meetings and R2PC meetings.	Throughout entire process	All JACTS regularly scheduled Technical Advisory and Policy Committee meetings and R2PC meetings have time reserved for public comments.

## LONG RANGE TRANSPORTATION PLAN PARTICIPATION PROCESS

Task	Date(s)	Method
JACTS public mailing list review and update.	Month 1	Review and update public participation mailing list as necessary. Use list to contact stakeholders informing them of the initiative and how they can participate.
Develop time-line and identify opportunities for public comment.	Month 2-3	Contact citizens on mailing list for Kick-off; PPP update; and other relevant opportunities for public comment, including Goals & Objectives and draft and final plan. Ensure public notices in county and city newspapers provide an opportunity to citizens not on the mailing list.
Review and confirm Environmental Justice analysis area.	Month 2-3	Meet with staff from appropriate agencies to confirm accuracy of environmental justice area. Update as necessary. Discuss strategies for gaining input from their constituencies.
Review Long Range Transportation Plan existing and future year deficiencies.	Month 4-7	A select "package" of network solutions will be developed once the transportation system deficiencies and potential solutions to those deficiencies have been selected and tested. The public will have an opportunity to comment on the deficiencies and potential solutions at specifically advertised JACTS Technical Advisory, Policy Committee, and R2PC meetings.
Consultation with other agencies/organizations impacted by the transportation plan.	Month 5-7	Consult with federal, state and local agencies and officials responsible for other planning activities affected by transportation. This may include, but is not limited to, agencies responsible for economic growth, environmental protection, airport operations, freight movement, natural resources and historic preservation.
Long Range Transportation Plan public meeting.	Month 9	This is the formal public meeting on the draft Long Range Transportation Plan. Newspaper notices will be placed announcing this meeting and notices will be mailed to those on the public participation mailing list.
Postings on the Region 2 Planning Commission world wide web page.	Throughout entire process	As the plan is being developed, various documents will be posted on the R2PC Web page. These postings will also invite the public to comment on the Plan.
Input at JACTS Technical Advisory & Policy Committee meetings and R2PC meetings.	Throughout entire process	All regularly scheduled JACTS Technical Advisory, Policy, and R2PC Committee meetings have time reserved for public comments.

***JACTS***

**Appendix B**  
**Public Participation Activities**

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# Region 2 Planning Commission

*Serving Hillsdale, Jackson, and Lenawee Counties*

## **FY 2020-2023 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT**

The Region 2 Planning Commission (R2PC), as the state-designated Metropolitan Planning Organization (MPO) for the Jackson urbanized area, is working through the Jackson Area Comprehensive Transportation Study (JACTS) to foster cooperation while promoting communication within federal, state, and local agencies responsible for land use management, natural resources, environmental protection, conservation, and historic preservation. JACTS is seeking input on its **Fiscal Year 2020-2023 Transportation Improvement Program (TIP)**. The TIP is a management tool for structuring and prioritizing metropolitan transportation-related projects including highways and roads, public transit, and projects relating to bicyclists and pedestrians. The TIP lists all of the projects that intend to use federal funds, along with any non-federally funded projects that are considered regionally significant. It is a program and schedule of intended transportation improvements, or a continuation of current activities, covering a 4-year period (October 1, 2019 through September 30, 2023) and is considered the implementing tool of the **JACTS 2045 Long Range Transportation Plan**.

***The current draft local project list begins on the 2<sup>nd</sup> page of this document.***

The FY 2020-2023 TIP project list is also available at the Region 2 Planning Commission website at [www.region2planning.com](http://www.region2planning.com) in the news section or under the JACTS quick link at the bottom of the home page. Comments on the proposed projects list can be submitted via e-mail at [sduke@mijackson.org](mailto:sduke@mijackson.org), or in writing to 120 W. Michigan Avenue, Jackson MI 49201, or by fax to (517) 788-4635, or by phone to (517) 768-6706. In addition, comments may be made at the following meetings:

Region 2 Planning Commission  
Thursday, June 13, 2019  
2 PM  
Hillsdale City Hall

JACTS Technical Advisory Committee  
Wednesday, May 15, 2019  
9:30 AM  
Jackson City Hall  
10<sup>th</sup> Floor

JACTS Policy Committee  
Thursday, May 16, 2019  
8:00 AM  
Jackson County Tower Building  
Comm. Chambers, 5<sup>th</sup> Floor

***Please submit all comments on the draft project list by May 31, 2019.***



## ***Jackson Area Comprehensive Transportation Study (JACTS) FY 2020-2023 Draft Transportation Improvement Program***

**Funding sources:** STUL - Surface Transportation Urban Local (Federal), NH - National Highway (Federal), IM - Interstate Maintenance (Federal), ST - Surface Transportation (Federal), STL - Surface Transportation Local Rural (Federal), EDD - Economic Development Fund/Category D (State), HSIP - Highway Safety Improvement Program (Federal), CTF - Comprehensive Transportation Fund (State), TRAL - Transit Authority Funds (Local), 5307 Urbanized Area Formula (Federal), 5311 Non-Urbanized Area Formula (Federal), 5339 Alternative Analysis Program (Federal).

### **FY 2020**

- M-60 E (EB & WB over I-94) – Bridge Replacement- \$9,055,800 IM/\$1,006,200 (State)
- Marshall Street (Main St-Constitution, Brooklyn) – Resurface - \$216,000 (STL)/\$54,000 (Local)
- Springport Rd (County Farm-Rives Junction) – Resurface - \$320,000 (STUL)/\$80,000 (County)
- Francis St (Morrell-Mason) – Reconstruct - \$587,000 (STUL)/\$146,750 (City)
- M-50 (M124-Riverside) – Mill & Overlay - \$552,964 (ST)/\$122,618 (State)
- I-94 BL (Various Locations) – Crack Treatment & Fill - \$230,817 (ST)/\$51,183 (State)
- I-94 (Various Locations) – Install IS devices - \$1,748,701 (NH)/\$387,770 (State)
- US-127 (South of Hart Rd) – Install Virtual Weigh Station Camera - \$42,640 (NH)/\$9,300 (State)
- US-127 (I-69 S of Kalamo Hwy) – Install Virtual Weigh Station Camera - \$42,640 (NH)/\$9,300 (State)
- Trunklines in University Region – Longitudinal Pavement Markings - \$2,463,751 (HSIP)/\$273,752 (State)
- Trunklines in University Region – Special Pavement Markings - \$463,501 (HSIP)/\$51,501 (State)
- Trunklines in University Region - Pvmnt Mrkg Retroreflectivity Reading - \$13,501 (HSIP)/\$1,501 (State)
- S Union St (N to S VL, Parma) – Mill & Overlay - \$200,000 (STL)/\$25,000 (TED-D)/\$25,000 (Village)
- N Elm St (Various locations) – Asphalt Overlay - \$460,000 (STL)/\$110,859 (TED-D)
- King Rd (Mathews to M60) – Asphalt Resurface - \$504,000 (STUL)/\$196,000 (County)
- Various County Locations – Upgrade Stop & Stop Ahead signs - \$19,201 (HSIP)/\$2,134 (County)
- Jefferson Rd (US127-Hyde) – Tree removal, pavement marking, intersection sign upgrade - \$58,500 (HRRR)/\$6,500 (County)
- W Michigan Ave (Chapel-Sandstone) – Tree removal, intersection sign upgrade - \$130,464 (HRRR)/\$14,496 (County)
- S Jackson Rd (@ Lindsey Rd) – Intrsrction realignment, turn lanes - \$169,964 (HRRR)/\$18,885 (County)
- JATA – Replace 2 passenger buses - \$740,800 (5339)/\$185,200 (State)
- JATA – Replace 2 full-size vans - \$100,000 (STL)/\$25,000 (State)
- JATA – Transit Operating Funds - \$2,558,755 (5307 & 5311)/\$279,205 (State)/\$1,325,000 (Local)

### **FY 2021**

- MDOT Regionwide – Install RWIS stations - \$2,701,050 (ST)/\$598,950 (State)
- I-94 E (@ Elm Rd) – Reconstruct Interchange - \$20,219,063 (IM)/\$2,246,562 (State)
- M-50 (Various locations) – Shoulder widening - \$30,559 (HSIP)/\$4,395 (Sate)
- US-127 N (N of Henry Rd-Co Line) – Mill & Resurface - \$10,444,060 (NH)/\$2,315,940 (State)
- M-106 (and I-94 BL) – Non-freeway sign upgrade - \$276,000 (NHG)
- I-94 E (under Lansing Ave) – Bridge replacement & freeway reconstruct - \$10,256,546 (NH)/\$2,274,359 (State)
- N Elm Ave – Asphalt Overlay - \$995,000 (STL)/\$135,859 (State)
- McCain & Robinson Rds (Spring Arbor W then S) – Crush & Shape - \$604,000 (STUL)/\$151,000 (County)
- Morrell St (Greenwood-Francis) – Reconstruct - \$776,186 (STUL)/\$194,046 (County)
- Steward Ave (RR-Ganson St) – Mill, resurface, curb repair - \$58,814 (STUL)/\$134,776 (City)
- Steward Ave (RR-Ganson St) – Mill, resurface, curb repair - \$106,284 (HSIP)/\$134,776 (City)

## FY 2021 (CON'T)

- Trunklines in University Region – Longitudinal Pavement Markings - \$2,700,000 (HSIP)/\$300,000 (State)
- Trunklines in University Region – Special Pavement Markings - \$567,000 (HSIP)/\$63,000 (State)
- Trunklines in University Region - Pvmnt Mrkg Retroreflectivity Reading - \$12,599 (HSIP)/\$1,401 (State)
- JATA – Transit Operating Funds - \$1,234,659 (5307 & 5311)/\$581,459 (State)/\$1,816,118 (Local)
- JATA – Facility Improvements & 2 Medium-Duty Vehicles - \$272,800 (5339)/\$68,200 (State)
- MDOT Regionwide – Recess Pavement Markings - \$18,000 (HSIP)/\$2,000 (State)

## FY 2022

- MDOT Regionwide – Install RWIS stations - \$2,455,500 (ST)/\$544,500 (State)
- M-60 (Emerson-Renfrew) – Mill & Resurface - \$6,150,823 (T)/\$1,363,927 (State)
- I-94 BL (Regionwide) – Install recessed pavement markings - \$18,000 (HSIP)/\$2,001 (State)
- M-124 (US12 – M50) – Widen paved shoulder - \$136,776 (HSIP)/\$15,197 (State)
- West Ave (@Franklin & Washington) – Reconstruct traffic signal & intersection - \$471,200 (STUL)/\$117,800 (City)
- N Elm Ave (Various Locations) – Asphalt Overlay - \$915,000 (STL)/\$135,859 (TED-D)
- South St (CL-M50) – Crush & Shape, Asphalt Resurface - \$514,400 (STUL)/\$128,600 (County)
- Greenwood Ave (Fourth-Morrell) – Mill & Resurface - \$482,400 (STUL)/\$120,600 (City)
- Trunklines in University Region – Longitudinal Pavement Markings - \$2,745,000 (HSIP)/\$305,000 (State)
- Trunklines in University Region – Special Pavement Markings - \$657,000 (HSIP)/\$73,000 (State)
- Trunklines in University Region - Pvmnt Mrkg Retroreflectivity Reading - \$12,599 (HSIP)/\$1,401 (State)
- JATA – Transit Operating Funds - \$1,235,598 (5307 & 5311)/\$584,198 (State)/\$1,819,796 (Local)
- JATA – Facility Construction - \$400,000 (5339)/\$100,000 (State)
- JATA – Replace 2 full-size vans - \$100,000 (STL)/\$25,000 (State)
- MDOT Regionwide – Recess Pavement Markings - \$236,700 (HSIP)/\$26,300 (State)

## FY 2023

- I-94 E (Michigan-M60) – Reconstruct - \$67,859,916 (IM)/\$7,539,991 (State)
- M-50 (Various Locations) – Shoulder widening - \$300,495 (HSIP)/\$33,388 (State)
- I-94 BL (Regionwide) – Install recessed pavement markings - \$630,000 (HSIP)/\$69,999 (State)
- M-124 (US12-M50) – Widen paved shoulder - \$1,046,615 (HSIP)/\$116,512 (State)
- US-127 N (Over Springport Rd & ConRail) – Epoxy Overlay - \$1,586,625 (NH)/\$351,830 (State)
- N Elm Ave (Various Locations) – Asphalt Overlay - \$1,015,000 (STL)/\$135,859 (TED-D)
- Badgley Rd (Horton-Stonewall) – Crush & Shape - \$553,000 (STUL)/\$138,250 (County)
- Wildwood Ave (West-Steward) – Mill & Resurface - \$277,600 (STUL)/\$69,400 (City)
- Brown St (Morrell-Michigan) – Mill & Resurface - \$666,400 (STUL)/\$166,600 (County)
- Trunklines in University Region – Longitudinal Pavement Markings - \$2,745,000 (HSIP)/\$305,000 (State)
- Trunklines in University Region – Special Pavement Markings - \$567,000 (HSIP)/\$63,000 (State)
- Trunklines in University Region - Pvmnt Mrkg Retroreflectivity Reading - \$12,599 (HSIP)/\$1,401 (State)
- JATA – Transit Operating Funds - \$1,236,572 (5307 & 5311)/\$586,272 (State)/\$1,822,844 (Local)
- JATA – Facility Improvements - \$457,171 (5339)/\$114,293 (State)

## CONSULTATION CONTACT LIST

NAME	ORGANIZATION	POSITION	ADDITIONAL INFORMATION
Abigail Eaton	Dept. of Agriculture	Resource Spec.	Env. Stewardship
Al Cavasin	Concord Township	Supervisor	
Allan Tompkins	Jackson County	Commissioner	
Amanda Kirkpatrick	Jackson County	Clerk	
Amy Guerriero	The Enterprise Group		
Andrea Muray	City of Jackson	Clerk	
Andrew Grimes	Henrietta Township	Supervisor	
Andrew Valesquez III	Federal Emergency Mgmt	Administrator	
Anne Woiwode	Sierra Club	Director	
Barry Marsh	Columbia Township	Clerk	
Bart Hawley	JTV	President	
Brad Heiple	MI Rehabilitation Services	Site Manager	
Brad Thompson	Jackson County Legal News	President	
Brian D. Conway	State Historic Preservation	Officer	Housing Development
Carol Ladd	Village of Cement City	Clerk	
Cathy Zenz	Grass Lake Charter Township	Clerk	
Community Health	State of Michigan		
Corey Kennedy	Jackson County	Commissioner	
Craig Czarnecki	Fish & Wildlife Services	Supervisor	
Dan Wymer	Napoleon Township	Supervisor	
Daniel Mahoney	Jackson County	Commissioner	
Darius Williams	Jackson County	Commissioner	
Dave Elwell	Jackson County	Commissioner	
David Herlein	Spring Arbor Township	Supervisor	
David Pidgeon	Norfolk Southern Corporation	Manager	Public Relations
Dawn Doneer	Springport Signal	Publisher	
Dean Anderson	Housing Development Authority	Archeologist	
Debbi Sheehan	Liberty Township	Clerk	
Dee Parker	MDOT	Administrator	University Region
Director	AMTRAK		
Director	Catholic Charities of Jackson		
Director	Center for Women		
Director	Clemons Transpor		
Director	Colonial Cabs		
Director	DisAbility Connections		
Director	Disabled American Veterans		
Director	Downtown Development Auth.		City of Jackson
Director	Eastside Neighborhood Resource		
Director	Economic Development Corp.		State of Michigan
Director	Goodwill Industries		
Director	Greyhound Bus		

Director	Jackson Habitat for Humanity		
Director	Jackson Co Emergency Measures		
Director	Jackson County GIS		
Director	Jackson Co Medical Care Facility		
Director	Jackson District Library		
Director	Interfaith Non-Profit Housing		
Director	NAACP		
Director	Region 2 Area Agency on Aging		
Director	R.S.V.P.		
Director	The Salvation Army		
Director	United Way of Jackson		
Donald Spangler	Parma Township	Clerk	
Douglas Lance	Waterloo Township	Supervisor	
Dr. Daniel Phelan	Jackson College	President	
Environmental Coord.	National Park Service		Midwest Regional
Editor	The Exponent		
Editor	Jackson Citizen Patriot		
Eric Johnson	Norvell Township	Supervisor	
G. A. Wade	The Jackson Blazer	Editor	
Geoffrey Snyder	Upper GR Watershed Council	Director	
Geoffrey Snyder	County of Jackson	Drain Comm.	
Gerald Fulcher, Jr	Environmental Quality	Chief	Land & Water Mgmt.
Gina Nathan	US Army – Corps of Engineers	Director	Regulatory Functions
Gloria Hubbell	Norvell Township	Clerk	
Gordon Webb	Village of Springport	President	
Historic District	City of Jackson		
Howard Linnabary	Leoni Township	Supervisor	
Human Relations	City of Jackson		
J. B. DeJeu	Village of Brooklyn	President	
Jaclyn Riehle	Springport Township	Clerk	
James Shotwell	Jackson County	Commissioner	
James Stormont	Grass Lake Charter Township	Supervisor	
James Turner	USDA	Director	Michigan State Office
Janice Kitley	Waterloo Township	Clerk	
Jeff Reid	MDOT	Dev. Engineer	University Region
Jeffrey Heath	Hanover Township	Supervisor	
Jerald Adams	Rives Township	Supervisor	
Jeremiah Bush	Village of Concord	President	
Jill Yehl	Food Bank	Director	
Jim Dunn	Summit Township	Supervisor	
Jim Jenkins	Village of Parma	President	
Jim Spink	Liberty Township	Supervisor	
Joanne Havican	Village of Parma	Clerk	
Joe DeBoe	Village of Grass Lake	President	
John Hummer	Napoleon Township	Clerk	
John Tuttle, Sr.	Tompkins Township	Supervisor	

Juan Zapata	Jackson County Airport	Manager	
Judi McCord	Rives Township	Clerk	
Judy Lefere	Village of Concord	Clerk	
Julia Stonestreet	Spring Arbor Township	Clerk	
Julie Alexander	State Representative		
Kari Martin	MDOT	Planner	University Region
Karl Schmidt	Springport Township	Supervisor	
Kathleen Brockel	Cerebral Palsy of MI	Exec. Director	
Kathy Potts	Jackson Citizens for Life		
Kelby Wallace	MDOT	TSC Manager	University Region
Kenneth Westlake	EPA	Chief	NEPA Implementation
Kerry Pickett	Leoni Township	Clerk	
Kevin Oxley	Intermediate School District	Superintendent	
Kris Runyon	Pulaski Township	Clerk	
Krisanne McConnell	Geographic Information	Manager	Geo-Data Services
L. Keith Acker	Sandstone Charter Township	Supervisor	
James R. Morris	USGS	Director	Lansing District Office
Laurel Mauldin	Walkable Communities	Chair	
Legal Services	South Central Michigan		
Leola Goodin	7 <sup>th</sup> Day Adventist Comm. Serv	Director	
Lloyd Baldwin	MDOT	Manager	Historic Bridges
Manager	Convention & Visitors Bureau		
Marcie Wandell	Department on Aging	Director	
Margie Horsch	Lions Club of Jackson	President	
Maribeth Caldwell	Lifeways	CEO	
Marine Safety	Natural Resources		
Matt Shane	MSU Extension	Coordinator	
Meghan Dobben	Summit Township	Clerk	
Melanie Curran	Tompkins Township	Clerk	
Mick Linderman	Village of Brooklyn	Clerk	
Mike Brown	JATA	Manager	
Mike Medley	Village of Hanover	President	
Mike Overton	Jackson County	Administrator	
Mike Trout	MDOT	Administrator	Aeronautics & Freight
Millie Meija	American Legion	Editor	
Mindy Brandish-Orta	Chamber of Commerce	President & CEO	
National Trust	Historic Preservation		Washington DC
Parks Department	City o Jackson		
Patrick Burtch	City of Jackson	Manager	
Pete Jancek	Blackman Charter Township	Supervisor	
Philip Duckham	Jackson County	Commissioner	
Philip Moilanen	JATA	Commissioner	
President	Baker College		
President	Spring Arbor University		
Priscilla Sterrett	Sandstone Charter Township	Clerk	
Rachel Heath	Hanover Township	Clerk	

[illegible]

STATE OF MICHIGAN )

County of Jackson

ss

*Dawn Sully*

Being duly sworn deposes and say he/she is Principal Clerk of

APR 22 2019



## JACKSON CITIZEN PATRIOT DAILY EDITION

a newspaper published and circulated in the County of Jackson and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(day(s))

*April 14* A.D. 20 *19*

Sworn to and subscribed before me this *15<sup>th</sup>* day of *April* 20 *19*

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Wednesday, April 17, 2019 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, April 18, 2019 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Approve Minutes
4. Agency Project Status Reports
5. Approval of Amendments to the JACTS Transportation Improvement Program (TIP)
  - ADD FY 2020 - JATA (Countywide): Transit operating funds. FED \$33,755 / STATE \$33,755 / TOTAL \$67,510
  - ADD FY 2020 - JATA (Countywide): Transit operating funds. FED \$1,200,000 / LOCAL \$545,000 / TOTAL \$1,745,000
  - DELETE PHASE FY 2019 (JN 203028) - MDOT (Jackson County): Application of longitudinal pavement markings (PE Phase). FED \$270 / STATE \$30 / TOTAL \$2,500
  - SCOPE CHANGE FY 2020 (JN 206562) - MDOT (All of Region 2): University Region pavement marking retro readings (length change) (PE Phase). FED \$1,944 / STATE \$216 / TOTAL \$15,000
6. Approval of Resolutions of Support for FY 2022 Local Bridge Program Applications
7. JACTS FY 2020-2023 TIP Update
8. Joint City / County Non-Motorized Plan Update
9. Other Business
10. Public Comment
11. Adjournment

The public is invited to attend these meetings and comment on agenda items or other transportation-related concerns. Agenda packets are available for review at the Region 2 Planning Commission offices, 120 W. Michigan Avenue - 9th Floor, Jackson, MI 49201 or can be downloaded at [www.region2planning.com](http://www.region2planning.com)

This notice satisfies the Jackson Area Transportation Authority's public participation requirements for the Program of Projects that recipients of FTA Section 5307 funds must meet.

*Janice M. Degraaf*  
JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF *Kent*

Mr. Steven Duke, Executive Director  
Region 2 Planning Commission  
120 W. Michigan Ave. - 9th Fl  
Jackson, MI 49201  
[sduke@mijackson.org](mailto:sduke@mijackson.org)  
Phone 517.768.6706  
Fax 517.788.4635  
[www.region2planning.com](http://www.region2planning.com)

STATE OF MICHIGAN )  
County of Jackson

MAR 21 2019

SS

*Dawn Suttrop*

Being duly sworn deposes and say he/she is Principal Clerk of



## JACKSON CITIZEN PATRIOT

### DAILY EDITION

a newspaper published and circulated in the County of Jackson and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days)

*March 17* A.D. 20 *19*

Sworn to and subscribed before me this *18<sup>th</sup>* day of *March* 20 *19*

*Janice M. DeGraaf*  
JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF *Kent*

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Wednesday, March 20, 2019 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, March 21, 2019 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Approve Minutes
4. Agency Project Status Reports
5. Approval of Amendments to the JACTS Transportation Improvement Program (TIP)
  - ADD FY 2020 (JN 206924) - Jackson County (Countywide): Edgeline pavement markings (CON Phase). FED \$214,250 / LOCAL \$23,806 / TOTAL \$238,056
  - ADD FY 2020 (JN 207182) - Multiple Routes, Jackson County (Countywide): Upgrade Stop and Stop Ahead signage (CON Phase). FED \$19,201 / LOCAL \$2,134 / TOTAL \$21,335
  - ADD FY 2020 (JN 207225) - Jefferson Road (US-127 to Hyde Rd): Tree removal, pavement markings, intersection sign upgrades (CON Phase). FED \$58,500 / LOCAL \$6,500 / TOTAL \$65,000
  - ADD FY 2020 (JN 207226) - W. Michigan Ave (Chapel Rd to Sandstone Rd): Tree removal, intersection sign upgrades (CON Phase). FED \$130,464 / LOCAL \$14,496 / TOTAL \$144,960
  - ADD FY 2020 (JN 207227) - S. Jackson Rd (S. Jackson Rd at Lindsey Rd): Intersection realignment, construct turn lanes (CON Phase). FED \$169,964 / LOCAL \$18,885 / TOTAL \$188,849
  - ADD FY 2019 - JATA Transit Operating (Countywide): Transit operating. FED \$37,085 / STATE \$37,085 / TOTAL \$74,170
6. MDOT Call for FY 2022 Local Bridge Program Applications
7. JACTS FY 2020-2023 TIP

- Update
8. Joint City / County Non-Motorized Plan Update
9. Other Business
10. Public Comment
11. Adjournment

The public is invited to attend these meetings and comment on agenda items or other transportation-related concerns. Agenda packets are available for review at the Region 2 Planning Commission offices, 120 W. Michigan Avenue - 9th Floor, Jackson, MI 49201 or can be downloaded at [www.region2planning.com](http://www.region2planning.com)

This notice satisfies the Jackson Area Transportation Authority's public participation requirements for the Program of Projects that recipients of FTA Section 5307 funds must meet.

Mr. Steven Duke, Executive Director  
Region 2 Planning Commission  
120 W. Michigan Ave. - 9th Fl  
Jackson, MI 49201  
[sduke@co.jackson.mi.us](mailto:sduke@co.jackson.mi.us)  
Phone 517.768.6706  
Fax 517.788.4635  
[www.region2planning.com](http://www.region2planning.com)



STATE OF MICHIGAN )  
County of Jackson

ss Heaven Sultrop

Being duly sworn deposes and say he/she is Principal Clerk of



**JACKSON CITIZEN PATRIOT**  
DAILY EDITION

FEB 21 2018

a newspaper published and circulated in the County of Jackson and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(day(s))

February 17 A.D. 20 19

Sworn to and subscribed before me this 18<sup>th</sup> day of February 20 19

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Wednesday, February 20, 2019 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, February 21, 2019 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Election of 2019 Officers
4. Approve Minutes
5. Agency Project Status Reports
6. Approval of Amendments to the JACTS Transportation Improvement Program (TIP)
  - ADD FY 2019 (JIN 206049) - US-127 (US-12/South of Hart Rd): Installation of Virtual Weigh Station cameras at 2 locations (PE Phase). FED \$8,200 / STATE \$1,800 / TOTAL \$20,000
  - COST FY 2019 (JIN 201002) - US-127 (Ayers Rd to Floyd Rd): Road CPM (CON Phase). FED \$405,158 / STATE \$89,843 / TOTAL \$495,000
  - ADD FY 2020 (JIN 206562) - University Region Pavement Marking Retro Readings (R2PC wide): Pavement marking retro reflectivity readings on trunklines in the University Region (CON Phase). FED \$1,944 / STATE \$216 / TOTAL \$15,000
  - ADD FY 2020 (JIN 206049) - US-127 (US-127 south of Hart Rd): Installation of Virtual Weigh Station cameras at 2 locations (CON Phase). FED \$42,640 / STATE \$9,360 / TOTAL \$104,000
  - ADD FY 2020 (JIN 206553) - University Regionwide Longline Pavement Markings (R2PC wide): Longitudinal marking application on trunklines in University Region (CON Phase). FED \$354,456 / STATE \$39,384 / TOTAL \$2,735,000
  - ADD FY 2020 (JIN 206555) - University Regionwide Special Pavement Markings (R2PC wide): Special marking application on trunklines in University Region (CON Phase). FED \$66,096 / STATE \$7,344 / TOTAL \$510,000
  - ADD FY 2020 (JIN 206553) - University Regionwide Longline Pavement Markings (R2PC wide): Longitudinal marking application on trunklines in University Region (PE Phase). FED \$324 / STATE \$36 / TOTAL \$2,500
  - ADD FY 2020 (JIN 206555) - University Regionwide Special Pavement Markings (R2PC wide): Special marking application on trunklines in University Region (PE Phase). FED \$648 / STATE \$72 / TOTAL \$5,000
  - YEAR FY 2019 - Francis St (Morrell St to Mason St): Reconstruct. FED \$587,000 / LOCAL \$146,750 (Move project to FY 2020)
  - DELETE FY 2020 - Greenwood and Wilkins (Morrell St to Jackson St): Reconstruct. FED \$587,000 / LOCAL \$146,000
  - ADD FY 2019 - Greenwood/Jackson (Morrell St to Francis St): Reconstruct. FED \$783,234 / LOCAL \$1,227,784
  - ADD FY 2019 - Fencing/gate Replacement (JATA - Countywide): Replace facility fencing and gates. FED \$120,800 / STATE \$30,200
  - ADD FY 2020 - Two (2) passenger buses (JATA - Countywide): Replace two (2) passenger buses. FED \$740,800 / STATE \$185,200
  - ADD FY 2020 - Two (2) transit vans (JATA - Countywide): Replace two (2) transit vans. FED \$100,000 / STATE \$25,000

Janice M. DeGraaf  
JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF Kent

- ADD FY 2022 - Two (2) transit vans (JATA - Countywide): Replace two (2) transit vans. FED \$100,000 / STATE \$25,000
- COST/SCOPE FY 2020 - Marshall St (Village of Brooklyn - N. Main St (M-50) to Constitution Ave (WVL): Reconstruction. FED \$216,000 / LOCAL \$54,000
- ADD FY 2019 - E. Michigan Ave and N. Union St (Village of Grass Lake - E. Michigan Ave from west VL to east VL; N. Union St from E. Michigan Ave to north VL): Milling & one-course asphalt overlay. FED \$280,000 / STATE \$70,000
- ADD FY 2020 - N. Union and S. Union St (Village of Parma - North VL to south VL): Milling & one course asphalt overlay. FED \$200,000 / STATE \$25,000 / LOCAL \$25,000
- DELETE FY 2019 (JIN 130207) - Michigan Ave (W. Parma VL to M-99): Preventative maintenance. FED \$501,753 / LOCAL \$208,693
- COST/SCOPE FY 2019 (JIN 203005) - Pope Church Rd (Crawford Rd to M-50); Devereaux Rd (Calhoun Rd to Rogers Rd); Springport Rd (Blackman Rd to Town Rd); Rives Eaton Rd (Perrine Rd to Baseline Rd); Churchill Rd (Rives Eaton Rd to Baseline Rd); Mt. Hope Rd (I-94 to M-106); Case Rd (Brooklyn VL to Mill Rd): Preventative maintenance. FED \$4,511,413 / LOCAL \$1,503,804
- ADD FY 2019 - Cement City Rd (Lenawee County line to Brooklyn VL); Brooklyn Rd (Lenawee County line to M-50); and Race Rd (Ann Arbor Rd to Seymour Rd): Preventative Maintenance/chip seal. FED \$75,200 / LOCAL \$18,800
- ADD FY 2019 - Meridian Rd (Bunkerhill Rd to Ingham County line); and Bunkerhill Rd (M-106 to Ingham County line): Preventative maintenance/chip seal. FED \$75,200 / LOCAL \$18,800
- ADD FY 2019 - Onondaga Rd (M-50 to Eaton County line) and Woodard Rd (M-50 to M-50): Preventative maintenance/chip seal. FED \$75,200 / LOCAL \$18,800
- ADD FY 2019 - Rives Junction Rd (Springport Rd to M-50 / Rives Twp line to Rives Eaton Rd): Preventative maintenance/chip seal. FED \$75,200 / LOCAL \$18,800
- DELETE FY 2020 (JIN 129619) - Norvell Rd (Phal Rd to Roby Rd): Mill & resurface. FED \$589,150 / LOCAL \$147,287
- DELETE FY 2020 (JIN 130203) - O'Neil Dr (Airport Rd to dead end): Cold mill and resurface. FED \$280,000 / LOCAL \$70,000
- ADD FY 2020 - King Rd (Mathews Rd to M-60): Resurface. FED \$504,000 / LOCAL \$196,000
- ADD FY 2020 - Preventative Maintenance (Various Roads): Preventative maintenance. FED \$460,000 / STATE \$110,859
- ADD FY 2021 - McCain Rd (Robinson Rd to Spring Arbor Rd) and Robinson Rd (Spring Arbor Rd to McCain Rd): Reconstruct. FED \$604,000 / LOCAL \$151,000
- ADD FY 2022 - South St (Jackson City limits to M-50): Resurface. FED \$514,400 / LOCAL \$128,600
- ADD FY 2021 - Preventative Maintenance (Various Roads): Preventative maintenance. FED \$995,000 / STATE \$135,859

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STATE OF MICHIGAN )  
County of Jackson

JAN 18 2018

ss Naam Sultop

Being duly sworn deposes and say he/she is Principal Clerk of



## JACKSON CITIZEN PATRIOT DAILY EDITION

a newspaper published and circulated in the County of Jackson and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(day(s))

January 13 A.D. 20 19

Sworn to and subscribed before me this 14<sup>th</sup> day of January 2019

Janice M. Degraaf  
JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF Kent

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Wednesday, January 16, 2019 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, January 17, 2019 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Approve Minutes
4. Agency Project Status Reports
5. Approval of MDOT Amendments to the JACTS FY 2017-2020 Transportation Improvement Program (TIP)
  - ADD FY 2019 (JN 127537) - M-60 (EB and WB over I-94): bridge replacement (Utility Phase). FED \$225,000 / STATE \$25,000
  - COST FY 2020 (JN 127537) - M-60 (EB and WB over I-94): bridge replacement (CON Phase). FED \$9,055,800 / STATE \$1,006,200
  - SCOPE CHANGE FY 2020 (JN 202571) - M-50 (M-99 and M-52 & M-124 btw M-50 and US-12): non-freeway signing upgrade (CON Phase). FED \$613,107 / STATE \$-0-
6. Approval of the Resolution Supporting MDOT's Safety Performance Target Measures for 2019
7. JACTS FY 2020-2023 TIP Update
8. Joint City / County Non-Motorized Plan Update
9. West Avenue / I-94 Interchange Alternate Design Options Update
10. Other Business
11. Public Comment
12. Adjournment

The public is invited to attend these meetings and comment on agenda items or other transportation-related concerns. Agenda packets are available for review at the Region 2 Planning Commission offices, 120 W. Michigan Avenue - 9th Floor, Jackson, MI 49201 or can be downloaded at [www.region2planning.com](http://www.region2planning.com)

This notice satisfies the Jackson Area Transportation Authority's public participation requirements for the Program of Projects that recipients of FTA Section 5307 funds must meet.

Mr. Steven Duke, Executive Director  
Region 2 Planning Commission  
120 W. Michigan Ave. - 9th Fl  
Jackson, MI 49201  
[sduke@co.jackson.mi.us](mailto:sduke@co.jackson.mi.us)  
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STATE OF MICHIGAN )  
County of Jackson

ss Naun Suttrop

NOV 16 2018

Being duly sworn deposes and say he/she is Principal Clerk of



**JACKSON CITIZEN PATRIOT**  
**DAILY EDITION**

a newspaper published and circulated in the County of Jackson and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(day(s)) \_\_\_\_\_

November 11 A.D. 20 18

Sworn to and subscribed before me this 12<sup>th</sup> day of November 20 18

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Wednesday, November 14, 2018 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, November 15, 2018 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Approve Minutes
4. Agency Project Status Reports
5. Approval of MDOT Amendments to the JACTS FY 2017-2020 Transportation Improvement Program (TIP)
  - SCOPE CHANGE FY 2019 (JN 203028) - I-94 EB: application of longitudinal pavement markings (PE). FED \$270 / STATE \$30. (Change in project length)
  - SCOPE CHANGE FY 2020 (JN 202119) - M-106: non-freeway signing upgrade (CON). FED \$276,000 (Change in project length)
  - ADD FY 2019 (JN 204793) - I-94 EB: install ITS devices along I-94 (PE). FED \$355,394 / STATE \$88,848
  - SCOPE CHANGE FY 2019 (JN 203028) - I-94 EB: application of longitudinal pavement markings (CON). FED \$346,622 / STATE \$38,514 (Change in project length)
  - ADD FY 2020 (JN 204793) - I-94 EB: install ITS devices along I-94 (CON). FED \$1,709,176 / STATE \$427,295
  - SCOPE CHANGE FY 2019 (JN 203029) - I-94 EB: application of special pavement markings (CON). FED \$1,125 / STATE \$125 (Change in project length)
  - SCOPE CHANGE FY 2019 (JN 203515) - I-94 EB: pavement marking retro reflectivity readings and condition assessment (CON). FED \$1,854 / STATE \$206 (Change in project length)
  - SCOPE CHANGE FY 2019 (JN 203029) - I-94 EB: application of special pavement markings (PE). FED \$90 / STATE \$10 (Change in project length)
6. JACTS FY 2020-2023 TIP Project Development
7. Jackson County Rural Task Force Meeting/Call for FY 2020-2023 RTF Projects
8. Joint City/County Non-Motorized Plan
9. Other Business
10. Public Comment
11. Adjournment

The public is invited to attend these meetings and comment on agenda items or other transportation-related

JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF Kent

Concerning agenda items are available for review at the Region 2 Planning Commission offices, 120 W. Michigan Avenue - 9th Floor, Jackson, MI 49201 or can be downloaded at [www.region2planning.com](http://www.region2planning.com)

This notice satisfies the Jackson Area Transportation Authority's public participation requirements for the Program of Projects that recipients of FTA Section 5307 funds must meet.

Mr. Steven Duke, Executive Director  
Region 2 Planning Commission  
120 W. Michigan Ave. - 9th Fl  
Jackson, MI 49201  
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Phone 517.768.6706  
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STATE OF MICHIGAN )  
County of Jackson

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*Deane Suttors*

OCT 15 2018

Being duly sworn deposes and say he/she is Principal Clerk of



## JACKSON CITIZEN PATRIOT DAILY EDITION

a newspaper published and circulated in the County of Jackson and otherwise qualified according to Supreme Court Rule; and that the annexed notice, taken from said paper, has been duly published in said paper on the following day(days)

*October 7* A.D. 20 *18*

Sworn to and subscribed before me this *8th* day of *October* 20 *18*

*Janice M. DeGraaf*  
JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF *Kent*

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Tuesday, October 9, 2018 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, October 11, 2018 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Approve Minutes
4. Agency Project Status Reports
5. Approval of Amendments and Administrative Modifications to the JACTS FY 2017-2020 Transportation Improvement Program (TIP)
  - DELETE FY 2020 - JATA - Purchase two (2) small buses (JN 129636). FED \$100,000 / LOCAL \$25,000. Duplicate project number / project completed in FY 2018.
  - DELETE FY 2020 - JATA - Purchase two (2) small buses (JN 130528). FEDERAL \$90,000 / STATE \$22,500 / LOCAL \$12,500.
6. JobNet Update
7. JACTS FY 2020-2023 TIP Project Development
8. Adoption of Performance Measures Resolutions
9. Joint City/County Non-motorized Plan
10. Other Business
11. Public Comment
12. Adjournment

The public is invited to attend these meetings and comment on agenda items or other transportation-related concerns. Agenda packets are available for review at the Region 2 Planning Commission offices, 120 W. Michigan Avenue - 9th Floor, Jackson, MI 49201 or can be downloaded at [www.region2planning.com](http://www.region2planning.com)

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STATE OF MICHIGAN )  
County of Jackson

ss Shirley Sutton

Being duly sworn deposes and say he/she is Principal Clerk of



## JACKSON CITIZEN PATRIOT

### DAILY EDITION

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July 8 A.D. 20 18

Sworn to and subscribed before me this 9<sup>th</sup> day of July 2018

Janice M. Degraaf  
JANICE M. DEGRAAF  
NOTARY PUBLIC, STATE OF MI  
COUNTY OF KENT  
MY COMMISSION EXPIRES Oct 3, 2020  
ACTING IN COUNTY OF Kent

The JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS) Technical Advisory Committee meeting will be held at 9:30 a.m. on Tuesday, July 10, 2018 at the Jackson City Hall, 161 W. Michigan Avenue - 10th Floor, Jackson, MI and the Policy Committee meeting will be held at 8:00 a.m. on Thursday, July 12, 2018 at the Jackson County Tower Bldg., 120 W. Michigan Avenue - 5th Floor, Jackson, MI. The agenda for both meetings is as follows:

1. Call to Order
2. Public Comment
3. Approve Minutes
4. Agency Project Status Reports
5. Approval of Amendments and Administrative Modifications to the JACTS FY 2017-2020 Transportation Improvement Program (TIP)
  - MOVE FROM FY 2018 TO FY 2019 - Village of Brooklyn - S. King/Tiffany/Cement City (Chicago St to village limits): reconstruct. STATE \$176,000 / VILLAGE \$44,000
  - ADD JATA - Vehicle Replacement - purchase new replacement van with a handicap lift. FED \$46,761 / STATE \$11,690
  - ADD FY 2018 JATA - Transit Facility - purchase automated security gates and cameras. FEDERAL \$12,762 / STATE \$3,190
  - COST FY 2018 JATA - Transit Facility: administrative office rehabilitation and upgrade. FEDERAL \$151,000 / STATE \$38,000
  - COST ADM MOD FY2018 JATA - Transit Operations - modify transit operating funds. FEDERAL \$1,712,000 / STATE \$1,712,000 / LOCAL \$1,628,000
  - ADD FY 2018 MDOT - I-94 (EB I-94 Grass Lake Weigh Station): install additional parking. FEDERAL \$3,274 / STATE \$726
6. FY 2020-2023 TIP Development Schedule
7. Transportation Performance Monitoring for Pavement Condition, Bridge Condition, and System Reliability
8. Joint City/County Non-motorized Plan
9. TIP Amendment or Administrative Modification - Regionally Significant Projects Definition
10. Other Business
11. Public Comment
12. Adjournment

The public is invited to attend these meetings and comment on agenda items or other transportation-related concerns. Agenda packets are available for review at the Region 2 Planning Commission offices, 120 W. Michigan Avenue, 9th Floor, Jackson, MI 49201 or can be downloaded at [www.region2planning.com](http://www.region2planning.com)

This notice satisfies the Jackson Area Transportation Authority's public participation requirements for the Program of Projects that recipients of FTA Section 5307 funds must meet.

Mr. Steven Duke, Executive Director  
Region 2 Planning Commission  
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[www.region2planning.com](http://www.region2planning.com)

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***JACTS***

**Appendix C**  
**Metropolitan Transportation Planning**  
**Process Certification**

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**METROPOLITAN TRANSPORTATION  
PLANNING PROCESS CERTIFICATION  
For the Region 2 Planning Commission**

In accordance with 23 CFR 450.334, the Michigan Department of Transportation and the Region 2 Planning Commission, the Metropolitan Planning Organization for the Jackson urbanized area, Michigan urbanized area, hereby certify, as part of the STIP submittal, that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- I. 23 U.S.C. 134, 49 U.S.C. 5303, and 23 CFR 450.334;
- II. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- III. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- IV. Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
- V. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- VI. The provisions of the Americans with Disabilities Act of 1990 (42 U.S. C. 12101 *et seq.*) and 49 CFR parts 27, 37, and 38;
- VII. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- VIII. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- IX. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

  
\_\_\_\_\_  
Ralph Tillotson, Chairperson  
Region 2 Planning Commission

  
\_\_\_\_\_  
Date

  
\_\_\_\_\_  
Michigan Department of Transportation  
Bureau of Transportation Planning

  
\_\_\_\_\_  
Date

***JACTS***

**Appendix D**  
**Resolution to Adopt FY 2020-2023**  
**Transportation Improvement Program**

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**REGION 2 PLANNING COMMISSION RESOLUTION TO ADOPT  
THE FISCAL YEAR 2020-2023 TRANSPORTATION IMPROVEMENT  
PROGRAM**

**WHEREAS**, the R2PC is the organization designated by the Governor as being responsible together with the state for carrying out the provision of 23 U.S.C 134 (Metropolitan Transportation Planning); and

**WHEREAS**, the R2PC is responsible for overseeing the metropolitan transportation planning process and making related decisions; and

**WHEREAS**, the metropolitan transportation planning process for the Jackson urbanized area has been certified according to the requirements of 23 CFR 450; and

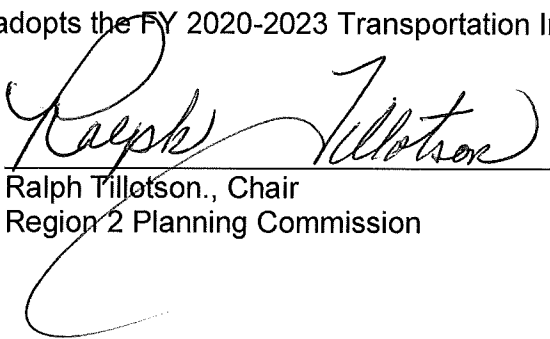
**WHEREAS**, the FY 2020-2023 TIP includes a financial plan that identifies sources of anticipated revenues and relies on projected federal funding levels to estimate future funding levels and thus is financially constrained; and

**WHEREAS**, the FY 2020-2023 TIP includes a year-by-year list of priority projects consistent with the JACTS 2045 Long Range Transportation Plan; and

**WHEREAS**, an analysis of the projects/programs in the FY 2020-2023 TIP was conducted in accordance with Executive Order 12898 relating to environmental justice and determined that this TIP's projects/program did not have disproportionately high and adverse human health or environmental effects on minority or low-income populations; and

**WHEREAS**, the FY 2020-2023 TIP was developed with the opportunity for public input and comment;

**NOW, THEREFORE, BE IT RESOLVED** that the Region 2 Planning Commission adopts the FY 2020-2023 Transportation Improvement Program.

  
\_\_\_\_\_  
Ralph Tillotson., Chair  
Region 2 Planning Commission

  
\_\_\_\_\_  
Date

**JACTS**

**Appendix E**  
**Final Approval of FY 2020-2023**  
**Transportation Improvement Program**

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U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Michigan Division**

September 26, 2019

315 W. Allegan Street, Room 201  
Lansing, MI 48933  
517-377-1844 (office)  
517-377-1804 (fax)  
Michigan.FHWA@dot.gov

In Reply Refer To:  
HDA-MI

Mr. Todd White  
Director  
Bureau of Transportation Planning (B340)  
Michigan Department of Transportation  
Lansing, Michigan

FY 2020-2023 Statewide Transportation Improvement Program (STIP) Approval and Federal  
Planning Finding

Dear Mr. White:

Thank you for the submittal of the FY 2020-2023 Statewide Transportation Improvement Program (STIP) for the State of Michigan, per your letter of August 15, 2019 (attached). FHWA and our partners at the Federal Transit Administration (FTA) have reviewed the development of the STIP and find it was done in accordance with Federal regulations (23 CFR 450.218). With this approval, the FY2020-2023 STIP will be the officially recognized STIP for Michigan, incorporating each MPO FY2020-2023 TIP by reference.

Also attached is the Federal Planning Finding. The finding is a formal action taken by the FHWA and FTA, with the approval of the STIP, to ensure that the STIP and TIPs are developed according to Statewide and metropolitan transportation planning processes.

If you have any questions, please contact Andy Pickard of FHWA staff at [andy.pickard@dot.gov](mailto:andy.pickard@dot.gov) or Susan Weber of FTA staff at [susan.weber@dot.gov](mailto:susan.weber@dot.gov).

Sincerely,

Kelley Brookins  
Regional Administrator  
Federal Transit Administration

Sincerely,

Russell L. Jorgenson, P.E.  
Division Administrator  
Federal Highway Administration

MGL

Enclosure(s)

By e-mail

cc: Eric Mullen, MDOT  
Denise Jones, MDOT  
Susan Weber, FTA  
Angelique Salgado, FTA  
Aaron Dawson, FHWA  
Andrea Dewey, FHWA  
Andy Pickard, FHWA  
Mark Lewis, FHWA  
Mark Dionise, FHWA  
Mike Ivey, FHWA  
Russell Jorgenson, FHWA  
Theodore Burch, FHWA

File Directory: O:\FHWA Records\TRAP Transportation Planning\

File Name: FY2020-2023 STIP approval-AP-SEP262019.docx



GRETCHEN WHITMER  
GOVERNOR

STATE OF MICHIGAN  
DEPARTMENT OF TRANSPORTATION  
LANSING

PAUL C. AJEGBA  
DIRECTOR

August 15, 2019

Mr. Russell L. Jorgenson, Division Administrator  
Federal Highway Administration  
Michigan Division  
315 West Allegan Street, Room 201  
Lansing, Michigan 48933

Dear Mr. Jorgenson:

Provided for your review are the Fiscal Year (FY) 2020-2023 Transportation Improvement Programs (TIPs) for all of the Metropolitan Planning Organization (MPO) areas in Michigan, as well as the FY 2020-2023 State Transportation Improvement Program (STIP). For your convenience, the programs have been sent via File Transfer Service. Please let us know if you have any issues accessing the files.

The TIP describes all federally funded, and some non-federally funded, projects proposed for FY 2020-2023, and also documents all requirements of the Fixing America's Surface Transportation (FAST) Act.

The Michigan Department of Transportation (MDOT) representatives on the MPO technical and policy committees have ensured that the development of the MPO TIPs met all state and federal requirements. The MPO TIPs include costs and revenues for the program period and are consistent with the funds expected to be available for all of the MPOs. Projects are in alignment with the area's Metropolitan Transportation Plans, which are FAST Act compliant.

The Governor of the State of Michigan has designated MDOT to act on her behalf in the review of urbanized area TIPs. Pursuant to this authority, this department has reviewed the FY 2020-2023 STIP/TIPs and finds that the programs and projects contained therein are consistent with the goals and objectives of the state and do not conflict with other state programs.

MDOT requests your concurrence that the process used to develop the FY 2020-2023 STIP/TIPs is consistent with the Metropolitan Transportation Plan and the STIP/TIP development process requirements of Title 23, Code of Federal Regulations, Part 450.

If you have any questions, please contact either me or Eric Mullen, Manager, Statewide Planning Section, at 517-241-2251 or [MullenE@michigan.gov](mailto:MullenE@michigan.gov).

Sincerely,

Todd White, Director  
Bureau of Transportation Planning

Enclosure(s)

cc: Eric Mullen

## **FEDERAL PLANNING FINDING FOR MICHIGAN**

**September 26, 2019**

### **Submitted to the Michigan Department of Transportation by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA)**

The Federal Planning Finding is a formal action taken by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), in conjunction with the approval of a Statewide Transportation Improvement Program (STIP), to ensure STIPs and Metropolitan Planning Organization (MPO) TIPs are developed according to statewide and metropolitan transportation planning processes. These processes are defined in 23 U.S.C. 134-135, and 49 U.S.C. 5303-5304 and ensure each metropolitan TIP is based on a continuing, cooperative, and comprehensive planning process.

Based on the Michigan Department of Transportation (MDOT) and MPOs' self-certifications of their statewide and metropolitan transportation planning processes, review of self-certifications, Federal certification of Transportation Management Areas (TMAs) within Michigan, and our involvement in the Statewide and MPO transportation planning processes, we hereby find the STIP is based on a transportation planning process that substantially meets the requirements of 23 U.S.C. Sections 134-135 and 49 U.S.C. Sections 5303-5304.

FHWA and FTA jointly reviewed several statewide planning topics and this report documents our findings. Findings of the planning process include:

- **Corrective Actions** – Items that do not meet statutory and regulatory requirements.
- **Commendations** – a planning activity that demonstrates innovative, highly effective, well-thought out procedures for implementing the planning requirements or represents a national model for implementation and can be cited as an example for others.
- **Recommendations** – Items that meet the statutory and regulatory requirements, but may represent opportunities to improve the transportation planning processes.

Your partners at the FTA and FHWA look forward to working with MDOT, the MPOs, rural planning agencies, and transit partners in improving the transportation planning process in Michigan.

### **CORRECTIVE ACTIONS**

#### **Total Project Cost**

Total Project Cost is not included in the FY2020-2023 STIP/TIP information. It is among the required elements of STIPs and TIPs per 23 CFR 450.218(i)(2) and 23 CFR 450.326(g)(2). Cost information currently included in the STIP and TIPs is cost by phase (eg, ROW, PE, or construction), as opposed to the summation of costs across all phases over time to deliver the project.

#### **Recommended Action**

***Total Project Cost information is included in the FY20-23 STIP/TIPs by September 30, 2020.***

MDOT will work with FHWA/FTA, MPOs and rural planning partners to develop processes for incorporating the cost information into the STIP/TIPs. FHWA will assist by providing examples of how other states and MPOs are incorporating Total Project Cost into their STIPs and TIPs.

## **COMMENDATIONS**

FHWA and FTA would like to commend the Michigan DOT on several items.

**JobNet implementation.** JobNet was designated as the program for managing STIP and TIPs in July 2018. The team behind its development and the planning staff assisting all the end users are to be commended on this milestone product for more efficiently managing project information.

**Transportation Performance Management (TPM) coordination.** Performance measures took on new prominence with MAP-21 and the FAST Act. MDOT took on this new challenge by restructuring staff with designated performance measure points of contact and frequently engaging with their MPO partners.

**Air quality conformity.** Several areas in Michigan found themselves in the position of having to demonstrate conformity in the past year, when they hadn't had to do so in several years. This was a result of 2015 ozone designations and a court case related to the 1997 ozone standard. MDOT and MPO staffs worked cooperatively to complete the required conformity analyses in a timely manner

**TIP process improvement.** In the fall of 2017, MDOT's Performance Excellence Division (PED) facilitated a review and redesign of the STIP/TIP amendment process, with the resulting process requiring less time. The process review spurred conversation among partners regarding other TIP-related improvements; these additional collaborations may not have occurred without the review.

**Travel demand model development with MACOG.** MDOT staff lead the development of a travel demand forecasting model for a combined geography of southwest Michigan and the South Bend, Indiana MPO (Michiana Area Council of Governments, or MACOG). This coordination effort across multiple states is not only a commendable technical achievement but also for the cooperation required among the regions to accomplish the task.

## **RECOMMENDATIONS**

### **Planning funds management guide**

Management of Federal funds for metropolitan transportation planning (FHWA PL funds, FTA 5303) is a core function for state administration of the planning process. Michigan currently does not have their management of planning funds procedures documented. Creating a document of procedures is critical to ensure Federal aid requirements are followed, transparency is maintained, the processes are easily understood, and to minimize risks due to staffing changes.

### **Expired job cleanup**

MDOT coordinates with MPOs and rural planning agencies to communicate what jobs remain in the JobNet system but are not programmed in the FY20-23 STIP/TIPs. Jobs which are not actively being pursued should be removed from the system.

### **JobNet archiving**

An archive of what projects are contained in the STIP/TIPs should be maintained outside of the JobNet system at regularly scheduled intervals. This would be an additional benefit of having the web-based STIP management system in place.

### **STIP mapping**

Federal planning regulations require the opportunity for public input on projects in the STIP/TIPs (23 CFR 450.210) and encourage the use of visualization (23 CFR 450.210(a)(1)(v)). GIS mapping is one means of meeting these requirements. MDOT should continue to find ways to use the web-based STIP system (JobNet)



to make the information in the STIP and TIPs as easily accessible as possible to the public in a mapping environment.

#### **Flexing of Funds between FHWA and FTA**

The flexing of funds between FHWA and FTA can be improved upon in terms of documentation and efficiency. FTA/FHWA will work with MDOT's Office of Public Transit, Planning and Finance Departments to determine a holistic and realistic flex-fund process. This includes the grouping of requests but keeping funding sources separate.

#### **Call for Projects between MDOT and MPOs**

MDOT and MPOs in Michigan can better coordinate on their selection of projects. Currently, each MPO and MDOT independently have their own project selection processes and factors for evaluating projects. Improved participation across these processes would make for better coordination and transparency of the transportation planning process in Michigan.

#### **Longer-term planning**

MDOT and MPOs are encouraged to program projects for the full horizon of at least 20 years for the MPO's metropolitan transportation plans (MTPs). Although Michigan may not have many capacity expansion projects, other projects such as operations and significant reconstruction projects would be planned for many years in advance and would lend themselves for inclusion in MTPs.

#### **Coordination with environmental document development**

Information collected and developed during the planning process could be more readily available and coordinated at the time of project development, in particular during the environmental phase. Examples of information from the regional planning process which could be useful to project development include public involvement comments, cost information, environmental justice analyses, coordination with resource agencies, and project mapping. This information could be used to support planning and environmental linkage (PEL) studies.

#### **Multimodal planning in rural programs**

It is recommended that MDOT continue to encourage the 3-C process (continuing, cooperative, and comprehensive) in the Rural Task Force program. Full cooperation between road and public transit agencies is essential to ensure that all residents receive the benefits of transportation investment. MDOT should provide training and resources for rural agencies to foster a comprehensive approach to rural transportation planning.

#### **General Program Account (GPA) amendments**

Options for incorporating General Program Account (GPA) amendments into STIP/TIP amendment packages within JobNet should be reviewed. GPA information is currently managed in a very separate manner within JobNet and could be better integrated into amendment packages.