

Region 2 Planning Commission

Serving Hillsdale, Jackson and Lenawee Counties

Region 2 Planning Commission Call-In Meeting Notice

Due to the ongoing COVID-19 pandemic and keeping everyone's safety a priority, the Region 2 Planning Commission (R2PC) will be holding the February 11, 2021 **Full Commission** meeting via **conference call**. Please follow the instructions below to participate in the conference call which will take place at **2:00 p.m. on Thursday, February 11, 2021**:

WHAT: Region 2 Planning Commission Full Commission

WHEN: Thursday, February 11, 2021 at 2:00 p.m.

CONFERENCE PHONE NUMBER: 1-701-802-5271

ACCESS CODE: 638318 #

INSTRUCTIONS:

- * Dial the conference phone number listed above, a few minutes prior to 2:00 p.m.
- * Input the Access Code listed above, followed by # symbol.
- * Mute your phone. During the meeting, un-mute when you wish to speak.
- * Simply wait for the meeting to start. You will hear music while waiting for the meeting to start.

Please do not hesitate to contact Steve at (517) 768-6706 or Jill at (517) 768-6701 at any time with questions. We understand how difficult times are right now and will do our best to help make this as easy as possible.

AGENDA

REGION 2 PLANNING COMMISSION

Full Commission

FOR FURTHER INFORMATION, CONTACT:

**Steven Duke, Executive Director
(517) 768-6706**

DATE: Thursday, February 11, 2021

TIME: 2:00 P.M.

WHERE:

**** TELECONFERENCE ****
(Please see instructions on cover of
agenda packet)

Comments will be solicited on each item following discussion and prior to any final action.

PAGE

1. Call to Order
2. Approval of the February 11, 2021 Agenda – **ACTION**
3. Public Comment
4. Approval of the Full Commission Meeting Minutes for January 14, 2021 (see enclosure) – **ACTION** 3
5. Receipt of Treasurer's Report of January 31, 2021 (see enclosure) – **ACTION** 6
6. Approval of February 11, 2021 Submitted Bills (see enclosure) – **ACTION** 10
7. Staff Progress Report for January, 2021 (see enclosure) – **DISCUSSION** 11
8. Report of Nominating Committee -- Election of 2021 R2PC Executive Committee and R2PC Officers (to be presented) – **ACTION**
9. Jackson County Economic Development Update, Alex Masten, VP, The Enterprise Group – **DISCUSSION**
10. Approval of Amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP) (see enclosures) – **ACTION** 16
 - Jackson County Department of Transportation
 - Michigan Department of Transportation
11. US-127 and US-223 Rehabilitation Project (Lenawee County), Jason Pittman, MDOT (see enclosure) – **PRESENTATION** 18
12. Approval of the Resolution Supporting the MDOT State Targets for Bridge Conditions (see enclosure) – **ACTION** 36
13. JACTS FY 2020 Obligated List of Federally-Funded Projects (see enclosure) – **DISCUSSION** 52
14. Other Business
 - New Commissioner Orientation
15. Public Comment / Commissioners' Comments
16. Adjournment

Region 2 Planning Commission

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

Region 2 Planning Commission

Serving Hillsdale, Jackson and Lenawee Counties

MEETING MINUTES

Region 2 Planning Commission - Full Commission

**** TELECONFERENCE MEETING ****

Thursday, January 14, 2021

I. Call to Order – Chair Terry called the meeting to order at 2:01p.m. A quorum was present.

Attendance:

Acker	✓ Drake	✓ Jancek (E)	Shaw
Adams	Driskill (E)	Jenkins	✓ Shotwell
✓ Bair	✓ Duckham (E)	Jennings	✓ Sigers (E)
Baker	✓ Elwell	Karnaz	Snow
Bales	Frazier	Kastel	Southworth
Barnhart	✓ Gaede (E)	Keller	Spencer
Beach	Gallagher, D.	Koehn	Sutherland
Beckner	Gallagher, F.	Kubish (E)	✓ Swartzlander
Beeker (E)	Gentner	Lammers	Teriaco
Blythe	Goetz	Lance	✓ Terry (E)
Boggs	Gould, J.	Linnabary	✓ Tillotson (E)
Bolton	✓ Gould, L. (E)	McClary	Votzke
Burruss	Grabert (E)	Navarro	Wagner
Bush	✓ Greene	Nickel	Wardius
Camacho	Greenleaf	O'Dowd	Webb
Chamberlain	Griffin	✓ Overton (E)	Wiley
Collins	✓ Guetschow (E)	Pixley	✓ Williams
Cornish	Hartsel	✓ Poleski	Wilson
Cousino	Hawkins	Richardson, C.	Winter
Cure	✓ Hawley	Ries	✓ Witt
David	Heath	Root	✓ Wittenbach (E)
DeBoe	✓ Herlein	Schlecte	
Dillon	Horwath	Sessions	

Key: ✓ = present (E) = Executive Committee member

Staff Present: Grant Bauman, Tanya DeOliveira, Steve Duke, Jacob Hurt, Jill Liogghio

Others Present: Christopher Bolt, JCDOT; Angie Kline, JCDOT; Shane LaPorte, City of Jackson; Kelby Wallace, MDOT

II. Pledge of Allegiance – Those in attendance joined in the Pledge of Allegiance.

- III. **Approval of the January 14, 2021 Agenda** – The motion was made by Comm. Duckham, supported by Comm. Bair, to approve the January 14, 2021 agenda as presented. The motion carried unanimously.
- IV. **Public Comment** – Chair Terry requested public comment. No comments were received.
- V. **Approval of the Full Commission Minutes for November 12, 2020** – The motion was made by Comm. Williams, supported by Comm. Bair, to approve the November 12, 2020 Full Commission meeting minutes as submitted. The motion carried unanimously.
- VI. **Approval of Action Taken at the December 10, 2020 Executive Committee Meeting** – The motion was made by Comm. Bair, supported by Comm. Guetschow, to approve the minutes of the December 10, 2020 Executive Committee meeting as submitted. The motion carried unanimously.
- VII. **Receipt of Treasurer’s Report of December 31, 2020** – A motion was made by Comm. Jancek, and supported by Comm. Shotwell, to receive the December 31, 2020 Treasurer’s Report as presented. The motion carried unanimously.
- VIII. **Approval of January 14, 2021 Submitted Bills** – A motion was made by Comm. Bair, supported by Comm. Elwell, to approve payment of the January 14, 2021 submitted bills. The motion carried unanimously.
- IX. **Staff Progress Report for December, 2020** – Mr. Duke explained the staff report was included in the agenda packet for Commissioner review. He reported that staff is continuing to do a combination of working in the office and remotng from home. No comments were received.
- X. **Election of the R2PC Representative to the JACTS Policy Committee** - Mr. Duke explained that Comm. Welsh had been the R2PC representative on the JACTS Policy Committee prior to his retirement from the Commission in December, 2020.

A motion was made by Comm. Overton, supported by Comm. Shotwell, to appoint Comm. Guetschow as the R2PC representative on the JACTS Policy Committee. The motion carried unanimously.

- XI. **Approval of Amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP)** – Chair Kline reported that JCDOT was requesting the following amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP):

FY	JN	Project Name	Limits	Project Description	Funding	Action
2021	207171	McCain Rd and Robinson Rd	Robinson Rd to Spring Arbor Rd and Spring Arbor Rd to McCain Rd	Resurface	\$12,037 HIP \$591,963 STP \$151,000 JCDOT \$755,000 Total	Change

Mr. Wallace reported that MDOT was requesting the following amendments to the JACTS FY 2020-2023 Transportation Improvement Program (TIP):

FY	Job number	Phase	Name	Limits	Length	Description	Funds & Source	Amendment Type
2021	211675	PE	I-94 BL	I-94 BL, US-127, M-50 over Grand River	0	Bridge Replacement	Fed (NH) \$102,666 State \$20,774 Total \$125,432	Phase Add
2021	211675	PES	I-94 BL	I-94 BL, US-127, M-50 over Grand River	0	Bridge Replacement	Fed (NH) \$650,676 State \$131,661 Total \$794,962	Phase Add
2023	211797	PE	Region-wide	Countywide in Jackson County	0	Install delineation, pavement markings and signs for wrong way treatment	Fed (HSIP) \$9,450 State \$1,050 Total \$50,000	Phase Add

The motion was made by Comm. Elwell, and supported by Comm. Jancek, to approve the JCDOT and MDOT amendments to the JACTS FY 2020-2023 TIP as presented. The motion carried unanimously.

XII. Climate Change – Mr. Bauman reviewed major U.S. climate trends predicted by EGLE to more likely impact southcentral lower Michigan. Those trends include heavier downpours, floods, cold waves and winter storms, and rising temperatures.

XIII. Other Business

Per the Michigan Planning Enabling Act, the following notice of intent was received by the R2PC:

- Deerfield Township announced their intent to update their Master Plan.

Mr. Duke explained that the election of the 2021 R2PC Executive Committee and officers will be on the February 11th Full Commission meeting agenda.

No other business was brought before the Commission.

XIV. Public / Commissioners' Comments – No additional public or Commissioner comments were received.

XV. Adjournment – There being no further business, Chair Terry adjourned the meeting at 2:27 PM.

Chris Wittenbach
Secretary

REGION 2 PLANNING COMMISSION
Treasurer's Report - Monthly Summary
as of January 31, 2021

Checking Account Balance ending December 31, 2020		\$ 485,599.05
Deposit Summary:		
December 2020 EFT Deposits		\$ 150,692.47
December 2020 Bank Deposits		8,008.39
December 2020 Adjustments		(3,308.12)
Total Deposits plus Bank Balance		<u>\$ 640,991.79</u>
Expenses:		
Submitted Expenses - December 2020 **	\$ (19,988.37)	
Interim Expenses	(10,421.13)	
Payroll/Related Expenses	(42,982.55)	
Subtotal of Expenses	<u>\$ (73,392.05)</u>	\$ (73,392.05)
Balance Checking Account ending January 31, 2021		<u>\$ 567,599.74</u>
Balance CD Investments ending January 31, 2021		<u>\$ 105,931.81</u>
Total Cash on Hand		<u><u>\$ 673,531.55</u></u>

**Note that this amount can include cleared checks from prior months' submitted bills.

REGION 2 PLANNING COMMISSION
Deposits and Adjustments to Cash
as of January 31, 2021

1/31/2021	EFT Deposits:	
	Lenawee County FY21 quarterly membership dues	\$ 6,976.75
	MDOT - Asset Management - Planning Services Thru September 30	\$ 999.00
	MDOT - Regional Trans Planning - Planning Service Thru September 30	\$ 25,807.00
	MDOT - FHWA - Planning Services Thru September 30	\$ 60,053.34
	EDA - Partnership Grant - Planning Services Thru December 31	\$ 56,856.38
	Subtotal - EFT Deposits	\$ 150,692.47
1/31/2021	Check Deposits:	
	FY 2021 Membership Dues	1,191.51
	Rollin Township - Planning Services Thru September 30	1,451.18
	Macon Township - Planning Services Thru September 30	933.96
	Leoni Township DDA - Administrative Services Thru September 30	4,431.74
	Subtotal - Check Deposits	\$ 8,008.39
1/31/2021	Adjustments to cash:	
	Bank fees - January	\$ (140.08)
	Paycor Fees - January	(237.18)
	Credit Card charges - USPC - Postage	(105.00)
	Credit Card charges - Direct Office Buys - Supplies	(211.67)
	Credit Card charges - Doll N Burgers - Meals	(31.19)
	Credit Card charges - Walton Insurance Group	(2,583.00)
	Subtotal - Adjustments to Cash	\$ (3,308.12)
	Total Net Deposits	\$ 155,392.74

REGION 2 PLANNING COMMISSION
INTERIM BILLING and PAYROLL EXPENSES
as of January 31, 2021

Interim Billing for January, 2021

<u>Vendor</u>	<u>Description</u>	<u>Amount</u>	<u>Check #</u>
<i>Allegra</i>	R2PC Packet	\$ 156.00	14870
<i>Hillsdale Daily News</i>	RTF Advertising	\$ 100.15	14878
<i>Jackson County</i>	Phone/Wages/Jan. 2021 IT Services	\$ 9,639.16	14876
<i>Printer Source Plus</i>	HP Printer Maintenance	\$ 259.99	14883
<i>SBAM Plan</i>	Employee Life Insurance	\$ 109.83	14887
<i>The Exponent</i>	RTF Advertising	\$ 156.00	14886
Total Interim Billing for January, 2021		\$ 10,421.13	

Payroll & Travel Related Expenses:

<i>Paid January 8, 2021</i>	<i>by Direct Deposit/EFT</i>	
Paycor	Payroll Disbursement	\$ 14,455.33
		\$ 14,000.00
	Total	\$ 28,455.33
<i>Paid January 22, 2021</i>	<i>by Direct Deposit/EFT</i>	
Paycor	Payroll Disbursement	\$ 14,527.22
	Total	\$ 14,527.22

Total Payroll Expenses for January, 2021	\$ 42,982.55
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**Region 2 Planning Commission
Outstanding Accounts Receivable
as of January 31, 2021**

Municipality/Source	Date	Inv. No.	Amount
EDA - CARES Grant - Planning Services Thru September 30	12/31/2020	-	23,564.77
Somerset Township - Planning Services Thru September 30	12/31/2020	9004	13,819.64
Spring Arbor Township - Planning Services Thru September 30	12/31/2020	9005	4,420.13
Raisin Township - Planning Services Thru September 30	12/31/2020	9008	6,517.49
		-	

FY 2021 Balance as of January 31, 2021

\$ 48,322.03

REGION 2 PLANNING COMMISSION
Submitted Bills
February, 2021

Vendor	Description	Amount Due
American Planning Assoc.	Membership for GB	\$ 383.00
Blackman-Leoni Public Saf.	OHSP Impaired Driving FY 2021 - Dec. 2020	\$ 1,792.52
Blue Cross/Blue Shield	Employee Health Ins. (March 2021)	\$ 4,938.98
Blue Cross/Blue Shield	Supplement F (March 2021)	\$ 195.71
Blue Cross/Blue Shield	Prescription Coverage (March 2021)	\$ 109.30
Charter Township of Ypsilanti	RPI - Final Payment	\$ 12,602.00
County of Jackson	Rent Expense for February 2021	\$ 3,138.81
County of Jackson	Postage - Jan. 2021	\$ 29.53
County of Jackson	Phone & Accounting Services - Dec.-Jan.	\$ 3,917.05
ICMA Retirement Trust	ICMA 401 Contribution	\$ 2,478.57
Jackson Citizen Patriot	JACTS Advertising	\$ 257.00
Jackson County Sheriff Dept.	OHSP Impaired Driving FY 2021 - Dec. 2020	\$ 1,392.25
Jackson Police Department	OHSP Impaired Driving FY 2021 - Dec. 2020	\$ 2,769.77
The Water Store	Supplies Jan. 2021	\$ 35.90
Vantage Point Transfer Agents	ICMA RHS Contribution	\$ 291.53
Total Submitted Billing - February, 2021		\$ 34,331.92

Region 2 Planning Commission

Serving Hillsdale, Jackson and Lenawee Counties

Staff Progress Report *January, 2021*

Area-Wide Regional Planning Activities

Economic Development Activities

- **Economic Development Administration (EDA).** Staff was involved in the following activities on behalf of the R2PC Economic Development District (EDD):
 - Noncompetitive EDD (Economic Development District) CARES (Coronavirus Aid, Relief, and Economic Security) Act supplemental grant award to address the economic consequences of the COVID-19 Pandemic. The \$351,183 award will fund the launching of an easy-to-use website that will serve as a resource for local businesses, the hiring of a disaster recovery coordinator, and the implementation of other CEDS goals.
 - Conducted a conference call with Michigan Manufacturing Technology Center (MMTC) to assess development progress of the CARES Act website platform.
 - Participated in the Michigan Department of Treasury / Michigan Municipal League “COVID-19 Updates and Resources for Local Governments” webinar on January 19.
 - Received EDA approval on January 11 of R2PC EDD’s application for \$70,000 in EDA funds for FY 2021 Partnership Planning Assistance, which will be used to write the 2021-2025 edition of the Region 2 Economic Development District Comprehensive Economic Development Strategy (CEDS).
 - Participated in the EDA’s Economic Development District (EDD) quarterly conference call on January 27.
- **Downtown Development Authorities (DDAs).** Staff attended the monthly meetings of the City of Jackson and Leoni Downtown Development Authorities.
 - Received approval from the Leoni Township Downtown Development Authority for R2PC to develop a Downtown Master Plan for the DDA at their January 6 meeting.

R2PC Activities

- **R2PC Website.** Staff continued updating www.region2planning.com.

[January, 2021 Staff Progress Report]

Regional Transportation Planning Hillsdale, Jackson, and Lenawee Counties

Program Management

- **Rural Task Force.** Staff submitted the Rural Task Force monthly progress report to MDOT and participated in the monthly conference call.
- **Rural Task Force.** The Full Region 2 Rural Task Force meeting was held on Wednesday, January 6, 2021, where FY 2021, 2022, and 2023 road and transit jobs were reviewed, discussed, and amended as necessary. The meeting was well attended. Each county had job changes, and the proper updates are being addressed.
- Staff has signed up to attend the February 2021 PASER Training Webinar Series.

Metropolitan Area Transportation Planning Jackson Area Comprehensive Transportation Study

Program Management

- Staff completed the 2020 Obligated Projects report, and posted to the Region 2 Planning Commission website.
- Staff attended the monthly Michigan Transportation Planning Association meeting.
- Staff completed the MDOT quarterly invoices and project narratives for asset management, rural task force planning, regional planning, and JACTS activities.
- Staff attended the Local Transportation Advisory Council (LTAC) meeting.
- Staff conducted meetings of the JACTS Technical Advisory and Policy Committee meetings.

Technical Assistance

- Staff continues to provide administrative services for the Active Jackson Coalition. Staff attended the monthly meeting. As requested, staff is providing a 6-month long series on reviewing the recommendations of various community in the Jackson City + County Non-Motorized Plan. Plan recommendations for the Village of Brooklyn and the Village of Springport were reviewed and discussed in January.
- Staff continued providing assistance to the group discussing the possibility of a trail study for the Watkins Lake State Park/Brooklyn area. Local governments in the southeastern portion of the county and Jackson County have passed resolutions to financially support a feasibility study for the trail. The DNR has also contributed to the project. The Irish Hills Legacy Foundation is taking the lead on the project, and staff will continue to support the project as it moves along.

[January, 2021 Staff Progress Report]

- Staff continues to participate in conversations exploring potential trail connections from the Village of Concord/Falling Waters Trail into Calhoun County. Other meeting attendees include the Village of Concord, Concord Township, Jackson County Parks, Jackson County Department of Transportation, DNR, Calhoun County Parks, and others. Discussions are scheduled to continue through the first months of 2021.
- Staff is providing a review of Federal Highway Administration (FHWA), MDOT, and other agency guides. This provides JACTS members an opportunity to review and discuss current state and federal guidelines, information, research, and trends for the planning, design, construction, and installation of non-motorized facilities. This month, Incorporating On-Road Bicycle Networks into Resurfacing Projects FHWA guide was reviewed.
- Staff is discussing potential future non-motorized connections between Jackson County and Washtenaw County with the Washtenaw Area Transportation Study (WATS) staff.
- Staff attended the DNR Recreation Grants Workshop 2021 that provided an overview of grants available through the DNR, including those programs that would support trail development.
- Staff attended Smart Growth America Equity Summit, supported by the National Complete Streets Coalition, where the role of government in undoing the harm caused by the Interstate Highway System was explored.

Transportation Improvement Program (TIP)

- Several amendments were presented to the JACTS committees for the FY 2020-2023 TIP.
- Amendments were incorporated into FY 2020-2023 TIP, and posted to the Region 2 Planning Commission website.
- Staff monitored and updated JobNet as necessary.

Jackson Traffic Safety Program

- Staff processed Enforcement Reports from December-January Impaired Driving campaign and submitted to OHSP.

Local Planning Assistance

The requests of member units of government within Hillsdale, Jackson, and Lenawee Counties are listed below. These activities were prepared at cost to the individual units of government requesting the service (unless alternative funding was available).

Jackson County

Village of Brooklyn. Staff provided the following service(s):

- **Zoning Code.** Facilitated the January 6 Planning Commission discussion regarding proposed amendments to the Village Zoning Code, including sign regulations. Made requested changes to the

[January, 2021 Staff Progress Report]

proposed amendments and submitted them to the Village Manager in preparation for a February public hearing.

Greater Irish Intermunicipality Committee. Staff provided the following service(s):

- **Greater Irish Hills Recreation Plan.** Attended the January 15 meeting of the Irish Hills Intermunicipality Committee and answered questions regarding the proposed development of a multi-jurisdictional recreation plan (covering 10 townships and 4 villages in 3 counties). Updated the R2PC balances available to member communities to FY 2021 at the request of Committee members.

Hanover Township. Staff provided the following service(s):

- **Master Plan.** Prepared and presented the draft Community Description and Issue Identification chapter of the Master Plan (including the associated Demographics and Mapping appendices) to the Planning Commission on January 20; made various amendments to the proposed documents at the request of Commissioners. Also facilitated a discussion pertaining to the Community Survey to be distributed as part of the Master Plan process; made various changes to the survey and submitted it to the Planning Commission Chair.

Leoni Township. Staff provided the following service(s):

- **Recreation Plan.** Participated in a January 27 meeting of the Recreation Committee to discuss the development of the next edition of the Leoni Township Recreation Plan.

County of Jackson. Staff provided the following service(s):

- **Bi-Annual Report.** Presented the year-end report of activities/tasks performed by Region 2 staff on behalf of Jackson County during 2020 to the Public Safety and Transportation Committee of the Jackson County Board of Commissioners on January 11.
- **County Planning Commission (JCPC).** Facilitated the January 14 meeting (held remotely via Zoom) and summarized staff advisements regarding a proposed rezoning in Napoleon Township and text amendments regarding medical marihuana as a type of home occupation in Leoni Township. Provided the townships with the JCPC recommendations. Updated the JCPC webpage on the R2PC website to include the meeting and submittal dates for 2021 as well as the 2021 JCPC officers.
- **County Commissioner Question.** Spoke with a County Commissioner about nonconforming uses/structures.
- **Upper Grand River Watershed Alliance (UGRWA).** Attended the January 20 meetings of the UGRWA's MS4 Stormwater Committee and Trail Planning Committee. Provided GIS (Geographic Information System) data to the UGRWA at the request of its consultant.
- **Jackson County Hazard Mitigation Plan.** Continued to work on the next edition of the Jackson County Hazard Mitigation, concentrating on goals and objectives as well as mitigation strategies.

Summit Township. Staff provided the following service(s):

- **Zoning Ordinance.** Spoke with a Township Planning Commissioner and answered his questions regarding a proposed conditional use permit.

[January, 2021 Staff Progress Report]

Lenawee County

County of Lenawee. Staff provided the following service(s):

- **County Planning Commission (LCPC).** Facilitated the January 21 meeting held remotely via Zoom and summarized staff advisements regarding two PA 116 applications in the townships of Blissfield and Macon. Provided the townships with the LCPC recommendations. Updated the LCPC webpage on the R2PC website to include the meeting and submittal dates for 2021

Macon Township. Staff provided the following service(s):

- **Zoning Ordinance.** Spoke with the Planning Commission Chair regarding the conditional use permit and public hearing processes.

Raisin Charter Township. Staff provided the following service(s):

- **Master Plan.** Facilitated the January 12 Planning Commission discussion regarding a full draft of the proposed Raisin Charter Township Master Plan. The Plan will be forwarded to the Township Board for comment and release in early February.



Jackson County Department of Transportation

Christopher J. Bolt, MPA, PE
Assistant County Administrator
& Managing Director, JCDOT

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



Keeping Our Community Safely in Motion...

TO: Mr. Steven Duke
Executive Director
Region 2 Planning Commission

FROM: Angela N. Kline, PE
Director of Engineering/ Deputy Managing Director

SUBJECT: December JACTS TIP Amendment

DATE: January 12, 2021

Jackson Department of Transportation is requesting approval from the Region 2 Planning Commission, JACTS Technical Advisory, and JACTS Policy Committees concerning the following Transportation Improvement Program (TIP) Amendment for FY2020- 2023:

Fiscal Year	Job #	Project Name	Limits	Project Description	Funding	Action
2021	207171	McCain Rd and Robinson Rd	Robinson Rd to Spring Arbor Rd and Spring Arbor Rd to McCain Rd	Resurface	From: \$12,037.00 HIP \$591,963.00 STP \$151,000 local \$755,000.00 Total To: \$104,713.00 HIP \$591,963.00 STP \$151,000 local \$847,676.00 Total	CHANGE



GRETCHEN WHITMER
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

PAUL C. AJEGBA
DIRECTOR

January 13, 2021

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

Dear Mr. Duke:

This letter is sent by the Michigan Department of Transportation (MDOT) to inform the Jackson Area Comprehensive Transportation Study committees of several TIP amendments to the FY 2020-2023 Transportation Improvement Plan (TIP).

<u>Fiscal Year</u>	<u>Job no.</u>	<u>Phase</u>	<u>Project Name</u>	<u>Limits</u>	<u>Length</u>	<u>Project Description</u>	<u>Federal Budget</u>	<u>State Budget</u>	<u>Federal Fund Source</u>	<u>Total Phase Cost</u>	<u>Amendment Type</u>
2021	212155	PE	I-94BL	Michigan Avenue from East Avenue to Page Avenue	0.14	Install mid-block crossing and rapid flashing beacon	\$45,000	\$4,562	HSIP	\$50,000	Phase Add
2021	212155	CON	I-94BL	Michigan Avenue from East Avenue to Page Avenue	0.14	Install mid-block crossing and rapid flashing beacon	\$77,726	\$7,881	HSIP	\$86,362	Phase Add

Thank you for your attention to this request. If you have any questions or need additional information, please contact me at 517-257-9248

Sincerely, Mike Davis Jr, Transportation Planner

US-127 AND US-223 REHABILITATION PROJECT LENAWEE COUNTY

Virtual Public Meeting
February 1, 2021

Title VI of the Civil Rights Act

Title VI of the Civil Rights Act of 1964 requires MDOT to provide the opportunity for everyone to comment on transportation programs and activities that may affect their community. Please take this three-question survey:

**Participants can vote at <http://bit.ly/3cfFEzz>
or
by clicking the link in the chat.**

You can help MDOT comply with Title VI and related statutes, which require the collection of statistical data to aid in assessing MDOT's outreach efforts among those who are affected or interested in this project.

Agenda

- I. Project Overview
- II. Proposed Improvements
- III. US-127/US-223 Roundabout
- IV. Maintenance of Traffic
- V. Anticipated Construction Schedule
- VI. Questions

Project Overview



US-127, Addison NVL to US-12

- 3.9 mile Pavement Rehabilitation
- Drainage and Geometric Improvements
- US-127/US-223 Roundabout

US-223, US-127 to Onsted Hwy

- 11.1 mile Pavement Rehabilitation
- Drainage and Geometric Improvements

❖ \$27M Project Investment



US-127 & US-223 RESURFACING
AND
ROUNDBOUT CONSTRUCTION AT THE US-223 & US-127 INTERSECTION



Drainage Improvements

- Culvert Replacements
- Ditch Cleaning and Modifications





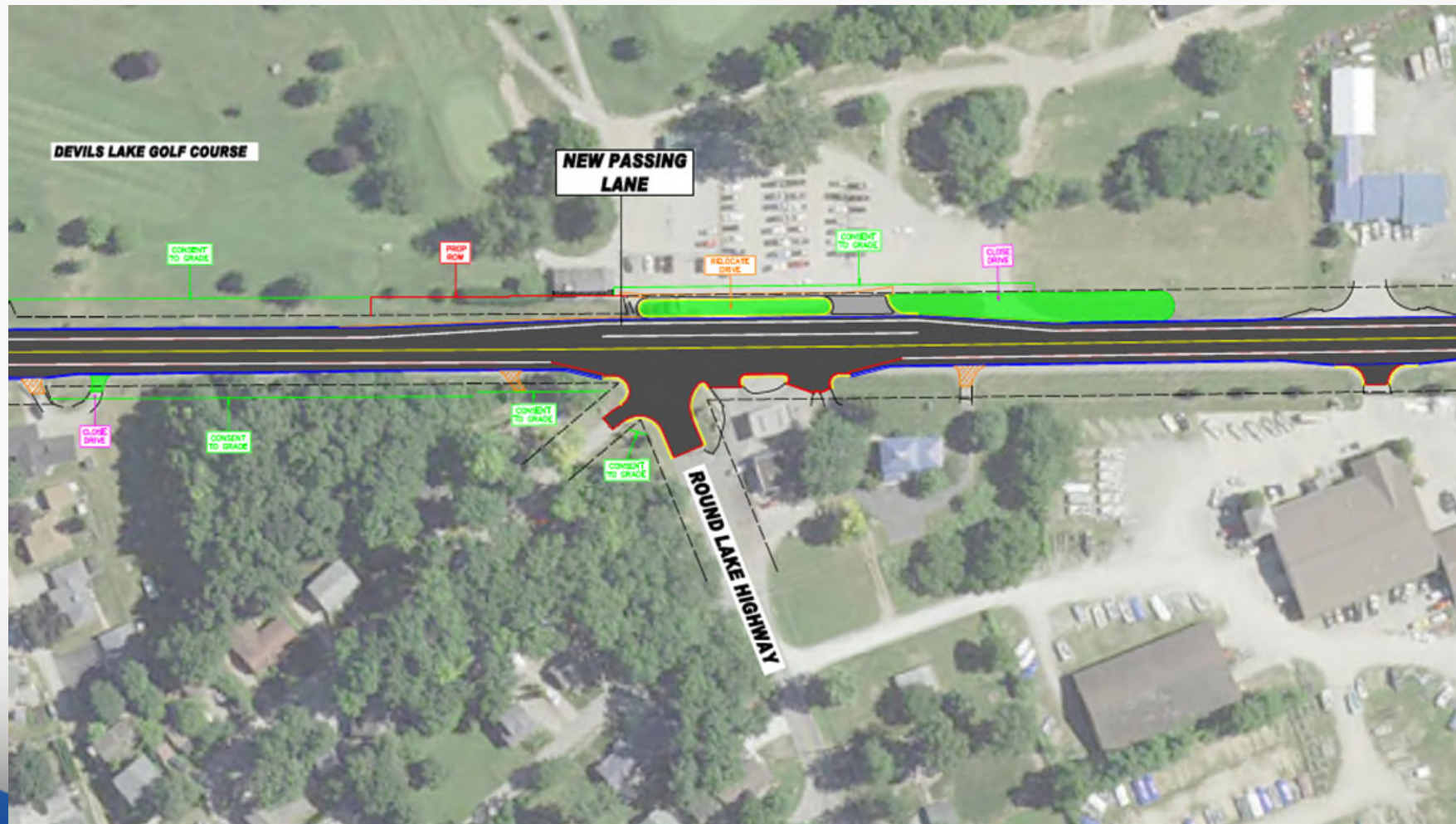
Geometric Improvements

- Shoulder Paving



Geometric Improvements

- Shoulder Paving
- Lane Additions
 - Devils Lake Hwy Center Left Turn Lane



Geometric Improvements

- Shoulder Paving
- Lane Additions
 - Devils Lake Hwy Center Left Turn Lane
 - Round Lake Hwy Passing Lane



Geometric Improvements

- Shoulder Paving
- Lane Additions
 - Devils Lake Hwy Center Left Turn Lane
 - Round Lake Hwy Passing Lane
 - Onsted Hwy Center Turn Lane Extension

US-127/US-223 ROUNDABOUT

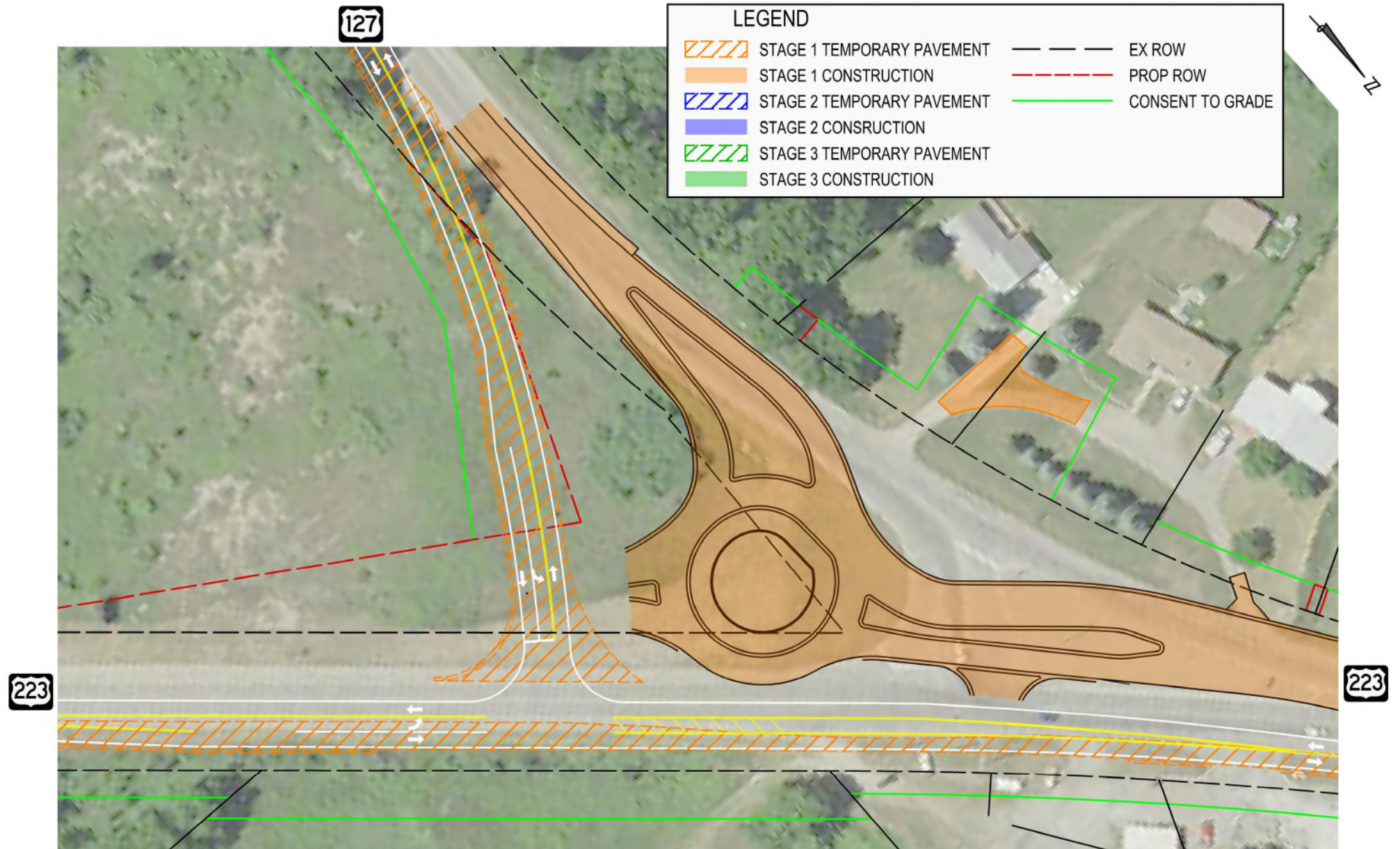


US-127/US-223 ROUNDABOUT



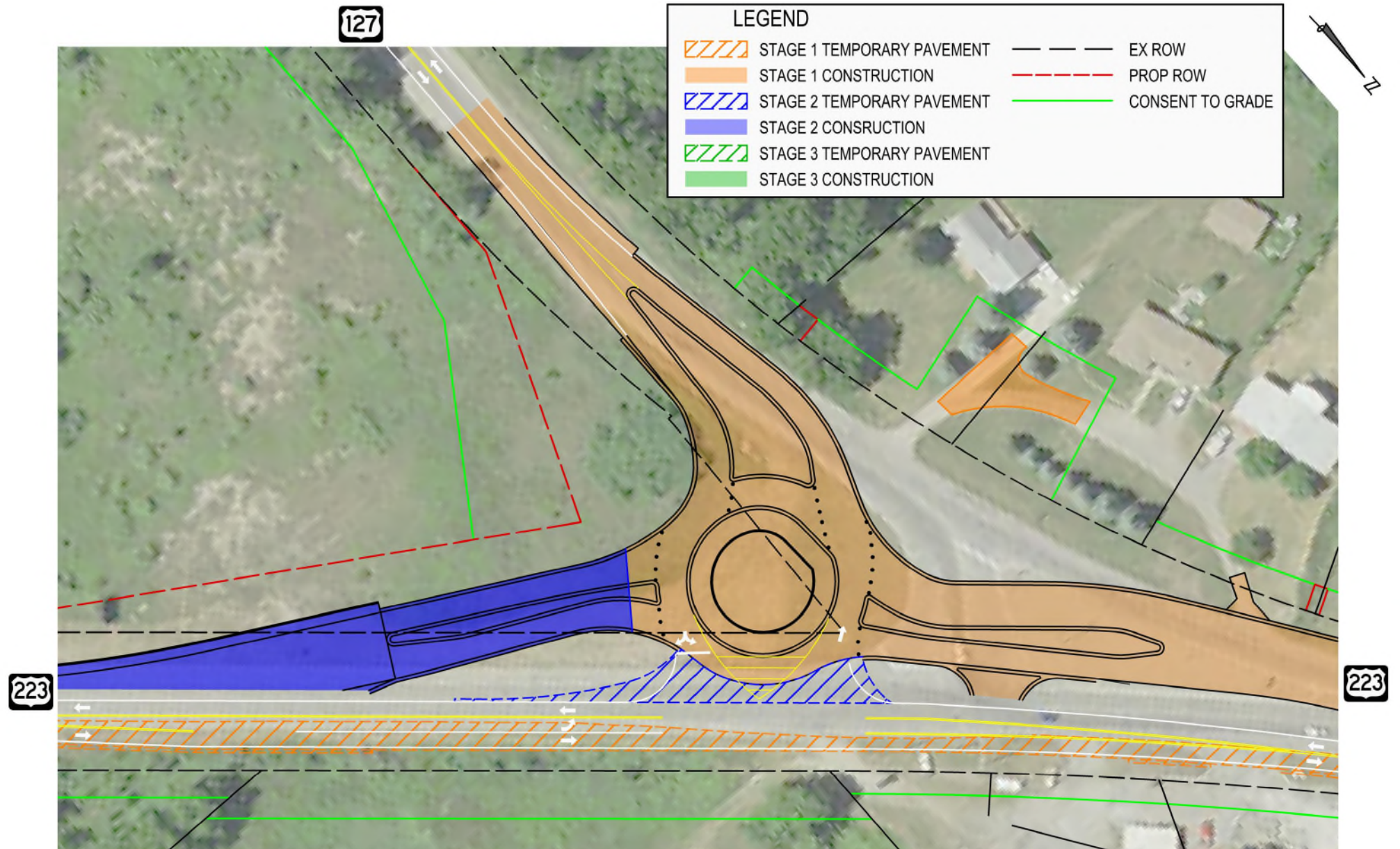
Roundabout Maintaining Traffic Staging Plan

- Stage 1



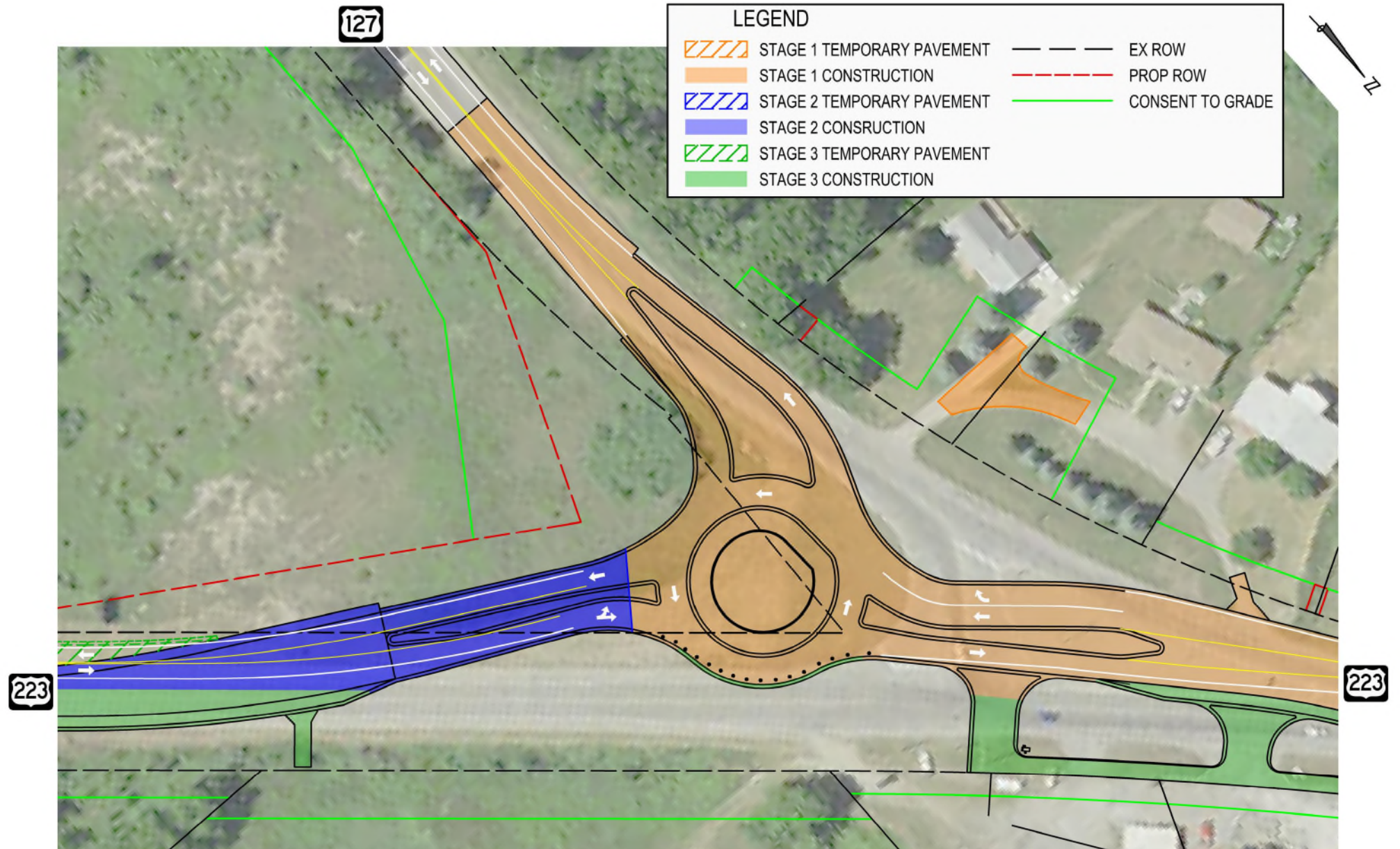
Roundabout Maintaining Traffic Staging Plan

- Stage 2

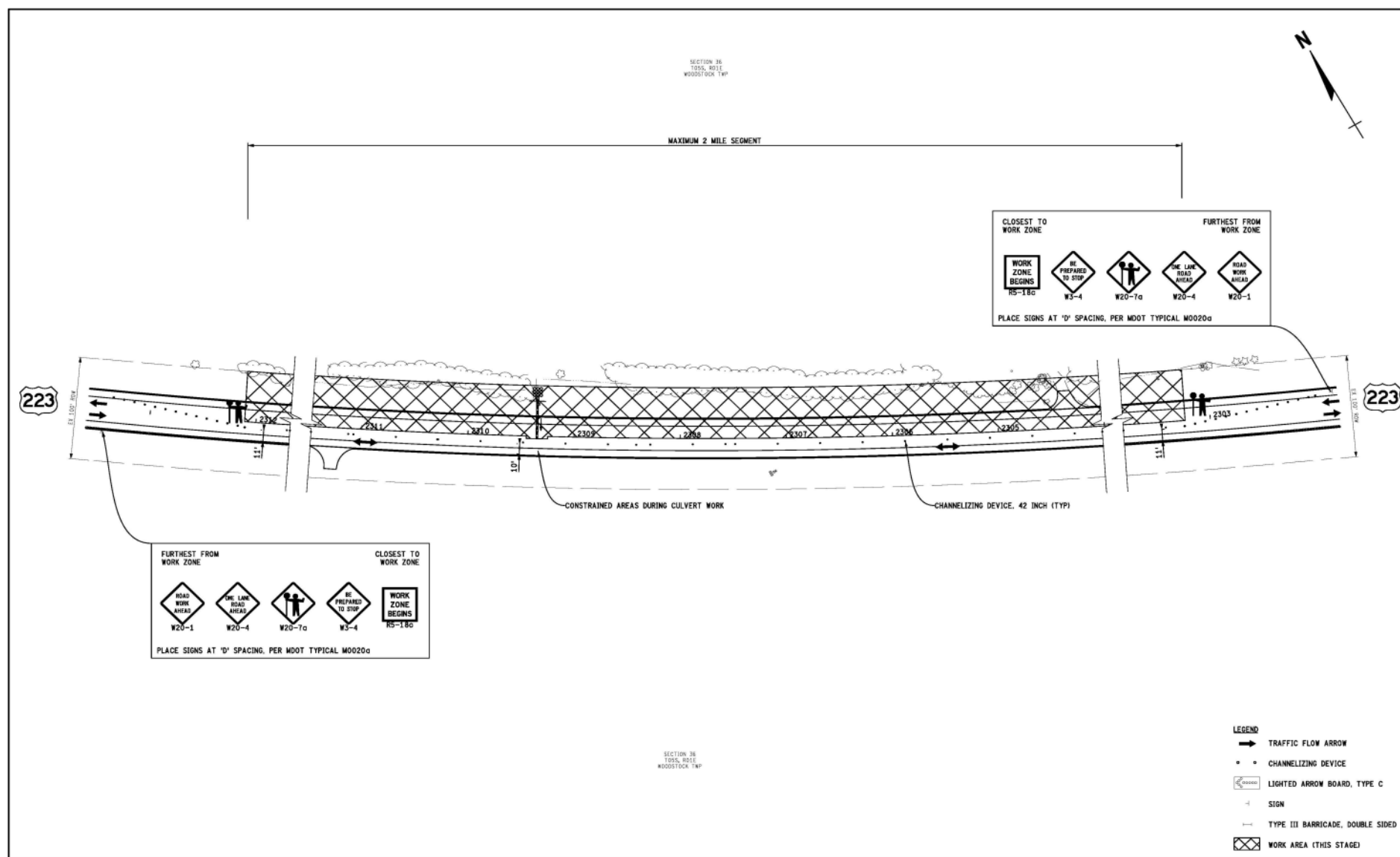


Roundabout Maintaining Traffic Staging Plan

- Stage 3



Single Lane Closure Maintenance of Traffic



Anticipated Construction Schedule

<i>Project Milestone</i>	<i>Anticipated Timeframe</i>
Design Complete	Fall 2021
Project Letting	December 2021
Construction Start	Spring 2022
<ul style="list-style-type: none"> • US-127 from Addison to US-12 • US-127/US-223 Roundabout • US-223 from US-127 to Shepard Road 	Spring 2022 to Fall 2022
Winter Construction Shutdown	Winter 2022/2023
<ul style="list-style-type: none"> • US-223 from Shepard Road to Stoddard Road • Final Project Cleanup and Restoration 	Spring 2023 to Summer 2023
Construction Complete	Summer 2023

For More Information

Jason Pittman, Cost and Scheduling Engineer

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(517) 403-1858

Questions

Region 2 Planning Commission



Jackson Area Comprehensive Transportation Study

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

From: Tanya DeOliveira, Principal Transportation Planner

Date: January 8, 2021

Subject: Briefing on Michigan Department of Transportation State Targets for Bridge Condition – Resolution Adoption

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

MDOT has been working with MPOs across the state to share information as the targets and timelines are developed. The 2021 bridge condition performance measures are due to MDOT by March 31, 2021. Upon review of the materials from FHWA and MDOT, the **Region 2 Planning Commission staff recommends** that the Region 2 Planning Commission, acting as the MPO, agrees to support MDOT's **Bridge Condition Performance Measure Targets for Calendar Year 2021** by passing the attached resolution.

Bridge condition is one of the national Federal highway program performance goals that were established by Congress. The goal is to maintain the highway system in a state of good repair. The targets for bridge conditions are what's expected in the short term (every two-year and four-years) as strategies are applied to achieve the long-term goals given fiscal constraints and competing needs between all of the performance management areas and assets. MDOT is documenting the progress as it works to meet the National Highway System bridge condition targets.

Included in the packet is the thorough MDOT report on the mid-period time-frame and target adjustments. The report is a program update from MDOT since 2018, the first year that the information was documented and collected. Please review the report for a better understanding of MDOT's program. The final page, page 13, shows the 2020 Measured Condition on the NHS (National Highway System) Deck Area for the Jackson Area Comprehensive Transportation Study.



Region 2 Planning Commission Resolution to Support Michigan Department of Transportation State Targets for Bridge Conditions Performance Measures

WHEREAS, the Region 2 Planning Commission has been designated by the Governor of the State of Michigan as the Metropolitan Planning Organization responsible for the comprehensive, continuing, and cooperative transportation planning process for Jackson County;

WHEREAS, the National Performance Management Measures for Assessing Bridge Condition (23 CRF Part 490.401-490.413) requires States to set targets for two bridge performance measures, and MPO's to set targets 180 days after the States target date; and

WHEREAS, the Michigan Department of Transportation (MDOT) has established targets for two bridge performance measures:

1. Percent National Highway System (NHS) Bridges Deck Area in Good Condition
2. Percent NHS Bridges Deck Area in Poor Condition; and

WHEREAS, the MDOT through its review of the performance measures at the mid-point of the first performance period (and officially reported on October 1, 2020) chose to adjust the 4-year Bridge Condition targets, as shown in the chart below, and

WHEREAS, the MDOT coordinated the establishment of Bridge targets with the 14 Metropolitan Planning Organizations (MPOs) in Michigan through the periodic Target Coordination Meetings, and

WHEREAS, the Region 2 Planning Commission may, within 180 days of the State establishing and reporting its bridge targets, establish bridge targets by agreeing to plan and program projects so that they contribute toward the accomplishment of the state bridge targets, or commit to a quantifiable target for each bridge performance measure for their own metropolitan planning area,

BE IT FURTHER RESOLVED, that the Region 2 Planning Commission will plan and program projects that contribute to the accomplishment of state 4-year adjusted NHS bridge condition targets.

Region 2 Planning Commission



Michigan State Bridge Condition Targets

Bridge Condition Performance Measure	Baseline Condition 2017	2-year Target 2020	Adjusted 4-year Target
NHS Deck Area in Good Condition	32.7%	27.0%	23.0%
NHS Deck Area in Poor Condition	9.8%	7.0%	8.0%

PASSED, ADOPTED, and APPROVED this eleventh day of February 2021.

By: _____
Doug Terry, Chair
Region 2 Planning Commission

Steven M. Duke, Executive Director
Region 2 Planning Commission

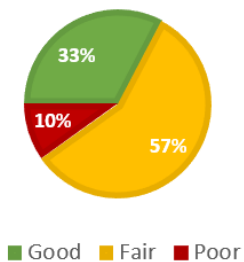


BRIDGE MID -PERFORMANCE PERIOD REPORT

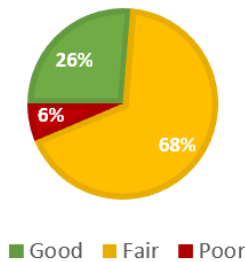
2018 – 2022 ACTUALS AND TARGET

MDOT established Bridge Performance Management Targets for bridges carrying the NHS as required for the National Federal Highway Program Performance Goals. This document describes how MDOT determined the two- and four-year targets from asset management analyses and procedures and reflecting investment strategies that work toward achieving a state of good repair over the life cycle of assets at minimum practicable cost. This document reports on the actual performance at the Mid-Performance Period and recommends changes to the 2022 Target.

2018 MEASURED
PERCENT BY NHS DECK AREA



2020 MEASURED
PERCENT BY NHS DECK AREA



2022 ADJUSTED TARGET
PERCENT BY NHS DECK AREA

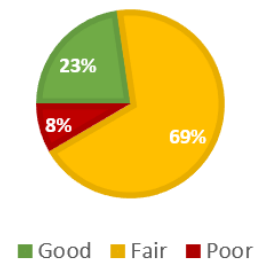


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EXECUTIVE SUMMARY

Executive Summary

TPM REQUIREMENTS

Infrastructure Condition is one of the national Federal highway program performance goals as established by Congress. The goal is to maintain the highway infrastructure asset system in a state of good repair. As part of this endeavor, targets were required to be set for NHS bridge conditions. These targets are the conditions that we expected in the short term (two- and four-years) as we apply our strategies to achieve our long-term goals given fiscal constraints and competing needs between all the performance management areas and assets. This report documents the progress of MDOT, our bridge authorities, and local agencies in meeting the NHS bridge condition targets.

TARGETS

Using deterioration modeling and analysis of programmed projects, MDOT predicted that the percentage of deck area on the NHS in Good condition would decline, the percentage of deck area in Fair condition would increase and the percentage of deck area in Poor Condition would decrease. Targets were set based upon this information, allowing for uncertainties, and are presented in Figure 1.

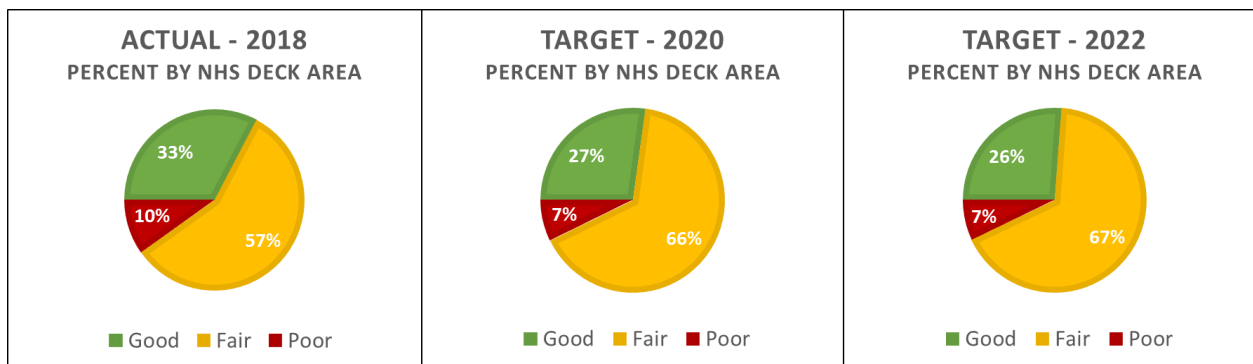


Figure 1: Original Recommended Bridge Targets

EXECUTIVE SUMMARY

MID-PERFORMANCE PERIOD

The baseline condition reported for 2018 reflected NHS NBI data through March 14, 2018. The mid-performance period condition reflects NHS NBI data through March 13, 2020. The actual conditions report in March of 2020 were **26.3%** in Good condition, **67.5%** in Fair condition and **6.2%** in Poor condition, by deck area. This is within 1% of the predicted target values, and the Poor condition performance exceeded the target condition. The major factor leading to the Good condition target being missed was the impact of four large deck area bridges deteriorating into Fair condition faster than predicted. This will be discussed in further detail.

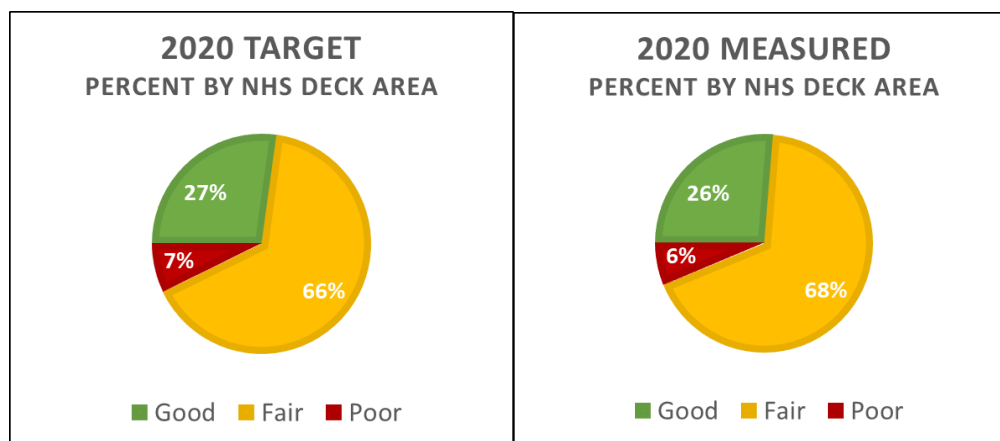


Figure 2: 2020 Target vs 2020 Measured

During the timeframe, the inventory changed slightly as owners continued to manage their bridges through projects and inspections. 235 bridges were removed, added, or modified leading to changes in bridge counts and deck area. Table 1 reflects the changes in the inventory from the 2018 baseline data to the 2020 mid-performance period data. In general, the number of NHS bridges increased while the total deck area decreased. The percent change both by count and by area is less than 1% of the total NHS area.

Inventory Changes - 2018 to 2020 - Statewide						
Owner	2018		2020		Percent Change	
	Count	Deck Area	Count	Deck Area	Count	Deck Area
Trunkline	2,729	32,936,116	2738	32,792,958	0.3%	-0.4%
Authority	8	1,998,482	8	1,998,482	0.0%	0.0%
Local	225	2,425,951	221	2,361,559	-1.8%	-2.7%
Total	2,962	37,360,549	2967	37,152,999	0.2%	-0.6%

Table 1: Inventory Changes – 2018 to 2020 - Statewide

MID-PERIOD CONDITION REPORT

MID-Period Condition Report

NATIONAL BRIDGE INSPECTION STANDARDS

Federal law, outlined in the National Bridge Inspection Standards (NBIS), defines a bridge as a structure carrying traffic with a span greater than 20 feet and requires that all bridges be inspected to monitor and report condition ratings. The FHWA requires that for each applicable bridge, the performance measures for determining condition be based on the minimum values for substructure, superstructure and deck or culvert.

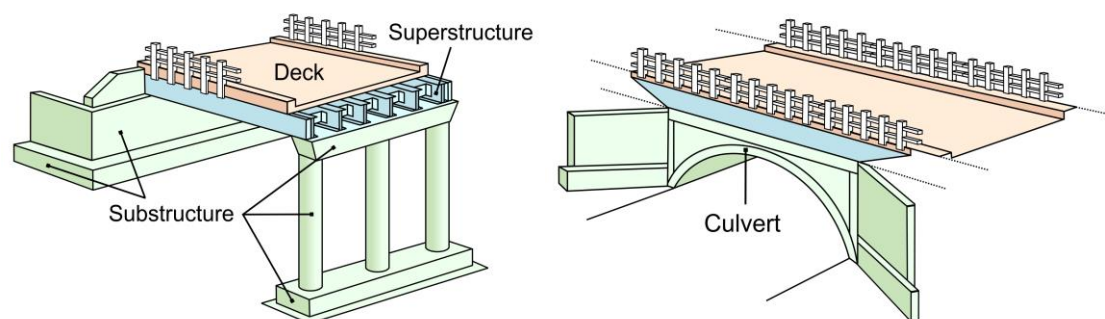


Figure 3: ANATOMY OF A BRIDGE OR CULVERT

Condition ratings are based on a 0-9 scale and assigned for each culvert, or the deck, superstructure and substructure of each bridge. These ratings are recorded in Michigan's National Bridge Inventory (NBI) database through a web-based system called MiBRIDGE. According to Federal standards, ratings of 7 and above are in Good Condition, 4 and less are in Poor Condition, and the remainder are in Fair Condition. Condition ratings are an important tool for transportation asset management as they are used to identify preventative maintenance needs and to determine rehabilitation and replacement projects.

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

Table 2: NBI CONDITION RATINGS

MID-PERIOD CONDITION REPORT

MID-PERFORMANCE PERIOD NHS BRIDGE CONDITIONS

Structures that meet the definition of a bridge according to the NBIS are recorded in the Michigan Bridge Inventory database through a web-based system called MiBRIDGE. MDOT's Bureau of Bridges and Structures (BOBS) in turn submits this information to the National Bridge Inventory (NBI). Using this database, BOBS compiles the number of bridges and deck area for each of the categories required by the Performance Management requirements. While the National Bridge Inspection Standards applies to all publicly owned highway bridges, the Transportation Performance Management Targets are only applied to those bridges carrying routes on the National Highway System (NHS) including bridge on- and off-ramps connected to the NHS. The FHWA requires counting the NHS condition by the respective deck area of each bridge and express condition totals as a percentage of the total deck area of bridges in a state. The area is computed using the NBI Structure Length and Deck Width or Approach Roadway Width (for some culverts). Tables 3 and 4 represent the data submitted to the FHWA on March 13, 2020.

Mid-Performance Period NHS Bridge Condition by Count – Statewide								
Owner	Good		Fair		Poor		Total	
Trunkline	752	27%	1828	67%	158	6	2738	92%
Authority	3	38%	5	63%	0	0%	8	<1%
Local	83	38%	100	45%	39	17%	221	7%
Total	838	28%	1933	65%	196	7%	2967	

Table 3: Mid-Performance Period NHS Bridge Condition by Number of Bridges – March 2020

Mid-Performance Period NHS Bridge Condition by Deck Area - Statewide								
Owner	Good		Fair		Poor		Total (sft)	
Trunkline	8,719,688	27%	22,092,484	67%	1,980,786	6%	32,792,958	88%
Authority	291,482	15%	1,707,000	85%	0	0%	1,998,482	5%
Local	756,411	32%	1,282,990	54%	322,158	14%	2,361,559	6%
Total	9,767,581	26%	25,082,474	68%	2,302,994	6%	37,152,999	

Table 4 Mid-Performance Period NHS Bridge Condition by Deck Area – March 2020

The majority of structures by both count and deck area are owned by MDOT Trunkline. The three bridge authorities – the International Bridge, the Mackinac Bridge, and Blue Water Bridge own only 8 structures, but those 8 structures comprise 5% of the NHS deck area statewide. Local agencies are responsible for 7% of the NHS population by count and 6% by deck area. While these numbers are small in comparison to the proportion within the trunkline program, the expected deterioration and improvement of Bridge Authority and Local Agency bridges must be considered when setting Performance Management Targets.

MID-PERIOD PROGRESS TOWARD TARGETS

MID-Period Progress Toward Targets

COMPARING MEASURED AND TARGET VALUES

The Mid-performance period condition reflects NHS NBI data through March 13, 2020. The actual conditions report in March of 2020 were **26.3%** in Good condition, **67.5%** in Fair condition and **6.2%** in Poor condition, by deck area. This is within 1% of the predicted Target Values, and the poor condition performance exceeded the target condition.

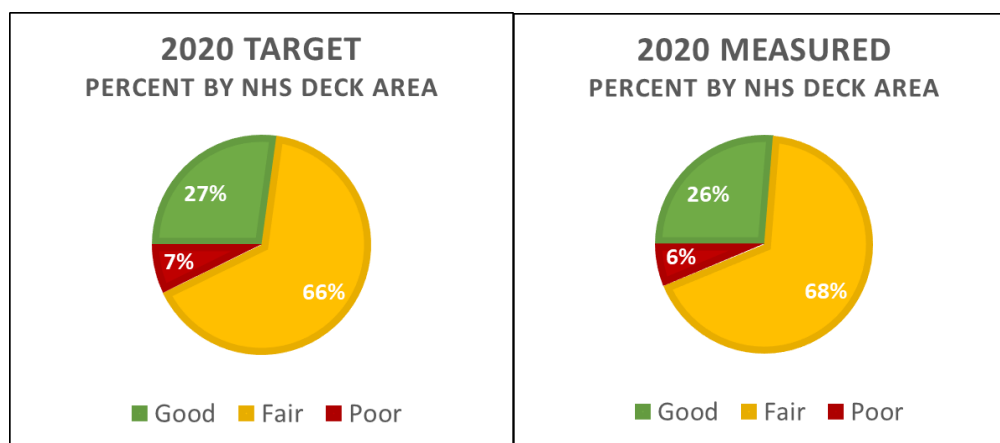


Figure 4: 2020 Target vs 2020 Measured

EVALUATING GOOD CONDITION

The target for Good condition was set as a combination of estimating the deck area that was expected to deteriorate and the deck area that was expected to be improved. This is demonstrated in Figure 5, which shows that 8.8% of the NHS deck area was predicted to leave Good condition and 2.3% was expected to enter Good condition during the time period. As shown, the Good condition deck area was predicted to decline and the mid-performance period target was set at 27.0%. However, the measured decline was slightly larger than predicted with a resulting Good condition by deck area of 26.3%. This 0.7% difference is 260,000 sft of deck area. The prediction for the 27.0% deck area in Good condition correlated to 23.4% of NHS bridges in Good condition by count. In 2020, the actual number of NHS in Good condition was significantly higher – 28.2%. This means that the reduction in Good deck area as compared to the target is less about the number of bridges that were maintained in Good condition, and more dependent on how large the bridges are that deteriorated. When analyzed by count instead of deck area, both the Good and Poor target were exceeded.

MID-PERIOD PROGRESS TOWARD TARGETS

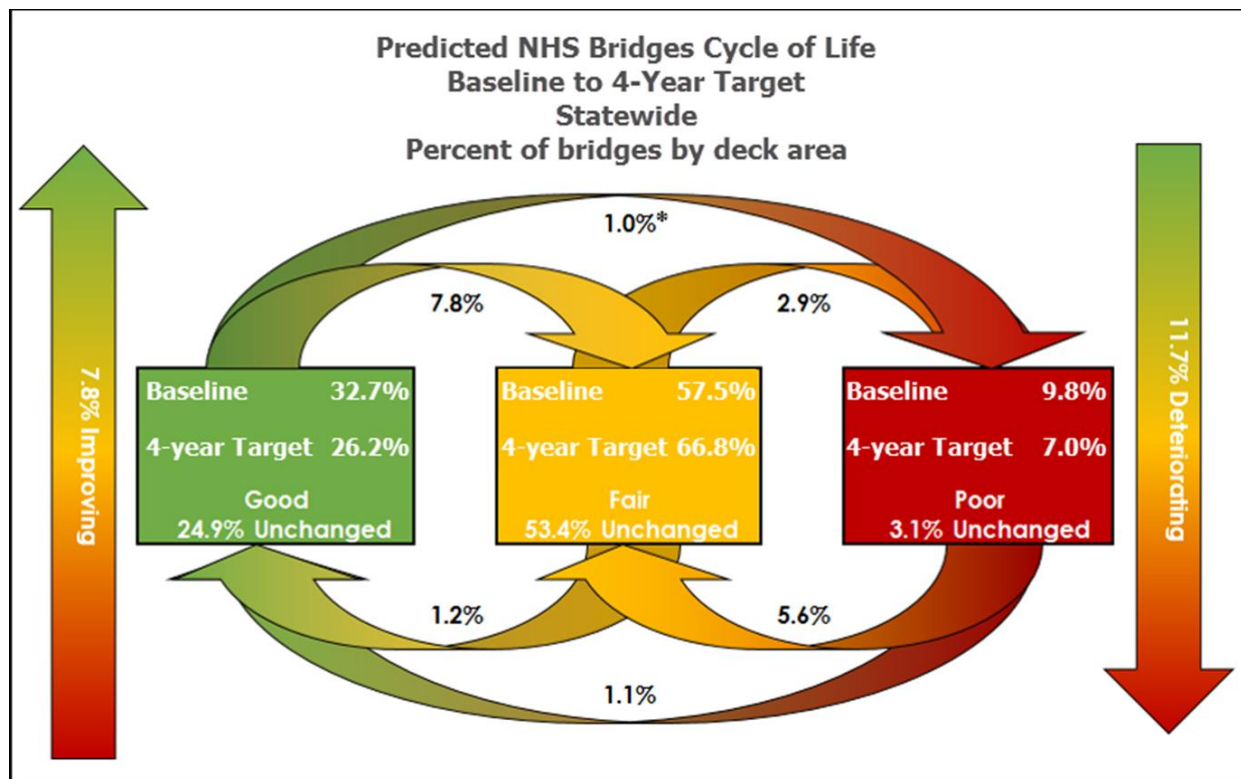


Figure 5: Baseline to 4-Year Target Predicted Cycle of Life

GOOD BRIDGE DETERIORATION

Four “big bridges” deteriorated from good condition to fair condition during this performance period. As discussed when setting the targets, when measuring by deck area the impact of only a few signature structures can significantly impact the uncertainty within projections. The four bridges that fell to fair condition sum to 1.43M sft of deck area, or just under 4% of the Statewide NHS deck area. Additionally, these structures had extenuating circumstances which make it challenging to perform condition projections as refined of a level as two-years. The two Zilwaukee bridges are segmental concrete box girders. Michigan has few of these structure types and so there is significant uncertainty in the prediction of deterioration rates. The other two structures were found to have Alkali Silica Reactivity (ASR) damage in the substructure, which leads to accelerated deterioration.

MID-PERIOD INVESTMENT STRATEGY

MID-Period Investment Strategy

TAMP INVESTMENT CONSISTENCY ANALYSIS

As part of the requirements of the Transportation Asset Management Plan, MDOT performs an investment consistency analysis each year. This analysis demonstrates implementation of MDOT's TAMP. MDOT project selection is guided by investment strategies from the TAMP to make progress toward achievement of its targets for asset condition and performance of the NHS. The agency's Investment Consistency Analysis shows an alignment between MDOT's actual investment levels based on budgeted project obligations from FY 2018 to 2019 for specified work types, and MDOT's planned levels of investment included in the TAMP for these same work types.

Bridge Investment - 2018 and 2019		
Trunkline (NHS and Non-NHS)	TAMP Allocations	Obligated Funds
Reconstruction	\$154 M	\$208 M
Rehabilitation	\$81 M	\$55 M
Preservation	\$68 M	\$66 M
Authorities and Local Agencies (NHS only)	\$41 M	\$39 M

Table 5: TAMP Investment Consistency Analysis

Implementation of bridge projects in FY 2018 exceeded the reconstruction investment estimate in the initial TAMP. This was primarily a result of two bridge replacements that accounted for \$62 million. One of the bridges was rated in serious condition and the other bridge was scour critical. Considering these factors, the agency is satisfied that the constrained bridge strategy included in the initial and final TAMP for years 2018 and 2019 have been implemented within reasonable expectations due to changing conditions and circumstances and while maintaining a risk based asset management strategy.

TARGET ADJUSTMENT

Target Adjustment

DEVELOPING TARGETS

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

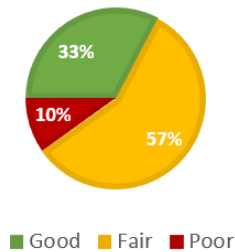
Unfortunately, four of the bridges that deteriorated faster than predicted dwarfed the 1% reduction planned for uncertainties. If the four large deck area structures had remained in Good condition, then the NHS Good Condition Target would have been exceeded at a value of 30.1%. To account for this unforeseen circumstance and to bring the 2022 targets in alignment with current conditions, the target setting analysis was repeated by combining the current condition (therefore accounting for the bridges that deteriorated faster than predicted), the predicted deterioration rates of the remaining bridges as well as the expected condition following programmed projects.

ADJUSTING TARGETS

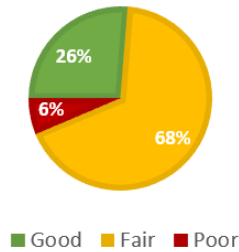
The 2018 and 2020 measured values and the updated 2022 Targets are shown in Figure 6. Overall, the number of Good bridges is expected to decline significantly as preservation efforts tend to extend life in Fair condition. Additionally, there is a large population of bridges that have exceeded the expected time in Good condition. By applying the statewide median time, they are predicted to fall to Fair condition at any time, and so they are reflected as in Fair condition in the targets. It could be that unique factors or preservation activities have extended the time in Good condition for these structures.

TARGET ADJUSTMENT

2018 MEASURED
PERCENT BY NHS DECK AREA



2020 MEASURED
PERCENT BY NHS DECK AREA



2022 ADJUSTED TARGET
PERCENT BY NHS DECK AREA

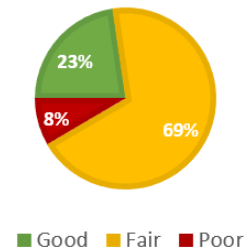


Figure 6: Proposed Targets – 2020 analysis

The amount of bridges in Good condition is predicted to decrease and the amount of deck area in Poor condition is predicted to increase. This is consistent with previous targets, except it accounts for the deterioration of the big bridges discussed previously which account for nearly 4% of the NHS deck area statewide. The amount of Fair deck area will require a sustained commitment to preservation in order to prevent an unsustainable amount of fair bridges from falling into poor condition.

MPO Coordination

The MPO's established targets supporting the State DOT's statewide bridge performance targets. As part of the Full Performance Period Progress Report, MPOs will report their established targets, performance, progress, and achievement of the targets to their respective state DOT in a manner that is agreed upon by both parties and documented in the Metropolitan Planning Agreement. The MPOs are not required to provide separate reporting to the FHWA. However, State DOTs and MPOs will need to coordinate and mutually agree to a target establishment reporting process. The minimum penalty threshold requires that no more than 10% of NHS bridges measured by deck area be classified as structurally deficient.

MDOT provided estimated condition for each MPO's population of bridges, however it was not recommended that they were adopted as specific targets. As discussed earlier, predicting deterioration applies statewide average deterioration rates to all bridges. Some bridges will deteriorate faster while some will deteriorate slower. At the network level, these differences tend to balance. When looking at smaller populations, the difference between specific bridge deterioration and statewide averages can lead to large differences between predictions and measured values. When the performance values are measured in terms of deck area rather than count, large bridges can exacerbate this discrepancy.

MDOT also created a Transportation Performance Measures Dashboard for MPOs and bridge owners to aid in reviewing targets. The 2018 baseline data can be found at <https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=26ddc82bc9634e05a055cd4a6747818f>. The 2020 data can be found at <https://mdot.maps.arcgis.com/apps/webappviewer/index.html?id=91289b5580114648a4ae0b4d002c565b>. These pages represent a snapshot of data at the time of the NHS bridges in the NBI submittal to FHWA, and is what will be used by FHWA to evaluate the targets. For more current information, all NBI bridge data is updated monthly at <https://Michigan.gov/bridgeconditions>.

MPO COORDINATION

2020 Measured Condition on the NHS by Deck Area								
MPO	Good		Fair		Poor		Total	
	Deck Area	Percentage	Deck Area	Percentage	Deck Area	Percentage	Deck Area	Percentage
Battle Creek Area Transportation Study	3,429	1%	420,446	92%	31,722	7%	455,597	100%
Bay City Area Transportation Study	112,658	18%	426,620	70%	74,079	12%	613,357	100%
Genesee County Metropolitan Planning Commission	133,738	7%	1,508,951	79%	257,875	14%	1,900,564	100%
Grand Valley Metropolitan Council	1,488,565	38%	2,257,585	58%	176,016	4%	3,922,166	100%
Jackson Area Comprehensive Transportation Study	90,300	21%	268,966	64%	60,932	15%	420,198	100%
Kalamazoo Area Transportation Study	234,944	44%	238,508	45%	57,426	11%	530,878	100%
Macatawa Area Coordinating Council	72,176	24%	230,927	76%	0	0%	303,103	100%
Midland Area Transportation Study	41,128	21%	154,375	79%	0	0%	195,503	100%
Saginaw Metropolitan Area Transportation Study	544,567	24%	1,722,253	75%	41,708	2%	2,308,528	100%
Southeast Michigan Council of Governments	5,712,390	35%	9,619,314	58%	1,115,618	7%	16,447,322	100%
Southwest Michigan Planning Commission	28,277	3%	1,000,380	96%	17,444	2%	1,046,101	100%
Niles-Buchanan-Cass Area Transportation Study	4,965	2%	254,801	98%	0	0%	259,766	100%
Twin Cities Area Transportation Study	23,312	3%	745,579	95%	17,444	2%	786,335	100%
Tri-County Regional Planning Commission	93,825	4%	1,922,819	84%	268,451	12%	2,285,095	100%
West Michigan Metropolitan Transportation Planning Program	179,670	27%	473,386	71%	16,298	2%	669,354	100%
Outside MPO Boundaries	1,031,914	17%	4,837,944	80%	185,375	3%	6,055,233	100%
All NHS	9,767,581	26%	25,082,474	68%	2,302,944	6%	37,152,999	100%

Region 2 Planning Commission



Serving Hillsdale, Jackson, and Lenawee Counties

JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY (JACTS)

Federal Funds Obligated in Fiscal Year 2020

As the state-designated Metropolitan Planning Organization for the Jackson urbanized area, the Region 2 Planning Commission, is responsible for developing and managing a 20-year Long Range Transportation Plan and a short-term, 4-year Transportation Improvement Program (TIP). The current edition of the TIP includes a listing of the approved road, highway, bridge, transit, and non-motorized projects programmed to receive federal and/or state funds in Jackson County during the 2020-2023 Fiscal Years.

The Federal legislation that was adopted in December 2015, continues through fiscal year 2020, Fixing American's Surface Transportation Act (FAST Act), continues the requirement of past legislation that *"an Annual Listing of projects, for which federal funds have been obligated in the preceding year shall be published or otherwise made available by the metropolitan planning organization for public review. The listing shall be consistent with the categories identified in the Transportation Improvement Program."*

In response to the above directive, the R2PC is providing a listing of all the projects in Jackson County "obligated" during FY 2020 (October 1, 2019 - September 30, 2020). The Federal Highway Administration (FHWA) defines obligated as the federal government's legal commitment to reimburse the implementing agency for the federal share of a project's eligible costs. Although not all obligated projects were initiated or completed during this fiscal year, they have been approved by the FHWA for reimbursement in FY 2020. Some projects actually constructed in FY 2020 were obligated in previous fiscal years and will not appear on this listing.

The complete list of the FY 2020 projects obligated in the JACTS area appears on the next two pages. Questions or comments may be directed to:

Mr. Steven Duke, Executive Director
Region 2 Planning Commission
120 W. Michigan Avenue
Jackson, MI 49201
Phone: (517) 768-6706
Fax: (517) 788-4635
Email: sduke@mijackson.org

120 W. Michigan Avenue, Jackson, Michigan 49201

Implementing Agency	Phase of Project	Project Name	Improvements	Programmed Total Phase Cost	Federal Fund Source	Federal Funds Programmed	Federal Funds Obligated	Actual Total Phase Cost
Local								
Village of Brooklyn	CON	Marshall St	Asphalt Reconstruction	\$645,000	STL	\$516,000	\$0	\$606,921
Village of Grass Lake	CON	S Union St	Crush & Shape & Asphalt Resurfacing	\$192,000	STL	\$160,000	\$159,829	\$191,795
Village of Grass Lake	CON	S Union St	Crush & Shape & Asphalt Resurfacing	\$110,859	EDD	\$0	\$0	\$110,740
Village of Parma	CON	S Union St	Milling and One Course Asphalt Overlay	\$250,000	STL	\$200,000	\$0	\$250,173
City of Jackson	CON	Martin Luther King Jr Boulevard	Reconstruction	\$2,144,700	STUL	\$587,000	\$0	\$2,170,602
Jackson County	CON	Springport Rd	Cold mill and resurface	\$400,000	STUL	\$320,000	\$0	\$343,544
Jackson County	CON	Countywide	Edgeline pavement markings	\$238,056	HSIP	\$214,250	\$0	\$234,539
Jackson County	CON	King Rd	Two Course Asphalt Resurfacing	\$1,350,000	STUL	\$504,000	\$0	\$1,242,513
Jackson County	CON	Countywide	Upgrade Stop and Stop Ahead signs	\$21,335	HSIP	\$19,201	\$0	\$23,068
Jackson County	CON	Jefferson Road	Tree removal, pavement markings, intersection sign upgrades	\$65,000	HRRR	\$58,500	\$0	\$69,111
Jackson County	CON	W Michigan Avenue	Tree removal and intersection sign upgrades	\$144,960	HRRR	\$130,464	\$0	\$121,494
Jackson County	CON	S Jackson Road	Intersection realignment, construct turn lanes	\$188,849	HRRR	\$169,964	\$0	\$184,562
Jackson County	EPE	Airport Road	Road Safety Audit	\$20,000	HSIP	\$16,000	\$0	\$20,000
Jackson County	EPE	Hinckley Boulevard	Road Safety Audit	\$20,000	HSIP	\$16,000	\$0	\$20,000
Transit								
Jackson Area Transportation Authority	NI	Transit Capital	FY20 RTF - Two full size transit vans	\$125,000	STL	\$100,000	\$100,000	\$125,000
Jackson Area Transportation Authority	NI	Transit Operating	FY 2020 Section 5307 Operating	\$2,633,942	5307	\$1,316,971	\$0	\$0
Jackson Area Transportation Authority	NI	Transit Operating	FY 2020 Section 5311 Operating	\$73,142	5311	\$36,571	\$36,571	\$36,571
Jackson Area Transportation Authority	NI	Transit Capital	FY2020 5307 CTF Urbanized Formula - CARES Act Funding	\$179,540	5307	\$179,540	\$179,540	\$0
Jackson Area Transportation Authority	NI	Transit Capital	FY2020 Section 5307 Mobility Management - CARES Act Funding	\$1,005,142	5307	\$1,005,142	\$1,005,142	\$0
Jackson Area Transportation Authority	NI	Transit Capital	FY2020 Section 5307 Capital (Security Cameras)	\$16,463	5307	\$13,170	\$13,170	\$16,463
Jackson Area Transportation Authority	NI	Transit Capital	FY2020 Section 5339 - Bus facilities maintenance equipment	\$167,586	5339	\$134,069	\$134,069	\$167,586
State								
MDOT	CON	M-60 E	Bridge Replacement	\$10,062,000	IM	\$9,055,800	\$9,011,800	\$10,013,112
MDOT	CON	I-94	Reconstruct interchange	\$22,465,625	IM	\$20,219,063	\$19,568,310	\$22,302,399
MDOT	CON	M-50	HMA cold milling and single course HMA overlay	\$950,400	ST	\$777,902	\$896,570	\$1,095,382
MDOT	CON	I-94 E	bridge replacement and freeway reconstruct	\$16,211,009	NH	\$13,268,710	\$11,734,640	\$14,336,762
MDOT	CON	I-94BL	HMA Crack Treatment and Overband Crack Fill using FPVS contracting	\$282,000	ST	\$230,817	\$242,776	\$296,611
MDOT	CON	I-94 W	Install ITS devices along I-94 through out Jackson County.	\$2,051,471	NH	\$1,679,129	\$1,865,691	\$1,865,691
MDOT	CON	US-127	Installation of Virtual Weigh Station (VWS) Cameras at two locations	\$52,000	NH	\$42,562	\$95,703	\$116,925
MDOT	CON	US-127	Installation of Virtual Weigh Station (VWS) Cameras at two locations	\$52,000	NH	\$42,562	\$95,703	\$116,925
MDOT	CON	US-127	Installation of Virtual Weigh Station (VWS) Cameras at two locations	\$0	NH	\$0	\$95,703	\$116,925
MDOT	PE	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$255	HSIP	\$230	\$2,250	\$2,500
MDOT	PE	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$360	HSIP	\$324	\$2,250	\$2,500
MDOT	PE	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$938	HSIP	\$844	\$2,250	\$2,500
MDOT	PE	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$947	HSIP	\$852	\$2,250	\$2,500
MDOT	CON	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$278,970	HSIP	\$251,073	\$2,566,870	\$2,852,078
MDOT	CON	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$393,840	HSIP	\$354,456	\$2,566,870	\$2,852,078
MDOT	CON	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$1,025,625	HSIP	\$923,063	\$2,566,870	\$2,852,078
MDOT	CON	University Regionwide Longline Pavement Markings	Longitudinal marking application on trunklines in University Region	\$1,036,565	HSIP	\$932,909	\$2,566,870	\$2,852,078
MDOT	PE	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$510	HSIP	\$459	\$4,500	\$5,000
MDOT	PE	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$720	HSIP	\$648	\$4,500	\$5,000
MDOT	PE	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$1,875	HSIP	\$1,688	\$4,500	\$5,000
MDOT	PE	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$1,895	HSIP	\$1,706	\$4,500	\$5,000
MDOT	CON	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$52,020	HSIP	\$46,818	\$510,458	\$567,176
MDOT	CON	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$73,440	HSIP	\$66,096	\$510,458	\$567,176
MDOT	CON	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$191,250	HSIP	\$172,125	\$510,458	\$567,176
MDOT	CON	University Regionwide Special Pavement Markings	Special marking application on trunklines in University Region	\$193,290	HSIP	\$173,961	\$510,458	\$567,176
MDOT	CON	University Region Pvmt Mrkg Retro Readings	Pavement marking retro readings on trunklines in University Region	\$1,530	HSIP	\$1,377	\$11,678	\$12,975
MDOT	CON	University Region Pvmt Mrkg Retro Readings	Pavement marking retro readings on trunklines in University Region	\$2,160	HSIP	\$1,944	\$11,678	\$12,975
MDOT	CON	University Region Pvmt Mrkg Retro Readings	Pavement marking retro readings on trunklines in University Region	\$5,625	HSIP	\$5,063	\$11,678	\$12,975

Implementing Agency	Phase of Project	Project Name	Improvements	Programmed Total Phase Cost	Federal Fund Source	Federal Funds Programmed	Federal Funds Obligated	Actual Total Phase Cost
MDOT	CON	University Region Pvmt Mrkg Retro Readings	Pavement marking retro readings on trunklines in University Region	\$5,685	HSIP	\$5,117	\$11,678	\$12,975
MDOT	ROW	I-94	Freeway Interchange Reconstruction	\$1,000,000	RBMP	\$0	\$0	\$1,000,000
MDOT	CON	I-94	Freeway Interchange Reconstruction	\$78,000,000	RBMP	\$0	\$0	\$79,721,205
MDOT	PE	M-106	Non-Freeway Sign Upgrade	\$90,000	STG	\$90,000	\$90,000	\$90,000
MDOT	PE	US-127 S	Freeway Singning Update	\$210,000	NHG	\$210,000	\$210,000	\$210,000
MDOT	PE	US-127 S	Freeway Signing Upgrade	\$240,000	NHG	\$240,000	\$240,000	\$240,000
MDOT	PE	TSC Wide	Modernizing signalized intersection to current standards	\$419,886	STG	\$419,886	\$419,886	\$419,886
MDOT	NI	Norfolk Southern Railway	Rail Train	\$2,678,397	5337	\$2,678,397	\$0	\$0
MDOT	NI	Norfolk Southern Railway	Curve Patch Rail Replacement	\$3,400,010	5337	\$3,400,010	\$0	\$0

Phases: CON - Construction, NI – Non-Infrastructure, PE – Preliminary Engineering, EPE - Early Preliminary Engineering, ROW - Right of Way

Federal Fund Source Code: STL - Surface Transportation Rural, STUL - Surface Transportation Urban Areas < 200K Local, MCS - Michigan Critical Structures, BO - Bridge Not Classified Off System, ST- Surface Transportation, IM - Interstate Maintenance No Added Lanes, TA - Transportation Alternatives, NH - National Highway, HIPS - Highway Infrastructure Program Small Urban Areas, HSIP - Highway Safety Improvement Program, STG - Surface Transportation 100% Federally Funded, RBMP - ReBuilding Michigan Program 100% State Funded, EDD - Transportation Economic Development Fund-Category D, HRRR - High Risk Rural Roads