

# FISCAL YEARS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM

for the  
Jackson Metropolitan Area  
Jackson County, Michigan



## ***JACTS***

### JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY

Region 2 Planning Commission  
120 W. Michigan Avenue  
Jackson, MI 49201  
517.788.4426  
[www.region2planning.com](http://www.region2planning.com)

*This page intentionally left blank.*

---

# **FISCAL YEARS 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

## ***JACTS***

---

### **JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY**

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, Federal Transit Administration, and 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.

**Region 2**  
**PLANNING COMMISSION**

Serving Hillsdale, Jackson & Lenawee Counties

Region 2 Planning Commission  
120 W. Michigan Avenue  
Jackson, MI 49201  
517.788.4426 (voice)  
517.788.4635 (fax)  
[www.region2planning.com](http://www.region2planning.com)

Adopted: *(Insert Date Here)*

---



## JACKSON AREA COMPREHENSIVE TRANSPORTATION STUDY

### **POLICY COMMITTEE MEMBERS**

Keith Acker, Sandstone Township  
Jonathan Greene, City of Jackson  
Laura Schlecte, City of Jackson  
John Feldvary, Jackson County Airport Board  
David Herlein, Spring Arbor Township  
Pete Jancek (Vice-Chair), Blackman Charter Township  
Angela Kline, JACTS Technical Advisory Committee  
Jeff Franklin, Michigan Department of Transportation  
Howard Linnabary, Leoni Township  
Vacant, Jackson Area Transportation Authority  
Mike Overton, Jackson County Department of Transportation  
James E. (Steve) Shotwell (Chair), Jackson County Commission  
Mike Trudell, Summit Township  
Jae Guetschow, Region 2 Planning Commission  
Dan Gallagher, Napoleon Township

### **TECHNICAL ADVISORY COMMITTEE MEMBERS**

Michael Brown, Jackson Area Transportation Authority  
Jon Dowling (Vice-Chair), City of Jackson - Engineering Department  
Anton Schauerte, Region 2 Planning Commission  
Mark Kloha, Michigan Department of Transportation (Lansing Office)  
Jonathan Greene, City of Jackson  
Angela Kline, (Chair) Jackson County Department of Transportation  
Mike Davis, Michigan Department of Transportation - University Region  
Andy Pickard, Federal Highway Administration (Ex-Officio)  
Charlie Brinner, Jackson County Department of Transportation  
Jack Ripstra, Blackman Charter Township Engineer  
Bret Taylor, Jackson County Department of Transportation  
Alex Masten, The Enterprise Group  
Troy White, City of Jackson – Engineering Department  
Juan Zapata, Jackson County Airport – Reynolds Field

---

## TABLE OF CONTENTS

INTRODUCTION .....	1
Introduction .....	2
Completed Fiscal Years 2020 – 2023 TIP Projects .....	4
■ Completed Major Projects .....	4
■ Projects Delayed .....	4
PROJECT SELECTION PROCESS .....	5
Project Selection Process .....	6
JACTS TIP Amendment/Administrative Modification Policy .....	7
■ Amendments .....	7
■ Administrative Modifications .....	8
PERFORMANCE MEASURES .....	9
■ Performance Management and the TIP .....	10
■ Performance Measures .....	10
■ Performance Targets .....	11
■ Performance-Based Planning .....	11
■ MPO Target Setting .....	12
○ Safety .....	12
○ Pavement .....	13
○ Bridge .....	15
■ System Performance of NHS & Freight .....	16
■ Congestion Mitigation and Air Quality (CMAQ) .....	16
■ NHS Asset Management Plan .....	16
■ Transit Performance Measures and Targets .....	17
■ FY 2023-2026 JACS TIP TPM Job List .....	18
FISCAL YEAR (FY) 2023-2026 TIP PROJECTS .....	24
Acronyms .....	25
■ JACTS FY 2023-2026 TIP Job List .....	27
FINANCIAL PLAN .....	31
Introduction .....	32
Available Highway and Transit Funding .....	32
Fiscal Constraint and Project Selection .....	32

Summary: Resources Available for Capital Needs on the Federal-Aid Highway System .....	34
Summary: Resources Available for Capital Needs of Public Transit Agencies.....	34
Demonstration of Financial Constraint, FY 2023 through FY 2026 .....	35
Financial Constraint Table (FY 2023-2026) .....	36
List of Federal-Aid Highway Resources.....	39
List of Federal-Aid Transit Resources .....	40
Financial and Operations and Maintenance Assumptions .....	41
<b>PUBLIC INVOLVEMENT AND CONSULTATION .....</b>	<b>42</b>
Environmental Justice Analysis .....	44
■ Definition of “Minority” for the Purposes of Environmental Justice .....	45
■ Definition of “Low Income” or “Individuals Living Below Poverty Level” for Purposes of Environmental Justice .....	45
■ Environmental Justice Project Table.....	47
■ Black or African American Population and TIP Project Composite.....	48
■ Asian and Pacific Islander Population and TIP Project Composite.....	49
■ Hispanic or Latino/a Population and TIP Project Composite .....	50
■ American Indian or Alaska Native Population and TIP Project Composite .....	51
■ Impoverished Individuals and TIP Project Composite .....	52
Consultation .....	53
<b>LIST OF ABBREVIATIONS .....</b>	<b>59</b>

## Tables

Table 1 - Forecast of Resources Available for Capital Needs on the Federal-Aid Highway System in the JACTS Planning Area .....	34
Table 2 - Forecast of Resources Available for Public Transit Capital Needs in the JACTS Planning Area .....	34
Table 3 - Demonstration of Fiscal Constraint, FY 2023 through FY 2026 .....	35
Table 4 - Detailed TIP Project Lists and Environmental Justice Analysis .....	47

## Appendices

Participation Plan .....	A
Public Participation Activities.....	B
Metropolitan Transportation Planning Process Certification .....	C
Resolution to Adopt FY 2023-2026 TIP .....	D
Final Approval of FY 2023-2026 Transportation Improvement Program.....	E

***JACTS***

## **INTRODUCTION**

---

## 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 2023 through 2026 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 2020 U.S. Census indicated that Jackson County has a population of 160,366 persons.

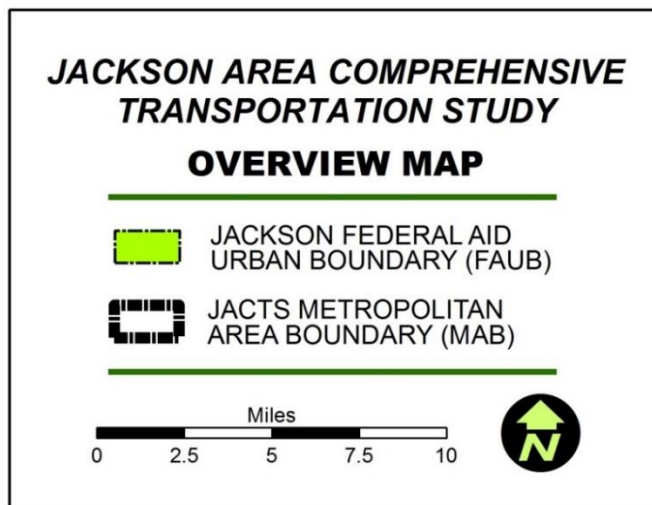
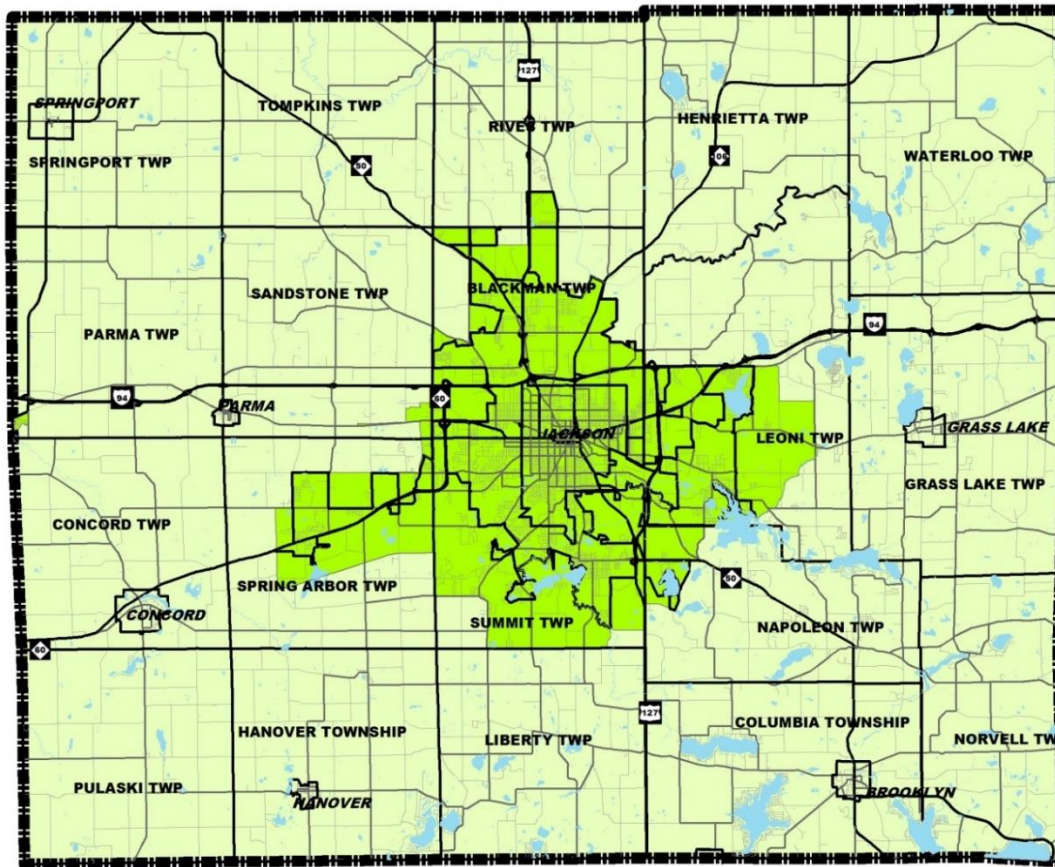
The TIP is a management tool for structuring metropolitan transportation-related projects and is the agreed upon list of specific priority projects for Jackson County. The TIP lists all the projects that intend to use federal funds, along with any non-federally funded projects that are regionally significant. 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 LRTP 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 TIP is developed through a cooperative planning process conducted by the Region 2 Planning Commission (R2PC), 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 (JCDOT); the Jackson Area Transportation Authority (JATA); and the Michigan Department of Transportation (MDOT). 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. R2PC staff compiled the information into this document for presentation to the JACTS Technical Advisory Committee (TAC) and Policy Committee. 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 (PPP), 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 R2PC (see Appendix B).



## Map 1 - Overview Map



The JACTS Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) 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 (EJ) analysis of the programmed TIP projects.

The JACTS implementing agencies that have projects programmed in the FY 2023-2026 TIP 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; JCDOT; JATA; and MDOT.

In summary, the JACTS FY 2023-2026 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 2023-2026 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 2020–2023 TIP Projects**

The JACTS FY 2020-2023 TIP was adopted on June 13, 2019. Per the FAST Act legislation, under CFR 23, Section 450.324, the TIP 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 2020-2023 TIP, the implementing agencies have either completed, are currently underway, or have the federal funds obligated for the following projects:

### **Completed Major Projects**

- Springport Rd. (County Farm to Rives Junction) – Road Rehabilitation
- M-50 (M-124 to Goose Creek) – Preventative Maintenance
- King Rd (Matthews Rd. to M-60) – Road Rehabilitation

### **Projects Delayed**

- M-60 (Emerson Rd. to Renfrew Rd.) – Road Rehabilitation
- US-127 North (North of Henry Rd. to Jackson/Ingham County Line)

## ***JACTS***      **PROJECT SELECTION PROCESS**

---

## **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 TAC and Policy Committee and subsequently by R2PC.

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 MPO and, although this task is delegated to several committees, the final decision rests with the R2PC as the state-designated MPO for the Jackson urbanized area.

The selection process is a progression of projects from the JACTS 2045 LRTP and the management systems to the TIP. The oversight of this process is through the Urban and Rural TIP subcommittees. The designated subcommittees are comprised of TAC 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 UAB.

Local project selection is based on a number of factors including JACTS TAC and Policy Committee input; public input; annual average daily traffic (AADT) volumes; pavement condition [Pavement Surface Evaluation and Rating (PASER)]; 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 (TPM) are used for project selection. TPMs are outlined in further detail, beginning on p.9.

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 TAC 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 TAC then recommends to the Policy Committee and R2PC 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 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 (AC) or Advance Construction Conversion (ACC)
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 R2PC 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 (e.g. changing a non-federally funded project to a federally-funded project).

5. A change in the project design concept or design scope (e.g. 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 (e.g. 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 R2PC. 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 25% of the total phase cost.
2. A minor change in funding source (e.g. 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 (e.g. 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 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 the Federal Highway Administration (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 TAC, Policy Committee, and R2PC shall be advised of any administrative modifications at their next regularly scheduled meetings for information purposes only.

**JACTS**

**TRANSPORTATION PERFORMANCE  
MEASURES (TPMs)**

---

## **Performance Management and the TIP**

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 (USDOT) and FHWA 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 (FTA) 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 – a self-propelled maintenance vehicle or construction vehicle
3. Facilities – building or structure used in providing public transportation (e.g. bus transfer center)

Urban transit agencies are also required (under 49 CFR Part 673) to develop and provide to the MPOs a Public Transit Agency Safety Plan (PTASP), which is to include transit safety performance measures and targets.

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



## **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 (CMAQ) 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 LRTP and TIPs are required to include state and MPO targets.

## **Performance-Based Planning for 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 National Highway System (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 TAC, Policy Committee, and R2PC staff.

In the process of developing future LRTPs 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. MDOT safety targets for calendar year 2022 were set by the state on August 31, 2021 and the MPOs had 180 days to set the 2022 targets. The safety target due date was February 28, 2022. On February 10, 2022 R2PC 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 R2PC annually. The table below contains the Safety Performance Measures adopted by R2PC for calendar year 2022.

**Michigan State Safety Targets – Calendar Year 2022**

<b>Safety Performance Measure</b>	<b>Baseline Condition (2016 – 2020)</b>	<b>Calendar Year 2022 State Safety Target</b>
Fatalities	1,028.2	1,065.2
Fatality Rate	1.051	1.098
Serious Injuries	5,673.2	5,733.2
Serious Injury Rate	5.778	5.892
Non-motorized Fatalities & Serious Injuries	762.8	791.6

R2PC has limited access to federal safety funds from the state. As a result, 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 R2PC 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 crashes within Hillsdale, Jackson, and Lenawee Counties which form the region boundaries. The vision and mission of the plan are guided by the Strategic Highway Safety Plan (SHSP) 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 (HPMS) 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 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 first 4-year performance period began on January 1, 2018 and ended on December 31, 2021. MDOT’s target reporting for the first 4-year performance period was due on May 20, 2018. The second 4-year performance period began on January 1, 2022 and will end on December 31, 2025. There are a total of three progress reports due within the 4-year performance periods:

- A Baseline Performance Report
  - 1<sup>st</sup> 4-Year Performance Period – due October 1, 2018

- 2<sup>nd</sup> 4-Year Performance Period - due October 1, 2022
- A Mid-Performance Period Progress Report
  - 1<sup>st</sup> 4-Year Performance Period - due October 1, 2020
  - 2<sup>nd</sup> 4-Year Performance Period - due October 1, 2024
- A Full Performance Period Progress Report
  - 1<sup>st</sup> 4-Year Performance Period - due October 1, 2022
  - 2<sup>nd</sup> 4-Year Performance Period - due October 1, 2026
- 

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 in 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, which includes baseline conditions (CY 2017), 2-year targets (CY 2019) and 4-year targets (CY 2021).

#### **Michigan State Pavement Baseline Conditions, 2-Year Targets and 4-Year Targets**

<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	57.8%	n/a	47.8%
% of Interstate Pavement in Poor Condition	4.9%	n/a	10.0%
% of Non-Interstate NHS Pavement in Good Condition	49.2%	46.7%	43.7%
% of Non-Interstate NHS Pavement in Poor Condition	18.9%	21.6%	24.6%

**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
  - 1<sup>st</sup> 4-Year Performance Period - due October 1, 2018
  - 2<sup>nd</sup> 4-Year Performance Period - due October 1, 2022
- 
- A Mid-Performance Period Progress Report
  - 1<sup>st</sup> 4-Year Performance Period - due October 1, 2020
  - 2<sup>nd</sup> 4-Year Performance Period - due October 1, 2024
- A Full Performance Period Progress Report
  - 1<sup>st</sup> 4-Year Performance Period - due October 1, 2022
  - 2<sup>nd</sup> 4-Year Performance Period - due October 1, 2026

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 R2PC voted to support and adopt the state targets. The table below contains R2PC's Bridge Condition Performance Measures which includes baseline conditions (CY 2017), 2-year targets (CY 2019) and 4-year targets (CY 2021).

**Michigan State Bridge Baseline Conditions, 2-Year Targets and 4-Year Targets**

<b>Bridge Condition Performance Measure</b>	<b>Baseline Condition 2017</b>	<b>2-year Target 2019</b>	<b>4-year Target 2021</b>
NHS Deck Area in Good Condition	32.7%	27.0%	23.0%
NHS Deck Area in Poor Condition	9.8%	7.0%	8.0%

## 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, R2PCvoted to support and adopt the state targets. System reliability targets are required to be developed by the state and responded to by the R2PC every two years. The table below contains R2PC's System Reliability Performance Measures, which includes baseline conditions (CY 2017) and 4-year targets (CY 2021).

### Michigan State System Reliability Baseline Conditions and 4-Year Targets 2022

System Reliability Performance Measure	Baseline Condition (CY 2017)	4-year Target (CY 2021)
Level of Travel Time Reliability of Interstate	85.2%	75.0%
Level of Travel Time Reliability of the Non-Interstate NHS	84.0%	70.0%
Freight Reliability Measure on the Interstate	1.38	1.75

## Congestion Mitigation and Air Quality (CMAQ)

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 R2PC 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 (SGR) targets for 2023 in the table on the next page.

### Jackson Area Transportation Authority (JATA) State of Good Repair (SGR) Targets for 2023

Asset Category	Asset Class	Sub-Asset	Useful Life	Performance Measure	2023 Targets	Current	Ratio
Rolling Stock	Buses	25 feet +	14 years	% of fleet exceeds default useful life benchmark	50%	29%	4/14
		Cutaway	10 years		50%	75%	3/4
	Vans	Med-Duty	8 years		50%	56%	5/9
		Light Duty	8 years		50%	100%	9/9
	Automobile	-	8 years		50%	0%	0/5
	Non-Revenue Vehicles	Maintenance / Utility	N/A		50%	80%	4/5
Facilities	Support Facilities	Administrative & Maintenance Facilities	N/A	% of facilities rated under 3.0 on TERM scale	50%	0%	
	Passenger Facilities	Downtown Transfer Center	N/A		100%	0%	
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 (TAM) 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. The CY 2023 SGR targets above were added to the TAM Plan on February 2, 2022.

**Fiscal Year 2023-2026 JACTS TIP TPM Job List**  
*\*Projects in Yellow Delayed from FY20-23 TIP to FY23-26 TIP*

FY 2023-2026 Jackson MPO TIP TPM Job List								Performance Areas						Projects on the NHS
								Roads				Transit		
Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2023	132635	MDOT	M-50	M-50 in Jackson County	Traffic Safety	shoulder widening	\$333,883		X					X
2024	201223	MDOT	US-127	Henry Road to County Line	Road Rehabilitation	HMA Cold Milling and Multi-Course HMA Resurfacing	\$20,700,000	X						
2023	202028	MDOT	Regionwide	Jackson County, Jackson	Traffic Safety	install recessed pavement markings	\$175,000	X						
2023	206639	Jackson County	N Elm Ave	N Elm St/ Various	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$1,101,252	X						
2023	206639	Jackson County	N Elm Ave	N Elm St/ Various	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$154,998	X						
2023	207167	Jackson County	Badgley Rd	Badgley Rd - Horton Rd to Stonewall Rd	Road Rehabilitation	Crush and Shape	\$691,250	X						
2023	207185	Jackson	Wildwood Ave	Wildwood Ave - West Ave to Steward Ave	Road Rehabilitation	Mill and HMA Resurface	\$347,000	X						
2023	207186	Jackson County	Brown St	Brown St - Morrell St to Michigan Ave	Road Rehabilitation	Mill and HMA resurface.	\$833,000	X						
2023	207372	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$2,880		X					
2023	207372	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$401,760		X					
2023	207373	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$2,880		X					
2023	207373	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$78,480		X					
2023	207381	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Pavement Marking retroreflectivity readings on University Region trunklines	\$2,016		X					
2024	207396	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$2,880		X					
2024	207396	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$401,760		X					
2024	207397	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$2,880		X					



FY 2023-2026 Jackson MPO TIP TPM Job List								Performance Areas						Projects on the NHS
								Roads				Transit		
Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2024	207397	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$82,080		X					
2024	207406	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Pavement marking retroreflectivity readings on University Region trunklines	\$2,016		X					
2023	207697	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1206-Bus terminal facility improvements	FY 2023 Section 5339 Capital (Facility Improvements)	\$571,464						X	
2023	209381	MDOT	US-127 S	US-127 from I-96 to I-94	Traffic Safety	Freeway Singning Update	\$701,316		X					X
2024	209381	MDOT	US-127 S	US-127 from I-96 to I-94	Traffic Safety	Freeway Singning Update	\$701,316		X					X
2024	209391	MDOT	M-50	AT CLARK LAKE ROAD IN NAPOLEON TWP, JACKSON COUNTY	Traffic Safety	INSTALL CENTER LEFT TURN LANE	\$436,717		X					
2023	209481	MDOT	US-127 S	US-127 from I-94 to M-50	Traffic Safety	Freeway Signing Upgrade	\$993,531		X					X
2024	209481	MDOT	US-127 S	US-127 from I-94 to M-50	Traffic Safety	Freeway Signing Upgrade	\$993,531		X					X
2023	209494	MDOT	TSC Wide	Various Locations - Jackson TSC	Traffic Safety	Modernizing signalized intersection to current standards	\$2,694,539		X					
2025	209627	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$2,880		X					
2025	209627	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	\$419,760		X					
2025	209628	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$2,880		X					
2025	209628	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Special pavement marking application on trunklines in University Region	\$85,680		X					
2025	209636	MDOT	Regionwide	All trunkline routes of REGION2 MPO	Traffic Safety	Pavement marking retroreflectivity readings on University Region trunklines	\$2,016		X					
2023	211147	MDOT	M-99	South Street north and east to Gibbs Road	Road Rehabilitation	Multi-course HMA mill & resurface, concrete pavement repairs, drainage imp.	\$701,655	X						
2025	211147	MDOT	M-99	South Street north and east to Gibbs Road	Road Rehabilitation	Multi-course HMA mill & resurface, concrete pavement repairs, drainage imp.	\$4,907,076	X						

FY 2023-2026 Jackson MPO TIP TPM Job List								Performance Areas						Projects on the NHS
								Roads				Transit		
Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2024	211675	MDOT	US-127 BR	US-127 BR / M-106 over Grand River &I-94 BL / M-50 over Grand River	Bridge Replacement	Bridge Replacement & Deck Replacement	\$8,546,414	X	X	X				
2024	211797	MDOT	regionwide	countywide in Jackson county	Traffic Safety	install delineation, pavement markings and signs for wrong way treatment	\$147,000		X					
2024	211993	MDOT	TSC-wide	M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport	Traffic Safety	Modernize signals to current standards	\$77,240		X					
2024	211993	MDOT	TSC-wide	M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport	Traffic Safety	Modernize signals to current standards	\$5,000		X					
2026	211993	MDOT	TSC-wide	M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport	Traffic Safety	Modernize signals to current standards	\$527,551		X					
2023	213005	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1203-admin/maintenance facility improvements	FY2023 5339 - CTF Bus and Bus Facilities	\$110,000						X	
2023	213006	Jackson Area Transportation Authority	Transit Capital	Areawide	SP1203-admin/maintenance facility improvements	FY2023 5339 - CTF Bus and Bus Facilities	\$60,000						X	
2026	213276	MDOT	Regionwide	All Trunkline Routes in University Region	Traffic Safety	Longitudinal Pavement Marking Application on Trunkline Routes in University	\$2,880		X					
2026	213276	MDOT	Regionwide	All Trunkline Routes in University Region	Traffic Safety	Longitudinal Pavement Marking Application on Trunkline Routes in University	\$405,360		X					
2026	213344	MDOT	Regionwide	All trunkline routes in REGION2 MPO	Traffic Safety	Special marking application on University Region trunklines	\$2,880		X					
2026	213344	MDOT	Regionwide	All trunkline routes in REGION2 MPO	Traffic Safety	Special marking application on University Region trunklines	\$89,280		X					
2026	213373	MDOT	University Regionwide Pvmr Mrkg Retro Readings	All of REGION2 MPO	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	\$2,016		X					
2023	213399	MDOT	TSC Wide	VARIOUS TRUNKLINE ROUTES IN JACKSON TSC AREA	Road Capital Preventive Maintenance	HMA CRACK TREATMENT AND OVERBAND CRACK FILL	\$282,000	X						

FY 2023-2026 Jackson MPO TIP TPM Job List								Performance Areas						Projects on the NHS
								Roads				Transit		
Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2024	213702	MDOT	US-127	Six structures on US-127 in northern Jackson County	Bridge CPM	Epoxy overlay, deck patch, super structure repairs, substructure repairs	\$1,785,038	X	X	X				
2023	213879	Jackson County	N Dearing Rd, Jefferson Road	N Dearing Road, Jefferson Road in Jackson County	Traffic Safety	Tree removal, signing, pavement marking	\$512,334		X					
2023	213984	Jackson County	Springport Rd	Springport Road at Minard Road, Jackson County	Traffic Safety	Roundabout	\$382,658	X	X					
2023	214063	Jackson	Citywide	5 crosswalk locations, city of Jackson	Traffic Safety	Crosswalk enhancements	\$328,538		X					
2026	214082	MDOT	US-127 N/W I 94 Ramp	M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94	Traffic Safety	Install High Friction Surface Treatment	\$42,827		X					
2026	214082	MDOT	US-127 N/W I 94 Ramp	M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94	Traffic Safety	Install High Friction Surface Treatment	\$636,951		X					
2026	214083	MDOT	M-60	M-60 at Cross Road	Traffic Safety	Install Passing Flare	\$73,919		X					
2026	214083	MDOT	M-60	M-60 at Cross Road	Traffic Safety	Install Passing Flare	\$556,506		X					
2024	214106	MDOT	US-127 S	At Berry Road Interchange	Traffic Safety	Install High Friction Surface Treatment	\$300,370		X					
2023	214664	Jackson County	Airport Rd	Airport Road at Wayland Drive, Jackson County	Traffic Safety	Signal modernization	\$322,144		X					
2024	216492	Jackson Area Transportation Authority	Transit Capital	Area Wide	1110-Bus Rolling Stock	FY 2024 RTF - Van Purchase	\$130,000						X	
2025	216493	Jackson Area Transportation Authority	Transit Capital	Area Wide	1110-Bus Rolling Stock	FY 2025 RTF - Van Purchase	\$65,000						X	
2026	216494	Jackson Area Transportation Authority	Transit Capital	Area Wide	1110-Bus Rolling Stock	FY 2026 RTF - Van Purchase	\$65,000						X	
2024	216519	Jackson County	Napoleon Rd	Various Roads	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$977,500	X						
2024	216522	Jackson County	E High St	Various Roads	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$154,998	X						
2024	216522	Jackson County	E High St	Various Roads	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$1,292,502	X						
2025	216523	Jackson County	S Sutton Rd	from Page Avenue to Ann Arbor Road	Road Rehabilitation	Cold-In-Place Recycle & Asphalt Resurfacing	\$687,750	X						
2025	216524	Jackson County	E High St	Various Roads	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$1,388,752	X						
2025	216524	Jackson County	E High St	Various Roads	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$154,998	X						
2026	216525	Jackson County	Various Routes	Various Roads	Road Rehabilitation	Two Course Asphalt Resurfacing (GPA)	\$1,093,000	X						

FY 2023-2026 Jackson MPO TIP TPM Job List								Performance Areas						Projects on the NHS
								Roads				Transit		
Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2026	216526	Jackson County	Wildwood Ave	Ganson Street to Jackson City Limits (Wayne Street)	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay (GPA)	\$100,000	X						
2025	216535	Jackson Area Transportation Authority	E High St	Area Wide	SP3000-operating except JARC and New Freedom	FY25: Operating and Safety	\$3,516,552					X		
2025	216535	Jackson Area Transportation Authority	E High St	Area Wide	SP1809-safety	FY25: Operating and Safety	\$17,583					X		
2024	216536	Jackson Area Transportation Authority	Transit Operating	Areawide	SP3000-operating except JARC and New Freedom	FY:2024 Operating and Safety	\$3,447,600					X		
2024	216536	Jackson Area Transportation Authority	Transit Operating	Areawide	SP1809-safety	FY:2024 Operating and Safety	\$17,238					X		
2026	216537	Jackson Area Transportation Authority	E High St	Area Wide	SP1809-safety	FY26: Operating and Safety	\$17,934					X		
2026	216537	Jackson Area Transportation Authority	E High St	Area Wide	SP3000-operating except JARC and New Freedom	FY26: Operating and Safety	\$3,586,884					X		
2025	216538	Jackson Area Transportation Authority	E High St	Area Wide	SP1203-admin/maintenance facility improvements	FY 2025 - Facility Improvements	\$150,000						X	
2024	216539	Jackson Area Transportation Authority	Transit Capital	Area Wide	SP1303-bus shelter purchase	FY 2024 - Facility Improvements	\$350,000						X	
2026	216541	Jackson Area Transportation Authority	E High St	Area Wide	SP1103-35-39 foot replacement bus with or without lift	FY 2026 - Facility Improvements and Bus Replacement	\$1,030,000						X	
2026	216541	Jackson Area Transportation Authority	E High St	Area Wide	SP1203-admin/maintenance facility improvements	FY 2026 - Facility Improvements and Bus Replacement	\$500,000						X	
2026	216545	Jackson County	E High St	Area Wide	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$154,998	X						
2026	216545	Jackson County	E High St	Area Wide	Road Capital Preventive Maintenance	One Course Asphalt Overlay	\$1,421,252	X						
2024	216546	Jackson	Jackson Intercity Bike Trl	Prospect Street to Martin Luther King Jr Drive	Roadside Facilities - Improve	FY 2024 - Bike/Pedestrian Facility Improvements	\$498,000		X					

FY 2023-2026 Jackson MPO TIP TPM Job List								Performance Areas						Projects on the NHS
								Roads				Transit		
Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Primary Work Type	Project Description	Total Estimated Amount	Pavement	Safety	Bridges	System Reliability	Transit Safety	Transit Asset Management	
2023	216554	Jackson Area Transportation Authority	E High St	Area Wide	3000-Operating Assistance	FY 2023 - Operating	\$3,064,568							
2023	216555	Jackson Area Transportation Authority	E High St	Area Wide	SP1809-safety	FY 2023 - Safety	\$16,900					X		
2023	216556	Jackson Area Transportation Authority	E High St	Area Wide	3000-Operating Assistance	FY 2023 - Operating	\$228,456							
2024	216557	Jackson Area Transportation Authority	E High St	Area Wide	3000-Operating Assistance	FY 2024 - Operating	\$233,025							
2025	216558	Jackson Area Transportation Authority	E High St	Area Wide	3000-Operating Assistance	FY 2025 - Operating	\$237,686							
2026	216559	Jackson Area Transportation Authority	E High St	Area Wide	3000-Operating Assistance	FY 2026 - Operating	\$242,440							
2025	216593	Jackson	Jackson Intercity Bike Trl	Martin Luther King Jr Drive to Merriman Street	Roadside Facilities - Improve	FY 2024 - Bike/Pedestrian Facility Improvements	\$483,000		X					
2023	216635	Jackson County	Lansing Ave	at Parnall Road	Traffic Safety	FY 2023 - Signal Replacement	\$59,000		X					
2023	216635	Jackson County	Lansing Ave	at Parnall Road	Traffic Safety	FY 2023 - Signal Replacement	\$197,000		X					
2023	216635	Jackson County	Lansing Ave	at Parnall Road	Traffic Safety	FY 2023 - Signal Replacement	\$95,000		X					
2026	216636	Jackson County	N Elm Ave	To Be Determined	Traffic Safety	FY 2026 - Signal Modernization	\$393,000		X					
2024	216641	Jackson	N Elm Ave	From North Street to Floral Avenue	Reconstruction	FY 2024 - Asphalt Reconstruction	\$412,000	X						
2024	216642	Jackson	E High St	From Executive Drive to South Street	Road Rehabilitation	FY 2024 - Crush & Shape & Asphalt Resurfacing	\$498,000	X						
2025	216644	Jackson	Lansing Ave	From Steward Avenue to Clinton Road	Traffic Safety	FY 2025 - Traffic Flow Improvement	\$1,311,000				X			
2026	216645	Jackson	E Ganson St	From Elm Avenue to East City Limits	Road Capital Preventive Maintenance	FY 2026 - Milling & One Course Asphalt Overlay	\$692,000	X						

**JACTS**

## **FY 2023-2026 TIP Projects**

---

## FY 2023-2026 TIP PROJECTS

The following pages include the projects proposed to be completed by the implementing agencies during the FY 2023-2026 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
JCDOT	Jackson County Department of Transportation
JATA	Jackson Area Transportation Authority

#### Primary Work Type

GPA	General Program Account
-----	-------------------------

#### 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 2023-2026 Transportation Improvement Program Job List (5.25.22 Download)**

*\*Projects in Yellow Delayed to future TIP*

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost
<b>2023</b>															
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	\$367,837.00
2023	202028	MDOT	Regionwide	Jackson County, Jackson	0.000	Traffic Safety	install recessed pavement markings	CON	Programmed	\$157,500	\$17,500	\$0	\$175,000	HSIP	\$720,000.00
2023	206639	Jackson County	N Elm Ave	N Elm St/ Various	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$1,005,000	\$0	\$96,252	\$1,101,252	STL	\$1,256,250.00
2023	206639	Jackson County	N Elm Ave	N Elm St/ Various	0.000	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$0	\$154,998	\$0	\$154,998	EDD	\$1,256,250.00
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	\$691,250.00
2023	207185	Jackson	Wildwood Ave	Wildwood Ave - West Ave to Steward Ave	0.342	Road Rehabilitation	Mill and HMA Resurface	CON	Programmed	\$277,600	\$0	\$69,400	\$347,000	STUL	\$347,000.00
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	\$833,000.00
2023	207372	MDOT	Regionwide	All trunkline routes of REGION2 MPO	1.627	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$2,810,000.00
2023	207372	MDOT	Regionwide	All trunkline routes of REGION2 MPO	1.627	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$361,584	\$40,176	\$0	\$401,760	HSIP	\$2,810,000.00
2023	207373	MDOT	Regionwide	All trunkline routes of REGION2 MPO	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$565,000.00
2023	207373	MDOT	Regionwide	All trunkline routes of REGION2 MPO	1.471	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$70,632	\$7,848	\$0	\$78,480	HSIP	\$565,000.00
2023	207381	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.528	Traffic Safety	Pavement Marking retroreflectivity readings on University Region trunklines	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000.00
2023	207697	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1206-Bus terminal facility improvements	FY 2023 Section 5339 Capital (Facility Improvements)	NI	Programmed	\$457,171	\$114,293	\$0	\$571,464	5339	\$571,464.00
2023	209381	MDOT	US-127 S	US-127 from I-96 to I-94	11.067	Traffic Safety	Freeway Singning Update	CON	Programmed	\$701,316	\$0	\$0	\$701,316	NHG	\$881,316.00
2023	209481	MDOT	US-127 S	US-127 from I-94 to M-50	6.767	Traffic Safety	Freeway Signing Upgrade	CON	Programmed	\$993,531	\$0	\$0	\$993,531	NHG	\$1,233,531.00
2023	209494	MDOT	TSC Wide	Various Locations - Jackson TSC	0.000	Traffic Safety	Modernizing signalized intersection to current standards	CON	Programmed	\$2,694,539	\$0	\$0	\$2,694,539	STG	\$3,149,425.00
2023	211147	MDOT	M-99	South Street north and east to Gibbs Road	1.465	Road Rehabilitation	Multi-course HMA mill & resurface, concrete pavement repairs, drainage imp.	PE	Programmed	\$574,305	\$127,350	\$0	\$701,655	ST	\$5,758,731.00
2023	213005	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY2023 5339 - CTF Bus and Bus Facilities	NI	Programmed	\$88,000	\$22,000	\$0	\$110,000	5339	\$110,000.00
2023	213006	Jackson Area Transportation Authority	Transit Capital	Areawide	0.000	SP1203-admin/maintenance facility improvements	FY2023 5339 - CTF Bus and Bus Facilities	NI	Programmed	\$48,000	\$12,000	\$0	\$60,000	5339	\$60,000.00
2023	213399	MDOT	TSC Wide	VARIOUS TRUNKLINE ROUTES IN JACKSON TSC AREA	0.124	Road Capital Preventive Maintenance	HMA CRACK TREATMENT AND OVERBAND CRACK FILL	CON	Programmed	\$230,817	\$51,183	\$0	\$282,000	ST	\$300,000.00
2023	213879	Jackson County	N Dearing Rd, Jefferson Road	N Dearing Road, Jefferson Road in Jackson County	4.323	Traffic Safety	Tree removal, signing, pavement marking	CON	Programmed	\$461,101	\$0	\$51,233	\$512,334	HRRR	\$512,334.00
2023	213984	Jackson County	Springport Rd	Springport Road at Minard Road, Jackson County	0.523	Traffic Safety	Roundabout	CON	Programmed	\$344,392	\$0	\$38,266	\$382,658	HRRR	\$382,658.00
2023	214063	Jackson	Citywide	5 crosswalk locations, city of Jackson	0.423	Traffic Safety	Crosswalk enhancements	CON	Programmed	\$257,398	\$0	\$71,140	\$328,538	HSIP	\$328,538.00
2023	214664	Jackson County	Airport Rd	Airport Road at Wayland Drive, Jackson County	0.032	Traffic Safety	Signal modernization	CON	Programmed	\$244,915	\$0	\$77,229	\$322,144	HSIP	\$322,144.00
2023	216554	Jackson Area Transportation Authority	E High St	Area Wide	0.000	3000-Operating Assistance	FY 2023 - Operating	NI	Programmed	\$1,690,000	\$1,374,568	\$0	\$3,064,568	5307	\$3,064,568.00
2023	216555	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP1809-safety	FY 2023 - Safety	NI	Programmed	\$13,520	\$3,380	\$0	\$16,900	5307	\$16,900.00
2023	216556	Jackson Area Transportation Authority	E High St	Area Wide	0.000	3000-Operating Assistance	FY 2023 - Operating	NI	Programmed	\$115,861	\$112,595	\$0	\$228,456	5311	\$228,456.00
2023	216635	Jackson County	Lansing Ave	at Parnall Road	0.651	Traffic Safety	FY 2023 - Signal Replacement	CON	Programmed	\$59,000	\$0	\$0	\$59,000	ST	\$351,000.00
2023	216635	Jackson County	Lansing Ave	at Parnall Road	0.651	Traffic Safety	FY 2023 - Signal Replacement	CON	Programmed	\$197,000	\$0	\$0	\$197,000	CRSM	\$351,000.00

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost
2023	216635	Jackson County	Lansing Ave	at Parnall Road	0.651	Traffic Safety	FY 2023 - Signal Replacement	CON	Programmed	\$95,000	\$0	\$0	\$95,000	STUL	\$351,000.00
2024	201223	MDOT	US-127	Henry Road to County Line	5.582	Road Rehabilitation	HMA Cold Milling and Multi-Course HMA Resurfacing	CON	Programmed	\$16,942,950	\$3,757,050	\$0	\$20,700,000	NH	\$26,300,000.00
2024	207396	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.685	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$2,810,000.00
2024	207396	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.685	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$361,584	\$40,176	\$0	\$401,760	HSIP	\$2,810,000.00
2024	207397	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.199	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$590,000.00
2024	207397	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.199	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$73,872	\$8,208	\$0	\$82,080	HSIP	\$590,000.00
2024	207406	MDOT	Regionwide	All trunkline routes of REGION2 MPO	1.855	Traffic Safety	Pavement marking retroreflectivity readings on University Region trunklines	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000.00
2024	209381	MDOT	US-127 S	US-127 from I-96 to I-94	11.067	Traffic Safety	Freeway Singning Update	CON	Programmed	\$701,316	\$0	\$0	\$701,316	NHG	\$911,316.00
2024	209391	MDOT	M-50	AT CLARK LAKE ROAD IN NAPOLEON TWP, JACKSON COUNTY	0.151	Traffic Safety	INSTALL CENTER LEFT TURN LANE	CON	Programmed	\$393,045	\$43,672	\$0	\$436,717	HSIP	\$477,405.00
2024	209481	MDOT	US-127 S	US-127 from I-94 to M-50	6.864	Traffic Safety	Freeway Signing Upgrade	CON	Programmed	\$993,531	\$0	\$0	\$993,531	NHG	\$1,233,531.00
2024	211675	MDOT	US-127 BR	US-127 BR / M-106 over Grand River & I-94 BL / M-50 over Grand River	0.000	Bridge Replacement	Bridge Replacement & Deck Replacement	CON	Programmed	\$6,995,240	\$1,415,446	\$135,728	\$8,546,414	NH	\$10,078,414.00
2024	211797	MDOT	regionwide	countywide in Jackson county	0.000	Traffic Safety	install delineation, pavement markings and signs for wrong way treatment	CON	Programmed	\$132,300	\$14,700	\$0	\$147,000	HSIP	\$750,000.00
2024	211993	MDOT	TSC-wide	M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport	0.000	Traffic Safety	Modernize signals to current standards	PE	Programmed	\$77,240	\$0	\$0	\$77,240	STG	\$2,393,614.00
2024	211993	MDOT	TSC-wide	M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport	0.000	Traffic Safety	Modernize signals to current standards	ROW	Programmed	\$5,000	\$0	\$0	\$5,000	STG	\$2,393,614.00
2024	213702	MDOT	US-127	Six structures on US-127 in northern Jackson County	0.000	Bridge CPM	Epoxy overlay, deck patch, super structure repairs, substructure repairs	CON	Programmed	\$1,461,053	\$323,985	\$0	\$1,785,038	NH	\$1,928,319.00
2024	214106	MDOT	US-127 S	At Berry Road Interchange	0.610	Traffic Safety	Install High Friction Surface Treatment	CON	Programmed	\$270,333	\$30,037	\$0	\$300,370	HSIP	\$300,370.00
2024	216492	Jackson Area Transportation Authority	Transit Capital	Area Wide	0.000	1110-Bus Rolling Stock	FY 2024 RTF - Van Purchase	NI	Programmed	\$104,000	\$26,000	\$0	\$130,000	STL	\$130,000.00
2024	216519	Jackson County	Napoleon Rd	Various Roads	5.468	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$782,000	\$0	\$195,500	\$977,500	STUL	\$977,500.00
2024	216522	Jackson County	E High St	Various Roads	0.382	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$0	\$154,998	\$0	\$154,998	EDD	\$1,447,500.00
2024	216522	Jackson County	E High St	Various Roads	0.382	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$1,158,000	\$0	\$134,502	\$1,292,502	STL	\$1,447,500.00
2024	216536	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	SP3000-operating except JARC and New Freedom	FY:2024 Operating and Safety	NI	Programmed	\$1,723,800	\$1,723,800	\$0	\$3,447,600	5307	\$3,464,838.00
2024	216536	Jackson Area Transportation Authority	Transit Operating	Areawide	0.000	SP1809-safety	FY:2024 Operating and Safety	NI	Programmed	\$13,790	\$3,448	\$0	\$17,238	5307	\$3,464,838.00
2024	216539	Jackson Area Transportation Authority	Transit Capital	Area Wide	0.000	SP1303-bus shelter purchase	FY 2024 - Facility Improvements	NI	Programmed	\$280,000	\$70,000	\$0	\$350,000	5339	\$350,000.00
2024	216546	Jackson	Jackson Intercity Bike Trl	Prospect Street to Martin Luther King Jr Drive	0.546	Roadside Facilities - Improve	FY 2024 - Bike/Pedestrian Facility Improvements	CON	Programmed	\$375,000	\$0	\$123,000	\$498,000	STUL	\$498,000.00
2024	216557	Jackson Area Transportation Authority	E High St	Area Wide	0.000	3000-Operating Assistance	FY 2024 - Operating	NI	Programmed	\$118,178	\$114,847	\$0	\$233,025	5311	\$233,025.00
2024	216641	Jackson	N Elm Ave	From North Street to Floral Avenue	0.334	Reconstruction	FY 2024 - Asphalt Reconstruction	CON	Programmed	\$329,600	\$0	\$82,400	\$412,000	STUL	\$412,000.00
2024	216642	Jackson	E High St	From Executive Drive to South Street	0.631	Road Rehabilitation	FY 2024 - Crush & Shape & Asphalt Resurfacing	CON	Programmed	\$399,400	\$0	\$98,600	\$498,000	STUL	\$498,000.00
2025															

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost
2025	209627	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.708	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$2,935,000.00
2025	209627	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.708	Traffic Safety	Longitudinal pavement marking application on University Region trunklines	CON	Programmed	\$377,784	\$41,976	\$0	\$419,760	HSIP	\$2,935,000.00
2025	209628	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.024	Traffic Safety	Special pavement marking application on trunklines in University Region	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$615,000.00
2025	209628	MDOT	Regionwide	All trunkline routes of REGION2 MPO	2.024	Traffic Safety	Special pavement marking application on trunklines in University Region	CON	Programmed	\$77,112	\$8,568	\$0	\$85,680	HSIP	\$615,000.00
2025	209636	MDOT	Regionwide	All trunkline routes of REGION2 MPO	3.980	Traffic Safety	Pavement marking retroreflectivity readings on University Region trunklines	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000.00
2025	211147	MDOT	M-99	South Street north and east to Gibbs Road	1.465	Road Rehabilitation	Multi-course HMA mill & resurface, concrete pavement repairs, drainage imp.	CON	Programmed	\$4,016,441	\$890,635	\$0	\$4,907,076	ST	\$5,758,731.00
2025	216493	Jackson Area Transportation Authority	Transit Capital	Area Wide	0.000	1110-Bus Rolling Stock	FY 2025 RTF - Van Purchase	NI	Programmed	\$52,000	\$13,000	\$0	\$65,000	STL	\$65,000.00
2025	216523	Jackson County	S Sutton Rd	from Page Avenue to Ann Arbor Road	1.973	Road Rehabilitation	Cold-In-Place Recycle & Asphalt Resurfacing	CON	Programmed	\$550,200	\$0	\$137,550	\$687,750	STUL	\$687,750.00
2025	216524	Jackson County	E High St	Various Roads	0.382	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$1,235,000	\$0	\$153,752	\$1,388,752	STL	\$1,543,750.00
2025	216524	Jackson County	E High St	Various Roads	0.382	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$0	\$154,998	\$0	\$154,998	EDD	\$1,543,750.00
2025	216535	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP3000-operating except JARC and New Freedom	FY25: Operating and Safety	NI	Programmed	\$1,758,276	\$1,758,276	\$0	\$3,516,552	5307	\$3,534,135.00
2025	216535	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP1809-safety	FY25: Operating and Safety	NI	Programmed	\$14,066	\$3,517	\$0	\$17,583	5307	\$3,534,135.00
2025	216538	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP1203-admin/maintenance facility improvements	FY 2025 - Facility Improvements	NI	Programmed	\$120,000	\$30,000	\$0	\$150,000	5339	\$150,000.00
2025	216558	Jackson Area Transportation Authority	E High St	Area Wide	0.000	3000-Operating Assistance	FY 2025 - Operating	NI	Programmed	\$120,542	\$117,144	\$0	\$237,686	5311	\$237,686.00
2025	216593	Jackson	Jackson Intercity Bike Trl	Martin Luther King Jr Drive to Merriman Street	0.535	Roadside Facilities - Improve	FY 2024 - Bike/Pedestrian Facility Improvements	CON	Programmed	\$384,000	\$0	\$99,000	\$483,000	STUL	\$483,000.00
2025	216644	Jackson	Lansing Ave	From Steward Avenue to Clinton Road	0.101	Traffic Safety	FY 2025 - Traffic Flow Improvement	CON	Programmed	\$988,800	\$0	\$322,200	\$1,311,000	STUL	\$1,311,000.00
2026															
2026	211993	MDOT	TSC-wide	M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport	0.000	Traffic Safety	Modernize signals to current standards	CON	Programmed	\$527,551	\$0	\$0	\$527,551	STG	\$2,393,614.00
2026	213276	MDOT	Regionwide	All Trunkline Routes in University Region	18.254	Traffic Safety	Longitudinal Pavement Marking Application on Trunkline Routes in University	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$2,835,000.00
2026	213276	MDOT	Regionwide	All Trunkline Routes in University Region	18.254	Traffic Safety	Longitudinal Pavement Marking Application on Trunkline Routes in University	CON	Programmed	\$364,824	\$40,536	\$0	\$405,360	HSIP	\$2,835,000.00
2026	213344	MDOT	Regionwide	All trunkline routes in REGION2 MPO	2.935	Traffic Safety	Special marking application on University Region trunklines	PE	Programmed	\$2,592	\$288	\$0	\$2,880	HSIP	\$640,000.00
2026	213344	MDOT	Regionwide	All trunkline routes in REGION2 MPO	2.935	Traffic Safety	Special marking application on University Region trunklines	CON	Programmed	\$80,352	\$8,928	\$0	\$89,280	HSIP	\$640,000.00
2026	213373	MDOT	University Regionwide Pvmt Mrkg Retro Readings	All of REGION2 MPO	18.355	Traffic Safety	Pvmt mrkg retroreflectivity readings on trunklines in University Region	CON	Programmed	\$1,814	\$202	\$0	\$2,016	HSIP	\$14,000.00
2026	214082	MDOT	US-127 N/W I 94 Ramp	M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94	0.516	Traffic Safety	Install High Friction Surface Treatment	PE	Programmed	\$38,544	\$4,283	\$0	\$42,827	HSIP	\$679,778.00
2026	214082	MDOT	US-127 N/W I 94 Ramp	M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94	0.516	Traffic Safety	Install High Friction Surface Treatment	CON	Programmed	\$573,256	\$63,695	\$0	\$636,951	HSIP	\$679,778.00
2026	214083	MDOT	M-60	M-60 at Cross Road	0.150	Traffic Safety	Install Passing Flare	PE	Programmed	\$66,527	\$7,392	\$0	\$73,919	HSIP	\$630,425.00
2026	214083	MDOT	M-60	M-60 at Cross Road	0.150	Traffic Safety	Install Passing Flare	CON	Programmed	\$500,855	\$55,651	\$0	\$556,506	HSIP	\$630,425.00
2026	216494	Jackson Area Transportation Authority	Transit Capital	Area Wide	0.000	1110-Bus Rolling Stock	FY 2026 RTF - Van Purchase	NI	Programmed	\$52,000	\$13,000	\$0	\$65,000	STL	\$65,000.00

Fiscal Year	Job#	Responsible Agency	Project Name	Limits	Length	Primary Work Type	Project Description	Phase	Phase Status	Fed Estimated Amount	State Estimated Amount	Local Estimated Amount	Total Estimated Amount	Fund Source	Total Job Cost
2026	216525	Jackson County	Various Routes	Various Roads	2.573	Road Rehabilitation	Two Course Asphalt Resurfacing (GPA)	CON	Programmed	\$874,400	\$0	\$218,600	\$1,093,000	STUL	\$1,093,000.00
2026	216526	Jackson County	Wildwood Ave	Ganson Street to Jackson City Limits (Wayne Street)	0.315	Road Capital Preventive Maintenance	Milling & One Course Asphalt Overlay (GPA)	CON	Programmed	\$81,850	\$0	\$18,150	\$100,000	STUL	\$100,000.00
2026	216537	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP1809-safety	FY26: Operating and Safety	NI	Programmed	\$14,347	\$3,587	\$0	\$17,934	5307	\$3,604,818.00
2026	216537	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP3000-operating except JARC and New Freedom	FY26: Operating and Safety	NI	Programmed	\$1,793,442	\$1,793,442	\$0	\$3,586,884	5307	\$3,604,818.00
2026	216541	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP1103-35-39 foot replacement bus with or without lift	FY 2026 - Facility Improvements and Bus Replacement	NI	Programmed	\$824,000	\$206,000	\$0	\$1,030,000	5339	\$1,530,000.00
2026	216541	Jackson Area Transportation Authority	E High St	Area Wide	0.000	SP1203-admin/maintenance facility improvements	FY 2026 - Facility Improvements and Bus Replacement	NI	Programmed	\$400,000	\$100,000	\$0	\$500,000	5339	\$1,530,000.00
2026	216545	Jackson County	E High St	Area Wide	0.382	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$0	\$154,998	\$0	\$154,998	EDD	\$1,576,250.00
2026	216545	Jackson County	E High St	Area Wide	0.382	Road Capital Preventive Maintenance	One Course Asphalt Overlay	CON	Programmed	\$1,261,000	\$0	\$160,252	\$1,421,252	STL	\$1,576,250.00
2026	216559	Jackson Area Transportation Authority	E High St	Area Wide	0.000	3000-Operating Assistance	FY 2026 - Operating	NI	Programmed	\$122,953	\$119,487	\$0	\$242,440	5311	\$242,440.00
2026	216636	Jackson County	N Elm Ave	To Be Determined	0.500	Traffic Safety	FY 2026 - Signal Modernization	CON	Programmed	\$393,000	\$0	\$0	\$393,000	STUL	\$393,000.00
2026	216645	Jackson	E Ganson St	From Elm Avenue to East City Limits	0.498	Road Capital Preventive Maintenance	FY 2026 - Milling & One Course Asphalt Overlay	CON	Programmed	\$553,600	\$0	\$138,400	\$692,000	STUL	\$692,000.00



## **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;

### **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. 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.

Like the highway programs, there are a number of federal transit programs, which are distributed according to a complex set of formulas.

State funding for transportation comes from motor fuel taxes and vehicle registration fees. Currently, state motor fuel taxes are set at 26.3 cents per gallon on both gasoline and diesel fuel.

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 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, FHWA and FTA. . According to the 2045

JACTS Long Range Plan, federal transportation funding is expected to increase by 3.7% annually through FY2025 and by 2.3% thereafter.

**Project Selection**

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, which is, in part, determined using transit SGR asset management targets and transit safety targets.

As stated previously, JACTS will assess the impact of any proposed project on the performance measures area and target during the development of LRTPs and TIPs. 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.

**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 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 2023-FY 2026 TIP cycle, four percent (4%) annually will be used for the life of the document.

### 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 2023 through 2026. 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**

2023	2024	2025	2026
\$ 9,676,477	\$ 38,146,242	\$9,510,792	\$6,317,570

### 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 MDOT's 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 2 contains a summary of the predicted resources that will be available for capital needs (and some operation needs, depending on the program) for JATA during fiscal years 2023 through 2026. Federal funding reasonably expected to be available is included. CTF funding expected to be distributed by MDOT OPT to JATA is also included.

**Table 2. Forecast of Resources Available for Public Transit Capital Needs in the JACTS Planning Area**

2023	2024	2025	2026
\$ 4,051,388	\$ 4,047,863	\$3,921,821	\$5,377,258



### Demonstration of Financial Constraint, FY 2023 through FY 2026

After determination of resources available for federal-aid highway and transit capital needs in the JACTS planning area from FY 2023 through FY 2026, 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 LRTP . The list must be adjusted to each year's YOE factor and then fiscally constrained to available revenues.

Table 3 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 2023 through FY 2026 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 3. Demonstration of Fiscal Constraint, FY 2023 through FY 2026 TIP**

	2023	2024	2025	2026
Highway Funding	\$ 9,676,477	\$ 38,146,242	\$9,510,792	\$6,317,570
Highway Programmed	\$ 9,676,477	\$ 38,146,242	\$9,510,792	\$6,317,570
Transit Funding	\$ 4,051,388	\$ 4,047,863	\$3,921,821	\$5,377,258
Transit Programmed	\$ 4,051,388	\$ 4,047,863	\$3,921,821	\$5,377,258
Total Funding	\$ 13,727,865	\$ 42,194,105	\$13,432,613	\$11,694,828
Total Programmed	\$ 13,727,865	\$ 42,194,105	\$13,432,613	\$11,694,828
Difference	\$ 0	\$ 0	\$0	\$0

Fund Source	Total Revenue	Federal Revenue	Federal Commitment	State Commitment	Local Commitment	Total Commitment
Fiscal Year - 2023						
Fiscal Year - 2023, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$197,000	\$197,000	\$197,000	\$0	\$0	\$197,000
STP - Small MPO	\$1,966,250	\$1,592,000	\$1,592,000	\$0	\$374,250	\$1,966,250
Stp Flex - Small Mpo	\$59,000	\$59,000	\$59,000	\$0	\$0	\$59,000
FY 2023, Local MPO Based Constraints Total	\$2,222,250	\$1,848,000	\$1,848,000	\$0	\$374,250	\$2,222,250
Fiscal Year - 2023, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,101,252	\$1,005,000	\$1,005,000	\$0	\$96,252	\$1,101,252
TEDF Category D	\$154,998	\$0	\$0	\$154,998	\$0	\$154,998
FY 2023, Local RTF Based Constraint Total	\$1,256,250	\$1,005,000	\$1,005,000	\$154,998	\$96,252	\$1,256,250
Fiscal Year - 2023, Local Projects from Statewide Sources						
Safety	\$1,522,884	\$1,307,806	\$1,307,806	\$0	\$215,078	\$1,522,884
FY 2023, Local Projects from Statewide Sources Total	\$1,522,884	\$1,307,806	\$1,307,806	\$0	\$215,078	\$1,522,884
Fiscal Year - 2023, MDOT Project Templates						
Road - Capital Preventive Maintenance	\$282,000	\$230,817	\$230,817	\$51,183	\$0	\$282,000
Road - Rehabilitation and Reconstruction	\$701,655	\$574,305	\$574,305	\$127,350	\$0	\$701,655
Traffic & Safety	\$3,691,438	\$3,591,748	\$3,591,748	\$99,690	\$0	\$3,691,438
FY 2023, MDOT Project Templates Total	\$4,675,093	\$4,396,870	\$4,396,870	\$278,223	\$0	\$4,675,093
Fiscal Year - 2023, Transit Project Categories						
5307	\$3,081,468	\$1,703,520	\$1,703,520	\$1,377,948	\$0	\$3,081,468
5311	\$228,456	\$115,861	\$115,861	\$112,595	\$0	\$228,456
5339	\$741,464	\$593,171	\$593,171	\$148,293	\$0	\$741,464
FY 2023, Transit Project Categories Total	\$4,051,388	\$2,412,552	\$2,412,552	\$1,638,836	\$0	\$4,051,388
Fiscal Year - 2023 Grand Total	\$13,727,865	\$10,970,228	\$10,970,228	\$2,072,057	\$685,580	\$13,727,865
Fiscal Year - 2024						
Fiscal Year - 2024, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$201,000	\$201,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$2,123,500	\$1,624,000	\$1,886,000	\$0	\$499,500	\$2,385,500
Stp Flex - Small Mpo	\$60,000	\$60,000	\$0	\$0	\$0	\$0
FY 2024, Local MPO Based Constraints Total	\$2,384,500	\$1,885,000	\$1,886,000	\$0	\$499,500	\$2,385,500
Fiscal Year - 2024, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,292,502	\$1,158,000	\$1,158,000	\$0	\$134,502	\$1,292,502
TEDF Category D	\$154,998	\$0	\$0	\$154,998	\$0	\$154,998
Transit - STP - Rural - Flex	\$130,000	\$104,000	\$104,000	\$26,000	\$0	\$130,000
FY 2024, Local RTF Based Constraint Total	\$1,577,500	\$1,262,000	\$1,262,000	\$180,998	\$134,502	\$1,577,500
Fiscal Year - 2024, MDOT Project Templates						
Bridge Replacement and Preservation	\$10,331,452	\$8,456,293	\$8,456,293	\$1,739,431	\$135,728	\$10,331,452

Road - Rehabilitation and Reconstruction	\$20,700,000	\$16,942,950	\$16,942,950	\$3,757,050	\$0	\$20,700,000
Traffic & Safety	\$3,152,790	\$3,015,219	\$3,015,219	\$137,571	\$0	\$3,152,790
FY 2024, MDOT Project Templates Total	\$34,184,242	\$28,414,462	\$28,414,462	\$5,634,052	\$135,728	\$34,184,242
Fiscal Year - 2024, Transit Project Categories						
5307	\$3,464,838	\$1,737,590	\$1,737,590	\$1,727,248	\$0	\$3,464,838
5311	\$233,025	\$118,178	\$118,178	\$114,847	\$0	\$233,025
5339	\$350,000	\$280,000	\$280,000	\$70,000	\$0	\$350,000
FY 2024, Transit Project Categories Total	\$4,047,863	\$2,135,768	\$2,135,768	\$1,912,095	\$0	\$4,047,863
Fiscal Year - 2024 Grand Total	\$42,194,105	\$33,697,230	\$33,698,230	\$7,727,145	\$769,730	\$42,195,105
Fiscal Year - 2025						
Fiscal Year - 2025, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$205,000	\$205,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$2,215,750	\$1,657,000	\$1,923,000	\$0	\$558,750	\$2,481,750
Stp Flex - Small Mpo	\$61,000	\$61,000	\$0	\$0	\$0	\$0
FY 2025, Local MPO Based Constraints Total	\$2,481,750	\$1,923,000	\$1,923,000	\$0	\$558,750	\$2,481,750
Fiscal Year - 2025, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,388,752	\$1,235,000	\$1,235,000	\$0	\$153,752	\$1,388,752
TEDF Category D	\$154,998	\$0	\$0	\$154,998	\$0	\$154,998
Transit - STP - Rural - Flex	\$65,000	\$52,000	\$52,000	\$13,000	\$0	\$65,000
FY 2025, Local RTF Based Constraint Total	\$1,608,750	\$1,287,000	\$1,287,000	\$167,998	\$153,752	\$1,608,750
Fiscal Year - 2025, MDOT Project Templates						
Road - Rehabilitation and Reconstruction	\$4,907,076	\$4,016,441	\$4,016,441	\$890,635	\$0	\$4,907,076
Traffic & Safety	\$513,216	\$461,894	\$461,894	\$51,322	\$0	\$513,216
FY 2025, MDOT Project Templates Total	\$5,420,292	\$4,478,335	\$4,478,335	\$941,957	\$0	\$5,420,292
Fiscal Year - 2025, Transit Project Categories						
5307	\$3,534,135	\$1,772,342	\$1,772,342	\$1,761,793	\$0	\$3,534,135
5311	\$237,686	\$120,542	\$120,542	\$117,144	\$0	\$237,686
5339	\$150,000	\$120,000	\$120,000	\$30,000	\$0	\$150,000
FY 2025, Transit Project Categories Total	\$3,921,821	\$2,012,884	\$2,012,884	\$1,908,937	\$0	\$3,921,821
Fiscal Year - 2025 Grand Total	\$13,432,613	\$9,701,219	\$9,701,219	\$3,018,892	\$712,502	\$13,432,613
Fiscal Year - 2026						
Fiscal Year - 2026, Local MPO Based Constraints						
Carbon Reduction - Small Mpo	\$209,000	\$209,000	\$0	\$0	\$0	\$0
STP - Small MPO	\$2,065,150	\$1,690,000	\$1,902,850	\$0	\$375,150	\$2,278,000
Stp Flex - Small Mpo	\$62,000	\$62,000	\$0	\$0	\$0	\$0
FY 2026, Local MPO Based Constraints Total	\$2,336,150	\$1,961,000	\$1,902,850	\$0	\$375,150	\$2,278,000
Fiscal Year - 2026, Local RTF Based Constraint						
STP - Rural/Flexible	\$1,421,252	\$1,261,000	\$1,261,000	\$0	\$160,252	\$1,421,252

TEDF Category D	\$154,998	\$0	\$0	\$154,998	\$0	\$154,998
Transit - STP - Rural - Flex	\$65,000	\$52,000	\$52,000	\$13,000	\$0	\$65,000
FY 2026, Local RTF Based Constraint Total	\$1,641,250	\$1,313,000	\$1,313,000	\$167,998	\$160,252	\$1,641,250
Fiscal Year - 2026, MDOT Project Templates						
Traffic & Safety	\$2,340,170	\$2,158,907	\$2,158,907	\$181,263	\$0	\$2,340,170
FY 2026, MDOT Project Templates Total	\$2,340,170	\$2,158,907	\$2,158,907	\$181,263	\$0	\$2,340,170
Fiscal Year - 2026, Transit Project Categories						
5307	\$3,604,818	\$1,807,789	\$1,807,789	\$1,797,029	\$0	\$3,604,818
5311	\$242,440	\$122,953	\$122,953	\$119,487	\$0	\$242,440
5339	\$1,530,000	\$1,224,000	\$1,224,000	\$306,000	\$0	\$1,530,000
FY 2026, Transit Project Categories Total	\$5,377,258	\$3,154,742	\$3,154,742	\$2,222,516	\$0	\$5,377,258
Fiscal Year - 2026 Grand Total	\$11,694,828	\$8,587,649	\$8,529,499	\$2,571,777	\$535,402	\$11,636,678

## 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 a State strategic highway safety plan; roadside safety audits.
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.

\* The above table 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 and MTPA are recommending two percent per year funding increases between FY 2023 and FY 2026.

### Year of Expenditure (YOE) Rates

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.

## **JACTS** Public Involvement & Consultation

---



## 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 Public Participation Plan (PPP)* (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 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 2023-2026 included the following:

- JACTS issued the FY 2023-2026 Call for Projects (CFP) in Fall 2021. 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 September 2021 and March 2022.
- The project lists were reviewed and discussed at monthly meetings of the JACTS TAC, Policy Committee, and R2PC Board. With the exception of the February and May JACTS TAC and Policy meetings, which were posted on the R2PC website, all meetings were advertised (including the meeting agendas) in the local newspaper (*Jackson Citizen Patriot*) and on the R2PC 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 2023-2026 TIP were reviewed and approved by the Full Region 2 Rural Task Force (RTF) Committee (representation from Hillsdale, Jackson, and Lenawee Counties) on January 13, 2022 and February 25, 2022.
- 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 cover 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 R2PC website – [www.region2planning.com](http://www.region2planning.com). [A notice of the extended formal comment period \(outlined below\), reminder e-mail and updated cover letter were sent out on May 31<sup>st</sup>, 2022.](#)
- The formal comment period on the draft FY 2023-2026 TIP project list began on April 28, 2022 and was originally planned to end on May 31, 2022. On May 31<sup>st</sup>, 2022, the formal comment period was extended to June 14<sup>th</sup>, 2022. Opportunities for public comment were

also accepted at the regular JACTS TAC meeting on May 18, 2022; the JACTS Policy Committee meeting held on May 19, 2022, and the R2PC Board meeting held on June 9, 2022. Staff provided handouts at each meeting listing the proposed TIP projects. Written comments, phone calls, and e-mails were also accepted during this time period. (X *number of*) public comments were received at 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 2023-2026 TIP by R2PC was received on July 14, 2022 (Appendix C).

As stated above, numerous opportunities were available for input during the development of the JACTS FY 2023-2026 TIP, not only at the monthly JACTS TAC 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 (EJ) Analysis**

The roadway projects programmed in the JACTS FY 2023-2026 TIP must address the principles of Executive Order 12898 relating to Environmental Justice (EJ). 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 EJ 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 where minority and low-income populations exceeded the population averages for the JACTS planning area (Jackson County), 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
  2. Hispanic or Latino
  3. Asian American
  4. American Indian or Alaskan Native
  5. Pacific Islander or Native Hawaiian
- According to the 2020 U.S. American Community Survey (ACS) 5-Year Estimates, the countywide averages for the minority populations are as follows: African American 7.8%, Hispanic 3.64%, Asian 0.33%, American Indian 0.87%, and Pacific Islanders 0.02%.

**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 2020 ACS 5-Year Estimates, on average 12.39 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 29 local and state roadway projects mapped for analysis in the JACTS FY 2023-2026 TIP, 19 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 \$47.4 million, or 54.4% 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 16 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 \$47.8 million, or 54.8% of road program revenues for mapped projects. A total of 17 mapped projects are located within or adjacent to Hispanic minority areas; total funding invested in these projects is approximately \$48.9 million, or 56.1% of road program revenues for mapped projects. A total of 7 mapped projects are located within or adjacent to Asian minority areas; total funding invested in these projects is approximately \$4.1 million, or 4.8% of road program revenues for mapped projects. A total of 6 mapped projects are located within or adjacent to American Indian or Alaska Native minority areas; total funding invested in this project is approximately \$7.9 million, or 9.1% of road program revenues for mapped projects. A total of 1 mapped project is located within or adjacent to Native Hawaiian/Pacific Islander minority areas; total funding invested in this project is \$988,000, or 1.1% of road revenues for mapped projects.

**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 2023-2026 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 29 mapped projects contained in, or adjacent to, the low-income areas which represent 54.4% of project costs for mapped projects contained in the TIP. In the identified

minority areas, 16 of the 29 total mapped projects included in the TIP are located within or adjacent to neighborhoods exceeding the countywide averages in 3 or more of the 6 minority/low-income groups. Total funding invested in these projects is approximately \$47.4 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 \$19.9 million has been programmed for transit operating and capital projects in the FY 2023-2026 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 2023-2026 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 4.Detailed TIP Project List and Environmental Justice Analysis

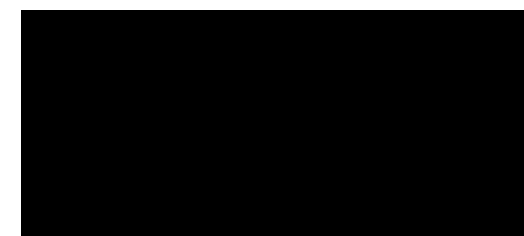
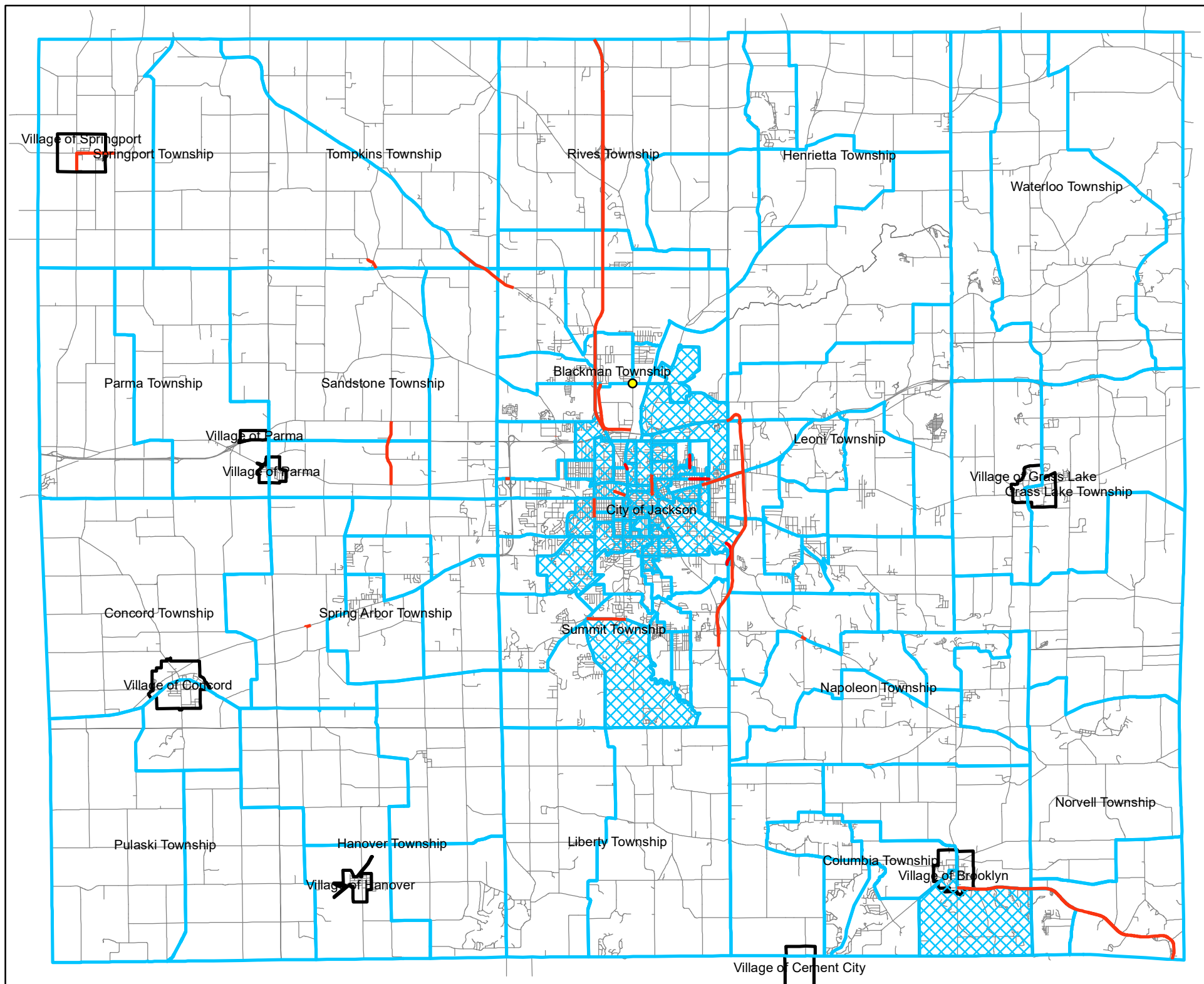
Fiscal Year	Project	Limits	Total Cost	Black	AI/AN (Only)	Asian (Only)	NH/PI (Only)	Hispanic	Low-Income	3 OR MORE EJ AREAS
2023	<b>132635</b>	M-50 in Jackson County	\$ 367,837		EJ			EJ	EJ	EJ AREA
2024	<b>201223</b>	North of Henry Road to Huntoon Creek	\$ 26,300,000							
2023	<b>202029</b>	US-12 to M-50	\$ -	EJ		EJ		EJ		EJ AREA
2023	<b>207167</b>	Badgley Rd - Horton Rd to Stonewall Rd	\$ 691,250	EJ				EJ		
2023	<b>207185</b>	Wildwood Ave - West Ave to Steward Ave	\$ 347,000	EJ				EJ	EJ	EJ AREA
2023	<b>207186</b>	Brown St - Morrell St to Michigan Ave	\$ 833,000	EJ		EJ			EJ	EJ AREA
2024	<b>209381</b>	US-127 from I-96 to I-94	\$ 911,316	EJ		EJ		EJ	EJ	EJ AREA
2024	<b>209391</b>	At Clark Lake Road in Napoleon TWP	\$ 1,233,531					EJ	EJ	
2024	<b>209481</b>	US-127 from I-94 to M-50	\$ 1,233,531	EJ				EJ	EJ	EJ AREA
2024	<b>211086</b>	Louis Glick Highway (I-94BL) to Cooper Street (M-106)	\$ 433,418	EJ				EJ	EJ	EJ AREA
2024	<b>211147</b>	South Street north and east to Gibbs Road	\$ 5,758,731		EJ					
2024	<b>211675</b>	US-127 BR / M-106 over Grand River & I-94 BL / M-50 over Grand River	\$ 10,078,414	EJ				EJ	EJ	EJ AREA
2023	<b>212678</b>	US-127 BR over Conrail (abandoned)	\$ 656,256	EJ	EJ			EJ	EJ	EJ AREA
2023	<b>213399</b>	Various Trunkline Routes	\$ 300,000						EJ	
2024	<b>213442</b>	from Dwight Street to Bender Street	\$ 29,400,000	EJ				EJ	EJ	EJ AREA
2024	<b>213702</b>	Six structures on US-127 in northern Jackson County	\$ 1,928,319							
2023	<b>213879</b>	N Dearing Road, Jefferson Road in Jackson County	\$ 512,334		EJ					
2023	<b>213984</b>	Springport Road at Minard Road, Jackson County	\$ 382,658						EJ	
2023	<b>214063</b>	5 crosswalk locations, city of Jackson	\$ 328,538	EJ				EJ	EJ	EJ AREA
2026	<b>214082</b>	M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94	\$ 679,778	EJ		EJ			EJ	EJ AREA
2026	<b>214083</b>	M-60 at Cross Road	\$ 630,425							
2024	<b>214106</b>	At Berry Road Interchange	\$ 300,370							
2023	<b>214664</b>	Airport Road at Wayland Drive, Jackson County	\$ 322,144						EJ	
2026	<b>216525</b>	Various Roads	\$ 1,093,000			EJ		EJ		
2024	<b>216642</b>	High St (Executive to South)	\$ 398,400	EJ					EJ	
2024	<b>216641</b>	Elm Ave. (North to Floral)	\$ 329,600	EJ	EJ	EJ		EJ	EJ	EJ AREA
2025	<b>216644</b>	Lansing Ave (Steward to Clinton )	\$ 988,000	EJ			EJ	EJ	EJ	EJ AREA
2026	<b>216645</b>	Ganson St. (Elm to City Limits)	\$ 553,600	EJ				EJ	EJ	EJ AREA
2023	<b>216635</b>	Parnall/Lansing	\$ 351,000		EJ	EJ		EJ		EJ AREA

# JACTS Project Overview Map: Blacks and African Americans

## JACTS TIP Projects 2023 - 2026

- 2023 - 2026 TIP Projects
- Black Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 8 Miles



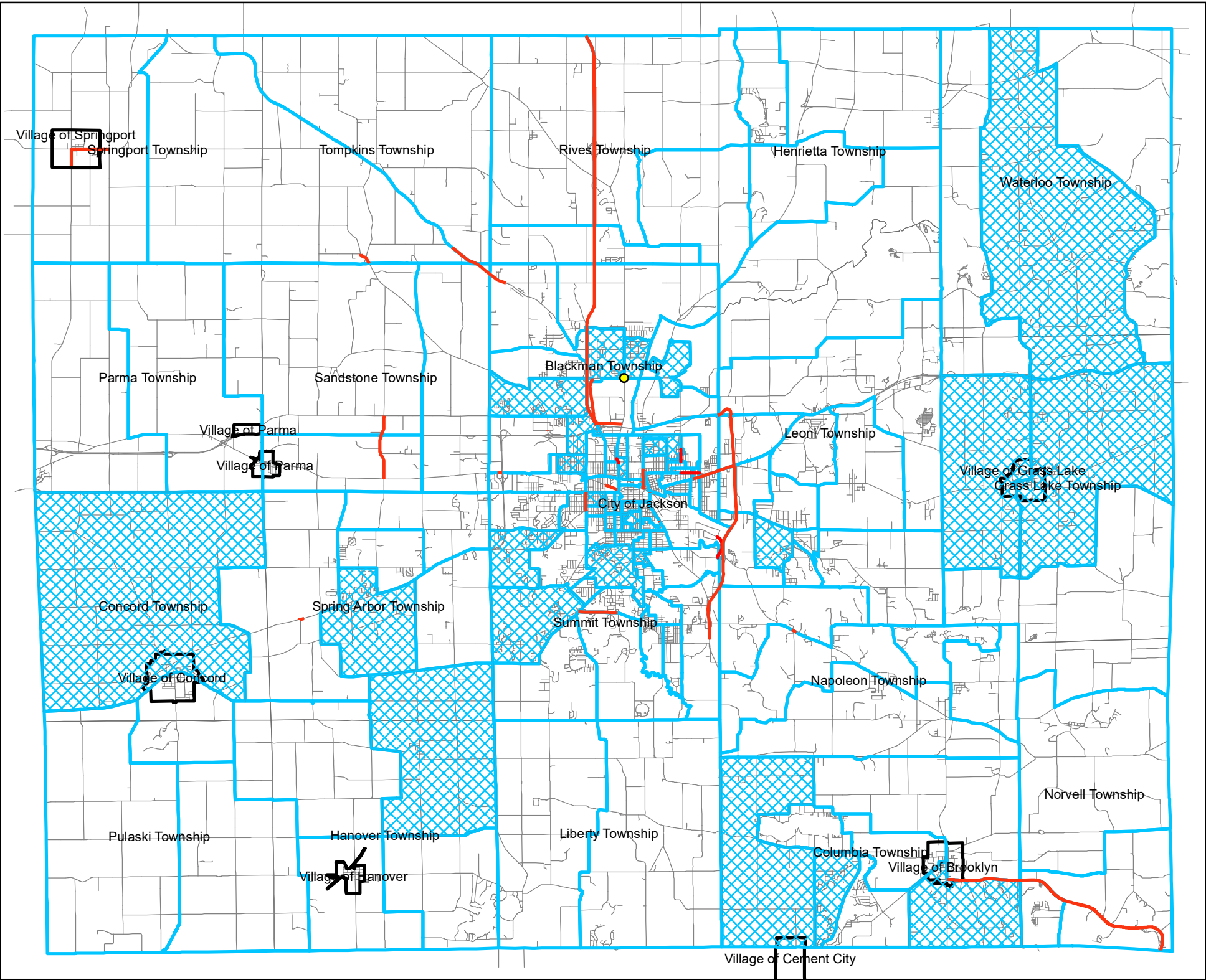
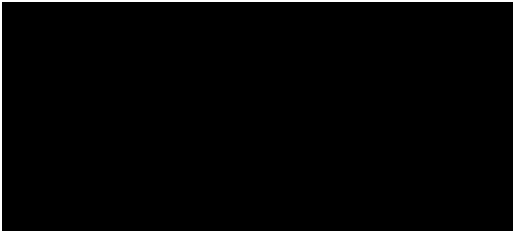


# JACTS Project Overview Map: Asian and Pacific Islanders

## JACTS TIP Projects 2023 - 2026

- 2023 - 2026 TIP Projects
- NH/PI Pop. > County Avg.
- Asian Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 8 Miles

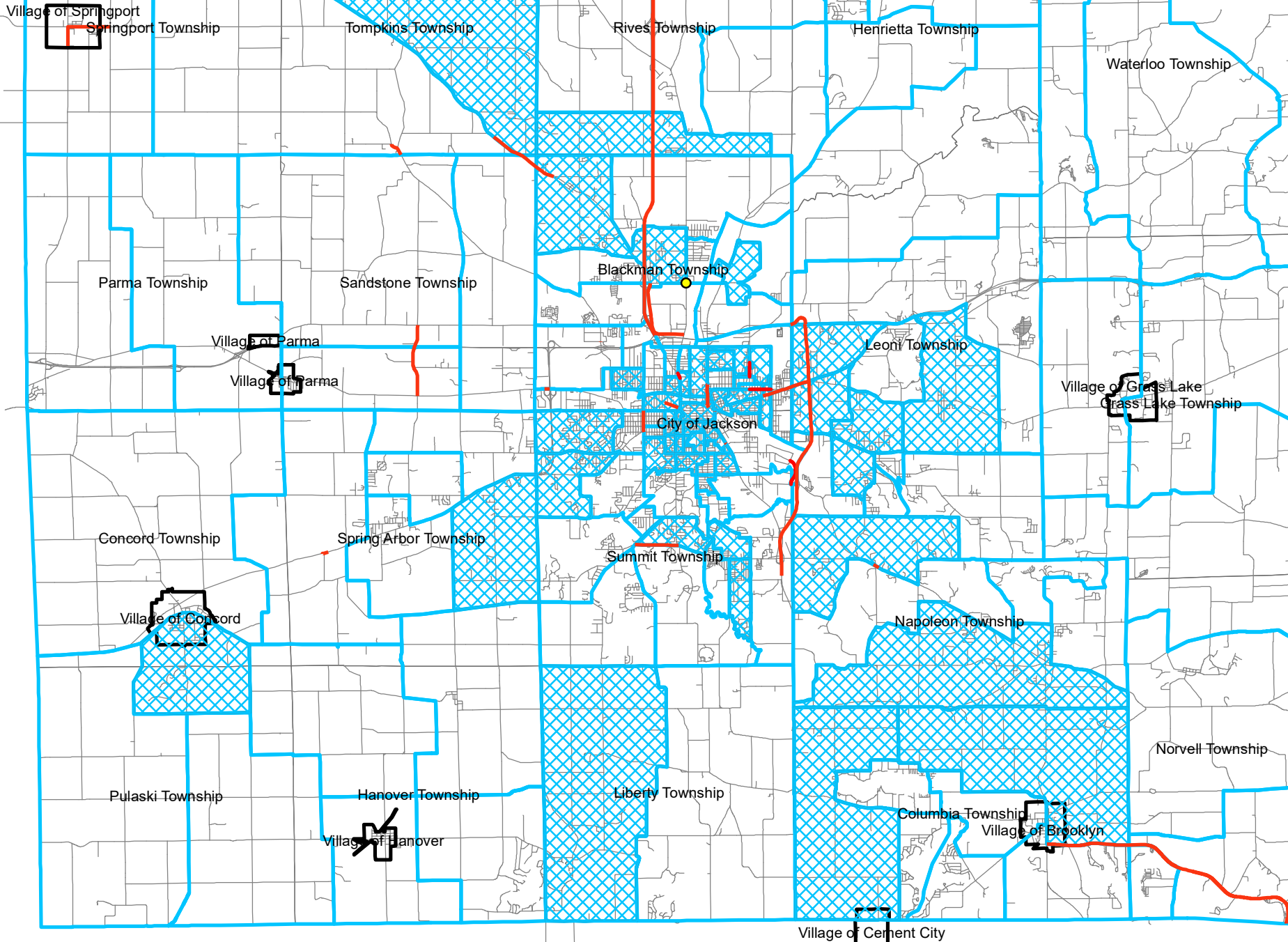


# JACTS Project Overview Map: Hispanic or Latino/a

## JACTS TIP Projects 2023 - 2026

- 2023 - 2026 TIP Projects
- Hispanic Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 8 Miles



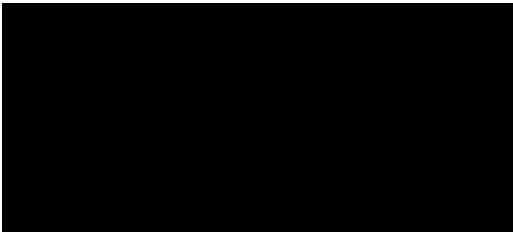
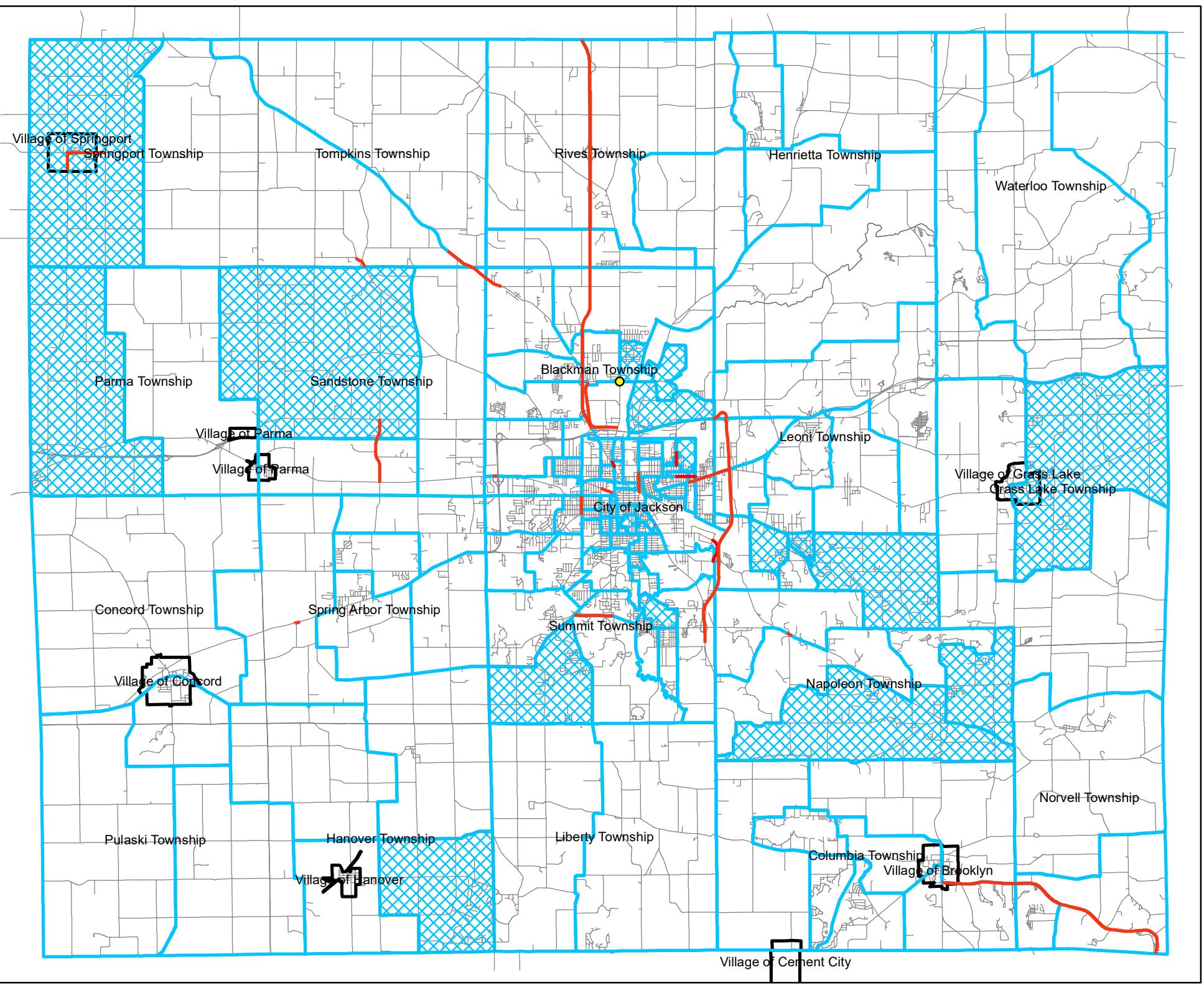


# JACTS Project Overview Map: American Indian or Alaskan Native

## JACTS TIP Projects 2023 - 2026

- 2023 - 2026 TIP Projects
- AI/AN Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 8 Miles



# JACTS Project Overview Map: Impoverished Individuals

## JACTS TIP Projects 2023 - 2026

- 2023 - 2026 TIP Projects
- Low Income Pop. > County Avg.
- Census Block Group
- Municipal Boundary

0 2 4 8 Miles



Village of Springport

Springport Township

Tompkins Township

Rives Township

Henrietta Township

Waterloo Township

Parma Township

Sandstone Township

Blackman Township

Leoni Township

Village of Parma

Village of Parma

Village of Grass Lake

Grass Lake Township

Concord Township

Spring Arbor Township

Summit Township

Napoleon Township

Village of Concord

Norvell Township

Pulaski Township

Hanover Township

Liberty Township

Columbia Township

Village of Brooklyn

Village of Hanover

Village of Cement City

## **Consultation**

The FAST Act legislation requires that 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:

### Contact Consultation List

Contact Person	Agencies & Organizations	Position/Additional Info
Arlene Robinson	City of Jackson City Council	Ward 1
Freddie Dancy	City of Jackson City Council	Ward 2
Angelita V. Gunn	City of Jackson City Council	Ward 3
Laura Dwyer Schlecte	City of Jackson City Council	Ward 4
Karen Bunnell	City of Jackson City Council	Ward 5
Will Forgrave	City of Jackson City Council	Ward 6
Daniel Mahoney	City of Jackson City Council	Mayor
editor@jxncopress.com	The County Press	General Email
Laurie Ingram	Eastside Neighborhood Resource Center (Ayieko Resource Center)	Jackson Housing Commission, Executive Director
Tim Rogers	The Enterprise Group	President and CEO
R5hotline@epa.gov	Environmental Protection Agency	General Email
Theodore Burch	Federal Highway Administration (Michigan Division)	Division Administrator
Susan Weber	Federal Transit Administration (Region 5)	Community Planner
info@fallingwatertrail.com	Friends of the Falling Water Trail	General Email
Wendy Clow	Greater Jackson Habitat for Humanity	Executive Director
Various Contacts	Jackson Area Comprehensive Transportation Study Policy Committee	Various Contacts
Various Contacts	Jackson Area Comprehensive Transportation Study Technical Committee	Various Contacts
Michael Brown	Jackson Area Transportation Authority	Executive Director
Alan Wade	The Jackson Blazer	Publisher, CEO
janews@mlive.com	Jackson Citizen Patriot	General Email
Juan Zapata	Jackson County Airport/Reynolds Field	Airport Manager
Tony Bair	Jackson County Board of Commissioners	District 1
Rodney Walz	Jackson County Board of Commissioners	District 2
Corey Kennedy	Jackson County Board of Commissioners	District 3
Phillip S. Duckham, III	Jackson County Board of Commissioners	District 4
James E. (Steve) Shotwell Jr.	Jackson County Board of Commissioners	District 5 and Chairman
Earl Poleski	Jackson County Board of Commissioners	District 6
Jeromy Alexander	Jackson County Board of Commissioners	District 7
Darius Williams	Jackson County Board of Commissioners	District 8
Ray Snell	Jackson County Board of Commissioners	District 9
Craig Hatch	Jackson County Chamber of Commerce	President and CEO
Jae Guetschow	Jackson County Townships, Cities, and Villages	Village of Brooklyn (Manager)

Zachery Karnaz	Jackson County Townships, Cities, and Villages	Village of Cement City (President)
Jeremiah Bush	Jackson County Townships, Cities, and Villages	Village of Concord (President)
Sabrina Edgar	Jackson County Townships, Cities, and Villages	Village of Grass Lake (Manager)
Tim Evans	Jackson County Townships, Cities, and Villages	Village of Hanover (Treasurer)
JoAnn Havican	Jackson County Townships, Cities, and Villages	Village of Parma (Clerk)
Jennifer Naylor	Jackson County Townships, Cities, and Villages	Village of Springport (Manager)
Pete Jancek	Jackson County Townships, Cities, and Villages	Blackman Township (Supervisor)
Barry Marsh	Jackson County Townships, Cities, and Villages	Columbia Township (Supervisor)
Davis Saenz	Jackson County Townships, Cities, and Villages	Concord Township (Supervisor)
John Lesinski	Jackson County Townships, Cities, and Villages	Grass Lake Township (Supervisor)
Jeffrey Heath	Jackson County Townships, Cities, and Villages	Hanover Township (Supervisor)
Andrew Grimes	Jackson County Townships, Cities, and Villages	Henrietta Township (Supervisor)
Howard Linnabary	Jackson County Townships, Cities, and Villages	Leoni Township (Supervisor)
Mark Hubbard	Jackson County Townships, Cities, and Villages	Liberty Township (Supervisor)
Dan Gallagher	Jackson County Townships, Cities, and Villages	Napoleon Township (Supervisor)
Wendy Chamberlain	Jackson County Townships, Cities, and Villages	Parma Township (Supervisor)
Chuck Todd	Jackson County Townships, Cities, and Villages	Pulaski Township (Supervisor)
Jerry Adams	Jackson County Townships, Cities, and Villages	Rives Township (Supervisor)
L. Keith Acker	Jackson County Townships, Cities, and Villages	Sandstone Township (Supervisor)
Dave Herlein	Jackson County Townships, Cities, and Villages	Spring Arbor Township (Supervisor)
Jeff Mitchell	Jackson County Townships, Cities, and Villages	Springport Township (Supervisor)
Todd Emmons	Jackson County Townships, Cities, and Villages	Summit Township (Supervisor)
John A. Tuttle, Sr.	Jackson County Townships, Cities, and Villages	Tompkins Township (Supervisor)
Doug Lance	Jackson County Townships, Cities, and Villages	Waterloo Township (Supervisor)
Daniel Phelan	Jackson College	President and CEO
Keith Book	Jackson College	Executive Assistance to the President
Craig Hatch	Jackson County Convention and Visitor's Bureau (Experience Jackson)	President and CEO (same as Chamber of Commerce)

Danielle Pequet	Jackson County Department on Aging	Director
Msue.jackson@county.mse.edu	Jackson County Michigan State University Extension	General Email
Angela Kline	Jackson County Department of Transportation	Managing Director
Geoffrey Snyder	Jackson County Drain Commissioner	Drain Commissioner
	Jackson County Food Bank (Jackson Community Food Pantry)	General Email
Don Hayduk	Jackson County Environmental Health	Director
Kristin Pluta	Jackson County Health Department	Officer
Kevin Oxley	Jackson County Intermediate School District	Superintendent
Tom Kirvan	Jackson County Legal News	Editor-in-Chief
Julie Alexander	Jackson County Legislators	Michigan House District 64
Sarah Lightner	Jackson County Legislators	Michigan House District 65
Mike Shirkey	Jackson County Legislators	Michigan Senate District 16
Mike Rorke	Jackson County Legislators	US House Michigan District 7
Debbie Stabenow	Jackson County Legislators	US Senate Michigan
Joci McMichael	Jackson County Legislators	US Senate Michigan
Destiny Wilkins	Jackson County Medical Care Facility	Administrator
Kyle Lewis	Jackson County Parks Department	Director
Grant Bauman	Jackson County Planning Commission	Staff
Gary Schutte	Jackson County Police Departments (Jackson County Sheriff)	Sheriff
Sara Tackett	Jackson District Library	Director
Cory Mays	Jackson Downtown Development Authority	Executive Director
Chris Atkin	Jackson Historic District Commission	Staff
John Willis	Jackson Human Relations Commission	Staff
Steve Castle	Jackson Interfaith Shelter	CEO
Jeff Beal	Jackson Public Schools	Superintendent
Bart Hawley	JTV	Owner
Karen Cascaddan	Lifeways	Executive Director
MDA-Info@michigan.gov	Michigan Department of Agriculture (and Rural Development)	General Email
EGLE-Assist@michigan.gov	Michigan Department of Environmental Quality (Michigan Department of Environment, Great Lakes, and Energy)	General Email
Zoe Lyons	Michigan Department of Health & Human Services	Jackson County Director
Daniel Eichinger	Michigan Department of Natural Resources	DNR Director
Michelle Lange	Michigan Department of Technology, Management, and Budget	Acting Director

Aaron Jenkins	Michigan Department of Transportation	University Region Communications Representative
Quentin L. Messer, Jr.	Michigan Economic Development Corporation	CEO
MRS-CustomerAssistance@michigan.gov	Michigan Rehab Services (Michigan Rehabilitation Services)	General Email
MSHDA@michigan.gov	Michigan State Housing Development Authority	General Email
President Stanley	Michigan State University	President
Alicia Williams	NAACP (Jackson County Branch NAACP)	President
Paul Edmondsdson	National Trust for Historic Preservation	President and CEO
Julie Wetherby	Region 2 Area Agency on Aging	Chief Executive Officer
Alan Scheppelman	Ripstra & Scheppelman Surveyors	General Email
wmijackson@usc.salvationarmy.org	The Salvation Army	General Email
Gail Philbin	Sierra Club, Michigan Chapter	State Director
Dr. Brent Ellis	Spring Arbor University	President
Dawn M. Doner	Springport Signal	Owner
publicpolicy@mi-ucp.org	United Cerebral Palsy of Michigan	Lansing Office
askusda@usda.gov	USDA	General Email
Ken Toll	United Way of Jackson	President and CEO
Brian Elliott	Walkable Communities Coalition (Active Jackson Coalition)	Chair
Shawna Tello	YMCA	CEO
Emily Moorhead, FACHE	Allegiance Health (Henry Ford Allegiance Health or Henry Ford Jackson Hospital)	Chief Operating Officer, Interim President
Shane LaPorte	City of Jackson Community Development Department (Neighborhood & Economic Operations)	Director of Neighborhood & Economic Operations/Assistant City Manager
Kelli Hoover	City of Jackson Parks Department (Parks, Recreation, Cemeteries & Trails)	Director of Parks, Recreation, Cemeteries and Grounds
Jon Hart	Disability Connections	Executive Director & Acting Youth Services Director
Dan Shulman	FEMA-Region Office - Region 5	Congressional/Intergovernmental
Kenny Price	Grand River Environmental Action Team (G.R.E.A.T.)	President
Jason Breining	Jackson City/County Emergency Measures (Jackson County Emergency Management & Homeland Security)	Director
John Feldvary	Jackson County Airport-Reynolds Field	Chair
Nathan Pinti	Jackson County GIS	GIS Analyst/Developer
Gail Trudell	Jackson County ISD-Special Education	Assistant Director of Special Education

Stevw Castle	Jackson Interfaith Non-Profit Housing Corporation (Jackson Interfaith Shelter)	Chief Executive Officer
Gail Philbin	Mackinac Chapter of the Sierra Club	State Director
Elisha Wlff	MDOT-Freight Division	Freight Planning & FAC
Josh Grab	MDOT-Heritage Routes Program (Pure Michigan Byways)	MDOT Planning
Matt Chynoweth	MDOT-Historic Bridges	Chief Bridge Engineer, Bureau Director
Sandra Clark	Michigan Department of History, Arts, and Library (Michigan History Center)	Director
EDLE-DWEH-Jackson@michigan.gov	Michigan Department of Natural Resources and Environment-Jackson District (EGLE (Environment, Great Lakes, and Energy)	General Email
DNR-Fisheries@michigan.gov	Michigan Fish & Wildlife Service (Michigan Department of Natural Resources Fisheries Division)	General Email
DNR-Wildlife@michigan.gov	Michigan Fish & Wildlife Service (Michigan Department of Natural Resources Wildlife Division)	General Email
Mark A. Rodman	Office of State Archaeologist (State Historic Preservation Office)	State Historic Preservation Officer
Sue Lewis	Retired Senior Volunteer Program (R.S.V.P.) (Catholic Charities of Jackson, Lenawee and Hillsdale Counties)	Executive Director
Ronna Beckman	U.S. Environmental Protection Agency-Region 5	Congressional/Intergovernmental Relations Specialist
Renee Sherman Mulcrone	Upper Grand River Watershed Council (The Upper Grand River Watershed Alliance)	Unknown
Brandon Fewins	USDA-Michigan State Office	State Director
John F. Walker	USGS-Lansing District Office (USGS Michigan Water Science Center Office)	Center Director

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 2023-2026 TIP was available, the following information was e-mailed 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.

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**

---

# **PUBLIC PARTICIPATION PLAN TRANSPORTATION PLANNING PROCESS**

Jackson Metropolitan Area  
Jackson County, Michigan

***JACTS***

---

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 (e.g. 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:**

**Anton Schauerte, Principal Planner  
Region 2 Planning Commission  
Jackson County Tower Building  
120 W. Michigan Avenue - 9<sup>th</sup> Floor  
Jackson, MI 49201  
(517) 768-6703**

**Email at: [aschauerte@mijackson.org](mailto:aschauerte@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**

---

# Region 2 PLANNING COMMISSION

Serving Hillsdale, Jackson & Lenawee Counties

***\*5/31/22 Update\* – The Opportunity for Public Comment has been extended to June 14<sup>th</sup>, 2022. Edits to projects since DRAFT FY2023-2026 TIP was published on 4/28/22 are shown beginning on the following page.***

## **Opportunity for Public Comment**

### **Development of the Fiscal Year 2023-2026 Transportation Improvement Program**

The Region 2 Planning Commission (R2PC) and Jackson Area Comprehensive Transportation Study (JACTS) are seeking public input for the development of the Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP). The TIP documents the anticipated timing and cost of transportation improvements that utilize federal funds, in addition to any non-federally funded projects that are considered regionally-significant. The types of projects in the TIP include all modes of transportation, such as roadway construction, operations and reconstruction, bicycle and pedestrian, public transit and aviation. The TIP is a program and schedule of intended transportation improvements, or a continuation of current activities, through a four year period (Fiscal Years 2023 through 2026) and is considered the implementing tool of the JACTS 2045 Long Range Transportation Plan.

Please review the listing of projects on the following pages of this document. The listing of projects is available to view/download on the R2PC website, in addition to the full draft document, at:

<https://www.region2planning.com/tip-public-comment/> .

Comments can be submitted using any of the following methods:

- (1) R2PC Comment Form** - (<http://www.region2planning.com/contact/>);
- (2) E-Mail** - Anton Schauerte at [aschauerte@mijackson.org](mailto:aschauerte@mijackson.org)
- (3) Mail** – Region 2 Planning Commission, 120 W. Michigan Ave., 9<sup>th</sup> Floor, Jackson, MI 49201
- (4) Remaining Public Meetings** – Additional Information available below:

#### **Region 2 Planning Commission**

Thursday, June 9, 2022

2:00 PM

Jackson County Tower Building

Comm. Chambers, 5<sup>th</sup> Floor

**Please submit all comments on the draft project list by June 14<sup>th</sup>, 2022**



***Jackson Area Comprehensive Transportation Study (JACTS)***  
***FY 2023-2026 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), 5307 Urbanized Area Formula (Federal), 5311 Non-Urbanized Area Formula (Federal), 5339 Alternative Analysis Program (Federal).

**FY 2023**

- M-50 (M-50 in Jackson County) Traffic Safety shoulder widening \$300,495 FED/ \$33,388
- Regionwide (Jackson County) Traffic Safety install recessed pavement markings \$157,500 FED/ \$17,500 State
- **REMOVE: M-124 (US-12 to M-50) Road Rehabilitation Widen paved shoulder \$524,308 FED/ \$58,256 State**
  - **Explanation:** Job abandoned in October 2021
- N Elm Ave (Various) Road Capital Preventive Maintenance One Course Asphalt Overlay \$1,005,000 FED/ \$96,252 Local
- N Elm Ave (Various) Road Capital Preventive Maintenance One Course Asphalt Overlay \$154,998 State
- Badgley Rd (Horton Rd to Stonewall Rd) Road Rehabilitation Crush and Shape \$553,000 FED/ \$138,250 Local
- Wildwood Ave (West Ave to Steward Ave) Road Rehabilitation Mill and HMA Resurface \$262,600 FED/ \$84,400 Local
- Brown St (Morrell St to Michigan Ave) Road Rehabilitation Mill and HMA resurface. \$666,400 FED/ \$166,600 Local
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Longitudinal pavement marking application on University Region trunklines \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Longitudinal pavement marking application on University Region trunklines \$361,584 FED/ \$40,176 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Special pavement marking application on trunklines in University Region \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Special pavement marking application on trunklines in University Region \$70,632 FED/ \$7,848 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Pavement Marking retro reflectivity readings on University Region trunklines \$1,814 FED/ \$202 State
- **REMOVE: Transit Operating (Areawide) Operating Assistance FY 2023 Section 5307 Operating \$1,200,000 FED/ \$1,200,000 Local**
- **REMOVE: Transit Operating (Areawide) Operating Assistance FY 2023 Section 5311 Operating \$36,572 FED/ \$36,572 State**
  - **Explanation:** The above two jobs are duplicates of existing job: *“\*E High St (Area Wide) Operating Assistance FY 2023 - Operating \$1,690,000 FED/ \$1,374,568 State” job AND “\*E High St (Area Wide) SP1809-safety FY 2023 - Safety \$13,520 FED/ \$3,380 State” job, respectively, on following page*
- Transit Capital (Areawide) Bus terminal facility improvements FY 2023 Section 5339 Capital (Facility Improvements) \$457,171 FED/ \$114,293 State
- US-127 S (from I-96 to I-94) Traffic Safety Freeway Signing Update \$701,316 FED
- US-127 S (from I-94 to M-50) Traffic Safety Freeway Signing Upgrade \$993,531 FED
- TSC Wide (Various Locations - Jackson TSC) Traffic Safety Modernizing signalized intersection to current standards \$2,694,539 FED
- Transit Capital (Areawide) admin/maintenance facility improvements FY2023 5339 - CTF Bus and Bus Facilities \$88,000 FED/ \$22,000 State
- Transit Capital (Areawide) admin/maintenance facility improvements FY2023 5339 - CTF Bus and Bus Facilities \$48,000 FED/ \$12,000 State
- TSC Wide (VARIOUS TRUNKLINE ROUTES IN JACKSON TSC AREA) Road Capital Preventive Maintenance HMA CRACK TREATMENT AND OVERBAND CRACK FILL \$230,817 FED/ \$51,183 State

## • FY 2023 (cont.)

- N Dearing Rd, Jefferson Road (Jackson County) Traffic Safety Tree removal, signing, pavement marking \$461,101 FED/ \$51,233 Local
- Springport Rd (at Minard Road, Jackson County) Traffic Safety Roundabout \$344,392 FED/ \$38,266 Local
- Citywide (5 crosswalk locations, city of Jackson) Traffic Safety Crosswalk enhancements \$257,398 FED/ \$71,140 Local
- Airport Rd (at Wayland Drive, Jackson County) Traffic Safety Signal modernization \$244,915 FED/ \$77,229 Local
- **REMOVE: E High St (Area Wide) SP operating except JARC and New Freedom FY23: Operating and Safety \$1,690,000 FED/ \$1,690,000 State**
- **REMOVE: E High St (Area Wide) SP1809-safety FY23: Operating and Safety \$13,520 FED/ \$3,380 State**
  - **Explanation:** *The above two jobs are duplicates of existing job: “\*E High St (Area Wide) Operating Assistance FY 2023 - Operating \$1,690,000 FED/ \$1,374,568 State” job AND “\*\*E High St (Area Wide) SP1809-safety FY 2023 - Safety \$13,520 FED/ \$3,380 State” job, respectively, below.*
- \*E High St (Area Wide) Operating Assistance FY 2023 - Operating \$1,690,000 FED/ \$1,374,568 State
- \*\*E High St (Area Wide) SP1809-safety FY 2023 - Safety \$13,520 FED/ \$3,380 State
- E High St (Area Wide) Operating Assistance FY 2023 - Operating \$115,861 FED/ \$112,595 State
- **UPDATE: Lansing Ave (at Parnall Road) Traffic Safety FY 2023 - Signal Replacement \$351,000 FED (STUL)**
  - **Explanation:** *Administrative Error, Job is instead comprised of the following funding sources: \$95,000 FED (STUL) / \$197,000 FED (Carbon Reduction Program) / \$59,000 FED (STP-Flex)*
- **ADD: Wisner (Wildwood Ave to Ganson) – Mill/HMA Resurface FY 2023 - \$72,600 FED / \$95,400 Local**
  - **Explanation:** *This job was approved by JACTS TAC on 5/18/22 and Policy on 5/19/22. Job will be presented to R2PC on 6/9/22 for final approval.*

## FY 2024

- US-127 (Henry Road to County Line) Road Rehabilitation HMA Cold Milling and Multi-Course HMA Resurfacing \$16,942,950 FED/ \$3,757,050 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Longitudinal pavement marking application on University Region trunklines \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Longitudinal pavement marking application on University Region trunklines \$361,584 FED/ \$40,176 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Special pavement marking application on trunklines in University Region \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Special pavement marking application on trunklines in University Region \$73,872 FED/ \$8,208 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Pavement marking retro reflectivity readings on University Region trunklines \$1,814 FED/ \$202 State
- US-127 S (from I-96 to I-94) Traffic Safety Freeway Signing Update \$701,316 FED
- M-50 (AT CLARK LAKE ROAD IN NAPOLEON TWP, JACKSON COUNTY) Traffic Safety INSTALL CENTER LEFT TURN LANE \$393,045 FED/ \$43,672 State
- US-127 S (from I-94 to M-50) Traffic Safety Freeway Signing Upgrade \$993,531 FED
- US-127 BR (M-106 over Grand River & I-94 BL / M-50 over Grand River) Bridge Replacement Bridge Replacement & Deck Replacement \$6,995,240 FED/ \$1,415,446 State/\$135,728 Local
- Regionwide (countywide in Jackson county) Traffic Safety install delineation, pavement markings and signs for wrong way treatment \$132,300 FED/ \$14,700 State
- TSC-wide (M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport) Traffic Safety Modernize signals to current standards \$77,240 FED
- TSC-wide (M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport) Traffic Safety Modernize signals to current standards \$5,000 FED

## FY 2024 (cont.)

- US-127 (Six structures on US-127 in northern Jackson County) Bridge CPM Epoxy overlay, deck patch, super structure repairs, substructure repairs \$1,461,053 FED/ \$323,985 State
- US-127 S (At Berry Road Interchange) Traffic Safety Install High Friction Surface Treatment \$270,333 FED/ \$30,037 State
- Transit Capital (Area Wide) Bus Rolling Stock FY 2024 RTF - Van Purchase \$104,000 FED/ \$26,000 State
- Napoleon Rd (Various Roads) Road Capital Preventive Maintenance One Course Asphalt Overlay \$782,000 FED/ \$195,500 Local
- Transit Operating (Areawide) SP operating except JARC and New Freedom FY:2024 Operating and Safety \$1,723,800 FED/ \$1,723,800 State
- Transit Operating (Areawide) SP1809-safety FY:2024 Operating and Safety \$13,790 FED/ \$3,448 State
- Transit Capital (Area Wide) SP1303-bus shelter purchase FY 2024 - Facility Improvements \$280,000 FED/ \$70,000 State
- E High St (Area Wide) Operating Assistance FY 2024 - Operating \$118,178 FED/ \$114,847 State
- **ADD: E. High St. (Executive Dr. to South Street) Crush and Shape – FY 2024 - \$399,400 FED / \$98,600 Local**
- **ADD: N. Elm Ave (North St. to Floral Avenue) – Reconstruction - \$329,600 FED/ \$82,400 Local**
- **ADD: MLK Equality Trail (Prospect St. to MLK Drive) – Reconstruct from 8' to 12' - \$375,000 FED / \$123,000 Local**
  - ***Explanation:** The above 3 jobs were not yet approved in R2PC project-tracking software by time DRAFT TIP published on 4/28/22*

## FY 2025

- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Longitudinal pavement marking application on University Region trunklines \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Longitudinal pavement marking application on University Region trunklines \$377,784 FED/ \$41,976 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Special pavement marking application on trunklines in University Region \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Special pavement marking application on trunklines in University Region \$77,112 FED/ \$8,568 State
- Regionwide (All trunkline routes of REGION2 MPO) Traffic Safety Pavement marking retro reflectivity readings on University Region trunklines \$1,814 FED/ \$202 State
- M-99 (South Street north and east to Gibbs Road) Road Rehabilitation Multi-course HMA mill & resurface, concrete pavement repairs, drainage imp. \$4,016,441 FED/ \$89,0635 State
- Transit Capital (Area Wide) Bus Rolling Stock FY 2025 RTF - Van Purchase \$52,000 FED/ \$13,000 State
- S Sutton Rd (from Page Avenue to Ann Arbor Road) Road Rehabilitation Cold-In-Place Recycle & Asphalt Resurfacing \$550,200 FED/ \$137,550 Local
- E High St (Area Wide) admin/maintenance facility improvements FY 2025 - Facility Improvements \$120,000 FED/ \$30,000 State
- E High St (Area Wide) Operating Assistance FY 2025 - Operating \$120,542 FED/ \$117,144 State

## FY 2025 (cont.)

- **MOVE FROM FY22 to FY25:** E High St. (Area Wide) JN 216535 – Operating and Safety – 5307 - SP3000 - \$1,758,276 FED/ \$1,758,276 State
- **MOVE FROM FY22 to FY25:** E High St. (Area Wide) JN 216535 – Operating and Safety – 5307 – SP1809 - \$14,066 FED / \$3,517 State
  - *Explanation: This job (2 phases) was approved (Move from FY22 to FY 25) by JACTS TAC on 5/18/22 and Policy on 5/19/22. Job will be presented to R2PC on 6/9/22 for final approval*
- **ADD:** Lansing Ave (Steward Ave to Clinton Rd) Traffic Safety, FY 2025 - \$988,800 / \$322,200 State
- **ADD:** MLK Equality Trail (MLK Drive to Merriman) – Reconstruct from 8' to 12' - \$384,000 FED / \$99,000 Local
  - *Explanation: The above 2 jobs were not yet approved in R2PC project-tracking software by time DRAFT TIP published on 4/28/22*

## FY 2026

- TSC-wide (M-99 (Maple) at M-99 (Main); US-127 SB Off Ramp at Springport) Traffic Safety Modernize signals to current standards \$527,551 FED/
- Regionwide (All Trunkline Routes in University Region) Traffic Safety Longitudinal Pavement Marking Application on Trunkline Routes in University \$2,592 FED/ \$288 State
- Regionwide (All Trunkline Routes in University Region) Traffic Safety Longitudinal Pavement Marking Application on Trunkline Routes in University \$364,824 FED/ \$40,536 State
- Regionwide (All trunkline routes in REGION2 MPO) Traffic Safety Special marking application on University Region trunklines \$2,592 FED/ \$288 State
- Regionwide (All trunkline routes in REGION2 MPO) Traffic Safety Special marking application on University Region trunklines \$80,352 FED/ \$8,928 State
- University Regionwide Pvmt Mrkg Retro Readings (All of REGION2 MPO) Traffic Safety Pavement Marking retro reflectivity readings on trunklines in University Region \$1,814 FED/ \$202 State
- US-127 N/W I 94 Ramp (M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94) Traffic Safety Install High Friction Surface Treatment \$38,544 FED/ \$4,283 State
- US-127 N/W I 94 Ramp (M-50, Valley to Rives Jct & NB US-127 ramp to WB I-94) Traffic Safety Install High Friction Surface Treatment \$573,256 FED/ \$63,695 State
- M-60 (M-60 at Cross Road) Traffic Safety Install Passing Flare \$66,527 FED/ \$7,392 State
- M-60 (M-60 at Cross Road) Traffic Safety Install Passing Flare \$500,855 FED/ \$55,651 State
- Transit Capital (Area Wide) Bus Rolling Stock FY 2026 RTF - Van Purchase \$52,000 FED/ \$13,000 State
- Various Routes (Various Roads) Road Rehabilitation Two Course Asphalt Resurfacing (GPA) \$874,400 FED/ \$218,600 Local
- Wildwood Ave (Ganson Street to Jackson City Limits (Wayne Street)) Road Capital Preventive Maintenance Milling & One Course Asphalt Overlay (GPA) \$81,850 FED/ \$18,150 Local
- E High St (Area Wide) SP1809-safety FY26: Operating and Safety \$14,347 FED/ \$3,587 State
- E High St (Area Wide) SP operating except JARC and New Freedom FY26: Operating and Safety \$1,793,442 FED/ \$1,793,442 State
- E High St (Area Wide) SP1103-35-39 foot replacement bus with or without lift FY 2026 - Facility Improvements and Bus Replacement \$824,000 FED/ \$206,000 State
- E High St (Area Wide) admin/maintenance facility improvements FY 2026 - Facility Improvements and Bus Replacement \$400,000 FED/ \$100,000 State
- E High St (Area Wide) Operating Assistance FY 2026 - Operating \$122,953 FED/ \$119,487 State

## FY 2026 (cont.)

- E. Ganson St. (Elm Ave to East City Limit) Road Capital Preven. Maintenance – FY 2026 - \$553,600 FED/ \$138,400 Local
- N. Elm Ave (Location TBD) – Signal Modernization - \$393,000 FED / \$0 State / \$0 Local
  - ***Explanation:** The above 2 jobs were not yet approved in R2PC project-tracking software by time DRAFT TIP published on 4/28/22*

## CONSULTATION CONTACT LIST

*5/31/22 Update – Agencies and Organizations that had no entry for “Contact Person” and “Position/Additional Info” in the 4/28/22 were informed of the public comment period via a general e-mail. For clarification, the chart has been updated to include that information, as well as additional individuals/agencies that were contacted on 5/31/22.*

Contact Person	Agencies & Organizations	Position/Additional Info
Arlene Robinson	City of Jackson City Council	Ward 1
Freddie Dancy	City of Jackson City Council	Ward 2
Angelita V. Gunn	City of Jackson City Council	Ward 3
Laura Dwyer Schlecte	City of Jackson City Council	Ward 4
Karen Bunnell	City of Jackson City Council	Ward 5
Will Forgrave	City of Jackson City Council	Ward 6
Daniel Mahoney	City of Jackson City Council	Mayor
<a href="mailto:editor@jxncopress.com">editor@jxncopress.com</a>	The County Press	General Email
Laurie Ingram	Eastside Neighborhood Resource Center (Ayieko Resource Center)	Jackson Housing Commission, Executive Director
Tim Rogers	The Enterprise Group	President and CEO
<a href="mailto:R5hotline@epa.gov">R5hotline@epa.gov</a>	Environmental Protection Agency	General Email
Theodore Burch	Federal Highway Administration (Michigan Division)	Division Administrator
Susan Weber	Federal Transit Administration (Region 5)	Community Planner
<a href="mailto:info@fallingwatertrail.com">info@fallingwatertrail.com</a>	Friends of the Falling Water Trail	General Email
Wendy Clow	Greater Jackson Habitat for Humanity	Executive Director
Various Contacts	Jackson Area Comprehensive Transportation Study Policy Committee	Various Contacts
Various Contacts	Jackson Area Comprehensive Transportation Study Technical Committee	Various Contacts
Michael Brown	Jackson Area Transportation Authority	Executive Director
Alan Wade	The Jackson Blazer	Publisher, CEO
<a href="mailto:janews@mlive.com">janews@mlive.com</a>	Jackson Citizen Patriot	General Email
Juan Zapata	Jackson County Airport/Reynolds Field	Airport Manager
Tony Bair	Jackson County Board of Commissioners	District 1
Rodney Walz	Jackson County Board of Commissioners	District 2
Corey Kennedy	Jackson County Board of Commissioners	District 3
Phillip S. Duckham, III	Jackson County Board of Commissioners	District 4
James E. (Steve) Shotwell Jr.	Jackson County Board of Commissioners	District 5 and Chairman
Earl Poleski	Jackson County Board of Commissioners	District 6
Jeromy Alexander	Jackson County Board of Commissioners	District 7
Darius Williams	Jackson County Board of Commissioners	District 8
Ray Snell	Jackson County Board of Commissioners	District 9
Craig Hatch	Jackson County Chamber of Commerce	President and CEO



Jae Guetschow	Jackson County Townships, Cities, and Villages	Village of Brooklyn (Manager)
Zachery Karnaz	Jackson County Townships, Cities, and Villages	Village of Cement City (President)
Jeremiah Bush	Jackson County Townships, Cities, and Villages	Village of Concord (President)
Sabrina Edgar	Jackson County Townships, Cities, and Villages	Village of Grass Lake (Manager)
	Jackson County Townships, Cities, and Villages	Village of Hanover (Treasurer)
JoAnn Havican	Jackson County Townships, Cities, and Villages	Village of Parma (Clerk)
Jennifer Naylor	Jackson County Townships, Cities, and Villages	Village of Springport (Manager)
Pete Jancek	Jackson County Townships, Cities, and Villages	Blackman Township (Supervisor)
Barry Marsh	Jackson County Townships, Cities, and Villages	Columbia Township (Supervisor)
Davis Saenz	Jackson County Townships, Cities, and Villages	Concord Township (Supervisor)
John Lesinski	Jackson County Townships, Cities, and Villages	Grass Lake Township (Supervisor)
Jeffrey Heath	Jackson County Townships, Cities, and Villages	Hanover Township (Supervisor)
Andrew Grimes	Jackson County Townships, Cities, and Villages	Henrietta Township (Supervisor)
Howard Linnabary	Jackson County Townships, Cities, and Villages	Leoni Township (Supervisor)
Mark Hubbard	Jackson County Townships, Cities, and Villages	Liberty Township (Supervisor)
Dan Gallagher	Jackson County Townships, Cities, and Villages	Napoleon Township (Supervisor)
Wendy Chamberlain	Jackson County Townships, Cities, and Villages	Parma Township (Supervisor)
Chuck Todd	Jackson County Townships, Cities, and Villages	Pulaski Township (Supervisor)
Jerry Adams	Jackson County Townships, Cities, and Villages	Rives Township (Supervisor)
L. Keith Acker	Jackson County Townships, Cities, and Villages	Sandstone Township (Supervisor)
Dave Herlein	Jackson County Townships, Cities, and Villages	Spring Arbor Township (Supervisor)
Jeff Mitchell	Jackson County Townships, Cities, and Villages	Springport Township (Supervisor)
Todd Emmons	Jackson County Townships, Cities, and Villages	Summit Township (Supervisor)
John A. Tuttle, Sr.	Jackson County Townships, Cities, and Villages	Tompkins Township (Supervisor)
Doug Lance	Jackson County Townships, Cities, and Villages	Waterloo Township (Supervisor)
Daniel Phelan	Jackson College	President and CEO
Keith Book	Jackson College	Executive Assistance to the President
Craig Hatch	Jackson County Convention and Visitor's Bureau (Experience Jackson)	President and CEO (same as Chamber of Commerce)
Danielle Pequet	Jackson County Department on Aging	Director
<a href="mailto:Msue.jackson@county.mse.edu">Msue.jackson@county.mse.edu</a>	Jackson County Michigan State University Extension	General Email
Angela Kline	Jackson County Department of Transportation	Managing Director
Geoffrey Snyder	Jackson County Drain Commissioner	Drain Commissioner
N/A	Jackson County Food Bank (Jackson Community Food Pantry)	N/A
Don Hayduk	Jackson County Environmental Health	Director
Kristin Pluta	Jackson County Health Department	Officer
Kevin Oxley	Jackson County Intermediate School District	Superintendent
Tom Kirvan	Jackson County Legal News	Editor-in-Chief
Julie Alexander	Jackson County Legislators	Michigan House District 64
Sarah Lightner	Jackson County Legislators	Michigan House District 65
Mike Shirkey	Jackson County Legislators	Michigan Senate District 16
Mike Rorke	Jackson County Legislators	US House Michigan District 7
Debbie Stabenow	Jackson County Legislators	US Senate Michigan

Joci McMichael	Jackson County Legislators	US Senate Michigan
<a href="#">Destiny Wilkins</a>	Jackson County Medical Care Facility	<a href="#">Administrator</a>
Kyle Lewis	Jackson County Parks Department	Director
Grant Bauman	Jackson County Planning Commission	Staff
Gary Schutte	Jackson County Police Departments (Jackson County Sheriff)	Sheriff
Sara Tackett	Jackson District Library	Director
Cory Mays	Jackson Downtown Development Authority	Executive Director
Chris Atkin	Jackson Historic District Commission	Staff
John Willis	Jackson Human Relations Commission	Staff
Steve Castle	Jackson Interfaith Shelter	CEO
Jeff Beal	Jackson Public Schools	Superintendent
Bart Hawley	JTV	Owner
Karen Cascaddan	Lifeways	Executive Director
<a href="mailto:MDA-Info@michigan.gov">MDA-Info@michigan.gov</a>	Michigan Department of Agriculture (and Rural Development)	<a href="#">General Email</a>
<a href="mailto:EGLE-Assist@michigan.gov">EGLE-Assist@michigan.gov</a>	Michigan Department of Environmental Quality (Michigan Department of Environment, Great Lakes, and Energy)	<a href="#">General Email</a>
Zoe Lyons	Michigan Department of Health & Human Services	Jackson County Director
Daniel Eichinger	Michigan Department of Natural Resources	DNR Director
Michelle Lange	Michigan Department of Technology, Management, and Budget	Acting Director
Aaron Jenkins	Michigan Department of Transportation	University Region Communications Representative
Quentin L. Messer, Jr.	Michigan Economic Development Corporation	CEO
<a href="mailto:MRS-CustomerAssistance@michigan.gov">MRS-CustomerAssistance@michigan.gov</a>	Michigan Rehab Services (Michigan Rehabilitation Services)	<a href="#">General Email</a>
<a href="mailto:MSHDA@michigan.gov">MSHDA@michigan.gov</a>	Michigan State Housing Development Authority	<a href="#">General Email</a>
President Stanley	Michigan State University	President
<a href="#">Alicia Williams</a>	NAACP (Jackson County Branch NAACP)	<a href="#">President</a>
Paul Edmondsdson	National Trust for Historic Preservation	President and CEO
<a href="#">Julie Wetherby</a>	Region 2 Area Agency on Aging	<a href="#">Chief Executive Officer</a>
Alan Scheppelman	Ripstra & Scheppelman Surveyors	<a href="#">General Email</a>
<a href="mailto:wmijackson@usc.salvationarmy.org">wmijackson@usc.salvationarmy.org</a>	The Salvation Army	<a href="#">General Email</a>
Gail Philbin	Sierra Club, Michigan Chapter	State Director
Dr. Brent Ellis	Spring Arbor University	President
Dawn M. Doner	Springport Signal	Owner
<a href="mailto:publicpolicy@mi-ucp.org">publicpolicy@mi-ucp.org</a>	United Cerebral Palsy of Michigan	Lansing Office
<a href="mailto:askusda@usda.gov">askusda@usda.gov</a>	USDA	<a href="#">General Email</a>
Ken Toll	United Way of Jackson	President and CEO
Brian Elliott	Walkable Communities Coalition (Active Jackson Coalition)	<a href="#">Chair</a>



Shawna Tello	YMCA	CEO
Emily Moorhead, FACHE	Allegiance Health (Henry Ford Allegiance Health or Henry Ford Jackson Hospital)	Chief Operating Officer, Interim President
Shane LaPorte	City of Jackson Community Development Department (Neighborhood & Economic Operations)	Director of Neighborhood & Economic Operations/Assistant City Manager
Kelli Hoover	City of Jackson Parks Department (Parks, Recreation, Cemeteries & Trails)	Director of Parks, Recreation, Cemeteries and Grounds
Jon Hart	Disability Connections	Executive Director & Acting Youth Services Director
Dan Shulman	FEMA-Region Office - Region 5	Congressional/Intergovernmental
Kenny Price	Grand River Environmental Action Team (G.R.E.A.T.)	President
Jason Breining	Jackson City/County Emergency Measures (Jackson County Emergency Management & Homeland Security)	Director
John Feldvary	Jackson County Airport-Reynolds Field Board	Chair
Nathan Pinti	Jackson County GIS	GIS Analyst/Developer
Gail Trudell	Jackson County ISD-Special Education	Assistant Director of Special Education
Stevw Castle	Jackson Interfaith Non-Profit Housing Corporation (Jackson Interfaith Shelter)	Chief Executive Officer
Gail Philbin	Mackinac Chapter of the Sierra Club	State Director
Elisha Wiff	MDOT-Freight Division	Freight Planning & FAC
Josh Grab	MDOT-Heritage Routes Program (Pure Michigan Byways)	MDOT Planning
Matt Chynoweth	MDOT-Historic Bridges	Chief Bridge Engineer, Bureau Director
No contact	Michigan Department of Career Development-Jackson Office	No contact
Sandra Clark	Michigan Department of History, Arts, and Library (Michigan History Center)	Director
EDLE-DWEH-Jackson@michigan.gov	Michigan Department of Natural Resources and Environment-Jackson District (EGLE (Environment, Great Lakes, and Energy))	General Email
DNR-Fisheries@michigan.gov	Michigan Fish & Wildlife Service (Michigan Department of Natural Resources Fisheries Division)	General Email
DNR-Wildlife@michigan.gov	Michigan Fish & Wildlife Service (Michigan Department of Natural Resources Wildlife Division)	General Email
Mark A. Rodman	Office of State Archaeologist (State Historic Preservation Office)	State Historic Preservation Officer
Sue Lewis	Retired Senior Volunteer Program (R.S.V.P.) (Catholic Charities of Jackson, Lenawee and Hillsdale Counties)	Executive Director
Ronna Beckman	U.S. Environmental Protection Agency-Region 5	Congressional/Intergovernmental Relations Specialist
Renee Sherman Mulcrone	Upper Grand River Watershed Council (The Upper Grand River Watershed Alliance)	Unknown
Brandon Fewins	USDA-Michigan State Office	State Director
John F. Walker	USGS-Lansing District Office (USGS Michigan Water Science Center Office)	Center Director

***JACTS***

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

---

## **METROPOLITAN TRANSPORTATION PLANNING PROCESS CERTIFICATION**

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, 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. 49 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- 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 SAFETEA-LU (Pub. L. 109-59) 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.

---

Pete Jancek, Chairperson  
Region 2 Planning Commission

---

Todd White, Director  
Bureau of Transportation Planning

---

Date

---

Date

***JACTS***

**Appendix D**  
**Resolution to Adopt FY 2023-2026**  
**Transportation Improvement Program**

---

**REGION 2 PLANNING COMMISSION RESOLUTION TO ADOPT**  
**THE FISCAL YEAR 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM**

Resolution of the Region 2 Planning Commission (R2PC) to adopt the Transportation Improvement Program (TIP) for FY 2023-2026.

**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 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 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 2023-2026 Transportation Improvement Program.

---

Pete Jancek, Chair  
Region 2 Planning Commission

---

Date