

# **ST. CLAIR COUNTY TRANSPORTATION STUDY (SCCOTS) ADVISORY COMMITTEE MEETING**

**WEDNESDAY, DECEMBER 13, 2023 • 9:30 A.M.**

**Location:**  
CONFERENCE ROOM A  
200 Grand River Avenue, 2<sup>nd</sup> Floor, Port Huron, MI 48060

## **AGENDA**

- 1. Call to Order**
- 2. Introduction of Members and Guests**
- 3. Citizens to be Heard**
- 4. Approval of Minutes- *Action Item***
  - a. November 8, 2023 Advisory Committee
- 5. Communications and Notices- See attachments**
- 6. Project Updates**
  - a. Federal-Aid Transportation Project Updates
    - i. Status of current and upcoming projects in the TIP
- 7. Old Business**
  - a. Discussion on Funding (ongoing agenda item)
    - i. Revised Funding Targets
- 8. New Business**
  - a. Blue Water Bridge Plaza Project Update- MDOT
  - b. FY 2024-2025 Unified Planning Work Program Adoption- *Action Item*
- 9. Other Items**
  - a. Next Meeting Scheduled: January 10, 2024
- 10. Adjournment**

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# COUNTY OF ST. CLAIR

St. Clair County Transportation Study  
DAVID STRUCK, Director



# SCCOTS

## St. Clair County Transportation Study Advisory Committee

200 Grand River Avenue, Conference Room A  
Port Huron, MI 48060

Meeting of November 8, 2023  
DRAFT MINUTES

1) **Call to Order**

The meeting was called to order at 9:30 a.m.

2) **Introduction of Members and Guests**

ORGANIZATION	NAME
SCCMPC	Dan Lockwood
China Township	John Golan
China Township	Brandy Ciaciuch
BWATC	Dave McElroy
City of Port Huron	Brent Moore
City of Port Huron	Eric Witter
Road Commission	Bill Hazelton
Road Commission	Justin Rose
City of Marysville	Barry Kreiner
City of Marysville	Randy Fernandez
City of Marysville BMJ	Patrick Phelan
City of Maryville	Sean Quain
MDOT	Linda Burchell
SEMCOG	Steve Brudzinski
City of Richmond	Troy Jeschke
City of Memphis	Larry Wilson
City of Memphis	Bart Dunsmore
East China	Cindy Paparelli

3) **Citizens to Be Heard**

None

4) **Approval of Minutes** – Advisory Committee August 9, 2023

**Motion** by McElroy, supported by Jeschke to approve the minutes as presented.

**Motion carried unanimously.**

5) **Communications and Notices**

- a) Blue Water Bridge Plaza Expansion Public Open House – November 13, 2023
- b) SEMCOGU: Transportation Analysis Tool – November 15, 2023
- c) SEMCOG’s Communicators Network – November 29, 2023
- d) SEMCOGU: Transportation Alternatives Program – December 7, 2023

6) **Project Updates**

- a) Federal-Aid Transportation Project Updates
  - i) Status of current and upcoming projects in the TIP

7) **Old Business**

- a) Discussion on Funding (ongoing agenda item)
  - i) Revised Funding Targets
- b) 2050 SCCOTS Long Range Transportation Plan Update/Discussion

8) **New Business**

- a) 2024 SCCOTS Advisory Committee Meeting Calendar  
**Motion** by Jeschke, supported by Rose to approve the calendar as presented. **Motion carried unanimously.**

9) **Other Items**

- a) Next Meeting Date  
The next meeting will be on December 13, 2023

10) **Adjournment**

**Motion** by Fernandez, supported by McElroy, to adjourn the meeting at 10:45 a.m. **Motion carried unanimously.**

Respectfully submitted,

Lindsay Wallace

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# USDOT Makes \$1.5B in RAISE Grant Funding Available

December 1, 2023



The U.S. Department of Transportation has issued a [notice of funding opportunity](#) for \$1.5 billion in funding for the American Infrastructure with Sustainability and Equity or RAISE discretionary grant program for 2024, which aims to help states and localities complete critical freight and passenger transportation infrastructure projects. The deadline to apply for this round of RAISE grants is February 28, 2024.

[Above photo by USDOT]

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Additionally, the agency said in a [statement](#) that at least \$15 million in funding is guaranteed to go towards projects located in Areas of Persistent Poverty or Historically Disadvantaged Communities, with projects located in those areas eligible for up to 100 percent federal cost share.

As was the case in previous years, USDOT said it is encouraging applicants to consider how their projects can address climate change, ensure racial equity, and remove barriers to opportunity.

USDOT said it also intends to use the RAISE program to help lower costs for household budgets; encourage wealth creation and the formation of unionized jobs; the incorporation of strong labor standards; plus the development of training and placement programs, especially registered apprenticeships.

In June, USDOT awarded more than \$2.2 billion in RAISE grants to 162 different infrastructure projects across the country, while in August 2022, the agency issued roughly \$2 billion in RAISE grants to help urban and rural communities move forward on projects that modernize roads, bridges, transit, rail, ports, intermodal, bicycle, and pedestrian systems.



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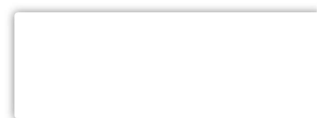
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## Pete Buttigieg: ‘No question’ future of auto industry is electric

 [Quinn Klinefelter](https://wdet.org/author/qklinefelter/)  
 December 4, 2023 (<https://wdet.org/2023/12/>)

*Buttigieg says the Biden administration is focused on a “Made in America” EV revolution.*

0:00 / 7:09



*Transportation Secretary Pete Buttigieg, accompanied by President Joe Biden, speaks about supply chain issues in the Indian Treaty Room on the White House complex in Washington, Monday, Nov. 27, 2023.*

*Photo credit: Andrew Harnik, AP Photo*

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President Joe Biden's administration is trying to showcase the impact of their economic agenda, including the two-year old infrastructure law that provides federal funds to improve everything from ports to railroads.

U.S. Transportation Secretary Pete Buttigieg, who relocated to Traverse City with his family in 2022, made the administration's case this week in Monroe and East Lansing.

Buttigieg says the president wants to improve supply chains across the nation.

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**Listen:** U.S. Transportation Secretary Pete Buttigieg talks auto industry, railway safety and more

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*The following interview has been edited for clarity.*

**Pete Buttigieg:** I was at a facility in Monroe. We're helping them expand their capabilities with \$11 million as they move things along the Great Lakes like iron ore and bulk grain that are a vital part of our supply chains. It's part of what we mean when we talk about what U.S. Treasury Secretary Janet Yellen has called a new modern supply side economics. When you get that right, it's part of the fight against inflation, lowering shipping costs and keeping the cost of living down for Americans.

**Quinn Klinefelter, WDET News:** **The president has pushed to try to create domestic-based supply chains for electric vehicles in particular. General Motors, for one, has pledged to have an all-electric fleet in a relatively short period of time, in part by banking on that kind of supply chain. Consumers, however, still seem to be hedging on buying electric vehicles amid lingering concerns over the cost and whether they can travel a decent distance without running out of a charge. In light of what supply chains have already been built, how far there still is to go and whether or not there will be enough domestic partners to make it happen, what would you say to those people who still have concerns about buying an electric vehicle?**

There's no question that the future of the automotive industry is electric. We see the superiority of that technology in terms of performance, not just in terms of climate. The big question is, how quickly will it happen and will it be made in America? Our administration is very focused on making sure that the cost of EVs continues to come down, that the chargers are there when you need them, and that this is an industry that is centered in America. I think the Trump administration allowed China to build a real advantage with regard to electric vehicles. We got to make sure that America leads the way because this will be just as important for auto jobs in the 21st century as the older technologies were for auto jobs in the 20th century.

“

*“Trapping Americans in old technologies is a recipe for the auto industry in the U.S. to fail.” – U.S. Transportation Secretary Pete Buttigieg*

---

**You mentioned former President Trump. He was touting to auto workers here not too long ago that the push for EVs is going to cost them their jobs. And it's all going to just benefit China.**

Look, clinging or worse, trapping Americans in old technologies is a recipe for the auto industry in the U.S. to fail. You can't move us back into the past. And pretending otherwise, we'll destroy American jobs. We're not pretending otherwise, we're doing the reverse. This EV revolution —

which, to be very clear, is happening with or without us — we're working to make sure that it's a "Made in America" EV revolution. And we're seeing investments across the country, including in my old hometown of South Bend, Indiana, where the Studebaker car company stopped producing cars in 1963. We have the biggest investment since those days underway there right now, for an EV-related facility that's being built. So we're seeing the jobs be created. And we're working to make sure that America builds and retains an advantage in what is clearly going to be the automotive technology of our time.

**When you talk about safety and some of the infrastructure projects that you were mentioning to begin with, one way that came together here recently had been in terms of rail safety. Especially the derailment in East Palestine, Ohio, and the toxic waste that was transported from that area to other places, including in Michigan (<https://wdet.org/2023/02/25/ohio-train-waste-michigan-disposal/>). The EPA says the railroad didn't do anything wrong, they followed the rules. But there's still a bunch of consternation among a lot of officials here about not being informed beforehand that the waste was coming here. Is there anything the transportation department can do to either limit such derailments or dictate where or how far such toxic material is transported?**

What happened in East Palestine woke up so many Americans to the realities of railroad safety and how long away we have to go as a country. And right now, even as we approach the one-year mark since that derailment in Ohio, Congress still has not acted on the [Railway Safety Act](https://www.commerce.senate.gov/2023/5/bipartisan-railway-safety-act-heads-to-senate-floor) (<https://www.commerce.senate.gov/2023/5/bipartisan-railway-safety-act-heads-to-senate-floor>). We're calling on them to do that. Don't get me wrong, we're doing everything we can with the authority, tools and funding that we already have. Everything from improving the physical infrastructure of our railways to enforcement actions that make sure that hazardous materials move more safely.

But with that Railway Safety Act that is still waiting for action, we could do much more. And so we're urging everybody, especially those members of Congress who were quick to get on television in the wake of East Palestine, to put their money where their mouth is and work with us to get that Railway Safety Act done. This is also one of the things that's at stake in the budget conversations that are taking place. I was concerned that the House Republican budget cuts funding for one of our flagship programs that we use to make railroad infrastructure safer. I believe this is a time when we should be doing more and not less to invest in the strength and the safety of our freight railroads in this country.

**In terms of the House Republican budget, we finished what by many accounts was the busiest air travel day in U.S. history over the Thanksgiving weekend. And there's been a shortage of air traffic controllers for a while. The House GOP leadership's budget cuts funding for the Federal Aviation Administration, which governs those controllers. Do you see any kind of room to reach an accommodation with Republicans on the overall funding issue? Or is it just gonna lie there in the heap of partisan politics?**

I think this can and should be a bipartisan issue. I've spoken to a lot of members on both sides of the aisle who want to get big things done, including our goal of increasing the number of air traffic controllers that we hire and train and getting them the technology that they need. But here again, I am concerned looking at the budget that the House Republicans put forward. It's about \$500 million short of what the president has requested for the next fiscal year. So we really need them to decide whether they're going to talk about these issues in partisan terms and vote in partisan terms or work with us to get the funding that we need in order to make sure we hire, recruit, train, retain, and pay those air traffic controllers that we need — and get them the equipment and the modern technology that it takes to do their job.

We don't take for granted for one minute the extraordinary fact that 16 million flights a year operate safely in the United States of America. Air travel hit a peak, as you mentioned, an all-time record high in U.S. history...with Thanksgiving travel and we think there's more where that came from. We gotta be doing more, not less, when it comes to supporting the backbone of our aviation system, which is our air traffic control.

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## Author



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Quinn Klinefelter is a Senior News Editor at 101.9 WDET. In 1996, he was literally on top of the news when he interviewed then-Senator Bob Dole about his presidential campaign and stepped on his feet.

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# ***St. Clair County Transportation Study***

## ***FY 24-25 Unified Planning Work Program***

*SEMCOG FISCAL YEAR JULY 1, 2024- JUNE 30, 2025*

APPROVED BY SCCOTS ADVISORY COMMITTEE: DECEMBER 14, 2023

APPROVED BY METROPOLITAN PLANNING COMMISSION: JANUARY 17, 2024

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## Service Description

Formal transportation planning began in St. Clair County in 1981. The 1980 decennial census designated Port Huron an Urban Area (population greater than 50,000). The Port Huron Urban Area Transportation Study (PHUATS) was formed in accordance with the 1962 Federal Highway Act, which requires there to be a *Continuing, Coordinated and Comprehensive (3-C)* planning process operating in all urban areas. PHUATS represented the urbanized portion of St. Clair County.

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) enabled the inclusion of the entire County in the study area. With that expansion, the name of the organization was changed to the St. Clair County Transportation Study (SCCOTS), and the transportation planning process became integrated as a program area within the St. Clair County Metropolitan Planning Commission.

Currently, federal laws, executive orders, and the policies of the United States Department of Transportation have brought the issues of environmental justice, civil rights, public involvement, safety, air quality, livability, freight planning, and congestion reduction to the forefront of transportation planning.

The SCCOTS program provides participating local units of government and transportation agencies access to “pass-through” federal and state transportation funds. Other services offered to local governments, transportation agencies, and the citizens and businesses they serve include assistance, advice and education on particular transportation issues, projects, and programs. The SCCOTS program is also involved with transportation issue advocacy at the regional, state and national levels.

The service description of each program element takes into account the clientele of SCCOTS programs and whether they directly or indirectly benefit from the program. These clients include:

- St. Clair County government;
- Local units of government (cities, villages and townships);
- Public and private transportation providers;
- Federal, state, and regional regulatory agencies (FHWA, FTA, MDOT, SEMCOG, etc.);
- The general public;
- The business community; and
- Transportation system users.

## **Committee Structure and Membership**

St. Clair County is part of the Detroit Metropolitan Statistical Area (MSA). The Southeast Michigan Council of Governments (SEMCOG) is designated to serve as the Metropolitan Planning Organization (MPO) for St. Clair County.

Transportation policy and funding decisions made by SCCOTS committees are forwarded to SEMCOG for further action. SCCOTS activities and programs complement and enhance those of SEMCOG.

### **METROPOLITAN PLANNING COMMISSION**

The St. Clair County Metropolitan Planning Commission (MPC) serves as SCCOTS Policy Committee, administers the SCCOTS program and decrees transportation planning policy. The St. Clair County Board of Commissioners appoints the eleven-member commission, comprised of eight commissioners appointed by representation categories (i.e. finance, local government, recreation/tourism, etc.), two commissioners appointed at-large, and one St. Clair County Commissioner.

### **SCCOTS ADVISORY COMMITTEE**

The function of the SCCOTS Advisory Committee (SAC), in addition to taking official action as Federal Aid Committee (FAC) for St. Clair County, is to make recommendations to the MPC on each transportation issue that comes before it. SAC membership is open to all St. Clair County local units of government (e.g., cities, villages, and townships), the County Board of Commissioners, the MPC, other transportation-oriented agencies such as the Blue Water Area Transportation Commission (BWATC), the St. Clair County Road Commission (SCCRC), the Michigan Department of Transportation (MDOT), and the Federal Highway Administration (FHWA), as well as interested civic groups. SCCOTS encourages members of the general public to participate in the meetings and activities of the SAC.

### **SCCOTS TECHNICAL SUBCOMMITTEE**

The SCCOTS Technical Subcommittee (STS) is responsible for analyzing technical issues at the request of the SAC. One of the Technical Subcommittee's principal activities is the development of priority lists for the inclusion of projects in SCCOTS and SEMCOG's Transportation Improvement Program (TIP). The membership of the STS is comprised of SCCOTS Advisory Committee members that represent *Act 51* agencies (villages, cities, SCCRC, BWATC, MDOT and SEMCOG). All decisions made by the Technical Subcommittee are forwarded to the Advisory Committee for action.

### **PLANNING STAFF**

The Executive Director of the MPC, planning staff, and administrative services staff each play a role in administering the SCCOTS transportation planning program. The Executive Director of the MPC serves as Director of SCCOTS. The planning staff is assigned to transportation planning functions and provides recommendations to the Director, SCCOTS Committees and the MPC on pending SCCOTS actions. MPC administrative services staff provide general program clerical support for the transportation planning program.

## TRANSPORTATION PLANNING PROCESS

Michigan's MPO's, the FHWA, and MDOT have implemented a Memorandum of Understanding (MOU) designed to administer the transportation planning process in Michigan. St. Clair County will remain at the forefront in policy making through its participation in the Michigan Transportation Planners Association (MTPA).

In order to implement this document locally, an additional MOU was developed during the 1998-1999 fiscal year to codify the relationship between SEMCOG, SCCOTS, and BWATC. An updated MOU was completed May 2018.

The following section identifies the transportation planning services SCCOTS will provide during the 2024-2025 SEMCOG fiscal year. The entire community benefits when SCCOTS services are utilized by agencies that provide and maintain facilities that the county's citizens use on a daily basis. The SFY 2024-2025 SCCOTS Unified Planning Work Program is outlined in four general program elements.

- Data Collection and Analysis
- Plan and Policy Development
- Plan Implementation
- Support Services

The Federal Transportation Bill guides transportation spending throughout the country based on priorities and planning performance measures. The **Infrastructure Investment and Jobs Act**, also known as the **Bipartisan Infrastructure Law (BIL)** was recently signed into law by President Joe Biden on November 15, 2021. The bill began as a \$715 billion infrastructure package, but after congressional negotiations it was amended and now includes funding for broadband access, clean water, and electric grid renewal, in addition to the transportation and road proposals (federal-aid highway, transit, highway safety, motor carrier, research, hazardous materials, and rail programs). This version is approximately \$1.2 trillion in spending.

# Program Elements

## **1.0 Data Collection and Analysis**

The SCCOTS program provides data collection and analysis to assist federal, state, regional, and local transportation planning agencies. The work performed in this program element has a direct impact on areas internal and external to the County.

SCCOTS staff serves as the lead agency in some endeavors wherein staff manages the working group. SCCOTS staff performs a supporting role for the other programs which are coordinated through a diverse number of planning entities.

SCCOTS staff closely monitors local agency plans and planning efforts, providing analysis and formal reports that gauge whether those local plans and projects are consistent with county and local master plans.

Lastly, this program element addresses the dissemination of custom information upon request to clientele that are not frequently involved in the transportation planning process. The information provided may consist of traffic counts or other spatial data not available or packaged in a generally accessible format by other agencies. This element monitors, analyzes, and updates information relevant to the transportation planning process including land use, transportation, employment, economic, demographic, and environmental data.

### ***1.1 Data Collection and Analysis: Transportation Asset Management Council (TAMC)***

#### **Purpose/Outcome**

The objective of this task is to gather pavement condition data for a statewide asset assessment, and to assemble a four-year priority list of projects that references the data; and to facilitate local implementation of an asset management plan.

#### **Method**

Asset Management is a management approach to our surface infrastructure that emphasizes performance and conditions, not ownership. It is a process predicated on stewardship of public resources, accountability to the users of the system, and continuous improvement. This task will assist SEMCOG in the collection of data needed to fulfill the requirements of P.A. 499 of 2002, which established the Transportation Asset Management Council (TAMC) and charged it with developing an asset management process for the State of Michigan. Data collection is scheduled according to TAMC guidelines using the *Pavement and Surface Evaluation Rating* or PASER method.

#### **Products**

1. The road network loaded into RoadSoft and updated as necessary.
2. PASER data for the Federal Aid Eligible roads in St. Clair County.
3. Public display of the PASER ratings.
4. Report to the TAMC with PASER, project status, and other data, for St. Clair County.

5. Assist in the development and implementation of local transportation asset management plans.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
225	\$10,260	\$2,275	\$12,535

### ***1.2 Data Collection and Analysis: Data Collection and Maintenance***

#### **Purpose/Outcome**

The objectives of this task are to collect, maintain, and distribute transportation-related data for planning needs and public inquiry and for SCCOTS to provide consistent spatial data upon request.

\*This was named as one of the Planning Emphasis Areas by FHWA/FTA\*

#### **Method**

SCCOTS receives requests for spatial data because it is a program within the Metropolitan Planning Commission. SCCOTS may assist in fulfilling the request, or may defer the request to the appropriate staff member within the department. SCCOTS utilizes aerial photography to track land use trends.

SCCOTS will also collect other data, as available, to support transportation planning needs, such as park and ride usage, parking infrastructure, safety data, housing/population/economic data, and other data as necessary.

SCCOTS will work with SEMCOG and MDOT to complete traffic counts and pedestrian/bicycle counts as necessary based on specific projects/scenario needs.

#### **Products**

1. Transportation data and map products for use in SCCOTS and MPC planning activities.
2. Staff reports on project status.
3. Transportation data and map products for use in SCCOTS and MPC planning activities.
4. Staff reports on project status.
5. HPMS data that is collected by the locals.
6. Work with SEMCOG to maintain detailed interactive web based traffic count and pedestrian/bicycle count database.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
375	\$19,907	\$4,414	\$24,321

### ***1.3 Data Collection and Analysis: GIS Data and Mapping***

#### **Purpose/Outcome**

The objective of this task is to collect, develop and gather data to be used to develop maps and graphics to be used for various transportation planning and projects. Utilization of the County's Geographic Information System aids planners in analyzing current trends and conditions.

**Method**

Using data from a variety of sources to create maps that can be used by any/all county departments as well as any municipality that requests a map. Data is often shared and used to benefit the entire County.

SCCOTS will also collect other data, as available, to support transportation planning needs, such as park and ride usage, parking infrastructure, safety data, housing/population/economic data, and other data as necessary. Where appropriate, this data will be mapped to support planning and decision making.

**Products**

1. Transportation data and map products for use in SCCOTS and MPC planning activities.
2. Land use data and map products for use in SCCOTS and MPC planning activities.
3. Zoning Ordinance and Future Land Use on GIS database (County’s Geocortex.)
4. Staff reports on project status.
5. Training for staff.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
1,250	\$39,827	\$8,831	\$48,658

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**2.0 Plan and Policy Development**

This program element consists of the review, analysis, development, and coordination of various plans and projects.

Staff assists in the development of projects, the coordination of resources, and access to funding. These delivery units also engage the programmatic requirements for Federal Transportation Funding. SEMCOG, MDOT, and FHWA are the other agencies that plan projects in St. Clair County.

***2.1 Plan and Policy Development: Local Plan Review and Analysis***

This program element consists of reviewing and analyzing local master plans, subarea plans, development plans, and zoning ordinances and identifying impacts to the overall transportation network, public transportation systems, nonmotorized transportation, and key growth corridors. The work performed in this program element has a direct impact on areas internal and external to the County, with a focus on the land use/transportation interface.

SCCOTS staff serves as lead agency in the study of various corridors, areas, and projects in the County. They will work closely with various municipalities and agencies as they study key corridors, areas, projects.

SCCOTS/MPC staff will work with community partners to develop various types of documents as a result of the studies.

**Purpose/Outcome**

In accordance with Michigan Public Act 33 of 2008 (Michigan Planning Enabling Act), the objective of this task is to fulfill St. Clair County Transportation Study and Metropolitan Planning Commission responsibilities for local plan development and review. SCCOTS and the Metropolitan Planning Commission address actual and potential effects of land use and population development on the transportation system, with particular attention focused on efficiency, safety, mobility, the environment and congestion.

**Method**

The Metropolitan Planning Commission is charged with review of local master plans, zoning ordinances, and updates or amendments to each and with the development of coordinated comprehensive planning documents. Reports and recommendations are generated regarding the consistency of these documents with corresponding regional, county, and local plans.

SCCOTS and the Metropolitan Planning Commission develop and review plans that are: coordinated, harmonious, efficient and economical; that take into account land and population development; that reduce congestion on streets; that make well-guided use of public funds; that promote livability and sustainability; and that best promote public health, safety, order, convenience, and general welfare. The overarching goal of review and analysis efforts is to ensure better integration of transportation planning and land use. There will also be an increased focus on integrating Complete Streets principles into community planning activities.

**Products**

1. Staff informational reports and recommendations.
2. Staff activity reports.
3. Collaboration with staff for expertise in related program areas.
4. Research and working papers on topics as necessary.
5. Maintenance of formal plans focused on coordinated development.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
150	\$7,135	\$1,582	\$8,717

***2.2 Plan and Policy Development: Long Range Transportation Plan***

**Purpose/Outcome**

The objective of this task is to develop/update the St. Clair County 2050 Long Range Transportation Plan (LRTP) in coordination with SEMCOG’s Regional Transportation Plan (RTP) for Southeast Michigan. And then implement the plan.

These plans are both set to be adopted in 2024 and contain goals/objectives and performance measures that will guide transportation planning activities in the coming years.

\*MDOT’s Planning Emphasis Area

**Method**

The SCCOTS 2050 LRTP defines the goals and objectives, outlines the transportation decision making process, and identifies fiscally constrained multi-modal transportation improvements for St. Clair County to the year 2050. The projects identified as part of this LRTP are ultimately incorporated into SEMCOG’s Regional Transportation Plan (RTP).

**Products**

1. Staff reports on long range transportation planning activities.
2. Project working papers.
3. Participation and data sharing in travel demand modeling activities.
4. Participation in long range planning meetings.
5. Implementation of the goals/objectives of this plan and carry out the projects identified.
6. Monitor, implement, and support the performance measures list.
7. Performance measures and rules that come out of the Bipartisan Infrastructure Law will be included in the development of this plan.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
50	\$2,416	\$536	\$2,952

***2.3 Plan and Policy Development: St. Clair County Master Plan***

**Purpose/Outcome**

The objective of this task is to assist in the implementation of the St. Clair County Master Plan. The Master Plan has a 20-year planning horizon and is reviewed and updated every five years and was last adopted in December 2023.

**Method**

This will also be used as planning guidance for all of the municipalities throughout the County.

**Products**

1. Staff progress reports.
2. Staff presentations.
3. Public presentations.
4. An updated County Master Plan document.
5. Integration of the plan into local or area project and policy reviews.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
50	\$2,584	\$573	\$3,157

***2.4 Plan and Policy Development: Transportation Project Coordination***

**Purpose/Outcome**

The objective of this task is to facilitate the development of federally-funded local transportation infrastructure projects including STP Urban, STP Rural, STP Safety, TEDF Category-D, and CMAQ. An overall goal is to improve the comprehensive Transportation System through projects that benefit the entire county and/or region.



\*MDOT’s Planning Emphasis Area

**Method**

SCCOTS, as the designated transportation-planning agency for St. Clair County, is provided with an annual apportionment of Surface Transportation Program funding. The Advisory Committee prioritizes projects and awards funding. The “obligation authority” that is attached to this, and other funding resources, expires if conditions are not fulfilled according to certain prescribed timelines. SCCOTS also assists in economic development and mobility enhancement project procurement.

**Products**

1. Staff reports detailing project advancement.
2. White paper reports on the requirements of funding resources.
3. Annual summary of federal transportation expenditures.
4. Ensure compliance with Transportation Performance Measures requirements
5. Ensure that the project is “ready” for inclusion in the Transportation Improvement Program, if need be.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
125	\$6,734	\$1,493	\$8,227

***2.5 Plan and Policy Development: Sustainability and Livability***

**Purpose/Outcome**

The objective of this task is to address air quality and climate adaptation, directly and indirectly, by addressing elements of transportation that are linked to air quality. An additional objective of this task is to understand the implications of possible non-attainment of federal air quality standards and, in cooperation with SEMCOG and other agencies, to identify and recommend policies and actions at the regional, local and individual level that would help the region stay in, or return to, attainment status.

This objective also includes items such as green infrastructure, water resources, and another attributes involved with creating a good quality of life. This will occur by keeping the principles of resiliency and environmental sensitivity in the center of these planning activities.

\*This was named as one of the Planning Emphasis Areas by FHWA/FTA\*

**Method**

Planning staff will perform a scan of the existing Long Range Transportation Plan and County Master Plan to identify ways to indirectly incorporate climate adaptation measures by emphasizing linkages between the effects of transportation and air quality and the existing plan goals. Staff will research best management practices (BMPs) for incorporating climate adaptation measures into transportation and land use planning, such as demand management strategies. Additionally, staff will monitor trends such as growth in vehicle miles traveled (VMT), changes in land use and development patterns, changing water levels, system congestion, and new developments in vehicle

technology and alternative fuels and energy. As standards change this could be something that needs to be addressed here in St. Clair County.

**Products**

1. Staff reports, when applicable.
2. Web-based fact sheets on the effects of transportation and air quality and potential climate adaptation.
3. Database of best management practices for addressing air quality and climate adaptation issues.
4. Participation in regional air quality and/or climate adaptation initiatives.
5. Recommendations for air quality and climate adaptation planning goals and objectives.
6. Participate in regional efforts in regards to alternative energy and fuel sources
7. Educate you, staff, and local municipalities as new trends and information becomes available

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
125	\$6,961	\$1,544	\$8,505

***2.6 Plan and Policy Development: Corridor Studies***

**Purpose/Outcome**

The objective of this task is to develop and/or update specialized corridor studies of the significant corridors within the County. Staff understands the economic importance of critical corridors for future commercial/industrial development. Staff will work with communities along the corridors and other organizations such as the St. Clair County Road Commission and the Economic Development Alliance of St. Clair County to identify goals and objectives for specialized plans, as appropriate. Continued participation with the I-69 Thumb Region stakeholder group and the study of other corridors will be examined as they come up.

**Method**

Staff works closely with participating local agencies to research and monitor development along a corridor. The limited resources of the Metropolitan Planning Commission will be most useful in situations where there is:

1. A commitment to adopting new policies and/or programs that provide additional protections for critical natural and cultural resources; and
2. A commitment to cooperative planning with one or more neighboring municipalities as a means of developing and adopting these policies and/or programs.

Staff will provide assistance to these collaborative planning efforts by participating in planning meetings and by providing timely data and other resources as it is available.

**Products**

1. Staff reports detailing the activities of corridor study advisory committees.
2. Staff reports detailing the progress of corridor studies.
3. Documentation of corridor studies in the Long Range Transportation Plan.
4. Implementation Ordinances and Policies for the member agencies.

5. Development of other corridor plans, ordinances, and presentations for communities within the Urban and General Services District, as designated by the St. Clair County Master Plan.
6. The potential use of the SEMCOG Corridor Toolkit and Partnering for Prosperity: Economic Development Strategy for Southeast Michigan.
7. Potential grant applications.
8. Area and/or corridor bylaws.
9. A description of issues and committee-resolved courses of action.
10. Resulting sub-area or corridor plans:
  - a. Access management guidelines;
  - b. Land use planning guidelines;
  - c. Land development guidelines;
  - d. Traffic control implementation plans;
  - e. Rights-of-way plans;

Total Hours	Federal Share	Local Share	Total
35	\$1,843	\$409	\$2,252

### ***2.7 Plan and Policy Development: Environmental Justice***

#### **Purpose/Outcome**

The objective of this task is to participate and learn about the laws and requirements of Environmental Justice, Title VI, Americans with Disabilities Act, and other equity planning efforts.

\*This was named as one of the Planning Emphasis Areas by FHWA/FTA\*

#### **Method**

SCCOTS staff will attend trainings, develop plans, implement procedures, educate local officials, and explore other activities related to equity planning.

#### **Products**

1. Update Title VI Plan and develop reports as needed.
2. Attend trainings, provide written reports.
3. Implement Environmental Justice principles in all planning activities.

Total Hours	Federal Share	Local Share	Total
75	\$4,082	\$905	\$4,987

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### **3.0 Plan Implementation**

The Plan Implementation element is centered on the short-term implementation of longer-term plans as detailed in Program Element 2.0 of this Unified Planning Work Program.

These plan element delivery units focus on the provision of capital projects or planning processes administered through local agencies. Staff assists in the development of projects, the coordination of resources, and access to funding. These delivery units also engage the programmatic requirements for Federal Transportation Funding. SEMCOG, MDOT, and FHWA are the other agencies that plan projects in St. Clair County.

**3.1 Plan Implementation: Committee Involvement**

**Purpose/Outcome**

The objective of this task is to constructively participate in federal, state, regional or local transportation studies and activities not directly addressed in the *FY2024-25 SCCOTS Unified Planning Work Program*, ensuring that regional positions are considered as part of local studies and plans.

**Method**

Staff will maintain active participation in committees, conferences, studies, and meetings related transportation, land use, and/or sustainable development, including: the Michigan Transportation Planning Association (MTPA) and subcommittees, SEMCOG’s Transportation Coordinating Council, Technical Transportation Team, SCCOTS Advisory Committee and Technical Subcommittee, and the St. Clair County Metropolitan Planning Commission.

**Products**

1. Staff reports.
2. Resolutions from SCCOTS Advisory Committee or Metropolitan Planning Commission, as necessary.
3. Collaboration with staff for analysis in other program areas.
4. Project programming that integrates human services into the built environment.
5. Products requested by SEMCOG for assembling the Regional Transportation Plan.
6. Unified Planning Work Program.
7. Annual Report.
8. Transportation Improvement Program.
9. Long Range Transportation Plan.
10. Research and working papers on topics as necessary.
11. Staff report on Annual MTPA Conference.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
175	\$8,895	\$1,972	\$10,867

**3.2 Plan Implementation: Transportation Improvement Program (TIP)**

**Purpose/Outcome**

The objective of this task is to manage a four-year list of fiscally-constrained capital improvement and technical study projects including STP Urban, STP Rural, STP Safety, TEDF Category-D, and CMAQ. This task is performed in conformance with the current federal transportation bill for the effective implementation of the SCCOTS Long Range Transportation Plan.

\*MDOT’s Planning Emphasis Area

**Method**

SCCOTS assembles a priority list of projects, capital and technical, with identified funding sources and recognition in a long-range transportation planning process. This Transportation Improvement Program includes at least a project name, scope, boundary, cost estimate, share cost by funding category (federal, state, or local) justification, and year of construction. Each TIP requires an inclusive public involvement effort. The final year of one TIP will be the first year of the subsequent TIP.

**Products**

1. Transportation Improvement Program and subsequent amendments.
2. Review/Revise the Prioritization Process for Project Selection.
3. Work with SEMCOG to insure that our TIP Documents match.
4. Enter Projects in MDOT’s Jobnet (web databases.) Provide feedback on software as needed
5. Annual Report to Advisory Committee, Metropolitan Planning Commission, and County Board of Commissioners on obligation of federal funds.
6. Develop a list of Previously Obligated Projects.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
250	\$11,347	\$2,516	\$13,863

***3.3 Plan Implementation: Multimodal Planning***

**Purpose/Outcome**

The objective of this task is to support and promote local and regional efforts to improve non-motorized transportation mobility and walkability throughout the County, particularly in traditional downtowns. Creating more walkable and bike-able communities will further strengthen the high quality of life that county residents enjoy, will enhance the unique characteristics of communities, and promote healthy, vibrant neighborhoods. It is also an objective of this task to create an awareness of alternative and combined modes of transportation, to enhance community non-motorized safety, and to implement capital improvement projects that facilitate non-motorized, transit, and multimodal travel. The FAST Act converted the Surface Transportation Program to a block grant, which maximizes flexibility of STP. A great deal of this work will be implemented through the Transportation Alternatives Program.

\*This was named as one of the Planning Emphasis Areas by FHWA/FTA\*

\*MDOT’s Planning Emphasis Area

**Method**

SCCOTS will provide planning assistance and funding information to local Downtown Development Authorities (DDAs), local units of government and other stakeholder groups interested in promoting and increasing walkability and bicycling activity in their communities. Additionally, SCCOTS will assist local units of government and other organizations within the community in preparing grant applications for pedestrian-centered and bicycle-focused

enhancement projects. Staff will also participate in the coordination of SEMCOG’s Regional Non-Motorized Transportation Plan, working toward its implementation.

SCCOTS staff will also provide technical support for the creation of non-motorized, transit, and multimodal transportation evaluation tools, perform an evaluation of these tools with the assistance of the public and target user groups, and reports comments back to the respective lead agency. Staff assists in providing non-motorized, transit, and multimodal transportation evaluation tools, safety materials, and resources to the public. Staff will work with state, regional and local agencies to implement project planning and scoping documents that highlight the inclusion of non-motorized, transit, and multimodal transportation options. They will work with the Act 51 Agencies to develop solid TAP Grant Applications.

**\*\*Complete Streets\*\***

The objective of this task is to develop a countywide Complete Streets Policy. As there becomes a greater focus on non-motorized transportation throughout the county and region, a complete streets policy should be developed to help move these priorities forward.

**Products**

1. Presentations on non-motorized safety, transit, multimodal transportation options, and transportation alternatives grants.
2. Include transit projects in the Transportation Improvement Program
3. Port Huron Amtrak Station Replacement Study Project- Blue Water Area Transportation Study.
4. Port Huron Amtrak: National Environmental Policy Act Review Process.
5. Fact sheets on walkable communities and bicycle-friendly infrastructure.
6. Evaluation and research on implementing and funding a targeted bike share program.
7. Evaluation of state and regional programming documents.
8. Potential grant opportunities/applications.
9. Recommendations for integrating walkability and bicycle and pedestrian mobility into community master plans.
10. Staff reports on county non-motorized, transit, and multimodal transportation planning.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
125	\$6,243	\$1,384	\$7,627

***3.4 Plan Implementation: Transportation Safety and Security***

**Purpose/Outcome**

The objective of this task is to promote “Safety Conscious Planning” (the inclusion of safety measures in the transportation process) through a variety of activities. A further intent of this task is to actively promote transportation system security and emergency preparedness planning.

**Method**

Safety and security of our transportation system is a national priority and is a key emphasis of the Bipartisan Infrastructure Law. With more money being available within this bill for safety projects,

MPC Staff will assist the local communities with these types of projects by providing collecting and analyzing data. Staff will also attend trainings, education opportunities, and enforce policies. Staff will also work in coordination with the Southwest Michigan Traffic Safety Plan. This program element unit examines safety and security issues within the County that may be addressed through design improvements and/or the deployment of countermeasures. There are monthly meetings of the Workgroup Subcommittee and quarterly meetings of the entire body. SCCOTS assembles a yearly ‘Safety Profile’ highlighting countywide safety challenges.

**Products**

1. Staff research and reports as necessary.
2. Identification and mapping of high-crash locations and research and analyze all safety data as it comes available.
3. Recommendations for projects based on safety solutions.
4. Staff participation, as appropriate, in conferences, workshops and meetings on homeland security, mass evacuation planning and emergency preparedness issues, both at the organizational and countywide levels.
5. Staff participation in the implementation of the regional safety plan (Southwest Michigan Traffic Safety Plan).
6. Repository of information on current best practices for Michigan and the United States.
7. When requested, coordinate and assist schools in the utilization of the *Safe Routes to School* program.
8. Include Safety in our TIP Project Selection Process.
9. Use 2.5% of PL funds will be utilized on planning activities to increase safety and accessible options for multiple travel modes for people of all ages and abilities

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
145	\$7,168	\$1,589	\$8,757

***3.5 Plan Implementation: Regional Trails Planning***

**Purpose/Outcome**

The objective of this task is to continue the work being doing on a regional level and local level in terms expanding and improving the county’s trails and non-motorized facilities.

**Method**

There is a “catch-all” code above (3.3) for multi-modal planning that includes non-motorized transportation. This task is specifically focused on expanding the countywide /regional trail network. There has been extensive work done already including three different studies starting in 2019. These initiatives included development of the St. Clair County Trails Plan, an economic impact study looking at state and national case studies, and an evaluation of trail conditions on the existing trail network. Implementation of the new countywide trails plan is underway and MPC/SCCOTS staff is actively working with numerous community partners to complete trail gaps and connect the overall network. It is anticipated that our regional trail planning and implementation efforts will be long-term, multi-year endeavors.

## Products

1. Annual trail condition reports.
2. Staff research and reports as necessary.
3. Grant applications and grant assistance to local communities.
4. Participation and attendance at trail-focused workshops and conferences.
5. Participation and attendance at SEMCOG, SEMTAT, MDOT, and other regional trail committee meetings.
6. Public meetings and presentations on proposed trail routes.
7. Updates to countywide and regional trail plans and maps.

Total Hours	Federal Share	Local Share	Total
75	\$3,748	\$831	\$4,579

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## 4.0 Support Services

These delivery units satisfy the administrative duties of the transportation planning program and include the development of an annual Unified Planning Work Program, general program administration, and professional development, enabling St. Clair County to receive Federal transportation funding. SCCOTS staff performs the administrative functions required for the receipt of Federal PL 112 funding for the transportation planning program.

An array of delivery units supports each program element and includes:

- a specific **OBJECTIVE**;
- guided by a **METHODOLOGY**;
- defined by specific **PLANNING RELATIONSHIPS**, by direct and indirect clients; and resulting in **PRODUCTS AND ACTIVITIES** that summarize the planning, implementation and evaluation of the delivery unit.

### *4.1 Support Services: SCCOTS Unified Planning Work Program (UPWP)*

#### **Purpose/Outcome**

The objective of this task is for SCCOTS to develop an annual Unified Planning Work Program.

#### **Method**

The UPWP document guides SCCOTS activities for the year beginning on July 1 and ending on June 30 of the subsequent year. The document specifies work tasks and funding requests for drawing from the annual PL 112 apportionment. The UPWP is organized into program elements, categories, and individual delivery units. Each delivery unit has an objective, a methodology, a definition of planning relationships, products, and an estimated allocation of staff time. The UPWP lists costs for all SCCOTS activities, thus enabling the usage of federal funds at an 81.85% federal to 18.15% local ratio.



**Products**

1. Development of timeline for UPWP input and approval.
2. File on PL112 grant funding and balance sheets.
3. Annual Unified Planning Work Program document.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
103	\$5,106	\$1,112	\$6,128

***4.2 Support Services: General Program and Contract Administration***

**Purpose/Outcome**

The objective of this task is for SCCOTS to prepare resource packets for each committee meeting and deliver minutes for committee approval; to monitor the progress of contracts exercised in the provision of transportation planning services; and to prepare reports of completed activities and invoices for reimbursement from the annual PL 112 apportionment.

**Method**

SCCOTS assembles committee packets according to the order of business on each agenda. Minutes and reports of business items for each meeting are prepared in a timely manner for distribution.

SCCOTS periodically reviews timelines, project deliverables, and milestones for the proper execution of transportation planning services. SCCOTS reviews each invoice for professional services and pays them as appropriate. SCCOTS also develops requests for proposals, requests for qualifications, and project proposals.

SCCOTS prepares reports for billing on a quarterly basis. The information in these quarterly reports is compiled into an annual report that must be submitted by July 31 the following year. Quarterly reports must be submitted to SEMCOG with the first two business weeks of the quarter's close.

**Products**

1. Meeting packets.
2. Meeting minutes.
3. Staff reports/timelines monitoring project progress.
4. Staff review of invoices.
5. Quarterly reports.
6. Annual Report.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
2,040	\$78,528	\$17,413	\$95,941

### ***4.3 Support Services: Legislative and Policy Consultation***

#### **Purpose/Outcome**

The objective of this task is to advise SCCOTS, MPC, and other local officials of the impact of state and federal legislation on SCCOTS policies and programs and to advise state and federal legislators on SCCOTS policies, plans, programs and the legislative impact on them.

SCCOTS will also work to enhance local government policy development and planning implementation tools, and to function as a clearinghouse for federal and state transportation grant programs' information and review. An overall goal is the mitigation of invasive and negative effects of transportation system enhancements.

#### **Method**

SCCOTS staff needs to have the opportunity and capability to review legislative initiatives and inform the SCCOTS Advisory and Policy Committees of the potential impact these initiatives may have on the overall transportation network. Participation in organizations such as the Michigan Transportation Planners Association (MTPA), the Southeast Michigan Council of Governments (SEMCOG), the American Planning Association (APA), the Michigan Association of Planning (MAP), the Institute of Transportation Engineers (ITE), the Michigan Townships Association (MTA) and the Michigan Association of Counties (MAC) provide SCCOTS with valuable updates and connections to national and statewide trends and information on transportation policy.

Staff will maintain an information base on pending and approved legislation and distribute information to the SCCOTS Advisory and Policy Committees as appropriate. In addition, as directed, staff will prepare information pertaining to bills and regulations for SCCOTS to transmit to appropriate legislative bodies and legislators. The objective is to have informed legislators, local officials, and staff with the ability to expeditiously respond to pending legislative actions that affect the county's transportation system.

SCCOTS, through its close working relationship with local communities, is able to respond to requests for assistance in developing and implementing policies that augment transportation goals in local planning documents. SCCOTS directs communities to additional resources available to them through the St. Clair County Metropolitan Planning Commission. This outreach may be the most direct provision of service to townships and smaller agencies with little funding resources. The focus area of this delivery unit is the Urban and General Services District in the St. Clair County Master Plan.

SCCOTS, through its close working relationship with federal, state, and regional regulatory agencies, is notified of many transportation-funding resources. SCCOTS is able to review the applicability of such resources to situations within the County, or refer the information to appropriate agencies and county departments.

#### **Products**

1. Fact sheets or other information on pending legislative and regulatory actions, as needed.
2. Updated legislative information on the SCCOTS website and/or social media platforms.
3. Communication of policies, plans and programs to elected officials, as needed.
4. Meetings with legislators and/or elected officials, as appropriate.

5. Staff reports/correspondence as needed on specific situations and funding opportunities.
6. White paper reports on planning policies and grant opportunities.
7. Grant application/participation where applicable.
8. Discussion and recommended action for transportation planning and policy requests.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
75	\$4,179	\$927	\$5,106

#### ***4.4 Support Services: Public Outreach***

##### **Purpose/Outcome**

The objective of this task is to engage the public in the transportation planning process through direct presentation, and to constructively participate in public involvement processes that other agencies develop for their planning activities.

This includes distributing information via media that reaches a broader market or targets specific segments of the population. An additional objective is to maintain and update the SCCOTS website and social media in order to provide timely information on transportation-related issues.

\*This was named as one of the Planning Emphasis Areas by FHWA/FTA\*

##### **Method**

Program staff will organize, stage, and evaluate public meetings that satisfy federal requirements for the transportation planning process, as presented in their Public Participation Plan. The success of this delivery unit is dependent on staff effectively communicating expertise, explaining project/program descriptions and results, and reflecting public comment into the transportation planning process. Public presentations must be conducted in places and at times that maximize the availability of public comment, including minorities, the impoverished, and other traditionally underserved segments of the population.

Program Staff is working to update the Metro Planning website, to be more user friendly with more useful information. We realize the importance of having a solid online presence in this day and age. We will link our sites to SEMCOG’s website as well, to provide the regional connection. SCCOTS and the Metropolitan Planning Commission have determined that strengthening relationships with print and broadcast media is an important factor in developing trust with their clients. Additionally, social media platforms such as Facebook or Twitter will be utilized as appropriate.

##### **Products**

1. Staff reports to the SCCOTS Committees and the Metropolitan Planning Commission detailing the purpose of the involvement, the status of the project, and the effectiveness of the interaction.
2. Public involvement documentation portions of Metropolitan Planning Commission products and projects.
3. Continue to review, evaluate, and update the Public Participation Plan, including consideration

for public participation

4. Staff preparation of reports or working papers for the planning efforts as appropriate to the level of involvement.
5. Staff reports to files of current Metropolitan Planning Commission planning exercises.
6. Fact sheets (white papers).
7. Updated SCCOTS website content.
8. News articles and project updates posted electronically.
9. News articles and project updates distributed in project-oriented newsletters.
10. Press releases describing agency achievements or public involvement announcements.
11. Information and topical notices distributed through social media updates.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
105	\$5,439	\$1,206	\$6,645

#### ***4.5 Support Services: Professional Development***

##### **Purpose/Outcome**

The objective of this task is for SCCOTS to enable the development of critical skills and a broad base of knowledge with regard to transportation planning theory and practices.

##### **Method**

Due to the dynamic nature of transportation planning, SCCOTS staff is continually engaged in professional development training. Topics include congestion management, federal and state funding programs, public involvement, transportation safety and security, accessibility, quality of life, connectivity and system preservation.

##### **Products**

1. Staff reports on training sessions, conferences, and workshops
2. Library information and training materials.

<b>Total Hours</b>	<b>Federal Share</b>	<b>Local Share</b>	<b>Total</b>
215	\$11,146	\$2,472	\$13,618

**SCCOTS 2024-2025 UWP Timeline**

	July	August	September	October	November	December	January	February	March	April	May	June
<b>Element 1 Data Collection and Analysis</b>												
1.1 Transportation Asset Management Council												
1.2 Data Collection and Maintenance												
1.3 GIS Data and Mapping												
<b>Element 2 Plan and Policy Development</b>												
2.1 Local Plan Review and Analysis												
2.2 Long Range Transportation Plan												
2.3 St. Clair County Master Plan												
2.4 Transportation Project Coordination												
2.5 Sustainability and Livability												
2.6 Corridor Studies												
2.7 Environmental Justice												
<b>Element 3 Plan Implementation</b>												
3.1 Committee Involvement												
3.2 Transportation Improvement Program (TIP)												
3.3 Multimodal Planning												
3.4 Safety and Security												
3.5 Regional Trails & Non-motorized Planning												
<b>Element 4 Support Services</b>												
4.1 SCCOTS Unified Planning Work Program												
4.2 General Program and Contract Administration												
4.3 Legislative and Policy Consultation												
4.4 Public Outreach												
4.5 Professional Development												
Continuous activity												
GA action on Population and Employment Forecast												
RTPTIP amendments												
TCC/Exec Comm or GA meetings												

		Hours	FHWA PL 112	Match PL 112	TOTAL
<b>1.0 DATA COLLECTION AND ANALYSIS</b>					
1.1	Transportation Asset Management Council (TAMC)	225	\$ 10,260	\$ 2,275	\$ 12,535
1.2	Data Collection and Analysis	375	\$ 19,907	\$ 4,414	\$ 24,321
1.3	GIS Data and Mapping	1,250	\$ 39,827	\$ 8,831	\$ 48,658
<b>Program Area Subtotal</b>		<b>1,850</b>	<b>\$ 69,993</b>	<b>\$ 15,521</b>	<b>\$ 85,514</b>
<b>2.0 PLAN AND POLICY DEVELOPMENT</b>					
2.1	Local Plan Review and Analysis	150	\$ 7,135	\$ 1,582	\$ 8,717
2.2	Long Range Transportation Plan	50	\$ 2,416	\$ 536	\$ 2,952
2.3	St. Clair County Master Plan	50	\$ 2,584	\$ 573	\$ 3,157
2.4	Transportation Project Coordination	125	\$ 6,734	\$ 1,493	\$ 8,227
2.5	Sustainability and Livability	125	\$ 6,961	\$ 1,544	\$ 8,505
2.6	Corridor Studies	35	\$ 1,843	\$ 409	\$ 2,252
2.7	Environmental Justice	75	\$ 4,082	\$ 905	\$ 4,987
<b>Program Area Subtotal</b>		<b>610</b>	<b>\$ 31,755</b>	<b>\$ 7,042</b>	<b>\$ 38,797</b>
<b>3.0 PLAN IMPLEMENTATION</b>					
3.1	Committee Involvement	175	\$ 8,895	\$ 1,972	\$ 10,867
3.2	Transportation Improvement Program (TIP)	250	\$ 11,347	\$ 2,516	\$ 13,863
3.3	Multimodal Planning	125	\$ 6,243	\$ 1,384	\$ 7,627
3.4	Safety and Security	145	\$ 7,168	\$ 1,589	\$ 8,757
3.5	Regional Trails & Non- Motorized Planning	75	\$ 3,748	\$ 831	\$ 4,579
<b>Program Area Subtotal</b>		<b>770</b>	<b>\$ 37,400</b>	<b>\$ 8,293</b>	<b>\$ 45,693</b>
<b>4.0 SUPPORT SERVICES</b>					
4.1	SCCOTS Unified Planning Work Program	103	\$ 5,016	\$ 1,112	\$ 6,128
4.2	General Program & Contract Administration	2,040	\$ 78,528	\$ 17,413	\$ 95,941
4.3	Legislative and Policy Consultation	75	\$ 4,179	\$ 927	\$ 5,106
4.4	Public Outreach	105	\$ 5,439	\$ 1,206	\$ 6,645
4.5	Professional Development	215	\$ 11,146	\$ 2,472	\$ 13,618
<b>Program Area Subtotal</b>		<b>2,538</b>	<b>\$ 104,308</b>	<b>\$ 23,130</b>	<b>\$ 127,438</b>
<b>TOTALS</b>		<b>5,768</b>	<b>\$243,456</b>	<b>\$53,986</b>	<b>\$297,442</b>

## Cost Allocation Plan

	Total	Direct	Indirect
<b>Direct</b>			
Wages	492,216	492,216	
<b>Subtotal Salaries</b>	<b>492,216</b>	<b>492,216</b>	-
Overtime	-	-	
Health Insurance	73,180	73,180	
Life Insurance	438	438	
Disability Insurance	4,915	4,915	
Retirement	36,584	36,584	
Retiree Healthcare	8,124	8,124	
457 Match	25,473	25,473	
FICA	30,771	30,771	
Medicare	7,197	7,197	
Unemployment Insurance	392	392	
Worker's Compensation	2,947	2,947	
<b>Subtotal Fringes</b>	<b>190,021</b>	<b>190,021</b>	-
Mileage reimbursement	1,177	122	-
Travel	1,276	607	-
Meals	552	15	-
Dues and Subscriptions	3,599	65	-
Office supplies	440	422	-
Fuel	-	-	-
Legal Services	-	-	-
Professional services	4,142	-	4,142
Maintenance contracts	-	-	-
Telephone	994	-	994
Licenses, permits and fees	-	-	-
Postage/freight	201	-	201
Program Promotion	-	-	-
Printing and publishing	410	-	410
Repairs and maintenance	806	-	806
County Membership	-	-	-
Training	1,920	810	-
Uncapitalized assets	-	-	-
Refunds Paid	-	-	-
Building rental	1,000	-	1,000
Equipment	-	-	-
<b>Subtotal Other</b>	<b>16,517</b>	<b>2,041</b>	<b>7,553</b>
Building Depreciation	35,137	-	35,137
Legislative	2,816	-	2,816
Admin/Controller	7,962	-	7,962
Accounting	2,085	-	2,085
Human Resources	6,144	-	6,144
Purchasing	386	-	386
Treasurer	4,449	-	4,449
Information Technology	42,014	-	42,014
IT Telephone Support	-	-	-
Building & Grounds	2,152	-	2,152
Motor Pool	608	-	608
Wellness Program	291	-	291
Insurance	6,006	-	6,006
Sick & Vacation payout	4,719	-	4,719
Grand River Building*	41,020	-	41,020
<b>Total Cost Allocation Plan Amounts</b>	<b>155,789</b>	<b>23,942</b>	<b>155,789</b>
<b>Indirect Cost Calculation:</b>			
Total Indirect Costs	163,342		
Direct Sal & Fringes	682,237	23.9421%	