



Buhl Building ▪ 535 Griswold Street, Suite 600 ▪ Detroit, MI 48226

Board of Directors Meeting

May 26, 2022



Suburban Mobility Authority for Regional Transportation

Buhl Building • 535 Griswold Street, Suite 600 • Detroit, MI 48226 • (313) 223-2100

ROLL CALL

Board of Directors Meeting

Date: May 26, 2022

CHAIRPERSON, MS. VICKI WOLBER

VICE-CHAIRPERSON, MS. HILARIE CHAMBERS

MR. ABDUL HAIDOUS

MR. ROYCE MANIKO

MR. KHALIL RAHAL

MR. BRET RASEGAN

MR. JOHN PAUL REA

Tiffany Martin-Patterson, SMART Board Secretary





Suburban Mobility Authority for Regional Transportation

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PUBLIC NOTICE

SMART will hold the May 26, 2022 Board of Directors meeting at 2 p.m. in SMART's Board Room located on the sixth floor of the Buhl Building, 535 Griswold Street, Detroit, MI 48226.

Virtual attendance is strongly encouraged, and full public participation is still available via Zoom.

Consistent with Federal TSA Mask Mandate, MiOSHA, and SMART policies; all physically present at the meeting must adhere to the following policies:

- Mask wearing is encouraged. Please respect anyone needing or choosing to wear one.
- Passing a temperature check and a complete health screening questionnaire are required prior to entering the Board room.

The agenda can be found on SMART's website: <http://www.smartbus.org/About/Our-Organization/Board-of-Directors/Board-Meeting-Schedule>

Members of the public may attend in person, or virtually/via phone. To attend virtually; on a smartphone, tablet, or computer; please enter this URL in a web browser:

- <https://smartbus.zoom.us/j/97955560638>
- Via phone only, please dial: (301) 715-8592
- Webinar ID: 979 5556 0638 (no password required)
- One-tap mobile: +13017158592,,97955560638#

Members of the public may also submit a written comment to be read during the Public Comment period by emailing SMARTBoard@smartbus.org by 1:45 p.m. on the day of the meeting.

Requests for reasonable accommodations at SMART require advance reservations. Individuals with disabilities requiring assistance should contact SMARTBoard@smartbus.org or 313-223-2110 as soon as possible. If you have difficulties joining the virtual session, contact SMARTBoard@smartbus.org or 248-419-7912 and we will assist you to the best of our abilities.

Public Comment will proceed as follows:

- All comments: 5-minute limit per member of the public. Kindly state your name and city of residence.
- Public comments will be received in the following order
 - Members of the public who attend in person
 - Members of the public on Zoom/phone
 - Written comments via email. The Board Secretary will read any submitted comments

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
BOARD OF DIRECTORS MEETING
THURSDAY, MAY 26, 2022
2:00 PM**

AGENDA

| <u>ITEM:</u> | <u>ACTION:</u> | <u>PRESENTED BY:</u> |
|---|----------------|--|
| 1. Call to Order | | Vicki Wolber <i>Board Chairperson</i> |
| A) Pledge of Allegiance | | |
| 2. Roll Call | | Tiffany Martin <i>Board Secretary</i> |
| 3. Adoption of Agenda | Approval | Vicki Wolber <i>Board Chairperson</i> |
| 4. Certification of Public Notice | Information | Tiffany Martin <i>Board Secretary</i> |
| 5. Minutes Board Meeting Minutes for April 28, 2022 | Approval | Vicki Wolber <i>Board Chairperson</i> |
| 6. Public Participation | Discussion | Vicki Wolber <i>Board Chairperson</i> |
| 7. Chairperson's Report | Information | Vicki Wolber <i>Board Chairperson</i> |
| 8. General Manager's Report | Information | Dwight Ferrell <i>General Manager</i> |
| 9. Financial Reports | | |
| A. FY2022 3 rd Quarter Report | Approval | Ryan Byrne <i>Finance Director</i> |
| 10. New Business | | |
| A. Resolution: Adoption of the FY 2023 Operating Budget, Restricted Operating Budget and the Proposed FY 2023/ FY 2027 Capital Budget | Approval | Ryan Byrne <i>Finance Director</i> |
| B. Resolution: FY2023 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater) | Approval | Ryan Byrne <i>Finance Director</i> |
| C. Resolution: Authorization to Award a Contract for Employment Search Firm Services (<i>Proc #22-3541</i>) | Approval | Robert Cramer <i>Deputy General Manager</i> |
| D. Resolution: Authorization to Award a One-Month Interim Contract for TPA for Sickness and Accident Program, Short Term Disability Insurance Services (<i>Proc #22-3604</i>) | Approval | Dwight Ferrell <i>General Manager</i> |
| E. Resolution: Authorization to Approve a Purchase Order Change Action (POCA) #1 for Additional A&E Services for the LETC Monroe City Hall Transfer Station Project | Approval | Robert Cramer <i>Deputy General Manager</i> |

F. Resolution: Authorizing the General Manager to Award a Contract for Bus Shelters, Benches & Trash Containers (Proc #22-3583) Approval Amie May
Transportation Director (Interim)

G. Resolution: Authorizing the General Manager to Award a Contract for Heating Ventilation Air Conditioning Units (HVAC) for Bus Wash Project (Proc #22-3604) Approval Mike Walter
Facilities Manager

11. Closed Session *(To Discuss Pending Litigation)* Discussion Vicki Wolber

12. Board Member Business Discussion Vicki Wolber

Adjournment

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

BOARD OF DIRECTORS MEETING

PROPOSED MINUTES – April 28, 2022

A meeting of the Board of Directors of the Suburban Mobility Authority for Regional Transportation (SMART) was held on Thursday April 28, 2022 at 2:05 PM. The meeting was held at 535 Griswold, Suite 600, Detroit, MI 48226 and via a digital public video conference.

ATTENDANCE

| | | |
|----------------------------------|------------------|--|
| SMART Board of Directors: | Vice-Chairperson | Ms. Hilarie Chambers Mr. Abdul Haidous Mr. Royce Maniko (<i>via Zoom</i>) Mr. Bret Rasegan Mr. John Paul Rea |
| Absent Board Members: | Chairperson | Ms. Vicki Wolber Mr. Khalil Rahal |
| SMART General Manager: | | Mr. Dwight Ferrell |
| SMART Board Secretary: | | Ms. Tiffany Martin-Patterson |
| SMART Staff Present: | | Ms. Truvae Adams Mr. Brandon Adolph Ms. Melinda Arndt Ms. Laura Bieniek Mr. Ryan Byrne Mr. Robert Cramer Mr. Andrew Dodt Mr. Melvin Evans Mr. Dustin Hagfors Ms. Melissa Hightower Mr. Dana Hilthon Ms. Lynette Hurt Ms. Carol Jones Ms. Angie Kelley Ms. Nicole Mack Ms. Laila Malki Ms. Anika Parker Ms. Jacqueline Payne Ms. Nichole Peters |

Ms. Michele Pollock
Ms. Sara Price
Mr. Sean Riopelle
Ms. Shana Shore
Ms. Madonna Van Fossen
Mr. Mark Watson
Ms. Patty Wailing
Ms. Dea Weathers
Mr. D'Andrae Whitley
Ms. Jackie Wilcoxson

Public Registered:

Mr. Gary Bogaslowski
Mr. Steve Hamingtree
Mr. Steve Hawring
Ms. Megan Owens
Mr. Robert Palowski
Ms. Thomas Yazback

1. Call to Order

A) Pledge of Allegiance

2. Roll Call

Present: Vice-Chairperson Ms. Hilarie Chambers, Mr. Abdul Haidous, Mr. Bret Rasan, Mr. John Paul Rea, and Mr. Royce Maniko (*via Zoom*)

Absent: Mr. Khalil Rahal and Ms. Vicki Wolber

A quorum was present.

3. Adoption of Agenda

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, to approve the agenda for the April 28, 2022 Board meeting.

DISCUSSION

None

VOTE: THE MOTION CARRIED.

4. Public Notice and Rules of Order

The Secretary read the Public Notice and Rules of Order into the record.

5. Minutes

A. Board Meeting Minutes for March 24, 2022

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, to approve the Board meeting minutes for March 24, 2022.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

6. Public Participation

Chairperson Ms. Hilarie Chambers declared the meeting open for Public Participation.

- Mr. Robert Palowski
- Ms. Megan Owens
- Mr. Steve Hawring
- Mr. Thomas Yazbek
- Steven Hamingtree

7. Chairperson's Report

DISCUSSION:

None

8. General Manager's Report

Dwight Ferrell, General Manager informed the Board of the following:

9. New Business

A. Information: Litigation Settlements

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Abdul Haidous, that the General Manager of Suburban Mobility Authority for Regional Transportation is authorized to receive this item as information only.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

B. Resolution: CRRSAA Act Program of Projects - Revised

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, that the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to submit the REVISED Program of Projects for CRRSA Act funding to FTA in compliance with the requirements of 49 U.S.C. Section 5307, as amended.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

C. Resolution: Contract Amendment and Increased Project Authorization to Increase Towing Rates for Boulevard & Trumbull

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve the contract amendment for increased towing rates with Boulevard & Trumbull, Inc., with an increased project authorization not to exceed an additional \$35,000 for the remainder of the base term ending March 31, 2023.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

D. Resolution: Contract Amendment and Increased Project Authorization to Increase Hourly Rate for River North Transit (VIA)

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. John Paul Rea, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve the contract amendment for increased hourly rate with River North Transit (Via), with an increased project authorization not to exceed an additional \$436,000 for the remainder of the base term and not to exceed an additional \$653,250 if SMART exercises the one option year.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

E. Resolution: Authorization to Approve a Purchase Order Change Action (POCA) #3 for Additional Time Incurred for Financial Audit Services

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Abdul Haidous, that the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA #3 in the amount not to exceed \$1,050.00 to Plante & Moran.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

F. Resolution: Authorization to Approve a Revenue Contract Extension with AT&T for Tower Lease

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. John Paul Rea, that the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve a Contract Extension for Tower Lease with AT&T starting May 23, 2022 through May 22, 2023. The contract extension will generate \$6,000 in revenue.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

G. Resolution: Authorization to Award a Contract for StrataGen Mobil Data Terminals (MTD) Hardware & Software

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Abdul Haidous, that That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract in the amount not to exceed \$243,320.00 for StrataGen MDT Hardware & Software to StrataGen Systems, Inc.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

H. Resolution: Authorization to Award a Contract for Barrel & Sludge/Wastewater Removal and Disposal Services

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. Abdul Haidous, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a one-year contract for an amount not to exceed \$103,850.00 to Birks Works Environmental LLC for Barrel & Sludge/Wastewater Removal and Disposal Services. There is no renewal option.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

I. Resolution: Authorization for Purchase Order Change Action (POCA) #1 Propane Auto Gas for the Connector Fleet

MOTION: Moved by Mr. Abdul Haidous, seconded by Mr. Bret Rasegan, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA # 1 in the amount of \$270,000.00 to Webster & Garner.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

J. Resolution: Authorizing the General Manager to Award a Contract for Propane Auto Gas for Connector Fleet

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a one-year contract for an amount not to exceed \$1,005,937.50 to Webster and Garner for propane auto gas for connector fleet. There is no renewal option.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

K. Resolution: Authorization for Purchase Order Change Action (POCA) #2 & #3 for the Oakland Terminal Bus Charging Station Project

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. John Paul Rea, that the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA #2 & #3 in the amount not to exceed \$33,100.00 to J. Ranck.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

L. Resolution: Authorization to Award a Contract for magnetic Tickets, Passes & 31 Day DART Tap Card

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Abdul Haidous that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a three-contract for an amount not to exceed \$ 282,989.00 for Magnetic Tickets, Passes & 31 Day DART Tap Card to EDM Technology Inc. There are the two one-year options to be exercised at the sole discretion of SMART. If the two one-year options are exercised the total cost to SMART would be \$476,032.00

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

10. Board Member Business

DISCUSSION:

Mr. Haidous said that he preferred the vote for SMART's Millage is on the ballot at the same time for all the counties. Mr. Rea informed the Board that a Macomb County Board of Commission meeting is scheduled for May 12th. Mr. Ferrell will update the Board on the Millage after the meeting with Macomb County.

Adjournment

There being no further business to come before the Board, upon motion made by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, and unanimously carried, the meeting adjourned at 3:15 PM.

Respectfully submitted,

Tiffany Martin-Patterson

Tiffany Martin-Patterson
Secretary to the Board of Directors



Suburban Mobility Authority for Regional Transportation

3rd Quarter Financial Report

FY2022 – March 31, 2022

As Presented By:

Finance Department

3rd Quarter FY2022 Financial Reports

Submitted By: Ryan Byrne, CPA, Director of Finance

5/26/2022

The third quarter financial statement of FY 2022 has been completed. SMART's balance sheet remains stable, as current assets exceed current liabilities. As compared to third quarter FY2021, FY2022 total assets for the same period are 11.5% higher. The key individual asset that supports the asset increase is Capital Equipment, due to continued capital purchases throughout the year, and Cash and Cash Equivalents, as the Authority received a large portion of the annual property tax revenue in March. Total third quarter FY2022 liabilities (excluding pension and OPEB) increased 13.5% as compared to third quarter FY2021. This overall liability increase is largely a result of the timing of payments on the Authority's accounts payable, and an increase in the estimated insurance claims not yet reported. The net asset unrestricted balance remains positive, meaning the authority maintains a small surplus of assets over liabilities.

Third quarter FY2022, overall revenues compared to FY2022 overall appropriation is below target by approximately 7.78% or \$9,273,652. Fare revenue remains lower than pre pandemic levels, as a result of lower ridership, but higher than FY 2022 budget. State reimbursements were lower than budget as a result of lower eligible expenditures. The Authority continues to utilize Federal relief funding, to alleviate budget shortfalls created by additional COVID-19 related expenses and reduced fare revenue.

Third quarter FY2022, overall actual expenditures compared to FY 2022 appropriation for the same time period are currently 13.30% below FY2022 appropriation. Fixed route costs, as well general administration personal services costs (wages and fringes) are down as compared to current appropriation. This trend is largely due to open fixed route positions, and reduced service miles as compared to pre pandemic levels.

I will be available to answer any questions regarding this report at the Board's convenience.

Director of Finance Report Page 1

SMART
Balance Sheet - Summary of All Funds
For the Nine Months Ending March 31

| SMART BALANCE SHEET | FY2022 | FY2021 | Y/E FY2021 |
|---|-----------------------|-----------------------|-----------------------|
| ASSETS | | | |
| Current Assets | | | |
| Cash and Cash Equivalents | 91,783,447.93 | 76,480,350.26 | 120,837,737.86 |
| Investments | 17,992,069.27 | 18,325,322.05 | 18,405,036.39 |
| Receivables: | | | |
| Grants Receivable | 44,266,665.17 | 45,890,994.38 | 50,118,411.28 |
| Local Contributions Receivable | 35,394,338.18 | 35,342,852.84 | 2,532,086.32 |
| Other Receivables | 467,136.17 | 371,177.34 | 743,184.75 |
| Materials and Supplies Inventory | 3,602,059.78 | 2,884,374.82 | 3,208,124.12 |
| Prepaid Expenses | 1,633,717.00 | 1,248,363.71 | 277,106.00 |
| Total Current Assets | 195,139,433.50 | 180,543,435.40 | 196,121,686.72 |
| Noncurrent Assets | | | |
| Cash Restricted for Re-Investment | 101,638.82 | 101,638.82 | 101,638.82 |
| Capital Assets, net | 173,086,994.94 | 149,820,254.16 | 158,500,076.96 |
| Total Noncurrent Assets | 173,188,633.76 | 149,921,892.98 | 158,601,715.78 |
| Total Assets | \$ 368,328,067 | \$ 330,465,328 | \$ 354,723,403 |
| Deferred Outflows of Resources | | | |
| Deferred Outflows-Pension | 17,102,393.00 | 10,956,370.00 | 17,102,393.00 |
| Deferred Outflows-OPEB | 19,075,656.00 | 16,714,173.00 | 19,075,656.00 |
| Total Deferred Outflows | 36,178,049.00 | 27,670,543.00 | 36,178,049.00 |
| Total Assets and Deferred Outflows | \$ 404,506,116 | \$ 358,135,871 | \$ 390,901,452 |
| LIABILITIES AND NET ASSETS | | | |
| Current Liabilities | | | |
| Municipal and Community Credits Payable | 7,579,337.47 | 6,464,441.05 | 5,668,948.97 |
| Accounts Payable under POS agreements | 2,075,874.64 | 1,667,922.73 | 1,294,529.17 |
| Accrued Self Insurance | 14,352,851.33 | 11,706,527.56 | 14,304,590.23 |
| Payable to the State of Michigan | 2,018,600.00 | 3,841,869.00 | 2,018,600.00 |
| A/P State Act 51 Prior Yr Adj | 426.00 | 1,111,947.00 | 21,004.00 |
| Accounts Payable and Accrued Expenses | 7,519,671.83 | 5,036,411.51 | 13,314,761.64 |
| Accrued Compensation | 4,100,964.14 | 3,336,866.76 | 6,078,294.58 |
| Total Current Liabilities | 37,647,725.41 | 33,165,985.61 | 42,700,728.59 |
| Noncurrent Liabilities | | | |
| Net OPEB obligation | 57,523,031.74 | 114,775,703.74 | 57,523,031.74 |
| Net Pension Obligation | 55,343,800.80 | 64,882,833.64 | 55,343,800.80 |
| Total Liabilities | 150,514,557.95 | 212,824,522.99 | 155,567,561.13 |
| Deferred Inflows of Resources | | | |
| Deferred Inflows-OPEB | 58,688,895.00 | 18,221,529.00 | 58,688,895.00 |
| Deferred Inflows-Pension | 10,521,681.00 | 3,005,615.00 | 10,521,681.00 |
| Total Deferred Inflows | 69,210,576.00 | 21,227,144.00 | 69,210,576.00 |
| Total Liabilities and Deferred Inflows | 219,725,133.95 | 234,051,666.99 | 224,778,137.13 |
| RETAINED EARNINGS | | | |
| Net Position: | | | |
| Invested in Capital Assets, net of related debt | 173,086,994.94 | 149,820,254.16 | 158,500,076.96 |
| Restricted | 101,638.82 | 101,638.82 | 101,638.82 |
| Unrestricted | 11,592,348.55 | (25,837,688.59) | 7,521,598.59 |
| Total Net Position | 184,780,982.31 | 124,084,204.39 | 166,123,314.37 |
| Total Liabilities and Net Position | 335,295,540.26 | 336,908,727.38 | 321,690,875.50 |
| Total Liabilities, Deferred Inflows and Net Position | \$ 404,506,116 | \$ 358,135,871 | \$ 390,901,452 |

| SMART FUNCTIONAL INCOME STATEMENT | 3rd Quarter FY 2021/22 | | | |
|---|------------------------|-----------------------|-----------------------------|----------------|
| | ACTUAL | BUDGET | \$\$ VARIANCE FAV(UNFAV) | % VARIANCE |
| REVENUES | | | | |
| FEDERAL OPERATING REVENUE | | | | |
| Section 5307 & 5309 | \$4,999,999.97 | \$2,999,997.00 | (2,000,002.97) | -66.67% |
| Congestion Mitigation Air Quality (CMAQ) | 702,312.00 | 0 | (702,312.00) | - |
| Other Federal Grants | 330,321.09 | 629,244.00 | 298,922.91 | 47.51% |
| Sec 5307 Federal Relief Funding | 5,400,000.00 | 5,400,000.00 | 0.00 | 0.00% |
| Total Federal Operating Revenue | 11,432,633.06 | 9,029,241.00 | (2,403,392.06) | 18.56% |
| STATE OF MICHIGAN | | | | |
| Act 51 | 25,095,985.00 | 31,817,997.00 | 6,722,012.00 | 21.13% |
| State PM Revenue | 1,249,999.97 | 749,997.00 | (500,002.97) | -66.67% |
| Other State Grant | 70,365.11 | 135,747.00 | 65,381.89 | 48.16% |
| Total State Operating Revenue | 26,416,350.08 | 32,703,741.00 | 6,287,390.92 | 19.23% |
| LOCAL CONTRIBUTION | | | | |
| Contribution From County Transit Authorities | 57,937,500.00 | 57,937,500.00 | | 0.00% |
| Contra Revenue - Local Contribution | (112,500.00) | (112,500.00) | | 0.00% |
| Total Local Contribution Revenue | 57,825,000.00 | 57,825,000.00 | 0.00 | 0.00% |
| Local Comm Stabilization | 1,674,778.42 | 1,499,994.00 | (174,784.42) | -11.65% |
| OPERATIONS: | | | | |
| Fixed Route | 4,399,403.38 | 3,564,063.00 | (835,340.38) | -23.44% |
| Connector | 411,530.84 | 422,091.00 | 10,560.16 | 2.50% |
| Microtransit | 35,732.77 | 756.00 | (34,976.77) | -4626.56% |
| Admin Fee Revenue | 423,403.78 | 638,244.00 | 214,840.22 | 33.66% |
| Investment Revenue | (954,844.66) | 112,500.00 | 1,067,344.66 | 948.75% |
| Fleet Maint Reimbursement | 111,958.44 | 108,747.00 | (3,211.44) | -2.95% |
| Other Revenues | 67,372.64 | 59,994.00 | (7,378.64) | -12.30% |
| Restricted Revenue | 8,147,289.45 | 10,599,889.00 | 2,452,599.55 | 23.14% |
| Total Operating Revenues | \$ 109,990,608 | \$ 116,564,260 | \$ (6,573,652) | -5.6% |
| OPERATING EXPENSES | | | | |
| FUNCTIONAL OPERATIONS: | | | | |
| Fixed Route | 56,669,417.52 | 59,788,927.00 | 3,119,509.48 | 5.22% |
| Connector | 12,785,677.71 | 12,687,076.00 | (98,601.71) | -0.78% |
| General Administration | 21,087,596.06 | 25,541,337.00 | 4,453,740.94 | 17.44% |
| Microtransit | 2,612,805.38 | 4,400,000.00 | 1,787,194.62 | 40.62% |
| Community Credits | 2,987,532.00 | 2,987,550.00 | 18.00 | 0.00% |
| Nankin Transit Commission | 275,995.67 | 245,997.00 | (29,998.67) | -12.19% |
| Other Purchase of Service | 12,121.35 | 12,121.35 | 0.00 | 0.00% |
| Community Transit Service | 228,267.65 | 144,747.00 | (83,520.65) | -57.70% |
| Depreciation | 188,100.00 | 187,497.00 | (603.00) | -0.32% |
| Contingency | 1,091,657.01 | 2,999,997.00 | 1,908,339.99 | 63.61% |
| Restricted Expenses | 8,093,013.44 | 10,599,282.00 | 2,506,268.56 | 23.65% |
| Total Operating Expenses | \$ 106,032,184 | \$ 119,594,531 | \$ 13,562,348 | 11.3% |
| Operating Revenues over (under) Expenses | \$ 3,958,424 | \$ (3,030,271) | \$ 6,988,696 | |

SMART - General
STATEMENT OF REVENUE AND EXPENSES
For the Six Months Ending December 31, 2021

| SMART OPERATIONAL INCOME STATEMENT | ACTUAL | BUDGET | VARIANCE | % VARIANCE | FY 2021/22 | |
|---|-----------------------|-----------------------|-----------------------|---------------|-----------------------|-------------------------|
| | | | | | ANNUAL BUDGET | BUDGET REMAINING |
| REVENUES | | | | | | |
| Route Revenue: | | | | | | |
| Fare Revenue | \$3,244,414.33 | \$3,029,841.00 | \$214,573.33 | -7.08% | \$4,039,800.00 | (\$795,385.67) |
| Mircotransit | 35,732.77 | 756.00 | 34,976.77 | -4626.56% | 1,000.00 | 34,732.77 |
| Total Route Revenue | 3,280,147.10 | 3,030,597.00 | 249,550.10 | -8.23% | 4,040,800.00 | (760,652.90) |
| Federal Sources: | | | | | | |
| Section 5307 | 4,999,999.97 | 2,999,997.00 | 2,000,002.97 | -66.67% | 4,000,000.00 | \$999,999.97 |
| Other Federal Grants | 1,032,633.09 | 629,244.00 | 403,389.09 | -64.11% | 839,000.00 | \$193,633.09 |
| Section 5307 Federal Relief Funding | 5,400,000.00 | 8,100,000.00 | (2,700,000.00) | | 10,800,000.00 | (\$5,400,000.00) |
| Total Federal Sources | 11,432,633.06 | 11,729,241.00 | (296,607.94) | 2.53% | 15,639,000.00 | (4,207,132.94) |
| State Sources: | | | | | | |
| State Act 51 SMART | 25,095,985.00 | 31,817,997.00 | (6,722,012.00) | 21.13% | 42,424,000.00 | (\$17,328,015.00) |
| State PM Match | 1,249,999.97 | 749,997.00 | 500,002.97 | -66.67% | 1,000,000.00 | \$249,999.97 |
| Other State Revenue | 70,365.11 | 135,747.00 | (65,381.89) | 48.16% | 181,000.00 | (110,634.89) |
| Total State Sources | 26,416,350.08 | 32,703,741.00 | (6,287,390.92) | 19.23% | 43,605,000.00 | (17,188,649.92) |
| Local Sources: | | | | | | |
| Contributions from Local Transit Authorities | 57,937,500.00 | 57,937,500.00 | | 0.00% | 77,250,000.00 | (\$19,312,500.00) |
| Contra Revenue - Local Contribution | (112,500.00) | (112,500.00) | | 0.00% | (150,000.00) | 37,500.00 |
| Total From Local Sources | 57,825,000.00 | 57,825,000.00 | 0.00 | 0.00% | 77,100,000.00 | (19,275,000.00) |
| Other Income: | | | | | | |
| Advertising | 789,129.13 | 562,491.00 | 226,638.13 | -40.29% | 750,000.00 | \$39,129.13 |
| Rental Income | 45,957.16 | 45,009.00 | 948.16 | -2.11% | 60,000.00 | (\$14,042.84) |
| Investment Income | (954,844.66) | 112,500.00 | (1,067,344.66) | 948.75% | 150,000.00 | (\$1,104,844.66) |
| Fleet Maint Reimbursement | 111,958.44 | 108,747.00 | 3,211.44 | -2.95% | 145,000.00 | (\$33,041.56) |
| Admin Fees Revenue | 423,403.78 | 638,244.00 | (214,840.22) | 33.66% | 851,000.00 | (\$427,596.22) |
| Miscellaneous | 672,659.00 | 241,560.00 | 431,099.00 | -178.46% | 322,100.00 | \$350,559.00 |
| Local Comm Transit Operating Rev | 126,147.24 | 167,247.00 | (41,099.76) | 24.57% | 223,000.00 | (\$96,852.76) |
| Local Comm Stabilization | 1,674,778.42 | 1,499,994.00 | 174,784.42 | -11.65% | 2,000,000.00 | (325,221.58) |
| Total Other Income | 2,889,188.51 | 3,375,792.00 | (486,603.49) | 14.41% | 4,501,100.00 | (1,611,911.49) |
| Restricted Pass Through Revenue (Exp Match): | 8,147,289.45 | 10,599,889.00 | (2,452,599.55) | 23.14% | 14,134,000.00 | (\$5,986,710.55) |
| TOTAL REVENUES | 109,990,608.20 | 119,264,260.00 | (9,273,651.80) | 7.78% | 159,019,900.00 | (49,029,291.80) |

SMART - General
STATEMENT OF REVENUE AND EXPENSES
For the Six Months Ending December 31, 2021

EXPENSES

WAGE AND WAGE RELATED EXPENSES:

ACTIVE EMPLOYEES:

Active Salaries, Wages & Taxes

| | | | | | | |
|--|----------------------|----------------------|-----------------------|---------------|----------------------|----------------------|
| Administrative | 5,123,162.85 | 5,595,656.00 | (472,493.15) | -8.44% | 7,379,900.00 | 2,256,737.15 |
| Operations | 27,232,592.79 | 28,299,518.00 | (1,066,925.21) | -3.77% | 37,337,000.00 | 10,104,407.21 |
| Maintenance | 7,788,111.23 | 8,084,958.00 | (296,846.77) | -3.67% | 10,695,300.00 | 2,907,188.77 |
| Total Active Salaries, Wages, Taxes | 40,143,866.87 | 41,980,132.00 | (1,836,265.13) | -4.37% | 55,412,200.00 | 15,268,333.13 |
| % of Total Revenue | | | | | | |

Active Employee Benefits:

| | | | | | | |
|---------------------------------------|----------------------|----------------------|-----------------------|----------------|----------------------|----------------------|
| Hospitalization/Medical | 6,680,044.39 | 9,520,200.00 | (2,840,155.61) | -29.83% | 12,693,900.00 | 6,013,855.61 |
| Premium Sharing Healthcare | (1,141,124.29) | (1,127,700.00) | (13,424.29) | 1.19% | (1,503,300.00) | (362,175.71) |
| Life, AD&D, Drug, Dental, Optical | 842,275.69 | 1,001,200.00 | (158,924.31) | -15.87% | 1,334,700.00 | 492,424.31 |
| Other Employee Benefits | 256,875.56 | 303,750.00 | (46,874.44) | -15.43% | 404,700.00 | 147,824.44 |
| Workers Compensation | 866,772.00 | 866,700.00 | 72.00 | 0.01% | 1,155,700.00 | 288,928.00 |
| Health Care Saving Plan | 557,678.09 | 675,000.00 | (117,321.91) | -17.38% | 900,300.00 | 342,621.91 |
| FICA | 3,140,613.84 | 3,125,700.00 | 14,913.84 | 0.48% | 4,168,000.00 | 1,027,386.16 |
| Pension Funding | 11,372,542.61 | 11,948,400.00 | (575,857.39) | -4.82% | 15,931,100.00 | 4,558,557.39 |
| Premium Sharing Pension | (1,521,902.41) | (1,836,200.00) | 314,297.59 | -17.12% | (2,448,500.00) | (926,597.59) |
| Total Active Employee Benefits | 21,053,775.48 | 24,477,050.00 | (3,423,274.52) | -13.99% | 31,301,900.00 | 10,248,124.52 |

% of Total Active Wages

| | | | | | | |
|--|----------------------|----------------------|-----------------------|---------------|----------------------|----------------------|
| | 52% | 58% | | | | |
| Total Active Employee Wages & Benefits: | 61,197,642.35 | 66,457,182.00 | (5,259,539.65) | -7.91% | 86,714,100.00 | 25,516,457.65 |

RETIRED EMPLOYEES:

Post Employment Benefits:

| | | | | | | |
|---------------------------------|----------------------|----------------------|-----------------------|----------------|----------------------|---------------------|
| OPEB Net Unfunded Obligation | 5,625,000.00 | 5,625,000.00 | | 0.00% | 7,500,000.00 | 1,875,000.00 |
| Retiree Medical & Drug Premiums | 5,562,265.19 | 7,181,919.00 | (1,619,653.81) | -22.55% | 9,575,900.00 | 4,013,634.81 |
| Total Post Retirement | 11,187,265.19 | 12,806,919.00 | (1,619,653.81) | -12.65% | 17,075,900.00 | 5,888,634.81 |

| | | | | | | |
|---|----------------------|----------------------|-----------------------|---------------|-----------------------|----------------------|
| Total Wage & Wage Related Expenses | \$ 72,384,908 | \$ 79,264,101 | \$ (6,879,193) | -8.68% | \$ 103,790,000 | \$ 31,405,092 |
|---|----------------------|----------------------|-----------------------|---------------|-----------------------|----------------------|

SMART - General
STATEMENT OF REVENUE AND EXPENSES
For the Six Months Ending December 31, 2021

Operations:

Operational Expenses

Direct Variable (Vehicle):

| | | | | | | |
|--|----------------------|----------------------|---------------------|---------------|----------------------|---------------------|
| Diesel Fuels | 4,380,710.68 | 4,743,828.00 | (363,117.32) | -7.65% | 6,325,100.00 | 1,944,389.32 |
| Gas, Oil, Lubricants, Etc. | 214,863.39 | 395,172.00 | (180,308.61) | -45.63% | 526,900.00 | 312,036.61 |
| Repair Parts | 1,864,437.19 | 2,452,509.00 | (588,071.81) | -23.98% | 3,270,000.00 | 1,405,562.81 |
| Leased Batteries | | 105,300.00 | (105,300.00) | -100.00% | 140,000.00 | 140,000.00 |
| Tires | 631,890.80 | 608,994.00 | 22,896.80 | 3.76% | 812,000.00 | 180,109.20 |
| Vehicle Liability | 5,400,852.01 | 5,028,534.00 | 372,318.01 | 7.40% | 6,704,700.00 | 1,303,847.99 |
| Bus Contract Repairs-Maintenance | 817,714.04 | 805,554.00 | 12,160.04 | 1.51% | 1,074,100.00 | 256,385.96 |
| Contract Repairs-Accidents | 357.16 | 29,997.00 | (29,639.84) | -98.81% | 40,000.00 | 39,642.84 |
| Towing | 113,813.69 | 139,495.00 | (25,681.31) | -18.41% | 186,000.00 | 72,186.31 |
| Other Repair Parts | 2,566.48 | 44,991.00 | (42,424.52) | -94.30% | 60,000.00 | 57,433.52 |
| Total Direct Variable (Vehicle) | 13,427,205.44 | 14,354,374.00 | (927,168.56) | -6.46% | 19,138,800.00 | 5,711,594.56 |

Microtransit

| | | | | | | |
|--|--------------|--------------|----------------|---------|--------------|--------------|
| | 2,612,805.38 | 4,400,000.00 | (1,787,194.62) | -40.62% | 2,400,000.00 | (212,805.38) |
|--|--------------|--------------|----------------|---------|--------------|--------------|

Indirect Variable:

| | | | | | | |
|--------------------------------|-------------------|-------------------|---------------------|----------------|-------------------|-------------------|
| Fare Collection Costs | 210,121.33 | 425,232.00 | (215,110.67) | -50.59% | 567,000.00 | 356,878.67 |
| Route Facilities Maint. | 121,424.69 | 151,972.00 | (30,547.31) | -20.10% | 188,300.00 | 66,875.31 |
| Other-Operational | 102,311.07 | 125,253.00 | (22,941.93) | -18.32% | 167,000.00 | 64,688.93 |
| Total Indirect Variable | 433,857.09 | 702,457.00 | (268,599.91) | -38.24% | 922,300.00 | 488,442.91 |

Facilities:

| | | | | | | |
|-------------------------|---------------------|---------------------|---------------------|---------------|---------------------|-------------------|
| Utilities | 1,173,056.45 | 1,236,497.00 | (63,440.55) | -5.13% | 1,648,800.00 | 475,743.55 |
| Contract Bldg Maint | 564,073.56 | 629,262.00 | (65,188.44) | -10.36% | 839,000.00 | 274,926.44 |
| Building Maint | 127,635.51 | 157,700.00 | (30,064.49) | -19.06% | 210,300.00 | 82,664.49 |
| Other-Maintenance | 206,586.33 | 221,904.00 | (15,317.67) | -6.90% | 295,900.00 | 89,313.67 |
| Business Insurance | 56,826.01 | 59,247.00 | (2,420.99) | -4.09% | 79,000.00 | 22,173.99 |
| Total Facilities | 2,128,177.86 | 2,304,610.00 | (176,432.14) | -7.66% | 3,073,000.00 | 944,822.14 |

| | | | | | | |
|-----------------------------------|----------------------|----------------------|-----------------------|----------------|----------------------|---------------------|
| Total Operational Expenses | \$ 18,602,046 | \$ 21,761,441 | \$ (3,159,395) | -14.52% | \$ 25,534,100 | \$ 6,932,054 |
|-----------------------------------|----------------------|----------------------|-----------------------|----------------|----------------------|---------------------|

SMART - General
STATEMENT OF REVENUE AND EXPENSES
For the Six Months Ending December 31, 2021

Administration, Other, Spec Serv, Contingency:

Administration

| | | | | | | |
|-------------------------------|---------------------|---------------------|-----------------------|----------------|---------------------|---------------------|
| General Supplies | 132,265.65 | 287,676.00 | (155,410.35) | -54.02% | 383,900.00 | 251,634.35 |
| Professional, Outside Serv | 682,565.50 | 1,231,110.00 | (548,544.50) | -44.56% | 1,641,600.00 | 959,034.50 |
| Outside Counsel-non V/L & W/C | 282,678.16 | 225,000.00 | 57,678.16 | 25.63% | 300,000.00 | 17,321.84 |
| Computer Maint | 313,235.61 | 558,594.00 | (245,358.39) | -43.92% | 744,800.00 | 431,564.39 |
| Marketing Expense | 346,060.89 | 815,616.00 | (469,555.11) | -57.57% | 1,087,500.00 | 741,439.11 |
| Other Administration | 272,952.90 | 402,435.00 | (129,482.10) | -32.17% | 536,900.00 | 263,947.10 |
| Total Administration | \$ 2,029,759 | \$ 3,520,431 | \$ (1,490,672) | -42.34% | \$ 4,694,700 | \$ 2,664,941 |

Other

| | | | | | | |
|---------------------------------|-------------------|-------------------|---------------------|----------------|-------------------|-------------------|
| Vehicle Purchase Expense | 0.00 | 325,494.00 | (325,494.00) | -100.00% | 434,000.00 | 434,000.00 |
| Depreciation-Eligible | 188,100.00 | 187,497.00 | 603.00 | 0.32% | 250,000.00 | 61,900.00 |
| Gain or Loss on Assets | (4,236.14) | | | | | |
| Funded & Capital Grant Transfer | (942.32) | | (942.32) | 0.00% | | 942.32 |
| Total Other | \$ 182,922 | \$ 512,991 | \$ (330,069) | -64.34% | \$ 684,000 | \$ 501,078 |

Special Services:

| | | | | | | |
|--|---------------------|---------------------|------------------|--------------|---------------------|---------------------|
| Community Credit Exp. | 2,987,532.00 | 2,987,550.00 | (18.00) | 0.00% | 3,983,400.00 | 995,868.00 |
| POS, Comm Transit Svc & Alloc Overhead | 660,347.78 | 648,738.00 | 11,609.78 | 1.79% | 865,000.00 | 204,652.22 |
| Total Special Services | \$ 3,647,880 | \$ 3,636,288 | \$ 11,592 | 0.32% | \$ 4,848,400 | \$ 1,200,520 |

| | | | | | | |
|--------------------|---------------------|---------------------|-----------------------|----------------|---------------------|---------------------|
| Contingency | 1,091,657.01 | 2,999,997.00 | (1,908,339.99) | -63.61% | \$ 4,000,000 | \$ 2,908,343 |
|--------------------|---------------------|---------------------|-----------------------|----------------|---------------------|---------------------|

| | | | | | | |
|---|---------------------|----------------------|-----------------------|----------------|----------------------|---------------------|
| Restricted Pass Through Expense (Rev. Match) | 8,093,013.44 | 10,599,282.00 | (2,506,268.56) | -23.65% | 14,134,000.00 | 6,040,986.56 |
|---|---------------------|----------------------|-----------------------|----------------|----------------------|---------------------|

| | | | | | | |
|--|----------------------|----------------------|-----------------------|----------------|----------------------|----------------------|
| Total Operational & Administration Expenses | \$ 33,647,276 | \$ 43,030,430 | \$ (9,383,154) | -21.81% | \$ 53,895,200 | \$ 20,247,924 |
|--|----------------------|----------------------|-----------------------|----------------|----------------------|----------------------|

| | | | | | | |
|---|-----------------------|-----------------------|------------------------|----------------|-----------------------|----------------------|
| TOTAL EXPENSES (Wages & Operational) | \$ 106,032,184 | \$ 122,294,531 | \$ (16,262,347) | -13.30% | \$ 157,685,200 | \$ 51,653,016 |
|---|-----------------------|-----------------------|------------------------|----------------|-----------------------|----------------------|

| | | | | | | |
|--------------------------|---------------------|-----------------------|---------------------|--|--|--|
| NET INCOME (LOSS) | \$ 3,958,424 | \$ (3,030,271) | \$ 6,988,695 | | | |
|--------------------------|---------------------|-----------------------|---------------------|--|--|--|

SMART
FY22 Quarterly Investment Report
3rd Quarter Ended March 31, 2022

| INVESTMENTS | | | | | | | |
|---|---|-------------------------------|----------------------------|-------------------------------------|-----------------------------|--------------------------|-----------------------------|
| Month | | Beginning Balance 1/1/2022 | Account Transfers | Service Charges | Annual Interest Rate (%) | Investment Earnings | Ending Balance 3/31/2022 |
| BUSINESS MONEY MARKETS | | | | | | | |
| Jan | Comerica Business Money Market | \$ - | \$ 32.02 | \$ (32.02) | 0.06 | - | \$ - |
| Feb | Comerica Business Money Market | - | 25.00 | (25.00) | 0.06 | - | - |
| Mar | Comerica Business Money Market | - | 25.00 | (25.00) | 0.06 | - | - |
| Total Money Market Revenue - Comerica | | | | | | \$ - | |
| Jan | PNC Business Money Market | \$ 17,362,496.07 | \$ - | \$ - | 0.03 | \$ 442.38 | \$ 17,362,938.45 |
| Feb | PNC Business Money Market | 17,362,938.45 | - | - | 0.03 | 399.59 | 17,363,338.04 |
| Mar | PNC Business Money Market | 17,363,338.04 | - | - | 0.03 | 442.41 | 17,363,780.45 |
| Total Money Market Revenue - PNC | | | | | | \$ 1,284.38 | |
| COMERICA J-FUND | | | | | | | |
| Jan | Comerica J-Fund | \$ 42,856,837.99 | \$ (645,215.03) | \$ (2,273.69) | 0.014 | \$ 1,682.30 | \$ 42,211,031.57 |
| Feb | Comerica J-Fund | 42,211,031.57 | 19,441,403.49 | (2,252.25) | 0.016 | 1,155.99 | 61,651,338.80 |
| Mar | Comerica J-Fund | 61,651,338.80 | 25,324,521.48 | (2,076.98) | 0.010 | 1,630.11 | 86,975,413.41 |
| Total J-Fund Revenue - Comerica | | | | | | \$ 4,468.40 | |
| FLAGSTAR PREMIER SAVINGS | | | | | | | |
| Jan | Flagstar Premier Savings | \$ 32,308,097.13 | \$ - | \$ - | 0.15 | \$ 4,115.96 | \$ 32,312,213.09 |
| Feb | Flagstar Premier Savings | 32,312,213.09 | - | - | 0.15 | 3,718.12 | 32,315,931.21 |
| Mar | Flagstar Premier Savings | 32,315,931.21 | - | - | 0.15 | 4,116.96 | 32,320,048.17 |
| Total Money Market Revenue - Comerica | | | | | | \$ 11,951.04 | |
| LONG-TERM INVESTMENTS | | | | | | | |
| | | Beginning Balance 7/1/2021 | Additions & Withdrawals | Average Coupon Rate/Interest (%) | Accrued Interest | Investment Earnings | Ending Balance 3/31/2022 |
| Jul-Mar | Money Market Funds - Comerica Wealth Mgt. | \$ 41,475.44 | \$ (35,000.88) | 1.00 | \$ - | \$ - | \$ 6,474.56 |
| Jul-Mar | Fixed Income - Commercial Paper | - | - | - | - | - | - |
| Jul-Mar | Fixed Income - Certificates of Deposit | 10,664,425.10 | (1,471,192.80) | 0.436 | 1,853.36 | (680,284.48) | 8,512,947.82 |
| Jul-Mar | Investment in US Government Bonds (AAA/AA+) | 7,699,135.85 | 1,615,000.00 | 0.510 | 11,118.20 | (445,100.90) | 8,869,034.95 |
| Total Revenue From Long-term Investment Activity | | \$ 18,405,036.39 | \$ 108,806.32 | | \$ 12,971.56 | \$ (1,125,385.38) | \$ 17,388,457.33 |

| Combined cash and Investments as of March 31, 2022 | |
|---|-----------------------|
| BANK | AMOUNT |
| Comerica Money Market | \$ - |
| PNC Money Market | \$ 17,363,780 |
| Comerica J-Fund | \$ 86,975,413 |
| Flagstar Premeir Savings Account | \$ 32,320,048 |
| Long-term Investments | \$ 17,388,457 |
| Comerica Earnings Credit Account (General Fund) | \$ 25,000 |
| PNC Earnings Credit Account | \$ 5,208,941 |
| Others* | \$ 36,919 |
| Total | \$ 159,318,559 |

* Hartford

| | | | |
|-------|--------------------------|---------------------|------------------------|
| DATE: | May 26, 2022 | DISPOSITION SOUGHT: | Board Approval |
| TO: | SMART Board of Directors | SUBMITTED BY: | Director of Finance |
| FROM: | Purchasing Department | APPROVED BY: | Deputy General Manager |

SUBJECT: Adoption of the FY 2023 Operating Budget, Restricted Operating Budget and the Proposed FY 2023/FY 2027 Capital Budget

SUMMARY:

In accordance with Public Act 2 of 1968 as amended and SMART Policy Sixteen (16), please find the proposed Fiscal Year (FY) 2023 Operating Budget, FY2023 Restricted Operating Budget and the proposed FY2023 through FY2027 Capital Budget for the Suburban Mobility Authority for Regional Transportation. (SMART). The budget is required to be considered and approved thirty (30) days prior to the beginning of the fiscal year in accordance with PA 204 of 1967.

DISCUSSION

The SMART Board Budget Committee, met with staff on 5/5/22, and went over the proposed FY 2023 Operating Budget, Restricted Operating Budget and the proposed FY 2023 through FY 2027 Capital Budget. After in depth discussion and review the Budget Committee voted unanimously to move the three budgets forward to the full SMART Board for consideration.

The FY2023, SMART proposed operating budget is \$147.5 million, which includes \$800,000 in contingency. These operating funds will be utilized to provide for regular fixed route bus service, FAST fixed route bus service and all types of connector bus service in all participating Public Act 196 (of 1986) communities within Oakland and Wayne Counties and all of Macomb County.

SMART also appropriates each fiscal year a restricted operating budget. This restricted operating budget passes through federal and state grant dollars to non-profit organizations and municipalities across Macomb, Monroe, Oakland and Wayne Counties to contractually provide bus transportation services within their communities. The FY2023 restricted operating budget is recommended to be \$11.4 million.

SMART annually applies for federal and state grants to assist in paying for capital and some operating costs of the Authority. SMART has an estimated \$77.7 million in federal and state grants which were awarded to SMART in prior fiscal years. Further, SMART estimates an additional \$55.3 million in federal and state grant revenues for FY2023. Within the estimated federal grant funding covering FY2023, \$8.0 million of grant funding is appropriated within the FY2023 operating budget for operation.

RECOMMENDATION

It is recommended that the Suburban Mobility Authority for Regional Transportation adopt the FY 2023 Operating Budget, Restricted Operating Budget, and the FY 2023 through FY 2027 Capital Budget as submitted by staff and reviewed by the SMART Board Budget Committee.

ATTACHMENTS:

- SMART FY 2023 Operating Budget
- SMART FY 2023 Restricted Operating Budget
- SMART FY 2023/2027 Capital Budget
- Resolution

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Board Adoption FY2023 Operating Budget, FY2023 Restricted Operating Budget and FY2023 / FY2027
Capital Budget

Whereas, it is the determination of the Suburban Mobility Authority for Regional Transportation (Authority) that an annual budget for Authority operation be enacted annually pursuant to Authority Board Policy Sixteen (16) and in accordance with the Uniform Budget and Accounting Act of the State of Michigan (PA 2 of 1968 as amended) to budget and appropriate money for Authority operation for FY 2023; and

Whereas, the Authority also develops and appropriates money to fund a restricted operating budget which appropriates federal and state grant dollars to those eligible PA 196 communities and all communities in Macomb County along with eligible non-profit organizations to assist in operating bus service on a local level; and

Whereas, the Authority establishes every fiscal year a five year Capital Budget which is utilized to plan Capital expenditures over a five year period as well as plan for various operational grants over a five year period; and

Whereas, the Authority, annually appoints three Board members to a special committee designated as a Budget Committee to review in detail the proposed Authority operating budget, restricted operating budget and the five year Authority Capital Plan which said Committee did review in detail within an open meeting on 5/5/2022; and

Whereas, A public notice was published in two newspapers in the metropolitan area notifying the public that the proposed operating budgets and capital budget were available for review from 4/28/2022 to 5/26/2022; and

Whereas, The Authority pursuant to the provisions of PA 204 of 1967 as amended will submit its FY2023 Operating Budgets and Capital Budgets to the RTA Board for review along with any comments; now therefore be it

Resolved, That the Board of Directors of Suburban Mobility Authority for Regional Transportation hereby adopts the FY 2023 Operating Budget, Restricted Operating Budget and the FY 2023 through FY 2027 Capital Budget; and, be it further

Resolved, That the SMART Board of Directors hereby adopts 10% of a line item as the limitation for line item amendments without Board Approval

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No.



FISCAL YEAR 2023

OPERATING AND CAPITAL BUDGET

Presented to the Suburban Mobility Authority for Regional Transportation Board of Directors

May 26, 2022



Suburban Mobility Authority for Regional Transportation Board of Directors

WAYNE COUNTY

Abdul Haidous
Khalil Rahal

OAKLAND COUNTY

Hilarie Chambers
Bret Rasegan

MACOMB COUNTY

John Paul Rea
Vicki Wolber

MONROE COUNTY

Royce Maniko

Dwight Ferrell, General Manager
Robert Cramer, Deputy General Manager
Ryan Byrne, CPA, Director of Finance





Executive Summary

Financial Review

- 1) Income Statement (Functional Version)
- 2) Income Statement (Operational Version)
- 3) Restricted Operating Budget
- 4) Revenue Allocation Graph
- 5) Expense Allocation Graph
- 6) Revenue Assumptions
- 7) Expense Assumptions
- 8) Staffing Review
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Functional Review

- 10) Fixed Route Revenues & Expenses
- 11) Connector Route Revenues & Expenses
- 12) General Administrative Expenses

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- 13) Municipal Credits (MC)
- 14) Community Credits (CPP)
- 15) Purchase of Service (POS) Programs

Capital Budget

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EXECUTIVE SUMMARY



FY 2023 OPERATING & CAPITAL BUDGETS EXECUTIVE SUMMARY

OVERVIEW

The Suburban Mobility Authority for Regional Transportation (SMART) Fiscal Year 2023 (FY 23) operating and capital budgets represent a balanced budget and includes an increase in expenses and offsetting revenues over the previous year. The operating budget is \$147.5 million, funded through a combination of local property tax revenue, state operating assistance, Federal capital grant funds for preventive maintenance, Federal relief and recovery funds, and state and Federal pass-through funds. The budget supports SMART's wide range of transportation offerings, including FAST, Fixed Route, Connector/ADA, Microtransit and Community Partnership/Community Transit Programs. The budget includes \$11.422 million in restricted funds, which are Federal and state grant dollars passed through to public transportation services delivered by non-profit organizations and municipalities across Macomb, Monroe, Oakland and Wayne Counties. These funds are in addition to the \$4.1 million in SMART Community Credits funded by local property tax revenue that SMART provides to agencies across the opt-in areas. The capital budget includes an estimated \$77.7 million in active federal and state grants which were awarded to SMART in prior fiscal years but not yet fully expended, and an additional \$55.3 million in federal and state grants newly available in FY 23.

Throughout Fiscal Year 2022, SMART has continued to incur increased expenses and reduces Fare revenues, due to the ongoing effects of the COVID-19 Pandemic. The increased expenses are a result of the Authority paying Pandemic Hazard Pay to employees throughout FY 22, and additional expense related to cleaning, and other pandemic expenses. The Authority has experienced reduced Fare revenue as a result of reduced ridership throughout the year. The FY 23, budget assumes a reduction in the additional COVID-19 expenditures, include the winding down the Pandemic Hazard Pay for employees. However, the FY 23 budget does include \$3 million in expected COVID-19 expenses, as a contingency for unforeseen circumstances. The FY 23 budget also assumes an increase in Fare revenues, commensurate with the budget increase in operating hours. Additionally, the Authority has experienced increased fuel expenses towards the end of FY 22, for both propane and diesel. The increase volatility in the fuel markets has created extraordinary uncertainty in the FY 23 budgeted fuel expenses. The Authority has ample Coronavirus Aid, Relief, and Economic Security Act (CARES) and Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA) to ensure financial stability in the event of a change in the COVID-19 impacts and extraordinary fuel costs.

SMART will receive additional federal funding for capital and operating expenses under the American Rescue Plan Act (ARPA). The additional funding has not been fully allocated to SMART and is not included in this budget. SMART will complete a thorough and collaborative process to develop a Program of Projects for these funds to further support the long-term sustainability of SMART services and the recovery of the region.

OPERATING BUDGET:

For FY 23, SMART revenue budget amounts to \$147.5 million, with approximately half coming from local property tax proceeds (\$78.7 million), another \$43.5 (30%) funded by gas tax funds through State Act 51 of 1951, and the remainder through federal sources (\$13.2 million), farebox revenue (\$5.6 million), other State grant dollars (\$4.2 million), and other income and local community transit operating revenues (\$2.4 million). The local property tax revenues (current rates between 0.97-0.99 based on Headlee Amendment restrictions) are supported by county-wide millage in Macomb County and through member communities of Public Act 196 authorities in Wayne and Oakland Counties. The current millage measures are approved through calendar year 2022, and must be renewed to ensure continued funding for SMART in FY 23 and beyond.

In SMART's balanced budget, operational expenditure appropriations amount to \$147.5 million, which funds the wide range of services provided and supported by SMART. Approximately two thirds of expenses (\$98.8 million) are budgeted to provide FAST and Fixed Route bus services within Macomb County and the participating communities in Oakland and Wayne Counties. Another 10% (\$14.3 million) is budgeted for SMART Connector bus service, which includes advanced reservation service primarily used by senior citizens and American with Disabilities Act (ADA) complementary service across the Fixed Route network. Approximately 4% (\$6.0 million) of SMART's budget has been allocated for the pilot Microtransit program. The budget includes \$4.1 million SMART Community Credits which directly support communities that participate in the local property tax, and includes specific purchased services that communities use to increase level of SMART service in their area. Administrative staffing and support, marketing and advertising totals \$18.9 million.

Pension and Other Post Employment Benefit (OPEB) employer contribution expenditures of the Authority are spread among the Operations Sections and General Administration. Total net employer pension contributions amount to \$9.7 million for the employer pension contribution as well as a \$4.5 million OPEB employer contribution for FY 23. This amount is in addition to a \$8.4 million retiree "pay go" premium payments paid out throughout the year, and is projected increase funding of the OPEB liability to 63% (above the 40% required by PA 202 of 2017).

CAPITAL EXPENDITURES:

In FY 2022, SMART received four Proterra Electric buses funded through a discretionary "No/Lo Emissions" Federal grant award applied jointly with DDOT. Federal and State grant dollars will pay 100% of the cost of these electric buses and charging equipment with the exception of the electric batteries which were leased and are part of the Maintenance Department operating budget of the Authority. This initial investment will allow SMART to test and acclimate to the different operational and maintenance parameters of all-electric buses, and lay the groundwork for future decisions about fleet propulsion.

In addition, SMART continues to make major capital investments in technological improvement, including upgrading dispatching software for Fixed Route and Connector services. Additional capital projects for FY 23 include needed facility rehabilitation improvements at all three terminals. SMART is in the process of conducting a facilities renovation feasibility study, that is scheduled to be completed in July 2022. Facility capital improvement projects should commence shortly thereafter.

OTHER ECONOMIC:

The Federal IJJA funds anticipated to come to the region present an incredible opportunity for SMART to help lead recovery in the region and invest in needed facility and equipment upgrades, innovative and flexible services, and long-term financial sustainability. SMART will update our capital budget as we complete the application for IJJA funding

SMART and its community partners continue to work to improve local service. SMART also communicates with several non-participating communities in Oakland and Wayne Counties to explore opportunities to increase vital transportation options throughout the tri-county and Monroe service area.

In FY 2022 SMART concluded collective bargaining that had started in 2018 with all collective bargaining units, resulting in contracts that will expire in December 2022. During this FY 23, SMART enter contract negotiations with all bargaining units, with hopes to compete negotiations by December 31, 2022. SMART has included estimates of outcome from new collective bargaining contracts in the FY 23 budgets.

FINANCIAL REVIEW

- 1) Income Statement (Functional Version)
- 2) Income Statement (Operational Version)
- 3) Restricted Operating Budget
- 4) Revenue Allocation Graph
- 5) Expense Allocation Graph
- 6) Revenue Assumptions
- 7) Expense Assumptions
- 8) Staffing Review
- 9) Organization Charts



| SMART FUNCTIONAL FY2023 OPERATING BUDGET | | | | | | |
|--|----|--------------------|------------------|---------------------------|--------------------------|---------------|
| | | FY2022 BUDGET | FY2023 BUDGET | \$ Variance FAV(UNFAV) | % Variance FAV(UNFAV) | |
| REVENUE | | | | | | |
| FEDERAL OPERATING REVENUE: | | | | | | |
| SECTION 5307 | \$ | 4,000,000 | \$ | 8,000,000 | 4,000,000 | 100.0% |
| SECTION 5307 CARES ACT | | 10,800,000 | | 4,500,000 | (6,300,000) | |
| OTHER FEDERAL GRANTS | | 839,000 | | 739,000 | (100,000) | -11.9% |
| TOTAL FEDERAL OPERATING REVENUE | | 15,639,000 | | 13,239,000 | (2,400,000) | -15.3% |
| STATE OF MICHIGAN | | | | | | |
| ACT 51 | | 42,424,000 | | 43,500,000 | 1,076,000 | 2.5% |
| OTHER STATE GRANTS | | 3,181,000 | | 4,163,500 | 982,500 | 30.9% |
| TOTAL STATE OPERATING REVENUE | | 45,605,000 | | 47,663,500 | 2,058,500 | 4.5% |
| CONTRIBUTION FROM COUNTY TRANSIT AUTHORITIES | | 77,100,000 | | 78,650,000 | 1,550,000 | 2.0% |
| OPERATING REVENUE | | | | | | |
| FIXED ROUTE | | 3,701,000 | | 5,095,000 | 1,394,000 | 37.7% |
| CONNECTOR | | 339,800 | | 405,000 | 65,200 | 19.2% |
| MICROTRANSIT | | | | 50,000 | | |
| OTHER INCOME | | 2,133,100 | | 2,139,100 | 6,000 | 0.3% |
| LOCAL COMM TRANSIT OPERATING REVENUE | | 368,000 | | 271,000 | (97,000) | -26.4% |
| TOTAL REVENUE | | 144,885,900 | | 147,512,600 | 2,576,700 | 1.8% |
| EXPENSES | | | | | | |
| OPERATIONS: | | | | | | |
| FIXED ROUTE | | 100,532,200 | | 98,798,700 | 1,733,500 | 1.7% |
| MICROTRANSIT | | 2,400,000 | | 6,000,000 | (3,600,000) | -150.0% |
| CONNECTOR | | 15,570,900 | | 14,302,700 | 1,268,200 | 8.1% |
| GENERAL ADMINISTRATION | | 16,850,400 | | 18,861,600 | (2,011,200) | -11.9% |
| COMMUNITY CREDITS | | 3,983,400 | | 4,114,900 | (131,500) | -3.3% |
| TRI COUNTY POS ASSISTANCE | | 672,000 | | 691,700 | (19,700) | -2.9% |
| COMMUNITY BASED SERVICE | | 193,000 | | 193,000 | - | |
| DEPRECIATION EXPENSE | | 250,000 | | 250,000 | - | |
| VEHICLE PURCHASE EXPENSE | | 434,000 | | 500,000 | (66,000) | -15.2% |
| CONTINGENCY | | 1,000,000 | | 800,000 | 200,000 | 20.0% |
| COVID-19 EXPENSES | | 3,000,000 | | 3,000,000 | - | |
| TOTAL EXPENSES | | 144,885,900 | | 147,512,600 | (2,626,700) | -1.8% |
| REVENUES OVER (UNDER) EXPENSES | | - | | - | | |

| SMART OPERATIONAL FY2023 BUDGET | | FY 2022 Budget | FY 2023 Budget | \$\$ Variance FAV(UNFAV) | % Variance |
|--|---------------------------|-----------------------|-----------------------|---------------------------------|-------------------|
| | | REVENUE | | | |
| Route Revenue: | | | | | |
| Fare Revenue | | 4,000,900 | 5,525,000 | 1,524,100 | 38.1% |
| Agency Revenue | | 39,900 | 25,000 | (14,900) | -37.3% |
| Total Route Revenue | | 4,040,800 | 5,550,000 | 1,509,200 | 37.3% |
| | <i>% Of Total Revenue</i> | 3% | 4% | | |
| Federal Sources: | | | | | |
| Section 5307 | | 4,000,000 | 8,000,000 | 4,000,000 | 100.0% |
| Section 5307 Cares Revenue | | 10,800,000 | 4,500,000 | (6,300,000) | |
| Federal Grant-UWP/TAM | | 639,000 | 639,000 | | |
| Other Federal Grants | | 200,000 | 100,000 | (100,000) | -50.0% |
| Total Federal Sources | | 15,639,000 | 13,239,000 | (2,400,000) | -15.3% |
| | <i>% Of Total Revenue</i> | 11% | 9% | | |
| State Sources: | | | | | |
| State ACT 51 SMART | | 42,424,000 | 43,500,000 | 1,076,000 | 2.5% |
| State Prev Maint Rev | | 1,000,000 | 2,000,000 | 1,000,000 | 100.0% |
| Other State Grants | | 2,181,000 | 2,163,500 | (17,500) | -0.8% |
| Total State Sources | | 45,605,000 | 47,663,500 | 2,058,500 | 4.5% |
| | <i>% Of Total Revenue</i> | 31% | 32% | | |
| Local Sources: | | | | | |
| Contributions From Local Transit Authorities | | 77,250,000 | 78,800,000 | 1,550,000 | 2.0% |
| Allowance For MTT | | (150,000) | (150,000) | | |
| Total From Local Sources | | 77,100,000 | 78,650,000 | 1,550,000 | 2.0% |
| | <i>% Of Total Revenue</i> | 53% | 53% | | |
| Other Income: | | | | | |
| Interest Income | | 150,000 | 300,000 | 150,000 | 100.0% |
| Advertising | | 750,000 | 900,000 | 150,000 | 20.0% |
| Admin Fee Revenue | | 851,000 | 557,000 | (294,000) | -34.5% |
| Miscellaneous | | 382,100 | 382,100 | | |
| Total Other Income | | 2,133,100 | 2,139,100 | 6,000 | 0.3% |
| | <i>% Of Total Revenue</i> | 1% | 1% | | |

SMART OPERATIONAL FY2023 BUDGET

FY 2022 Budget

FY 2023 Budget

\$\$ Variance FAV(UNFAV)

% Variance

Other Operating Revenue:

| | | | | |
|---|----------------|----------------|-----------------|---------------|
| Local Community Transit Operating Revenue | 223,000 | 166,000 | (57,000) | -25.6% |
| Fleet Maintenance Reimbursement | 145,000 | 105,000 | (40,000) | -27.6% |
| Total Other Operating Revenue | 368,000 | 271,000 | (97,000) | -26.4% |
| <i>% Of Total Revenue</i> | <i>0%</i> | <i>0%</i> | | |

| | | | | |
|-----------------------|-----------------------|-----------------------|---------------------|-------------|
| TOTAL REVENUES | \$ 144,885,900 | \$ 147,512,600 | \$ 2,626,700 | 1.8% |
|-----------------------|-----------------------|-----------------------|---------------------|-------------|

SMART OPERATIONAL FY2023 BUDGET

FY 2022 Budget

FY 2023 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 1 of 3)

WAGE AND WAGE RELATED EXPENSES:

ACTIVE EMPLOYEES:

Active Salaries, Wages & Taxes:

| | | | | |
|----------------|------------|------------|-------------|--------|
| Administrative | 7,379,900 | 8,602,400 | (1,222,500) | -16.6% |
| Operations | 38,642,500 | 40,702,200 | (2,059,700) | -5.3% |
| Maintenance | 9,389,800 | 9,990,800 | (601,000) | -6.4% |

| | | | | |
|--|-------------------|-------------------|--------------------|--------------|
| Total Active Salaries, Wages, Taxes | 55,412,200 | 59,295,400 | (3,883,200) | -7.0% |
|--|-------------------|-------------------|--------------------|--------------|

% Of Total Revenue

38%

40%

Active Employee Benefits:

| | | | | |
|-------------------------------|------------|-----------|-----------|--------|
| Hospitalization/Medical | 11,190,600 | 8,668,500 | 2,522,100 | 22.5% |
| Life, AD&D, Dental, & Optical | 1,334,700 | 1,307,600 | 27,100 | 2.0% |
| Other Employee Benefits | 219,000 | 282,100 | (63,100) | -28.8% |
| Health Care Saving Plan | 900,300 | 1,049,700 | (149,400) | -16.6% |
| Workers Compensation | 1,291,400 | 933,800 | 357,600 | 27.7% |
| FICA | 4,168,000 | 4,820,900 | (652,900) | -15.7% |
| Pension Funding | 13,482,600 | 9,719,800 | 3,762,800 | 27.9% |

| | | | | |
|---------------------------------------|-------------------|-------------------|------------------|--------------|
| Total Active Employee Benefits | 32,586,600 | 26,782,400 | 5,804,200 | 17.8% |
|---------------------------------------|-------------------|-------------------|------------------|--------------|

% Of Total Revenue

22%

18%

% Of Total Active Wages

59%

45%

| | | | | |
|--|-------------------|-------------------|------------------|-------------|
| Total Active Employee Wages & Benefits: | 87,998,800 | 86,077,800 | 1,921,000 | 2.2% |
|--|-------------------|-------------------|------------------|-------------|

% Of Total Revenue

61%

58%

RETIRED EMPLOYEES:

Post Employment Benefits:

| | | | | |
|--|-----------|-----------|-----------|-------|
| OPEB Net Unfunded Obligation | 7,500,000 | 4,494,600 | 3,005,400 | 40.1% |
| Retiree Medical, Life & Presc Premiums | 9,625,900 | 8,435,800 | 1,190,100 | 12.4% |

| | | | | |
|---------------------------------------|-------------------|-------------------|------------------|--------------|
| Total Post Retirement Benefits | 17,125,900 | 12,930,400 | 4,195,500 | 24.5% |
|---------------------------------------|-------------------|-------------------|------------------|--------------|

% Of Total Revenue

12%

9%

| | | | | |
|---|--------------------|-------------------|------------------|-------------|
| Total Wage and Wage Related Expenses | 105,124,700 | 99,008,200 | 6,116,500 | 5.8% |
|---|--------------------|-------------------|------------------|-------------|

% Of Total Revenue

73%

67%

SMART OPERATIONAL FY2023 BUDGET

FY 2022 Budget

FY 2023 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 2 of 3)

Operations:

Operational Expenses

Direct Variable (Vehicle):

| | | | | |
|----------------------------------|-----------|------------|-------------|--------|
| Fuels - Diesel, Propane | 6,325,100 | 10,180,000 | (3,854,900) | -60.9% |
| Gas, Oil, Lubricants, Etc. | 526,900 | 546,000 | (19,100) | -3.6% |
| Repair Parts | 3,270,000 | 3,220,000 | 50,000 | 1.5% |
| Leased - Tires, Batteries | 952,000 | 1,267,900 | (315,900) | -33.2% |
| Vehicle Insurance | 6,704,700 | 5,821,600 | 883,100 | 13.2% |
| Bus Contract Repairs-Maintenance | 1,074,100 | 1,326,300 | (252,200) | -23.5% |
| Contract Repairs-Accidents | 40,000 | 45,000 | (5,000) | -12.5% |
| Towing | 186,000 | 183,000 | 3,000 | 1.6% |

| | | | | |
|--|-------------------|-------------------|--------------------|---------------|
| Total Direct Variable (Vehicle) | 19,078,800 | 22,589,800 | (3,511,000) | -18.4% |
| <i>% Of Total Revenue</i> | 13% | 15% | | |

Contract Transportation

| | | | | |
|---------------------------|-----------|-----------|------------|---------|
| Microtransit Opr Expenses | 2,400,000 | 6,000,000 | -3,600,000 | -150.0% |
|---------------------------|-----------|-----------|------------|---------|

| | | | | |
|--------------------------------------|------------------|------------------|-------------------|--|
| Total Contract Transportation | 2,400,000 | 6,000,000 | -3,600,000 | |
| <i>% Of Total Revenue</i> | 2% | 4% | | |

Indirect Variable:

| | | | | |
|-------------------------|---------|---------|----------|-------|
| Fare Collection Costs | 567,000 | 535,800 | 31,200 | 5.5% |
| Route Facilities Maint. | 188,300 | 188,300 | | |
| Other- Operational | 313,400 | 334,400 | (21,000) | -6.7% |

| | | | | |
|--------------------------------|------------------|------------------|---------------|-------------|
| Total Indirect Variable | 1,068,700 | 1,058,500 | 10,200 | 1.0% |
| <i>% Of Total Revenue</i> | 1% | 1% | | |

Facilities:

| | | | | |
|----------------------------|-----------|-----------|-----------|--------|
| Utilities | 1,648,800 | 1,617,900 | 30,900 | 1.9% |
| Contract Bldg Maint. | 908,700 | 933,200 | (24,500) | -2.7% |
| Other- Facilities Expenses | 350,100 | 455,300 | (105,200) | -30.0% |
| Business Insurance | 79,000 | 66,400 | 12,600 | 15.9% |

| | | | | |
|---------------------------|------------------|------------------|-----------------|--------------|
| Total Facilities | 2,986,600 | 3,072,800 | (86,200) | -2.9% |
| <i>% Of Total Revenue</i> | 2% | 2% | | |

| | | | | |
|----------------------------------|-------------------|-------------------|--------------------|---------------|
| Total Operational Expense | 25,534,100 | 32,721,100 | (7,187,000) | -28.1% |
|----------------------------------|-------------------|-------------------|--------------------|---------------|

| | | | | |
|---------------------------|------------|------------|--|--|
| <i>% Of Total Revenue</i> | 18% | 22% | | |
|---------------------------|------------|------------|--|--|

| SMART OPERATIONAL FY2023 BUDGET | FY 2022 Budget | FY 2023 Budget | \$\$ Variance FAV(UNFAV) | % Variance |
|------------------------------------|----------------|----------------|--------------------------|------------|
|------------------------------------|----------------|----------------|--------------------------|------------|

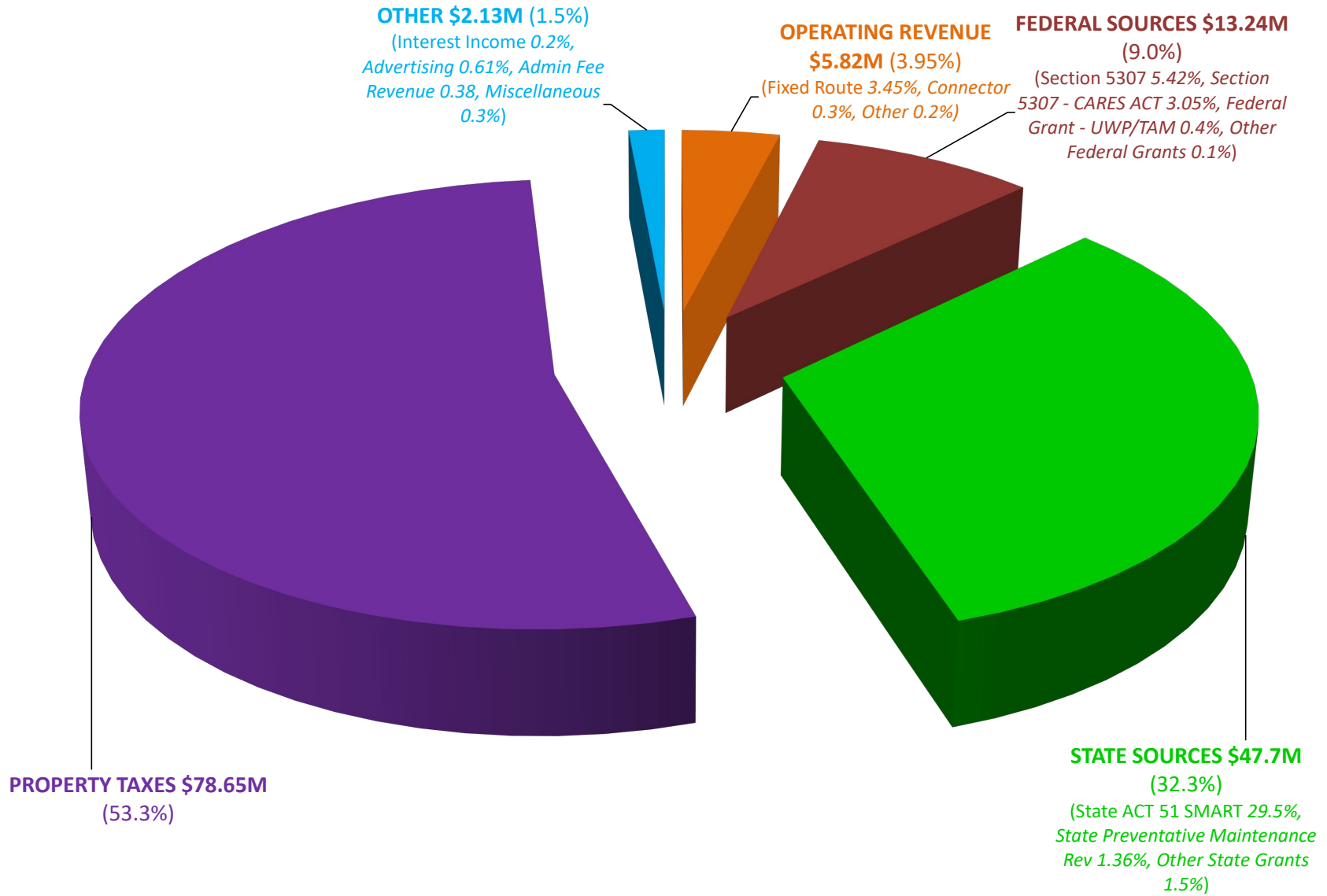
| |
|--|
| EXPENSES (Part 3 of 3) |
| Administration, Other, Spec. Serv, Contingency : |

| | | | | |
|---|---------------------------|-----------------------|-----------------------|---------------|
| Administrative | | | | |
| General Supplies | 573,900 | 715,900 | (142,000) | -24.7% |
| Professional, Outside Serv. | 1,619,800 | 1,636,000 | (16,200) | -1.0% |
| Outside Counsel (Non V/L & W/C) | 301,400 | 550,000 | (248,600) | -82.5% |
| Computer Maint. | 744,800 | 824,500 | (79,700) | -10.7% |
| Marketing Expense | 897,500 | 1,817,400 | (919,900) | -102.5% |
| Other- Administration | 557,300 | 689,900 | (132,600) | -23.8% |
| Total Administration | 4,694,700 | 6,233,700 | (1,539,000) | -32.8% |
| | <i>% Of Total Revenue</i> | <i>3%</i> | <i>4%</i> | |
| Other | | | | |
| Vehicle Purchase Expense | 434,000 | 500,000 | (66,000) | -100.0% |
| Depreciation-Eligible | 250,000 | 250,000 | | |
| Total Other | 684,000 | 750,000 | | |
| | <i>% Of Total Revenue</i> | <i>0%</i> | <i>1%</i> | |
| Special Services: | | | | |
| Community Credit Exp. | 3,983,400 | 4,114,900 | (131,500) | -3.3% |
| POS & Community Transit Serv. | 865,000 | 884,700 | (19,700) | -2.3% |
| Total Special Services: | 4,848,400 | 4,999,600 | (151,200) | -3.1% |
| | <i>% Of Total Revenue</i> | <i>3%</i> | <i>3%</i> | |
| Contingency | 1,000,000 | 800,000 | 200,000 | 20.0% |
| Covid-19 Expenses | 3,000,000 | 3,000,000 | | |
| Total Operational Expenses | 39,761,200 | 48,504,400 | (8,677,200) | -21.8% |
| | <i>% Of Total Revenue</i> | <i>27%</i> | <i>33%</i> | |
| TOTAL EXPENSES (Wages & Operational) | \$ 144,885,900 | \$ 147,512,600 | \$ (2,626,700) | -1.8% |
| | <i>% Of Total Revenue</i> | <i>100%</i> | <i>100%</i> | |
| REVENUES OVER (UNDER) EXPENSES | \$ - | \$ - | | |

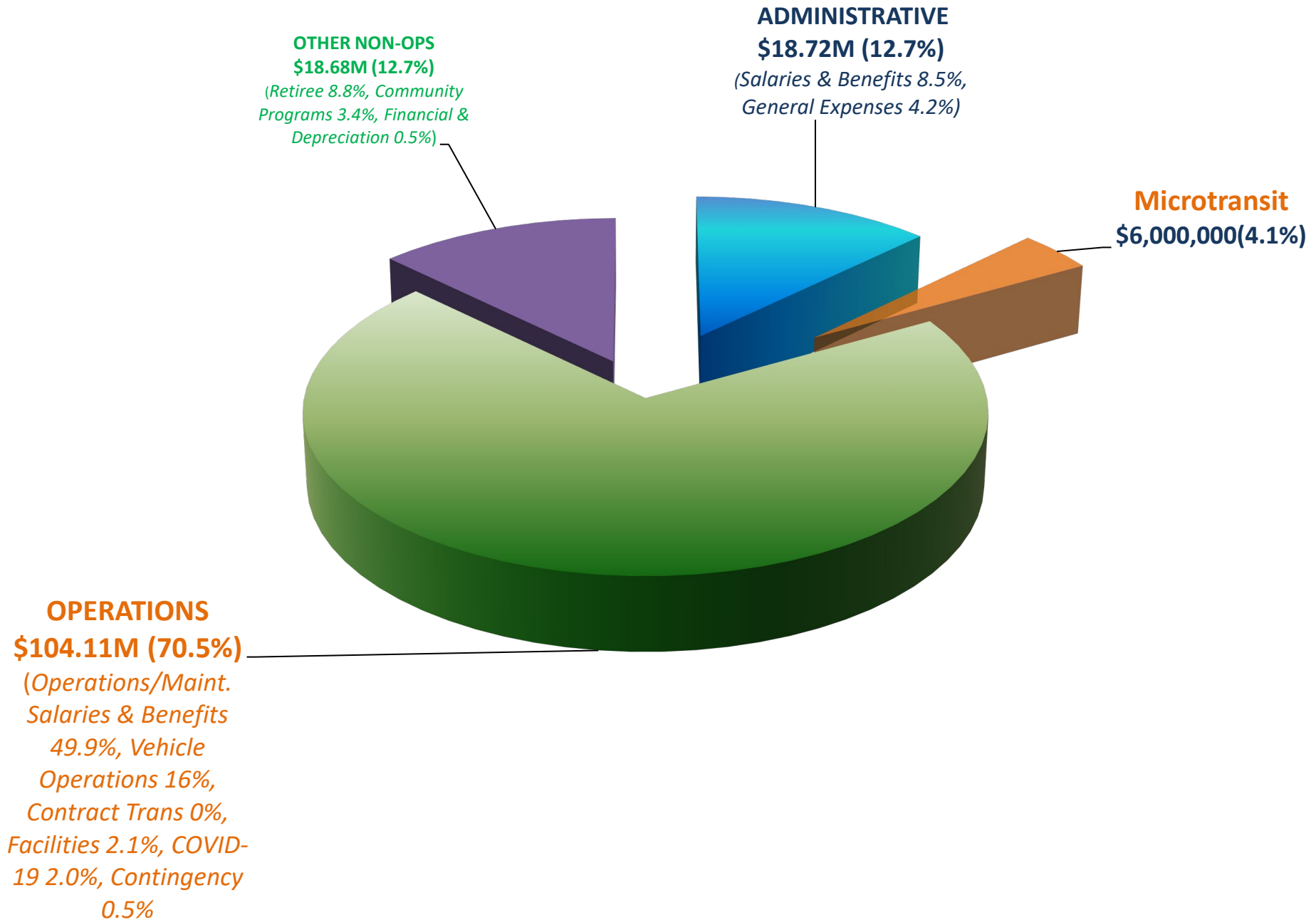
SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 RESTRICTED OPERATING BUDGET
 SUMMARY

| RESTRICTED REVENUE | FY2022 BUDGET | FY2023 BUDGET | INCREASE (DECREASE) |
|---|------------------|------------------|------------------------|
| <u>MUNICIPAL CREDITS:</u> | | | |
| MUNICIPAL CREDIT - ACT 51 | \$ 1,630,500 | \$ 1,630,500 | \$ - |
| MUNICIPAL CREDIT - SPECIAL APPROPRIATION | 1,630,500 | 1,630,500 | - |
| TOTAL MUNICIPAL CREDITS | 3,261,000 | 3,261,000 | - |
| <u>OUTER COUNTY POS:</u> | | | |
| FTA SECTION 5307 | | | |
| LAKE ERIE | 1,506,000 | 1,450,000 | (56,000) |
| LAKE ERIE PREVENTATIVE MAINTENANCE | 194,000 | 99,000 | (95,000) |
| LAKE ERIE TARTA | 283,000 | 169,000 | (114,000) |
| STATE ACT 51 | | | |
| BEDFORD | 115,000 | 107,000 | (8,000) |
| MONROE | 362,000 | 300,000 | (62,000) |
| LAKE ERIE | 1,504,000 | 1,400,000 | (104,000) |
| STATE SECTION 5311 | | | |
| MONROE | 106,000 | 150,000 | 44,000 |
| LAKE ERIE | 45,000 | 80,000 | 35,000 |
| TOTAL OUTER COUNTY POS | 4,115,000 | 3,755,000 | (360,000) |
| <u>OTHER STATE SUBSIDIZED SERVICES:</u> | | | |
| SPECIALIZED SERVICES GRANT | 922,000 | 922,000 | - |
| ROYAL OAK TOWNSHIP - ACT 51 | 16,000 | 16,000 | - |
| NORTH OAKLAND TRANSIT AUTHORITY - NEW FREEDOM | 319,000 | 436,000 | 117,000 |
| NORTH OAKLAND TRANSIT AUTHORITY - SEC 5311 JARC | 141,000 | 152,000 | 11,000 |
| JARC/NF MOB MGT/OPER | 162,000 | 150,000 | (12,000) |
| TOTAL OTHER STATE SUBSIDIZED SERVICES | 1,560,000 | 1,676,000 | 116,000 |
| <u>SUB-AWARD GRANTEES:</u> | | | |
| FTA SECTION 5310 GRANT | 1,372,000 | 2,730,000 | 1,358,000 |
| FTA SECTION 5307 - CARES ACT COMMUNITY SUPPORT | 3,826,000 | - | (3,826,000) |
| TOTAL OTHER STATE SUBSIDIZED SERVICES | 5,198,000 | 2,730,000 | (2,468,000) |
| TOTAL RESTRICTED REVENUE | 14,134,000 | 11,422,000 | (2,712,000) |
| <u>RESTRICTED EXPENSES</u> | | | |
| MUNICIPAL CREDITS | 3,261,000 | 3,261,000 | - |
| OUTER COUNTY POS | 4,115,000 | 3,755,000 | (360,000) |
| OTHER STATE SUBSIDIZED SERVICES | 1,560,000 | 1,676,000 | 116,000 |
| SUB-AWARD GRANTEES | 5,198,000 | 2,730,000 | (2,468,000) |
| TOTAL RESTRICTED EXPENSE | 14,134,000 | 11,422,000 | (2,712,000) |
| REVENUE OVER (UNDER) EXPENSE | \$ - | \$ - | \$ - |

FY 2023 BUDGET REVENUE ALLOCATION



FY 2023 BUDGET EXPENSE ALLOCATION



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2023 OPERATING BUDGET
REVENUE ASSUMPTIONS**

FEDERAL SOURCES:

FTA Section 5307:

The Authority is a recipient of funds under Section 5307 of the Urban Mass Transportation Act of 1964, as amended, which provides funds for mass transportation programs.

The Regional Transit Authority determines the distribution of the Detroit Region's funding annually. SMART expects the FY 23 distribution will be at the same rate as FY 22. Funding will be used primarily for capital needs and a modest portion for preventive maintenance.

Other Federal Grants:

The Authority is a recipient of the Unified Work Program (UWP) grant. This grant continues as historically awarded annually, with a budget of \$389,500 for FY2021. The Authority has been awarded for a Service Development-New Technology grant for an additional \$400,000, of which SMART is expecting to receive \$387,000 during FY 23.

The Authority is the designated recipient of Federal capital and operational funding for the purpose of passing through funds to subrecipients. SMART has received various federal program awards covering a portion of administrative costs incurred while administering these grants.

The Authority is a recipient of a New Freedom Mobility Management grant award. This grant is expected to cover the salaries of two staff to carry out SMART's efforts to enhance and improve mobility for New Freedom eligible clients.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2023 OPERATING BUDGET
REVENUE ASSUMPTIONS**

STATE OF MICHIGAN SOURCES:

| | <u>Total</u> | <u>Unrestricted</u> | <u>Restricted</u> |
|--|------------------|---------------------|-------------------|
| <u>State of Michigan- Act 51</u> | | | |
| Detroit UZA: SMART | \$46,761,000 | \$43,500,000 | \$3,261,000 |
| Detroit UZA: Royal Oak Twp. Subrecipient | 16,000 | -0- | 16,000 |
| Bedford UZA: LET Subrecipient | 107,000 | -0- | 107,000 |
| Monroe: LET Subrecipient | 300,000 | -0- | 300,000 |
| Lake Erie: LET Subrecipient | <u>1,400,000</u> | <u>-0-</u> | <u>1,400,000</u> |
| Total Act 51 Formula Funding | \$48,584,100 | \$43,500,000 | \$5,084,000 |

The Authority is a recipient of operating assistance funds from the State of Michigan under Act 51 of the Public Acts of 1951 (Comprehensive Transportation Fund or CTF), as amended. The State of Michigan makes a distribution of CTF funds, which are annually appropriated by the State Legislature for mass transit operating assistance. Based on eligible expenses submitted by each Michigan eligible transit agency, a funding allocation of CTF funds is calculated by MDOT for distribution to each transit agency. Under Act 51, large urban transit agencies are eligible to receive up to 50% eligible expense reimbursement, while non-urban agencies are eligible to receive up to 60%.

SMART is the designated recipient of Act 51 funding for the purpose of passing through such funds to sub-recipient, Lake Erie Transit and Royal Oak Township. The Regional Transit Authority determined the FY2021 Act 51 reimbursement rate of 31.6%, based on member transit agencies budgeted expenses. SMART's estimated FY2023 reimbursement rate is 30%.

A portion of Act 51 funds, \$1,630,540, are formula Municipal Credit funding, restricted for the purpose of passing through to local community transit providers. Additionally, MDOT's special appropriation of Municipal Credit Sec. 10e (4) (d) is expected to continue in the same amount of \$1,630,540, for a total Municipal Credit amount of \$3,261,080.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY 2023 OPERATING BUDGET
REVENUE ASSUMPTIONS**

LOCAL SOURCES:

Contributions from County Transit Authorities (local property tax revenue allocation):

On August 7, 2018, voters in participating Public Act 196 (of 1986) communities within Wayne and Oakland Counties as well as all of Macomb County voted on a new \$1.00/thousand property tax rate to operate transit within their respective communities for the period of FY 2019 through FY2022. This new \$1.00/thousand property tax rate passed in Macomb County as well as all participating communities. These tax rates have been rolled back by the Headlee amendment and vary by County.

For FY2023, it is estimated that 7% of SMART property taxes will go uncollected either through DDA, TIF, pay-in-lieu of tax, delinquent personal property taxes, renaissance zone property tax reductions or Michigan Tax Tribunal judgments.

The estimated average tax rate is \$0.9950/thousand property tax rate net contribution by County is as follows:

| <u>County</u> | <u>In Millions</u> | <u>Percent of Total</u> |
|----------------|--------------------|-------------------------|
| Macomb | \$29.3 | 37.1% |
| Oakland | 31.2 | 39.6% |
| Wayne | <u>18.3</u> | <u>23.3%</u> |
| Net Total Levy | \$78.8 | 100.0% |

Operational expenditures for fixed and connector bus service are allocated in accordance with the percent total (within 1%) of the property tax levy allocation highlighted above.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 OPERATING BUDGET
 REVENUE ASSUMPTIONS**

OPERATING SOURCES:

Fare Collections

| | <u>Fixed Route Services</u> | <u>Connector Services</u> |
|-----------------|-----------------------------|---------------------------|
| Customers | 5,252,600 | 242,500 |
| Average Fare | x \$0.97* | x \$ 1.67* |
| | ----- | ----- |
| Total (rounded) | \$5,095,000 | \$ 405,000 |

*The \$5.5 million in Fixed Route fares is in net of any anticipated decrease in fares due to the fare modification for our fixed route service and Dart pass service. In addition, Agency revenues are anticipated to be \$25,000 for FY2023

OTHER REVENUE SOURCES:

Investment Revenue:

SMART invests surplus funds in a manner which will provide the highest investment return with the maximum security while meeting daily cash flow needs of the Authority. In addition, the investment of all Authority surplus funds complies with all State statutes governing the investment of public funds. For FY2023, it is anticipated that investment revenues will increase to \$300,000 as compared to \$150,000 million for FY 2022. This is a result of historically low interest rates.

Advertising Revenue:

SMART entered into a revenue contract for advertising on fixed route buses, effective October, 2019. A minimum monthly guaranteed payment of \$50,000 or 60% of net revenues, whichever is greater, is paid to SMART each month of the contract term resulting in a minimum of \$600,000 per contract year. Based on current market conditions, vendor performance, and historical revenue trends, FY2023 budgeted advertising revenue is estimated to be slightly higher than FY2022.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2023 OPERATING BUDGET
EXPENSE ASSUMPTIONS**

EMPLOYMENT COSTS

Salaries Expense:

Non-represented employees

Wages Expense:

Estimated Drivers Hours

- Fixed Route – 1,160,928
- Connector – 318,882

SMART completed negotiations with all union groups. The following contracts expire December 31, 2022.

- ATU - Fixed Route Operators
- UAW - Maintenance employees
- ATU - Clerical employees
- AFSCME - Dispatchers, Road Supervisors, and Maintenance Supervisors
- Teamsters - Connector Operators and Customer Service Operators

Employee Benefits:

| | <u>BASE</u> | <u>MAX.</u> | <u>RATE</u> |
|------------------|-------------|-------------|-----------------------|
| Medicare - | | Unlimited | 1.45 % |
| Social Security | \$ 142,800 | | 6.20 % |
| Dental | | | Projected actual rate |
| Hospitalization: | | | |
| Active Employee | | | Projected actual rate |
| Retirees | | | Projected actual rate |
| Life Insurance | | | Projected actual rate |
| Optical | | | Projected actual rate |
| Sick & Accident | | | Projected actual rate |

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY 2023 OPERATING BUDGET
EXPENSE ASSUMPTIONS**

PENSIONS AND OTHER POST EMPLOYMENT BENEFITS:

SMART has agreed in all its locally bargained labor agreements, as well as with its non-union employee group, to utilize the Michigan Employees Retirement System (MERS) to administer its defined benefit retirement program, the employer contribution retiree health funding vehicle and defined contribution retiree health care program. Administration includes accounting for and safekeeping of assets, investing said assets, administering monthly pension benefits and accounting for all retiree health care transactions for those eligible employees/retirees. Other services that MERS delivers to SMART are the annual SMART retiree system actuarial pension report. From this annual actuarial report, SMART determines its minimum annual employer retirement system contribution net of employee contributions of 4.5%.

The minimum required employer pension contribution for FY 23, as calculated by the MERS actuary is approximately \$9.1 million based on an anticipated 7.35% return on investment and a phase in schedule. However, this amount does not anticipate SMART wage increases through the bargaining process, and would leave the funded percentage below targets for a number of years. SMART management will analyze the budget to actual performance for FY 23 and determine if additional funding is available for excess contributions to the pension fund. As of 6/30/2021, the SMART net pension liability is \$55.3 million.

SMART has obtained the services of an independent actuary to calculate the other post employment benefit (OPEB) annual actuarial determined contribution or ADC. When SMART operating funds are available, SMART will make the OPEB ADC payments to the Retiree Health Funding Vehicle Trust over a twelve month period.

The recommended appropriated annual required contribution that SMART is proposing for the FY 23 budget to the MERS OPEB Trust is \$4.50 million plus an additional \$8.43 million in estimated retiree health care payments. The 6/30/2021 net OPEB liability is \$57.5 million.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 OPERATING BUDGET
 EXPENSE ASSUMPTIONS**

DIRECT VEHICLE COSTS

Diesel Fuel:

| | <u>Fixed Route</u> |
|-----------------|--------------------|
| Cost per gallon | \$3.60 |
| Gallons | 2,552,656 |

Propane Fuel:

| | <u>Connector</u> |
|-----------------|------------------|
| Cost per gallon | \$1.688 |
| Gallons | 695,677 |

Connector Fuel: 100% propane fuel

Gasoline:

| | <u>Service Vehicle/Other</u> |
|-----------------|------------------------------|
| Cost per gallon | \$3.50 |
| Gallons | 40,000 |

Vehicle Insurance (Liability): Budgeted at .20 cents per mile based upon current experience.

Repair Parts:

| | <u>Fixed Route</u> | <u>Connector</u> |
|---------------|--------------------|------------------|
| Cost per mile | \$.21 | \$.14 |

Based upon a weighted average cost per mile for various classes of buses in the SMART fleet.

INDIRECT (VARIABLE) VEHICLE COSTS, FACILITIES EXPENSE, ADMINISTRATIVE EXPENSES

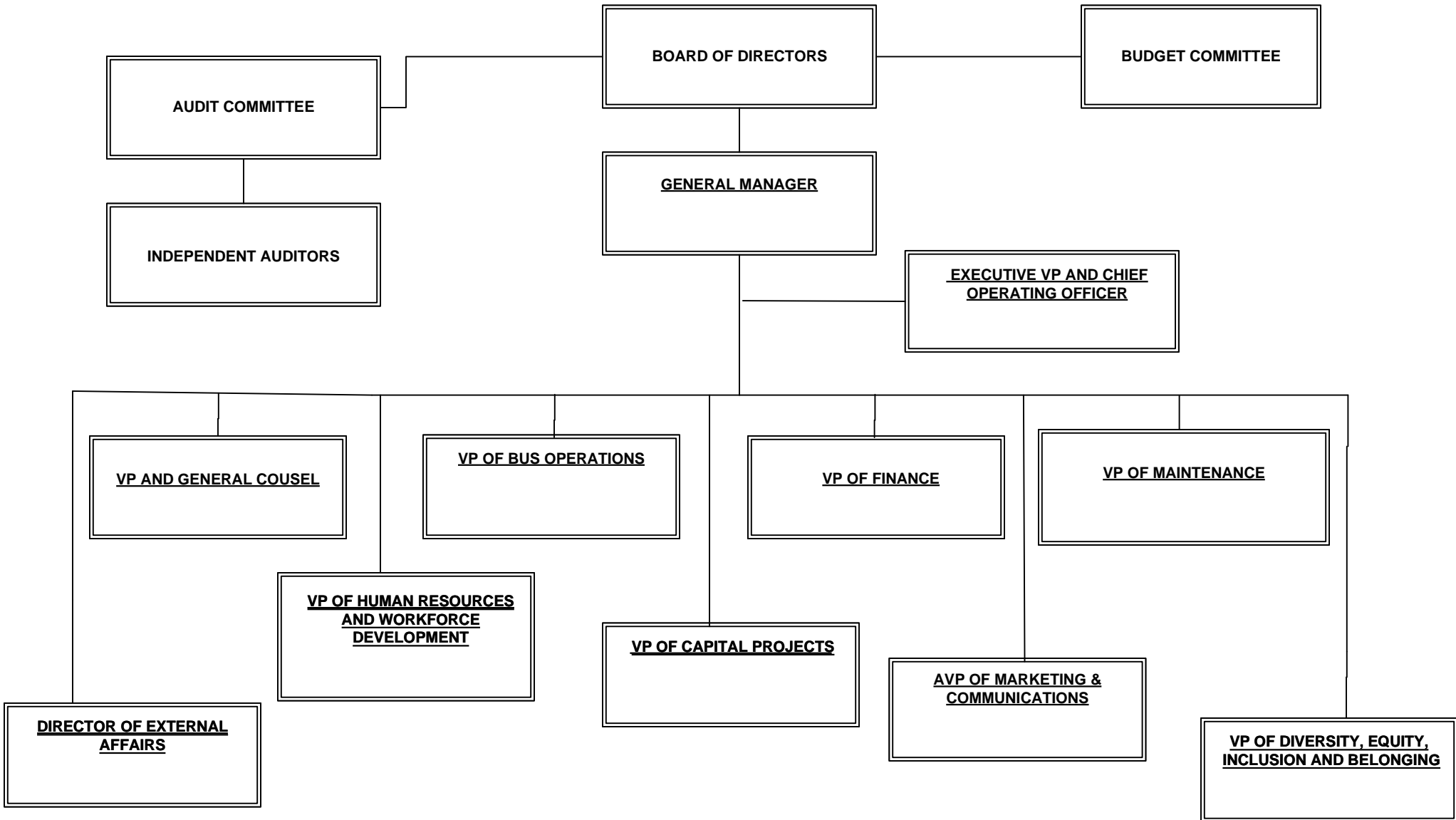
Based on a combination of historical spending patterns, trend analysis, contract rates, and current cost containment initiatives.

**STAFFING REVIEW
CHANGES FROM FY2022
TO FY2023**

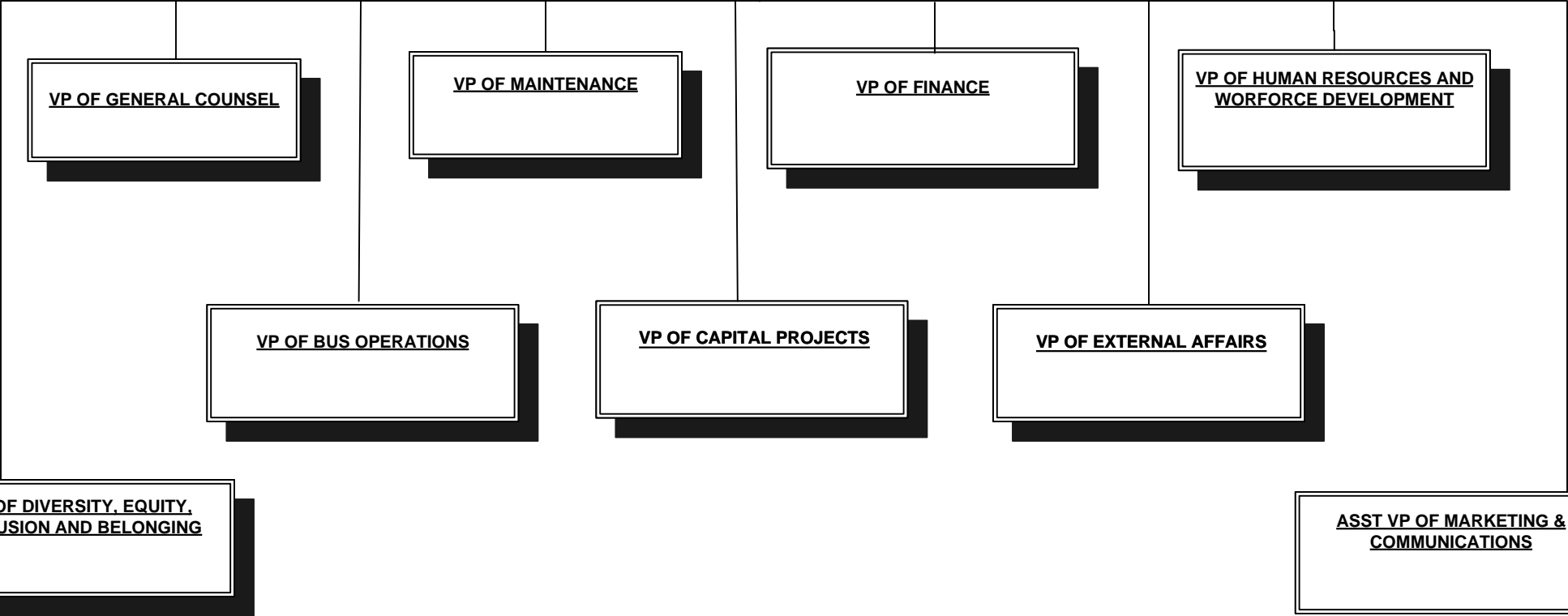
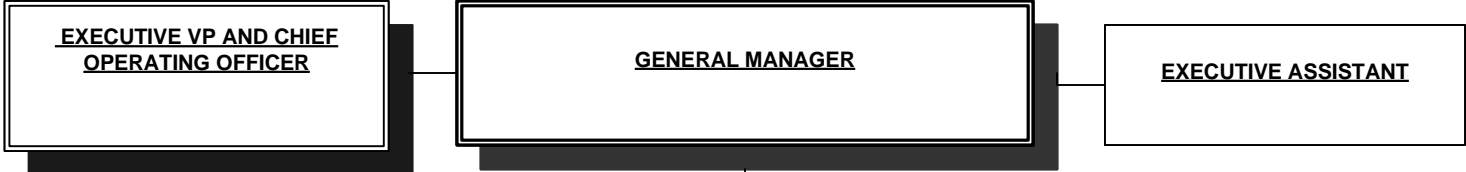
| HEADCOUNT REPORT | FY2022 Bound Budget | FY2023 Bound Budget | FY2023 Budget Changes (+ / -) | Description of Position Changes |
|--|----------------------------|----------------------------|--------------------------------------|---|
| ATU (Fixed Route - 424 Full Time and 2 Part Time Drivers) | 426 | 426 | 0 | No Change |
| ATU CLERICAL (Clerical Support Personnel) | 23 | 23 | 0 | No Change |
| TEAMSTERS (Connector - 128 Full Time and 2 Part Time Drivers) | 130 | 130 | 0 | No Change |
| TEAMSTERS CLERICAL (15 Full Time and 6 Part Time CSO's) | 21 | 20 | -1 | Eliminated One Full Time CSO II. |
| AFSCME | 59 | 58 | -1 | Eliminated One Dispatch Inspector/Central |
| UAW (Maintenance - 154 Full Time and 3 Part Time Maintenance) | 157 | 157 | 0 | No Change |
| NONREPRESENTED (122 Full Time and 4 Part Time Non Represented) | 110 | 126 | 16 | Added VP of Diversity Equity Inclusion and Belonging, VP of Capital Projects, Director of Planning and Innovation, AVP of Service Delivery, Manager of Data Analytics, Director of External Affairs, Manager of Workforce Development, Orientation and Mobility Specialist, VP of Safety Risk Management and Training, Supervisor of Mobility Services Management, VP of Procurement, Employment Specialist, IT Support Analyst, 3 AVP of Maintenance Operations (Wayne, Oakland, Macomb). |
| Authority Total | 926 | 940 | 14 | |



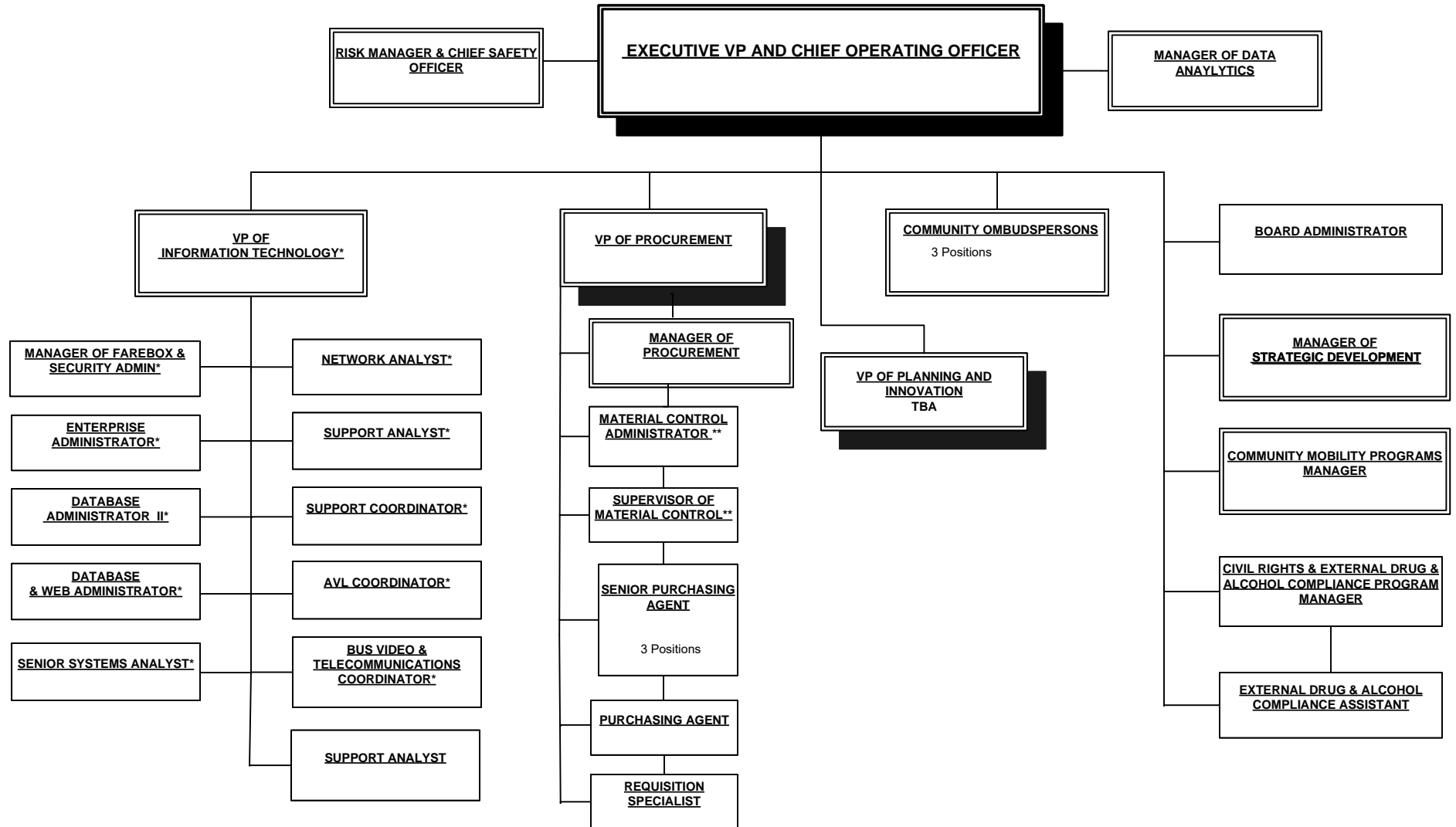
FY-2023 ORGANIZATION CHART



GENERAL MANAGER



DEPUTY GENERAL MANAGER

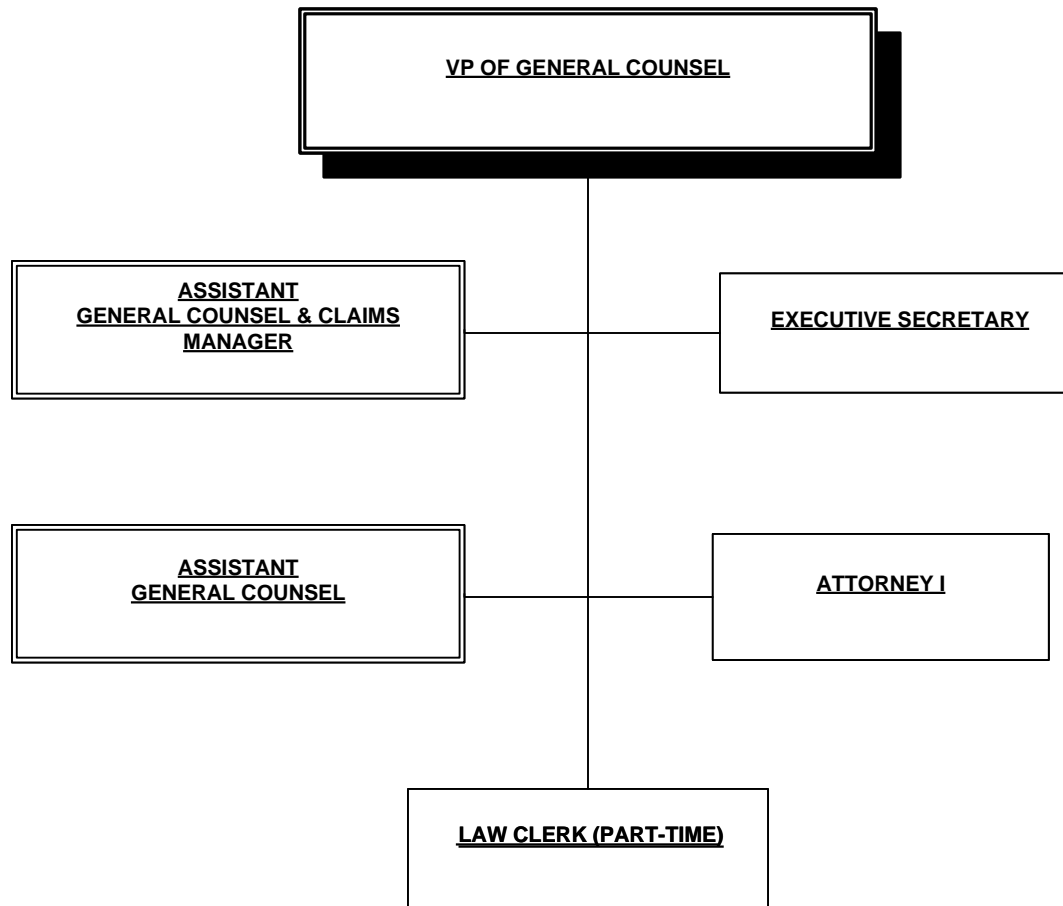


LOCATION: *OAKLAND

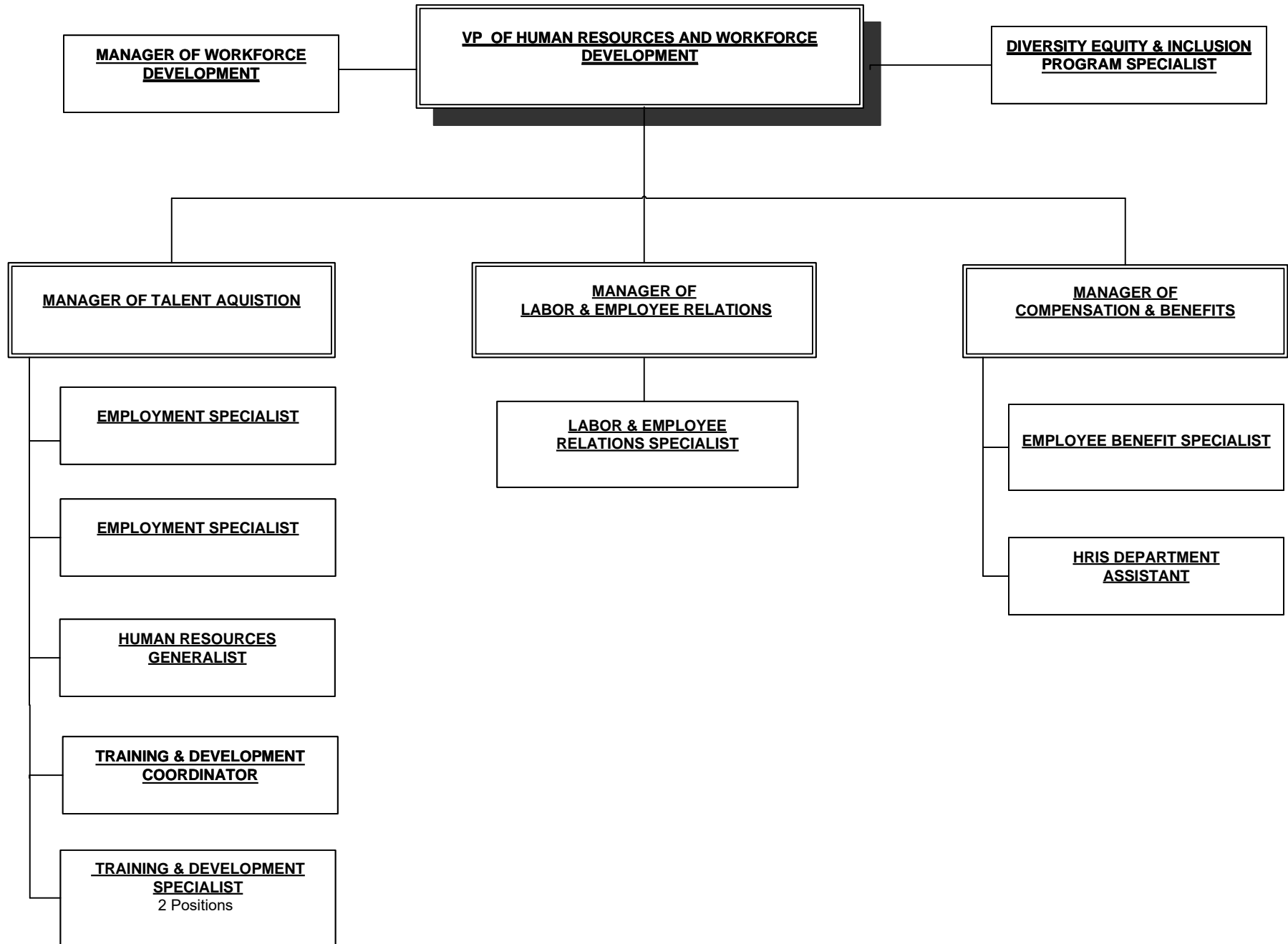
LOCATION: **MACOMB



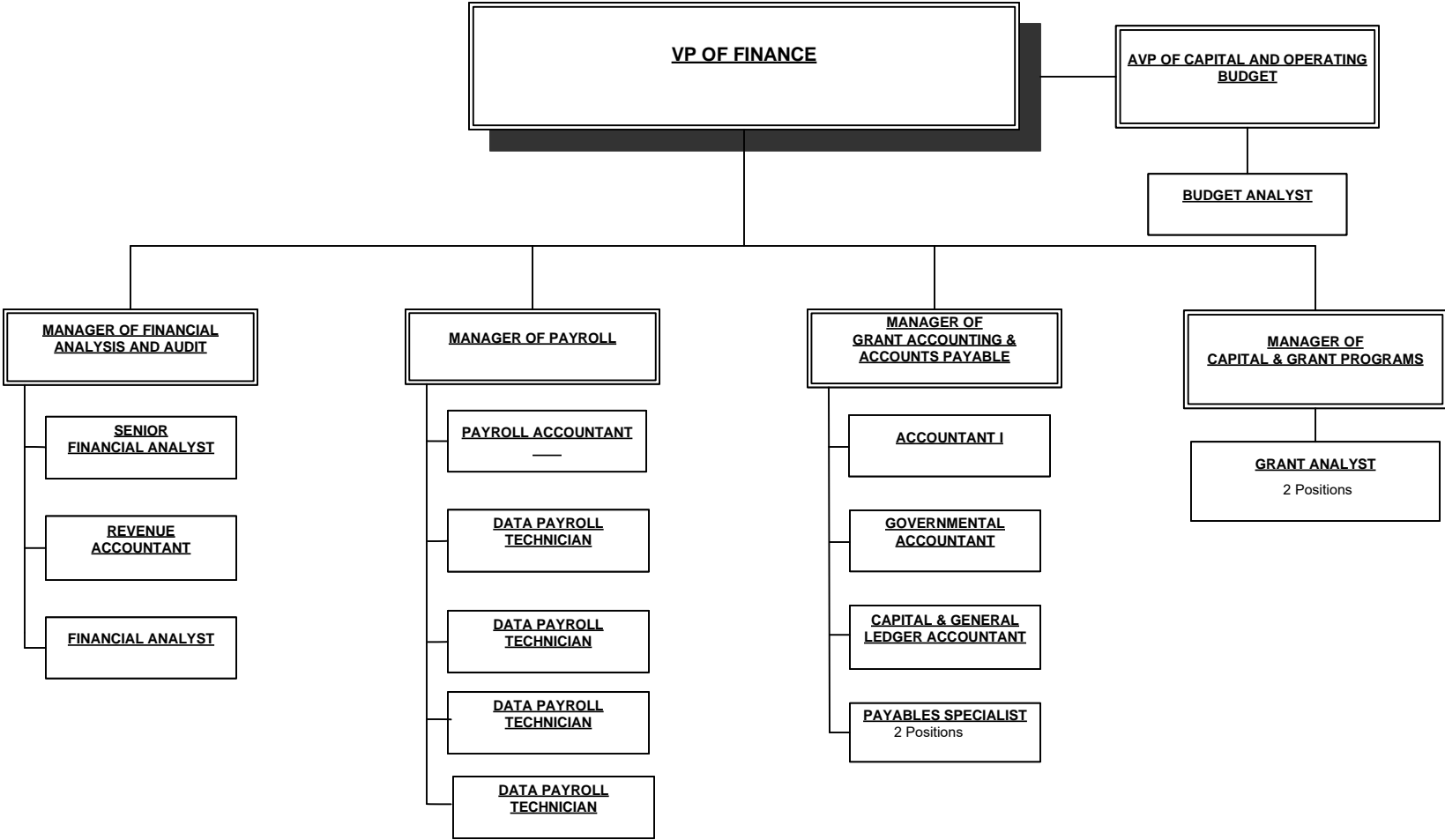
GENERAL COUNSEL



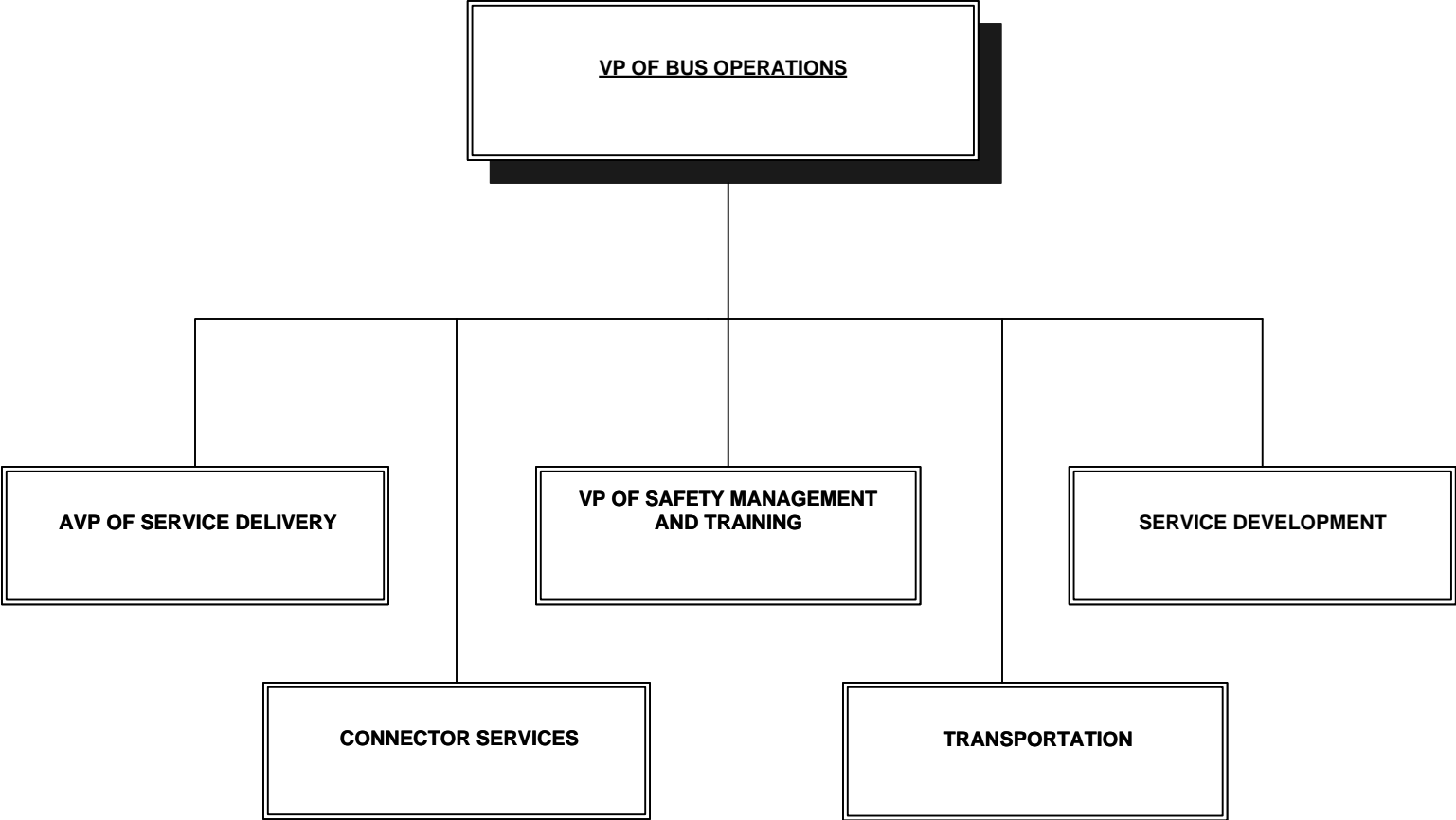
HUMAN RESOURCES



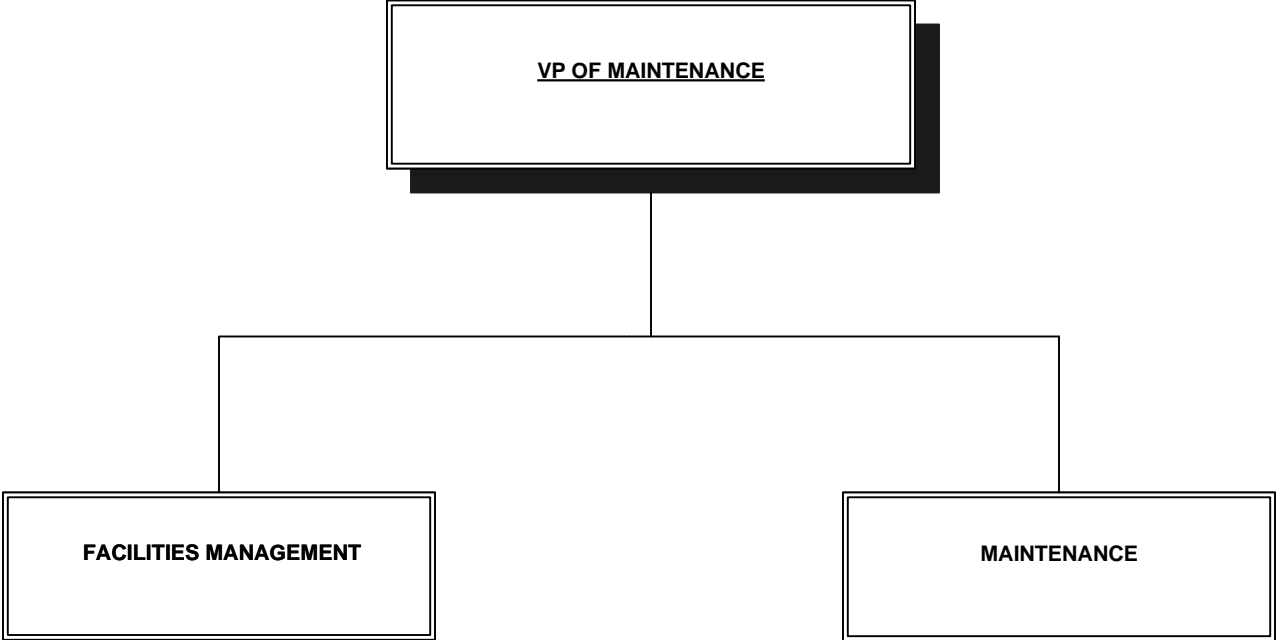
FINANCE



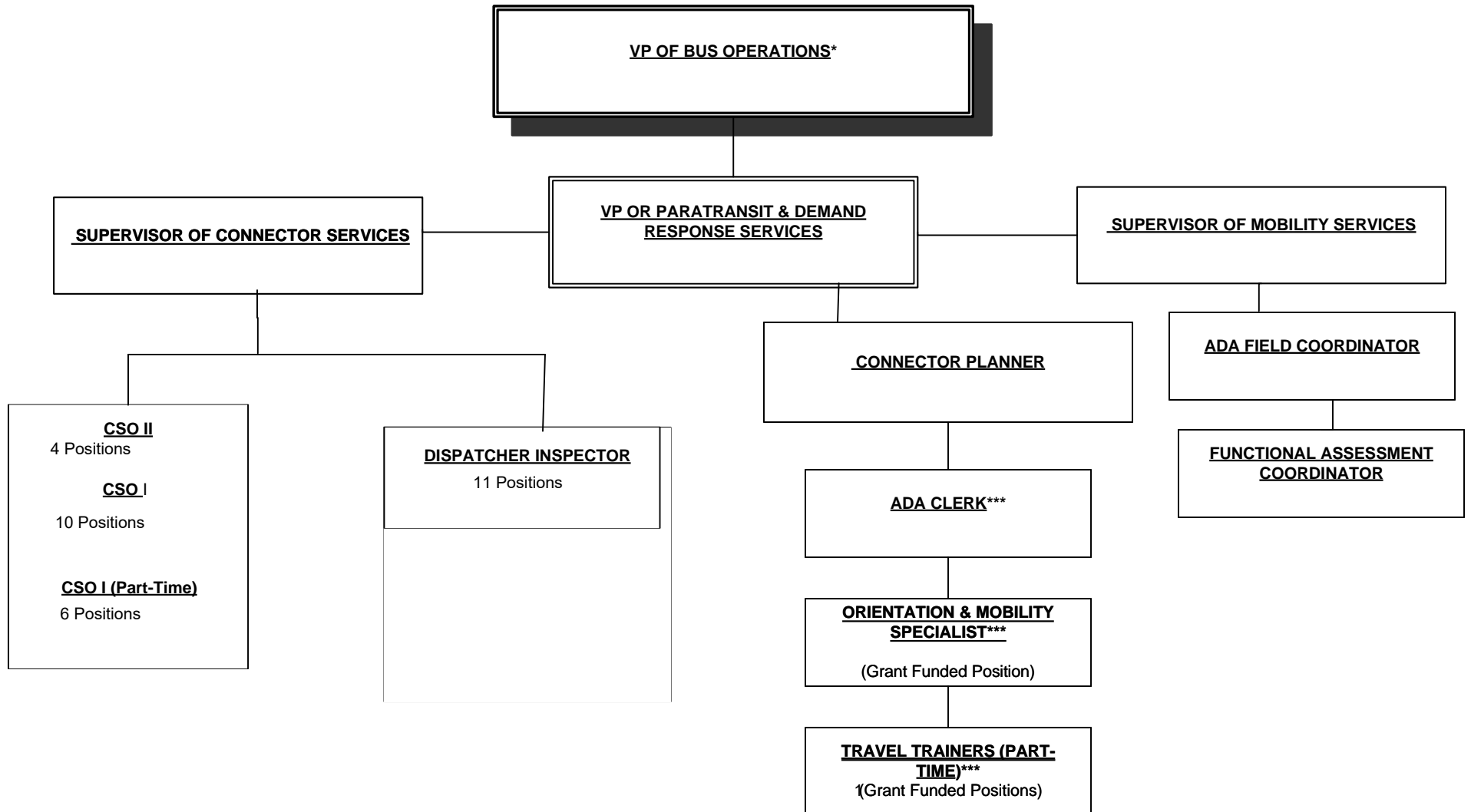
TRANSPORTATION



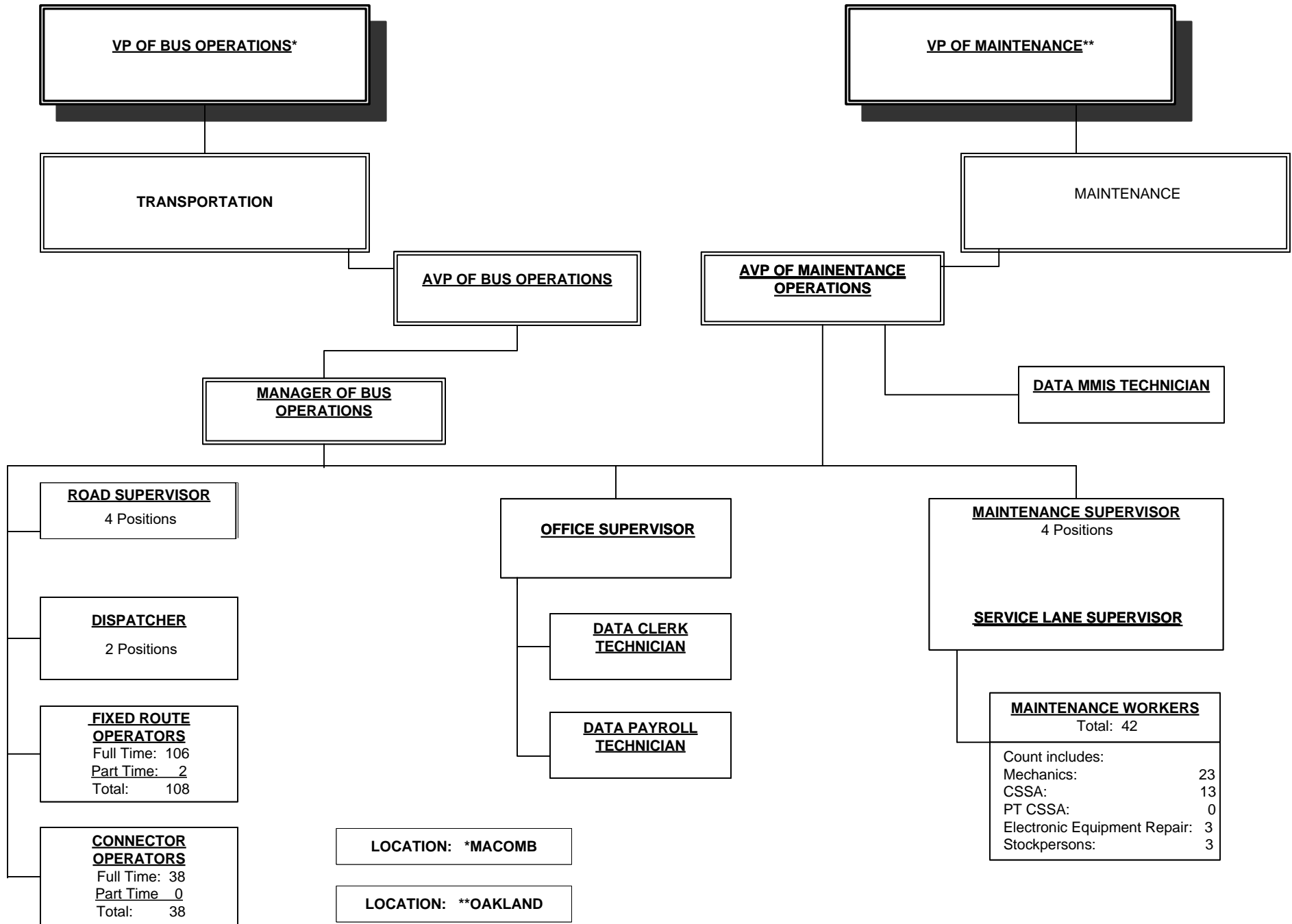
MAINTENANCE



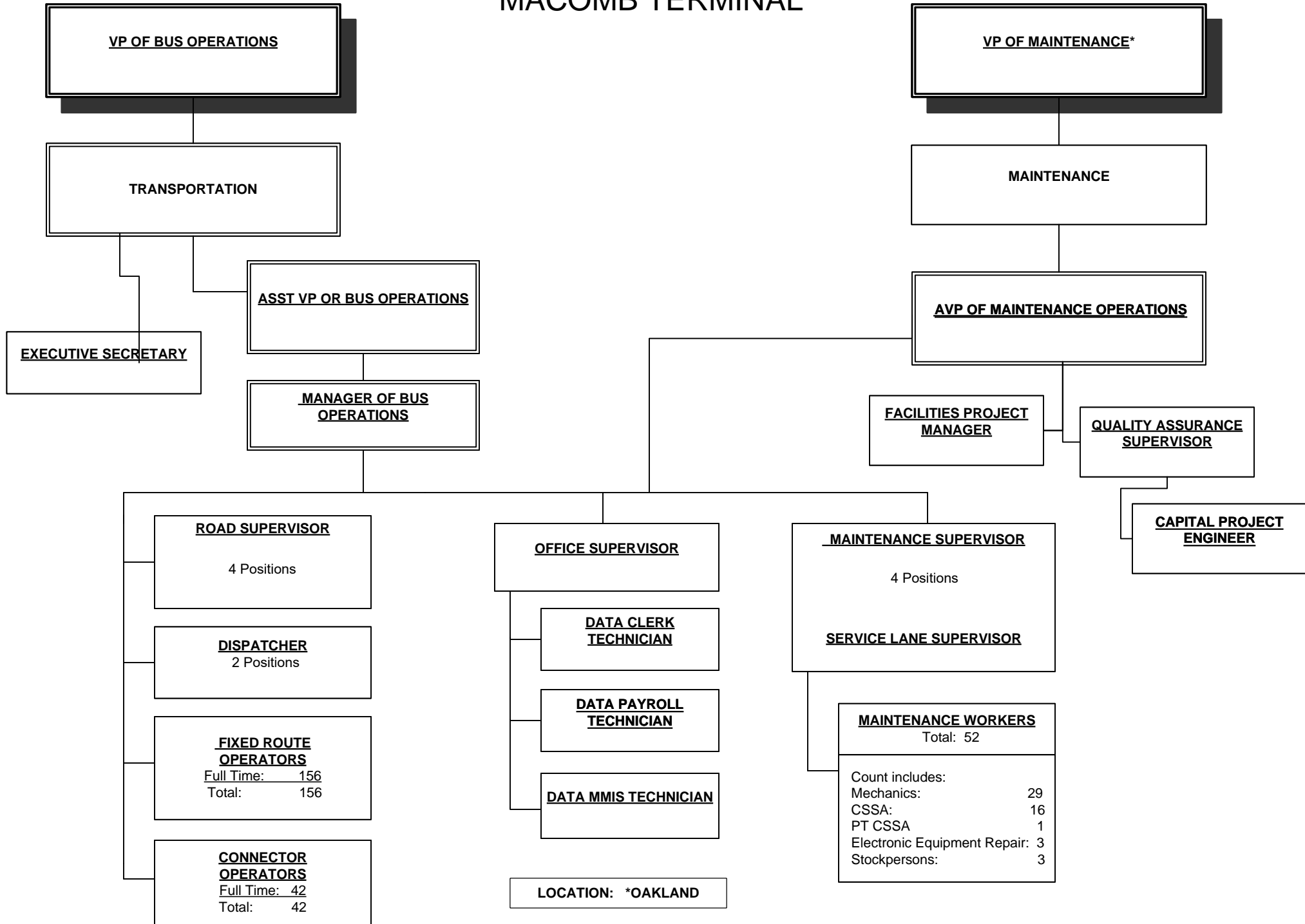
CONNECTOR SERVICES



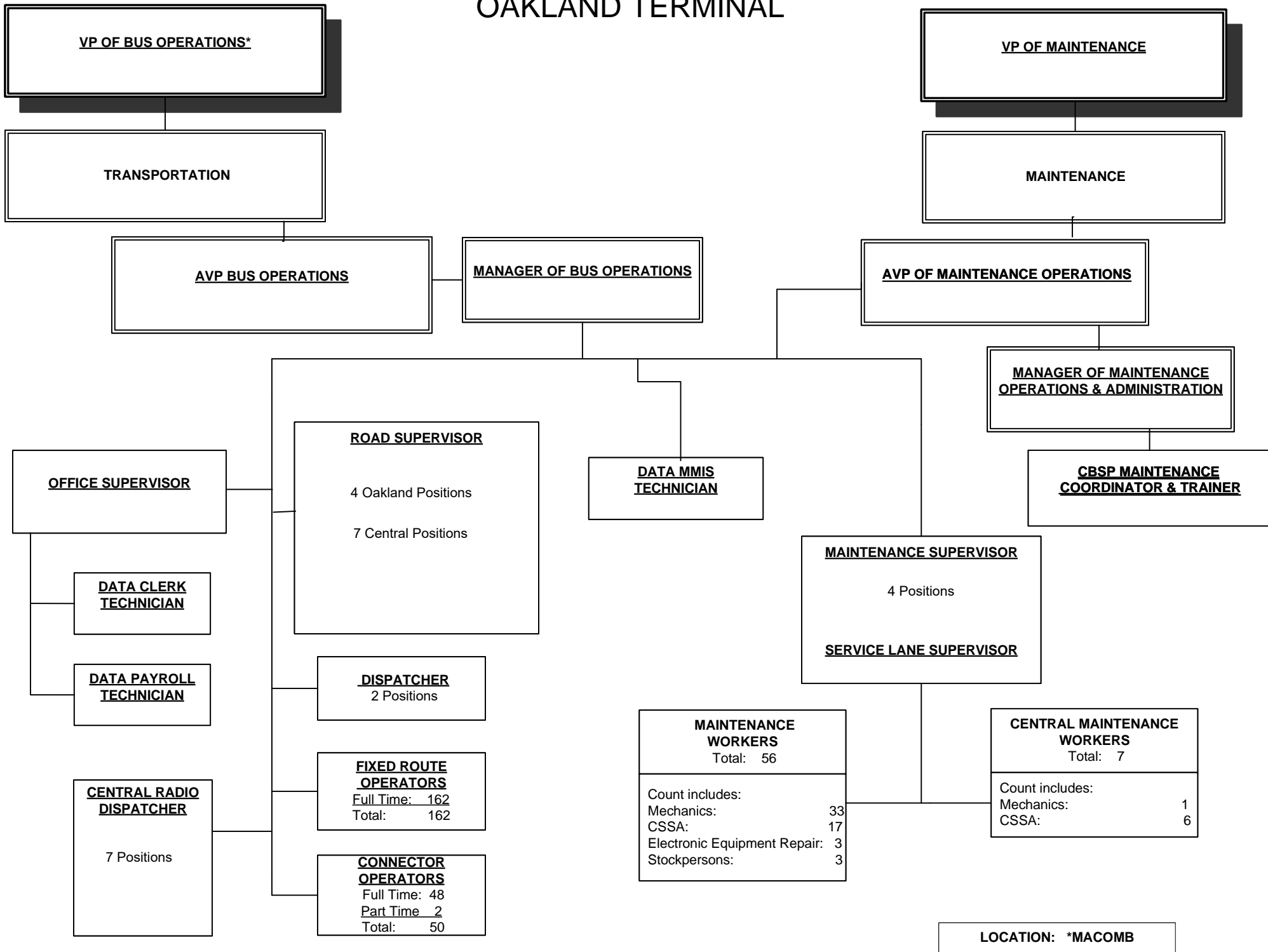
WAYNE TERMINAL



MACOMB TERMINAL



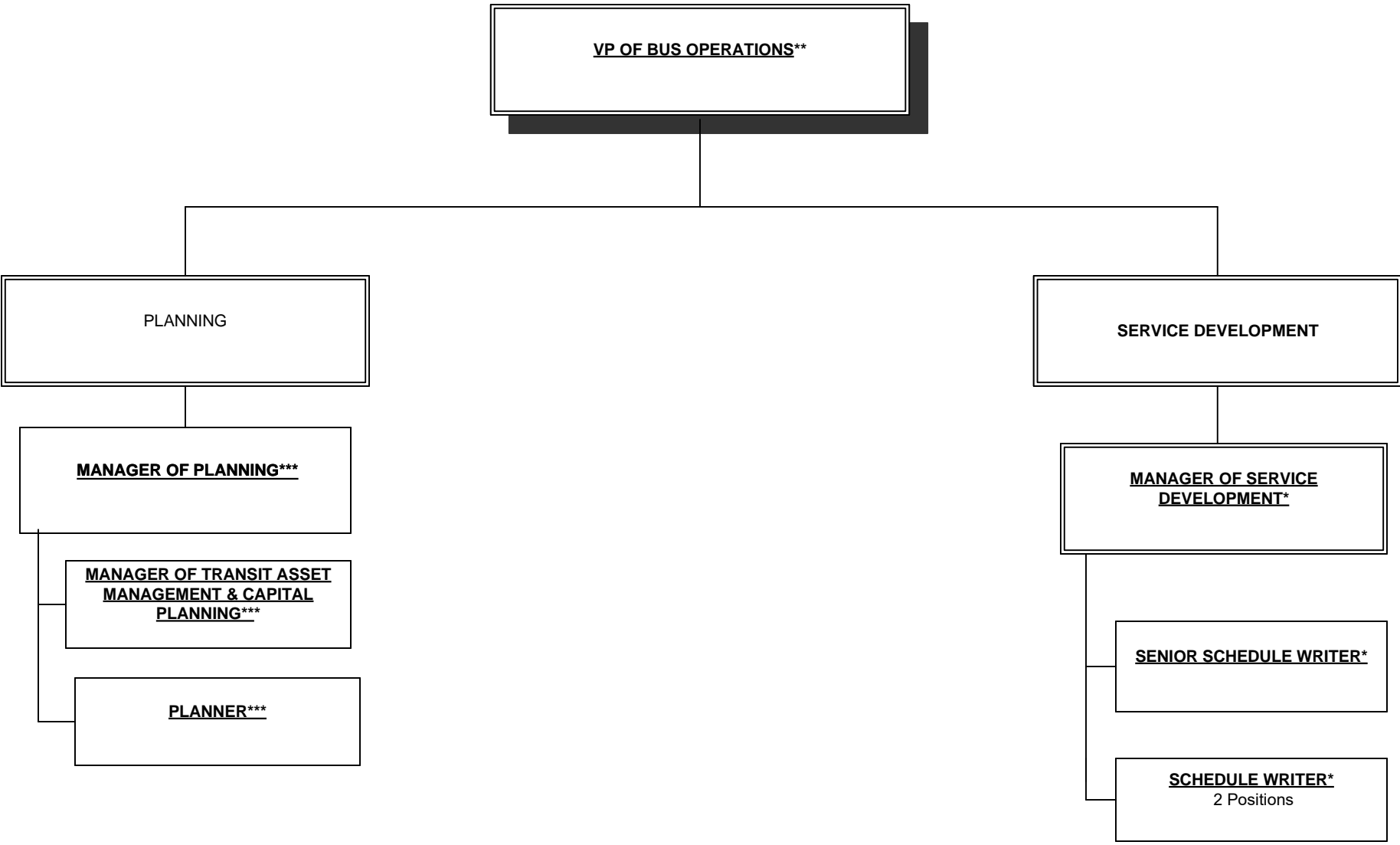
OAKLAND TERMINAL



LOCATION: *MACOMB



SERVICE DEVELOPMENT



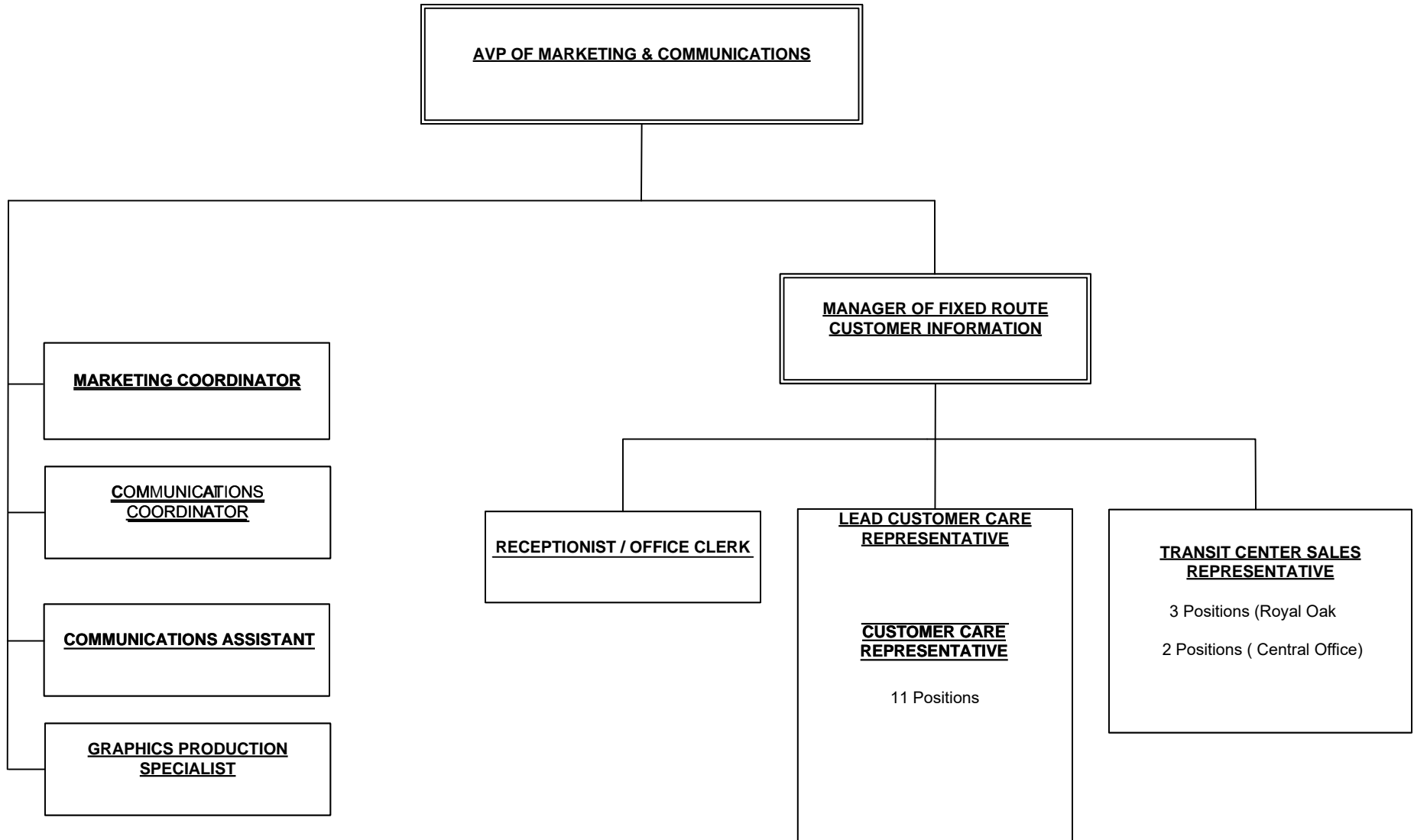
LOCATION: *OAKLAND

LOCATION: **MACOMB

LOCATION: ***CENTRAL OFFICE



MARKETING AND COMMUNICATIONS



FUNCTIONAL REVIEW

- 10) Fixed Route Revenues & Expenses
- 11) Connector Route Revenues & Expenses
- 12) General Administrative Expenses



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 OPERATING BUDGET
 SCHEDULE OF REVENUE AND EXPENSE
 FIXED ROUTE

| | FY2022 BUDGET | FY2023 BUDGET | FAV(UNFAV) |
|---|------------------------|------------------------|---------------------|
| REVENUE | | | |
| FAREBOX | \$ 3,701,000 | \$ 5,145,000 | \$ 1,444,000 |
| ADVERTISING | 750,000 | 900,000 | 150,000 |
| RENTAL INCOME | 60,000 | 60,000 | - |
| OTHER | 2,100 | 2,100 | - |
| TOTAL REVENUE | 4,513,100 | 6,107,100 | 1,594,000 |
| EXPENSES | | | |
| TRANSIT OPERATIONS | | | |
| SALARIES | 5,643,300 | 6,851,600 | (1,208,300) |
| HOURLY WAGES | 25,348,200 | 26,336,100 | (987,900) |
| FUEL, LUBRICANTS & COOLANTS | 6,277,000 | 9,736,000 | (3,459,000) |
| TIRES & ELECTRIC BATTERIES | 710,000 | 1,007,900 | (297,900) |
| BATTERY LEASE | 140,000 | 140,000 | - |
| VEHICLE INSURANCE | 5,292,400 | 4,715,500 | 576,900 |
| TOTAL | 43,410,900 | 48,787,100 | (5,376,200) |
| GENERAL ADMINISTRATION | | | |
| GENERAL SUPPLIES | 690,000 | 764,600 | (74,600) |
| PROFESSIONAL FEES | 56,900 | 42,500 | 14,400 |
| TOTAL | 746,900 | 807,100 | (60,200) |
| FARE COLLECTION | | | |
| FARE COLLECTION COSTS | 546,000 | 514,800 | 31,200 |
| TOTAL | 546,000 | 514,800 | 31,200 |
| SUB-TOTAL TRANSIT OPERATIONS | 44,703,800 | 50,109,000 | (5,405,200) |
| VEHICLE MAINTENANCE | | | |
| HOURLY WAGES | 9,389,800 | 9,990,800 | (601,000) |
| REPAIR PARTS | 2,800,000 | 2,800,000 | - |
| CONTRACT MAINT. | 1,064,100 | 1,326,300 | (262,200) |
| TOWING | 160,000 | 160,000 | - |
| TOTAL | 13,413,900 | 14,277,100 | (863,200) |
| BLDG. & GROUNDS | | | |
| UTILITIES/INSURANCE | 1,069,000 | 1,065,700 | 3,300 |
| CONTRACT MAINTENANCE | 899,500 | 921,500 | (22,000) |
| ROUTE FACILITIES MAINTENANCE | 188,300 | 188,300 | - |
| OTHER BLDG MAINTENANCE | 55,100 | 110,300 | (55,200) |
| TOTAL | 2,211,900 | 2,285,800 | (73,900) |
| SUB-TOTAL MAINTENANCE | 15,625,800 | 16,562,900 | (937,100) |
| EMPLOYEE BENEFITS AND RETIREES BENEFITS | 40,202,600 | 32,126,800 | 8,075,800 |
| TOTAL FIXED ROUTE EXPENSES | 100,532,200 | 98,798,700 | 1,733,500 |
| REVENUE OVER(UNDER) EXPENSE | \$ (96,019,100) | \$ (92,691,600) | \$ 3,327,500 |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 OPERATING BUDGET
 SCHEDULE OF REVENUE AND EXPENSE
 CONNECTOR

| | FY2022 BUDGET | FY2023 BUDGET | FAV(UNFAV) |
|------------------------------------|------------------------|------------------------|---------------------|
| REVENUES | | | |
| FAREBOX | \$ 299,900 | \$ 380,000 | \$ 80,100 |
| AGENCY | 39,900 | 25,000 | (14,900) |
| LOCAL COMM TRANSIT OPR REV | 223,000 | 166,000 | (57,000) |
| TOTAL REVENUE | 562,800 | 571,000 | 8,200 |
| EXPENSES | | | |
| TRANSIT OPERATIONS | | | |
| DISTPATCH WAGES | 661,200 | 711,300 | (50,100) |
| DRIVER WAGES | 6,042,800 | 5,702,400 | 340,400 |
| FUEL, LUBRICANTS & COOLANTS | 575,000 | 990,000 | (415,000) |
| TIRES | 102,000 | 120,000 | (18,000) |
| VEHICLE INSURANCE | 1,412,300 | 1,106,100 | 306,200 |
| TOTAL | 8,793,300 | 8,629,800 | 163,500 |
| CUSTOMER SERVICE OPERATIONS | | | |
| WAGES | 726,100 | 801,700 | (75,600) |
| FARE COLLECTION COSTS | 21,000 | 21,000 | - |
| TOTAL | 747,100 | 822,700 | (75,600) |
| GENERAL ADMINISTRATION | | | |
| SALARIES | 220,900 | 299,100 | (78,200) |
| CONSULTANTS | 300,000 | - | 300,000 |
| OTHER | 13,600 | 4,100 | 9,500 |
| TOTAL | 534,500 | 303,200 | 231,300 |
| SUB TOTAL GENERAL ADMIN. | 10,074,900 | 9,755,700 | 319,200 |
| VEHICLE MAINTENANCE | | | |
| REPAIR PARTS | 470,000 | 420,000 | 50,000 |
| CONTRACT MAINT | 50,000 | 45,000 | 5,000 |
| OTHER | 26,000 | 23,000 | 3,000 |
| TOTAL | 546,000 | 488,000 | 58,000 |
| BLDG & GROUNDS | | | |
| UTILITIES & INSURANCE | 38,200 | 21,700 | 16,500 |
| OTHER | 19,700 | 19,700 | - |
| TOTAL | 57,900 | 41,400 | 16,500 |
| SUB-TOTAL MAINTENANCE | 603,900 | 529,400 | 74,500 |
| EMPLOYEE BENEFITS & TAXES | 4,892,100 | 4,017,600 | 874,500 |
| TOTAL CONNECTOR EXPENSE | 15,570,900 | 14,302,700 | 1,268,200 |
| REVENUE OVER(UNDER) EXPENSE | \$ (15,008,100) | \$ (13,731,700) | \$ 1,276,400 |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 OPERATING BUDGET
 GENERAL ADMINISTRATION

| EXPENSES | DEPARTMENTS | | | | | | | | | FY2023 TOTAL | FY2022 TOTAL | \$ Variance FAV(UNFAV) |
|--|--------------------|--------------------|--------------------|---------------------|------------------|--------------------|---------------------|----------------------|------------------------|-------------------|-------------------|---------------------------|
| | GENERAL MANAGER | ADMIN. SERVICES | GENERAL COUNSEL | GENERAL EXPENSES | FINANCE | HUMAN RESOURCES | MARKETING & COMM | OPERATIONS ADMIN. | SERVICE DEVELOPMENT | | | |
| SALARIES | \$ 306,700 | \$ 2,396,700 | \$ 552,100 | | \$ 1,482,000 | \$ 955,400 | \$ 1,062,800 | \$ 933,200 | \$ 913,500 | \$ 8,602,400 | \$ 7,379,900 | \$ (1,222,500) |
| EMPLOYEE BENEFITS | 28,900 | 782,500 | 187,800 | | 594,700 | 691,200 | 594,700 | 281,700 | 406,900 | 3,568,400 | 4,617,800 | 1,049,400 |
| SUPPLIES | 2,200 | 48,500 | 10,100 | \$ 100,800 | 5,000 | 163,300 | 208,300 | 700 | 72,100 | 611,000 | 427,400 | (183,600) |
| CONSULTANTS | | | | 160,500 | 5,000 | 10,600 | | | | 176,100 | 335,800 | 159,700 |
| COMPUTER SERVICES | | 824,500 | | | | | | | | 824,500 | 744,800 | (79,700) |
| OUTSIDE SERVICES | 150,000 | 16,000 | 550,000 | 395,200 | 52,500 | 439,900 | 250,000 | 1,000 | 115,500 | 1,970,100 | 1,394,400 | (575,700) |
| TRAVEL & MEETINGS | 4,400 | 44,000 | 20,000 | | 1,100 | 1,400 | 6,700 | 9,000 | 4,300 | 90,900 | 56,900 | (34,000) |
| TRAVEL - FUNDED & UWP | | 12,000 | | | 2,700 | | | | 2,100 | 16,800 | 12,800 | (4,000) |
| MILEAGE & TRAINING EXP | 21,700 | 152,300 | 7,500 | 10,500 | 11,900 | 259,800 | 92,500 | 13,500 | 5,700 | 575,400 | 223,200 | (352,200) |
| MKTG & ADVERTISING | - | - | - | | | 750,000 | 1,067,400 | | | 1,817,400 | 439,500 | (1,377,900) |
| OTHER EXPENSES | - | - | - | 13,200 | | - | - | | - | 13,200 | 607,500 | 594,300 |
| UTILITIES & RENT | 400 | 8,000 | 1,700 | 570,000 | 2,000 | 2,500 | 2,200 | 2,700 | 5,900 | 595,400 | 610,400 | 15,000 |
| PURCH.OF SERV./MUNIC. CREDIT ADMIN FEES | | | | | | | | | | - | - | 0 |
| TOTAL EXPENSES | 514,300 | 4,284,500 | 1,329,200 | 1,250,200 | 2,156,900 | 3,274,100 | 3,284,600 | 1,241,800 | 1,526,000 | 18,861,600 | 16,850,400 | (2,011,200) |



COMMUNITY PROGRAM REVIEW

- 13) Municipal Credits (MC)
- 14) Community Credits (CPP)
- 15) Purchase of Service (POS) Programs



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

FY2023 OPERATING BUDGET

MUNICIPAL CREDITS PROGRAM

| MACOMB COUNTY | | | | | | | |
|-----------------------|-------------------|------------------|--------|------------------------|---------------------|--|---------------------|
| ARMADA | \$ 1,660 | BIRMINGHAM | 21,490 | OXFORD TWP | 18,650 | GROSSE POINTE PARK | 11,420 |
| ARMADA TWP | \$ 3,580 | BLOOMFIELD HILLS | 4,390 | PLEASANT RIDGE | 2,590 | GROSSE POINTE SHORES (*) | 2,610 |
| BRUCE TWP | \$ 7,350 | BLOOMFIELD TWP | 43,600 | PONTIAC | 60,700 | GROSSE POINTE WOODS | 16,240 |
| CENTER LINE | \$ 8,430 | BRANDON TWP | 13,800 | ROCHESTER | 12,840 | HAMTRAMCK | 28,010 |
| CHESTERFIELD TWP | \$ 44,710 | CLARKSTON | 910 | ROCHESTER HILLS | 75,170 | HARPER WOODS | 15,260 |
| CLINTON TWP | \$ 99,030 | CLAWSON | 11,220 | ROSE TWP | 6,100 | HIGHLAND PARK | 8,840 |
| EASTPOINTE | \$ 33,810 | COMMERCE TWP | 37,940 | ROYAL OAK | 57,350 | HURON TWP | 16,690 |
| FRASER | \$ 14,510 | FARMINGTON | 11,430 | ROYAL OAK TWP | 2,340 | INKSTER (^) | 25,700 |
| HARRISON TWP | \$ 23,950 | FARMINGTON HILLS | 82,750 | SOUTHFIELD | 75,490 | LINCOLN PARK | 39,650 |
| LENOX TWP | \$ 5,930 | FERNDALE | 18,910 | SOUTH LYON | 11,570 | LIVONIA | 94,130 |
| MACOMB TWP | \$ 90,300 | FRANKLIN | 3,090 | SPRINGFIELD TWP | 14,490 | MELVINDALE | 12,660 |
| MEMPHIS | \$ 760 | GROVELAND TWP | 5,820 | SYLVAN LAKE | 1,700 | NORTHVILLE (**) | 6,030 |
| MT. CLEMENS | \$ 15,470 | HAZEL PARK | 14,760 | TROY | 86,000 | NORTHVILLE TWP | 31,290 |
| NEW BALTIMORE | \$ 11,940 | HIGHLAND TWP | 18,890 | WALLED LAKE | 7,140 | PLYMOUTH | 9,230 |
| NEW HAVEN | \$ 6,010 | HOLLY | 5,910 | WATERFORD TWP | 69,540 | PLYMOUTH TWP | 27,530 |
| RAY TWP | \$ 3,720 | HOLLY TWP | 5,920 | W. BLOOMFIELD TWP | 64,910 | REDFORD TWP | 48,770 |
| RICHMOND | \$ 5,790 | HUNTINGTON WOODS | 6,290 | WHITE LAKE TWP | 30,490 | RIVER ROUGE | 7,120 |
| RICHMOND TWP | \$ 3,490 | INDEPENDENCE TWP | 36,140 | WIXOM | 16,940 | RIVERVIEW | 12,310 |
| ROMEO | \$ 3,710 | KEEGO HARBOR | 2,720 | WOLVERINE LAKE | 4,480 | ROCKWOOD | 3,190 |
| ROSEVILLE | \$ 47,010 | LAKE ANGELUS | 280 | TOTAL - OAKLAND | \$ 1,252,210 | ROMULUS | 24,810 |
| SHELBY TWP | \$ 78,230 | LAKE ORION | 2,830 | WAYNE COUNTY | | SOUTHGATE | 29,570 |
| STERLING HEIGHTS | \$ 132,360 | LATHRUP VILLAGE | 4,030 | ALLEN PARK | \$ 28,210 | SUMPTER TWP | 9,520 |
| ST. CLAIR SHORES | \$ 58,000 | LEONARD | 370 | BELLEVILLE | \$ 3,950 | TAYLOR | 62,470 |
| UTICA | \$ 5,170 | LYON TWP | 22,930 | BROWNSTOWN TWP | \$ 32,700 | TRENTON | 18,270 |
| WARREN | \$ 137,330 | MADISON HEIGHTS | 28,050 | CANTON TWP(^) | \$ 97,200 | VAN BUREN TWP | 29,930 |
| WASHINGTON TWP | \$ 25,870 | MILFORD | 6,420 | DEARBORN | \$ 108,350 | WAYNE (^) | 17,450 |
| TOTAL - MACOMB | \$ 868,120 | MILFORD TWP | 10,410 | DEARBORN HEIGHTS | \$ 62,360 | WESTLAND (^) | 84,160 |
| OAKLAND COUNTY | | NOVI | 65,260 | ECORSE | \$ 9,170 | WOODHAVEN | 12,750 |
| ADDISON TWP | \$ 5,790 | NOVI TWP | 160 | FLAT ROCK | \$ 10,390 | WYANDOTTE | 24,690 |
| AUBURN HILLS | \$ 24,000 | OAKLAND TWP | 19,770 | GARDEN CITY (^) | \$ 26,980 | TOTAL - WAYNE | \$ 1,140,750 |
| BERKLEY | \$ 14,970 | OAK PARK | 29,120 | GIBRALTAR | \$ 4,920 | GRAND TOTAL | |
| BEVERLY HILLS | \$ 10,430 | ORCHARD LAKE | 2,200 | GROSSE ILE TWP | \$ 10,630 | \$ 3,261,080 | |
| BINGHAM FARMS | \$ 1,110 | ORION TWP | 34,810 | GROSSE POINTE | \$ 5,590 | (*) Includes Macomb Portion | |
| | | ORTONVILLE | 1,360 | GROSSE POINTE FARMS | \$ 10,000 | (**) Includes Oakland Portion | |
| | | OXFORD | 3,440 | | | (^) Communities make up Nankin Transit | |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2023 OPERATING BUDGET
COMMUNITY CREDITS PROGRAM

| MACOMB COUNTY | | OAKLAND COUNTY | | WAYNE COUNTY | |
|-----------------------|---------------------|------------------------|---------------------|------------------------|---------------------|
| ARMADA | 4,360.00 | AUBURN HILLS | 31,470.00 | ALLEN PARK | 49,540.00 |
| ARMADA TWP | 10,040.00 | BERKLEY | 26,640.00 | DEARBORN | 155,400.00 |
| BRUCE TWP | 17,490.00 | BEVERLY HILLS | 17,110.00 | DEARBORN HEIGHTS | 97,240.00 |
| CENTER LINE | 15,130.00 | BINGHAM FARMS | 1,630.00 | ECORSE | 19,210.00 |
| CHESTERFIELD TWP | 62,620.00 | BIRMINGHAM | 31,980.00 | GARDEN CITY ^ | 50,640.00 |
| CLINTON TWP | 160,130.00 | BLOOMFIELD TWP | 69,140.00 | GROSSE POINTE | 9,210.00 |
| EASTPOINTE | 59,580.00 | CLAWSON | 21,800.00 | GROSSE POINTE FARMS | 16,190.00 |
| FRASER | 25,610.00 | FARMINGTON | 16,570.00 | GROSSE POINTE PARK | 20,630.00 |
| HARRISON TWP | 84,130.00 | FARMINGTON HILLS | 130,290.00 | GROSSE POINTE SHORES * | 4,800.00 |
| LENOX TWP | 14,660.00 | FERNDALE | 38,900.00 | GROSSE POINTE WOODS | 28,380.00 |
| MACOMB TWP | 138,040.00 | FRANKLIN | 4,650.00 | HAMTRAMCK | 36,520.00 |
| MEMPHIS | 2,460.00 | HAZEL PARK | 31,850.00 | HARPER WOODS | 23,810.00 |
| MT. CLEMENS | 30,790.00 | HUNTINGTON WOODS | 10,230.00 | HIGHLAND PARK | 30,690.00 |
| NEW BALTIMORE | 20,250.00 | LATHRUP VILLAGE | 5,050.00 | INKSTER ^ | 49,560.00 |
| NEW HAVEN | 8,390.00 | MADISON HEIGHTS | 51,530.00 | LINCOLN PARK | 66,830.00 |
| RAY TWP | 10,230.00 | OAK PARK | 48,960.00 | MELVINDALE | 17,920.00 |
| RICHMOND | 13,390.00 | PLEASANT RIDGE | 4,380.00 | REDFORD TWP | 86,660.00 |
| RICHMOND TWP | 9,340.00 | PONTIAC | 112,510.00 | RIVER ROUGE | 17,540.00 |
| ROMEO | 10,170.00 | ROYAL OAK | 102,880.00 | RIVERVIEW | 22,180.00 |
| ROSEVILLE | 85,880.00 | ROYAL OAK TWP | 8,630.00 | ROMULUS | 37,210.00 |
| SHELBY TWP | 178,190.00 | SOUTHFIELD | 124,240.00 | SOUTHGATE | 49,570.00 |
| STERLING HEIGHTS | 208,380.00 | TROY | 128,460.00 | TAYLOR | 112,040.00 |
| ST. CLAIR SHORES | 113,360.00 | WALLED LAKE | 158,160.00 | TRENTON | 32,830.00 |
| UTICA | 8,380.00 | W. BLOOMFIELD TWP | 102,920.00 | WAYNE ^ | 31,800.00 |
| WARREN | 243,600.00 | TOTAL - OAKLAND | \$ 1,279,980 | WESTLAND ^ | 138,600.00 |
| WASHINGTON TWP | 46,820.00 | | | WYANDOTTE | 48,500.00 |
| TOTAL - MACOMB | \$ 1,581,420 | | | TOTAL - WAYNE | \$ 1,253,500 |
| | | | | GRAND TOTAL | \$ 4,114,900 |

* INCLUDES MACOMB PORTION

^ COMMUNITIES MAKE UP NANKIN TRANSIT

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY 2023 OPERATING BUDGET
 PURCHASE OF SERVICE COMMUNITY TRANSIT PROGRAM

[-----OPERATING FUNDS -----]

Source Of Funds-->

| | LOCAL | STATE | LOCAL | FEDERAL | FEDERAL | STATE | TOTAL | | |
|---------------------|-------------------|-------|---------------------------------------|----------------|---------------------------|---------|------------------------------|------------------------------|---------------------|
| COMMUNITY CREDITS + | MUNICIPAL CREDITS | | TRI-COUNTY POS OPERATING ASSISTANCE + | SECTION 5307 * | SECTION 5311 (Non Urban)* | ACT 51* | FY 2023 OPERATING ASSISTANCE | FY 2022 OPERATING ASSISTANCE | INCREASE (DECREASE) |

TRI-COUNTY

| | | | | | | | | | |
|------------|------------|------------|------------|--|--|--|--------------|--------------|-------------|
| REDFORD | \$86,660 | \$ 48,770 | \$ - | | | | \$ 135,430 | \$ 134,100 | \$ 1,330 |
| NANKIN ^ | 270,600 | 251,490 | 328,000 | | | | 850,090 | 907,400 | (57,310) |
| MT CLEMENS | 30,790 | 15,470 | - | | | | 46,260 | 46,900 | (640) |
| TOTAL | \$ 388,050 | \$ 315,730 | \$ 328,000 | | | | \$ 1,031,780 | \$ 1,088,400 | \$ (56,620) |

OUTER COUNTY

| | | | | | | | | | |
|-----------|--|--|--|--------------|------------|--------------|--------------|--------------|--------------|
| MONROE | | | | \$ - | \$ 150,000 | \$ 300,000 | \$ 450,000 | \$ 468,000 | \$ (18,000) |
| BEDFORD | | | | | | 107,000 | 107,000 | 115,000 | (8,000) |
| LAKE ERIE | | | | 1,718,000 | 80,000 | 1,400,000 | 3,198,000 | 3,532,000 | (334,000) |
| TOTAL | | | | \$ 1,718,000 | \$ 230,000 | \$ 1,807,000 | \$ 3,755,000 | \$ 4,115,000 | \$ (360,000) |

^Note (1): Nankin Transit is made up of the communities; Canton, Garden City, Inkster, Wayne & Westland

+Note (2): Community Credits / Operating Assistance includes a 3.3% increase

Note (3): Tri-County POS & Community Credits are unrestricted revenues

**SUBURBAN MOBILITY AUTHORITY for REGIONAL TRANSPORTATION
FISCAL YEARS 2023 TO 2027 CAPITAL BUDGET**

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**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FISCAL YEARS 2023 to 2027 CAPITAL BUDGET**

INTRODUCTION

The FY 2023-FY 2027 capital budget was developed in accordance with the provisions of State Act 204 and Act 51, which require that the Authority submit an annual capital budget as part of a five-year capital program projection. In May 2022, the FY 2023 State Annual Application Program will be presented to the SMART Board of Directors for approval. This program has been incorporated into the five-year capital projection, with appropriate modifications reflecting any changes in funding assumptions and/or project costs.

The five-year program presented herein has been developed based on the following assumptions:

- **Under Federal Infrastructure Investment and Jobs Act (IIJA)** SMART staff has requested federal funding for Fiscal Years (2023-2027) based on SEMCOG targets with an annual increase of 2% for the Federal Transportation Administration’s (FTA’s) 5307 and 5339 formula funding programs for SMART and Monroe. SMART’s 5307 and 5339 funding reflects the July 20, 2017 RTA’s reallocated funding split between SMART and DDOT. This budget assumes the approved split will continue. The split for 5307 and 5339 is 50.0% SMART and 50.0% DDOT. This projection uses SEMCOG’s funding targets; however, fluctuations in regional population, ridership, and service levels at both SMART and DDOT have additional impacts on funding formulas.
- **On November 18, 2021, Infrastructure Investment and Jobs Act (IIJA)** authorizing surface transportation programs through Fiscal Year 2026 was signed. There are no FTA Discretionary funds shown in this budget, however, **the Act includes several competitive** grant opportunities including Low and No Emission Bus Programs, Bus and Bus Facility Programs **adds an Access and Mobility pilot program for efforts to improve the coordination of transportation services that link with non-emergency medical care.** SMART may apply for these discretionary grants and other major grants as opportunities arise.
- The Monroe Governor’s Apportionment projects are both capital and operating funding. The capital and operating funding is reflected in the attached “Five-Year Capital Budget Summary”. The operating is listed for reference (but not factored into the capital funding sum) in the Capital Plan and is included in SMART’s operating budget.
- The Congestion Mitigation Air Quality (CMAQ) funding levels for SMART and LETC reflect approved SEMCOG FY 2023 projects, while FY’s 2024-2027 are anticipated applications.
- The 5310 Program, which now requires project funding requests to the Regional Transit Authority, reflects SMART’s awarded projects for FY 2022 in the “FY 2022 pending award 09/30/22” column of the five-year Capital Budget Summary and anticipated requests for funding for FY 2023-27. SMART will continue to request the maximum funding available, but the funding award may go down depending on the request levels of other agencies in the region.
- There are no Detroit UZA JARC or New Freedom funds shown in this budget due to the elimination of dedicated Sections 5316 and 5317. NOTA continues to receive Non-Urban JARC and New Freedom funds from MDOT. An application has been submitted to MDOT for FY 2023 Nonurban New Freedom and JARC funds for NOTA. New Freedom urban activities are now funded as part of SMART’s Section 5310 anticipated requests.
- Per MDOT, capital line items reflect a 20% State match.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FISCAL YEARS 2023 to 2027 CAPITAL BUDGET
NEEDS BASED ON ELIGIBILITY AND FUNDING
FIVE-YEAR CAPITAL BUDGET SUMMARY
(000 OMITTED)**

| | CARRY OVER | ***FY 2022 (pending award) 09/30/2022 | FY 2023 | FY 2024 | FY 2025 | FY 2026 | FY 2027 | TOTAL |
|--|-----------------|---|-----------------|-----------------|-----------------|-----------------|-----------------|------------------|
| 5307 Formula (SMART & Monroe) & 5307 LETC Governor's Apportionment * (^) | \$53,992 | \$37,135 | \$43,653 | \$43,703 | \$44,598 | \$45,888 | \$46,355 | \$315,324 |
| 5307 Coronavirus Aid, Relief and Economic Security Act (CARES) SMART & Monroe | 2,185 | 0 | 0 | 0 | 0 | 0 | 0 | 2,185 |
| 5307 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) SMART & Monroe | 0 | 18,800 | 0 | 0 | 0 | 0 | 0 | 18,800 |
| 5339 Formula (SMART & Monroe) & 5339 LETC Governor's Apportionment | 8,797 | 2,995 | 4,653 | 4,746 | 4,840 | 4,937 | 5,036 | 36,004 |
| 5339 Low-No Discretionary (^) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Service Development and New Technology (SDNT) | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| CMAQ (SMART & Monroe)* | 4,732 | 5,352 | 2,187 | 5,150 | 650 | 650 | 2,405 | 21,126 |
| 5310 (SMART & Monroe)* | 7,758 | 5,131 | 3,960 | 4,024 | 4,091 | 4,158 | 4,227 | 33,349 |
| 5310 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) SMART & Monroe | 0 | 657 | 0 | 0 | 0 | 0 | 0 | 657 |
| 5310 American Rescue Plan Act (ARPA) SMART | 0 | 652 | 0 | 0 | 0 | 0 | 0 | 652 |
| 5310 Monroe** | 67 | 335 | 0 | 0 | 0 | 0 | 0 | 402 |
| New Freedom-Non Urban (NOTA)* | 0 | 282 | 303 | 303 | 303 | 303 | 303 | 1,797 |
| JARC-Non Urban- NOTA | 181 | 335 | 562 | 436 | 436 | 436 | 436 | 2,822 |
| TOTAL | \$77,733 | \$71,674 | \$55,318 | \$58,362 | \$54,918 | \$56,372 | \$58,762 | \$433,139 |

Assumptions:

Future Fiscal Years (2023 - 2027) federal formula funding based Semcog targets with an annual increase of 2% for FY24-27.

Funding Levels Assume 50.0% SMART / 50.0% DDOT Formula Funding Split for 5307 & 5339

Capital projects reflect a 20% MDOT match for capital and 50% local match for 5307 Gov Appt and 5310/New Freedom Operating.

FY 2023 CMAQ Project approved by SEMCOG. 2024- 2027 are anticipated applications based on application history.

SMART 5310 Projects Assume RTA Award of Requested Projects.

* SMART's 5307 Preventative Maintenance, LETC Governor's Apportionment, SMART 5310, New Freedom-Urban, New Freedom-Non Urban (NOTA) & JARC Non-Urban all include some amount of operating assistance in their summary figures.

** 5310 applications for Monroe Non-Urban agencies are processed thru MDOT; they are not part of Detroit UZA.

*** FY 2022 anticipated to increase once final funding apportionments are released

(^) Funding from the FY 2020 5307 & FY 2019 5339-Lo No Discretionary grants remain unobligated due to Section 106 (NEPA) requirements

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FISCAL YEARS 2023 TO 2027 CAPITAL BUDGET NEEDS BASED ON ELIGIBILITY

PRIOR YEARS CARRY-OVER SUMMARY
(000 OMITTED)

| FISCAL YEAR | GRANT NO. | TOTAL | FUNDING |
|-------------|----------------|------------------------|-----------------------|
| 2013-2015 | MI-90-X678 | \$9 | 5307 |
| 2013-2014 | MI-16-X007 | 208 | 5310 |
| 2014-2016 | MI-2016-018-00 | 423 | 5310 |
| 2015-2017 | MI-2016-025-00 | 2,065 | 5307 |
| 2016/2017 | MI-2016-025-00 | 13 | 5339 |
| 2017/2018 | MI-2018-020-00 | 1,078 | 5310 |
| 2018/2019 | MI-2018-018-00 | 19,460 | 5307 |
| 2018/2019 | MI-2018-018-00 | 4,391 | 5339 |
| 2018/2019 | MI-2018-018-00 | 1,197 | CMAQ |
| 2019 | 2017-0130 P21 | 67 | 5310-Non Urban Monroe |
| 2019 | 2017-0130 P17 | 8 | 5304 SDNT |
| 2018/2019 | MI-2020-032-00 | 1,090 | 5310 |
| 2020 | MI-2020-052-00 | 2,185 | 5307 CARES ACT |
| 2020/2021 | MI-2020-061-00 | 32,458 | 5307 |
| 2020/2021 | MI-2020-061-00 | 4,393 | 5339 |
| 2020/2021 | MI-2020-061-00 | 3,535 | CMAQ |
| 2020 | 2017-0130 P26 | 13 | 5303 & 5304 SDNT |
| 2021 | MI-2021-051 | 4,959 | 5310 |
| 2022 | 2022-0138 P1 | 181 | JARC-Non Urban NOTA |
| | TOTAL | <u><u>\$77,733</u></u> | |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2023 TO 2027 CAPITAL BUDGET

PRIOR YEARS CARRY-OVER
 (000 OMITTED)

| PROJECT NUMBER | PROJECT DESCRIPTION | 5307's | 5310 | 5310 | 5307 | TOTAL |
|----------------|---|------------------------------|-------------------------|----------------------------------|----------------------------------|----------------|
| | | 2013/2014/2015 MI-90-X678 | 2013/2014 MI-16-X007 | 2014/2015/2016 MI-2016-018-00 | 2015/2016/2017 MI-2016-025-00 | |
| | SMART | | | | | |
| 36380 | Facility Renovations/(1 % Security Requirement) | \$9 | | | | \$9 |
| | 5310 Sub-Recipients | | | | | |
| 36790 | Misc. Support Equipment-NOTA | | \$8 | | | 8 |
| | 5310- SMART | | | | | |
| 36810 | Mobility Management | | 200 | | | 200 |
| | 5310 Sub-Recipients | | | | | |
| 40010 | Buy Replacement < 30-Ft Bus | | | \$8 | | 8 |
| 40070 | Misc. Support Equipment | | | 0 | | 0 |
| 40130-40210 | Operating | | | 415 | | 415 |
| | SMART | | | | | |
| 40270 | Rehab/Renovate-Maintenance Facility | | | | \$512 | 512 |
| 40290 | Acquire-Mobile Surv/Security Equip | | | | 163 | 163 |
| 40305 | Acquire Surveillance/Security Equipment | | | | 375 | 375 |
| 40315 | Purchase Control Signal Equipment | | | | 1,000 | 1,000 |
| | LETC Gov Appt (GA) & Toledo Appt. | | | | | 0 |
| 40360 | Acquire-Shop Equipment | | | | 15 | 15 |
| TOTAL | | \$9 | \$208 | \$423 | \$2,065 | \$2,705 |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2023 TO 2027 CAPITAL BUDGET

PRIOR YEARS CARRY-OVER
 (000 OMITTED)

| PROJECT NUMBER | PROJECT DESCRIPTION | 5339 | 5310 | 5307 | 5339 | TOTAL |
|----------------|---|----------------------------------|-----------------------|-----------------------------|-----------------------------|------------------------|
| | | 2015/2016/2017 MI-2016-025-00 | 2018 MI-2018-020 | 2018-2019 MI-2018-018-00 | 2018-2019 MI-2018-018-00 | |
| | <u>LETC Gov Appt (GA) & Toledo Appt.</u> | | | | | |
| 40450 | Buy Assoc Cap Main Items | \$13 | | | | 13 |
| | <u>5310 Sub-Recipients</u> | | | | | |
| 40700 | Buy Replacement <30 Ft Bus | | \$7 | | | 7 |
| 40750 | Acquire ADP Hardware | | 18 | | | 18 |
| 40760 | Acquire ADP Software | | 116 | | | 116 |
| 40520-40560 | Mobility Management | | 189 | | | 189 |
| 40570-40670 | Operating | | 748 | | | 748 |
| | <u>SMART</u> | | | | | |
| 40800 | Buy < 30 Ft Replacement Bus | | | \$589 | | 589 |
| 40805 | Purchase Landscaping/Scenic Beautification | | | 75 | | 75 |
| 40810 | Buy 40 Ft Expansion Buses | | | 1,148 | | 1,148 |
| 40815 | Construct Ped/Access Walkways | | | 75 | | 75 |
| 40820 | Eng/Design Bus Park & Ride Lots | | | 715 | | 715 |
| 40825 | Buy Assoc Cap Maint Equipment | | | 20 | | 20 |
| 40830 | Acquire Surveillance/Security Equip 1% Security Req | | | 645 | | 645 |
| 40840 | Acquire ADP-Hardware | | | 1,203 | | 1,203 |
| 40850 | Acquire ADP Software | | | 540 | | 540 |
| 40860 | Acquire Misc. Support Equipment | | | 300 | | 300 |
| 40870 | Rehab/Renovate Maintenance Facility | | | 14,047 | | 14,047 |
| | <u>LETC Gov Appt (GA) & Toledo Appt.</u> | | | | | |
| 40880 | Buy Assoc Cap Main Items | | | 1 | | 1 |
| 40895 | Buy Expansion Van | | | 3 | | 3 |
| 40905 | Acquire Surveillance/Security Equip | | | 7 | | 7 |
| 40940 | Rehab/Renovate Admin/Maintenance Facility | | | 92 | | 92 |
| | <u>SMART</u> | | | | | |
| 40790 | Buy 40 Ft Expansion Buses | | | | \$1,132 | 1,132 |
| 40795 | Rehab/Renovate Admin/Maintenance Facility | | | | 3,259 | 3,259 |
| TOTAL | | <u>\$13</u> | <u>\$1,078</u> | <u>\$19,460</u> | <u>\$4,391</u> | <u>\$24,942</u> |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FISCAL YEARS 2023 TO 2027 CAPITAL BUDGET

PRIOR YEARS CARRY-OVER
(000 OMITTED)

| PROJECT NUMBER | PROJECT DESCRIPTION | CMAQ | 5310 Non-Urban | 5304-SDNT | 5310 | TOTAL |
|----------------|---|--------------------------|-----------------------|-----------------------|--------------------------|----------------|
| | | 2018-2019 MI-2018-018 | 2019 2017-0130 P21 | 2019 2017-0130 P17 | 2018-2017 MI-2020-032 | |
| | SMART | | | | | |
| 40780 | Purchase Control/Signal Equipment | \$1,197 | | | | \$1,197 |
| 36687 | Two replacement vans w/ lifts | | \$51 | | | 51 |
| 36688 | Three Replacement buses < 30Ft | | 16 | | | 16 |
| 36690 | Connector service comprehensive operational analysis | | | \$8 | | 8 |
| | 5310 Sub-Recipients | | | | | |
| 41000 | Buy Replacement <30- Ft Bus- Traditional 5310 Capital | | | | \$8 | 8 |
| 41010 | Acquire- ADP Software Items | | | | 66 | 66 |
| 41020-41050 | Mobility Management | | | | 209 | 209 |
| 41060-41180 | Operating | | | | 807 | 807 |
| TOTAL | | \$1,197 | \$67 | \$8 | \$1,090 | \$2,362 |

| PROJECT NUMBER | PROJECT DESCRIPTION | CARES ACT | 5307 | 5339 | CMAQ | TOTAL |
|----------------|---|---------------------|--------------------------|--------------------------|--------------------------|-----------------|
| | | 2020 MI-2020-052 | 2020-2021 MI-2020-061 | 2020-2021 MI-2020-061 | 2020-2021 MI-2020-061 | |
| 42010 | Associated Capital Retrofit Items for 235 Fixed Route Buses | \$2,172 | | | | \$2,172 |
| 42020 | Enhanced Bus route signage | 5 | | | | 5 |
| 42030 | Purchase Expansion Vans | 8 | | | | 8 |
| 42100 | Buy 60-Ft Articulated Buses | | \$54 | | | 54 |
| 42110 | Acquire Surveil/Security Equip | | 268 | | | 268 |
| 42130 | Acquire - Hardware | | 560 | | | 560 |
| 42140 | Acquire-Software | | 2,952 | | | 2,952 |
| 42150 | Acquire-Mobile Fare Coll Equipment | | 8,000 | | | 8,000 |
| 42160 | Purchase Misc./Elec Power Equipment | | 654 | | | 654 |
| 42170 | Purchase Landscaping/Scenic Beautification | | 101 | | | 101 |
| 42180 | Purchase PED Access/Walkways | | 100 | | | 100 |
| 42190 | Purchase Signage | | 105 | | | 105 |
| 42191 | Buy 40-Ft Replacement Buses | | 4,030 | | | 4,030 |
| 42193 | Buy 40-Ft Expansion Buses | | 5,020 | | | 5,020 |
| 42194 | Rehab/Renovate-Admin Maint | | 7,249 | | | 7,249 |
| 42195 | Construct Misc Elect/Power Equipment | | 500 | | | 500 |
| 42196 | Purchase Control/Signal Equipment-Collision Avoidance | | 2,000 | | | 2,000 |
| 42195 | Purchase Bus Shelters | | 744 | | | 744 |
| | LETC Gov Appt (GA) & Toledo Appt. | | | | | |
| 42200 | Buy Replacement Bus <30 Ft. | | 51 | | | 51 |
| 42210 | Acquire Surveil/Security Equip | | 23 | | | 23 |
| 42220 | Acquire-Shop Equipment | | 47 | | | 47 |
| | SMART | | | | | |
| 42081 | Rehab/Renovate Admin Maint Facility | | | \$4,285 | | 4,285 |
| | LETC Gov Appt (GA) & Toledo Appt. | | | | | |
| 42230 | Rehab/Renovate Bus Station | | | 108 | | 108 |
| 42051 | Buy 40-Ft Replacement Buses | | | | \$3,535 | 3,535 |
| TOTAL | | \$2,185 | \$32,458 | \$4,393 | \$3,535 | \$42,571 |

| PROJECT NUMBER | PROJECT DESCRIPTION | 5303 & 5304 | 5310 | 5311-NOTA (JARC) | TOTAL |
|----------------|---|-----------------------|--------------------------|----------------------|----------------|
| | | 2020 2017-0130 P26 | 2019-2021 MI-2021-051 | 2022 2022-0138 P1 | |
| 36691 | Operation and service policy/procedural development | \$13 | | | \$13 |
| | 5310 Sub-Recipients | | | | |
| 42240 | Buy Replacement <30-Ft Bus | | \$24 | | 24 |
| 42250 | Buy Replacement <30-Ft Bus-Propane | | 42 | | 42 |
| 42260 | Buy Replacement Vans | | 1,710 | | 1,710 |
| 42270 | Buy Replacement 30-32 Ft Bus | | 130 | | 130 |
| 42280-42370 | Mobility Management | | 1,092 | | 1,092 |
| 42390 | Operating -TARTA Bedford | | 57 | | 57 |
| 42400-42670 | Operating | | 1,879 | | 1,879 |
| | 5310- SMART | | | | |
| 42380 | Program Administration-SMART | | 25 | | 25 |
| 70334 | Operating (NOTA) | | | \$181 | 181 |
| TOTAL | | \$13 | \$4,959 | \$181 | \$5,153 |

**5 Year Capital Plan: FY23-27
SMART/Monroe/NOTA**

| Description | 2023 | | | 2024 | | | 2025 | | | 2026 | | | 2027 | | |
|---|--------------------|--------------------|-------------------|-------------------|------------------|-------------------|-------------------|------------------|-------------------|-------------------|-------------------|-------------------|-------------------|------------------|-------------------|
| | Federal | State/Local | Total | Federal | State/Local | Total | Federal | State/Local | Total | Federal | State/Local | Total | Federal | State/Local | Total |
| 1. 5307 Formula Funding | | | | | | | | | | | | | | | |
| SMART** | | | | | | | | | | | | | | | |
| Preventive Maintenance | 8,000,000 | 2,000,000 | 10,000,000 | 8,000,000 | 2,000,000 | 10,000,000 | 8,000,000 | 2,000,000 | 10,000,000 | 8,000,000 | 2,000,000 | 10,000,000 | 4,000,000 | 1,000,000 | 5,000,000 |
| Security Activities (1% Min) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 343,594 | 85,898 | 429,492 |
| Enhancement Activities | 360,000 | 90,000 | 450,000 | 200,000 | 50,000 | 250,000 | 200,000 | 50,000 | 250,000 | 200,000 | 50,000 | 250,000 | 200,000 | 50,000 | 250,000 |
| Bus Replacement- DO | 226,773 | 56,693 | 283,466 | 747,115 | 186,779 | 933,894 | 1,890,205 | 472,551 | 2,362,756 | 889,256 | 222,314 | 1,111,570 | 2,432,900 | 608,225 | 3,041,125 |
| Bus Replacement- Community Operated | 437,059 | 109,265 | 546,324 | 0 | 0 | 0 | 1,911,720 | 477,930 | 2,389,650 | 1,319,072 | 329,768 | 1,648,840 | 835,896 | 208,974 | 1,044,870 |
| Bus Replacement- F/R | 1,833,600 | 458,400 | 2,292,000 | 0 | 0 | 0 | 10,027,904 | 2,506,976 | 12,534,880 | 6,227,328 | 1,556,832 | 7,784,160 | 0 | 0 | 0 |
| Bus Replacement- Set Aside | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8,000,000 | 2,000,000 | 10,000,000 | 0 | 0 | 0 |
| Bus Spare Parts | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Shop Equipment | 763,056 | 190,764 | 953,820 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bus Mid-Life Overhaul | 0 | 0 | 0 | 3,245,958 | 811,490 | 4,057,448 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Information Technology Projects | 3,504,000 | 876,000 | 4,380,000 | 5,680,000 | 1,420,000 | 7,100,000 | 1,000,000 | 250,000 | 1,250,000 | 1,160,000 | 290,000 | 1,450,000 | 960,000 | 240,000 | 1,200,000 |
| Facility Renovation | 16,618,260 | 4,154,565 | 20,772,825 | 14,504,530 | 3,626,133 | 18,130,663 | 9,995,326 | 2,498,832 | 12,494,158 | 7,890,002 | 1,972,501 | 9,862,503 | 25,586,981 | 6,396,745 | 31,983,726 |
| Subtotal SMART | 31,742,748 | 7,935,687 | 39,678,435 | 32,377,603 | 8,094,401 | 40,472,004 | 33,025,155 | 8,256,289 | 41,281,444 | 33,685,658 | 8,421,415 | 42,107,073 | 34,359,371 | 8,589,842 | 42,949,213 |
| Monroe-5307 TARTA Apportionment | | | | | | | | | | | | | | | |
| Preventative Maintenance | 111,572 | 27,893 | 139,465 | 193,802 | 48,451 | 242,253 | 196,079 | 49,020 | 245,099 | 133,600 | 33,400 | 167,000 | 120,768 | 30,192 | 150,960 |
| Bus Replacement | 363,057 | 90,764 | 453,821 | 0 | 0 | 0 | 261,184 | 65,296 | 326,480 | 134,288 | 33,572 | 167,860 | 392,314 | 98,080 | 490,394 |
| Bus Equipment/Parts | 6,246 | 1,562 | 7,808 | 10,246 | 2,562 | 12,808 | 10,246 | 2,562 | 12,808 | 10,246 | 2,562 | 12,808 | 10,246 | 2,562 | 12,808 |
| Facility Renovations | 0 | 0 | 0 | 201,082 | 50,271 | 251,353 | 32,898 | 8,225 | 41,123 | 232,333 | 58,083 | 290,416 | 0 | 0 | 0 |
| Transit Security Upgrades | 2,600 | 650 | 3,250 | 2,600 | 650 | 3,250 | 2,600 | 650 | 3,250 | 2,600 | 650 | 3,250 | 0 | 0 | 0 |
| Support Vehicle Replacement | 0 | 0 | 0 | 85,414 | 21,354 | 106,768 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subtotal Monroe | 483,475 | 120,869 | 604,344 | 493,144 | 123,286 | 616,430 | 503,007 | 125,752 | 628,759 | 513,067 | 128,267 | 641,334 | 523,328 | 130,833 | 654,161 |
| Total 5307 Formula Funding | 32,226,223 | 8,056,556 | 40,282,779 | 32,870,747 | 8,217,687 | 41,088,434 | 33,528,162 | 8,382,041 | 41,910,203 | 34,198,725 | 8,549,681 | 42,748,406 | 34,882,699 | 8,720,675 | 43,603,374 |
| 2. Monroe 5307 Governor's Apportionment | | | | | | | | | | | | | | | |
| Facility Renovation | 0 | 0 | 0 | 803,421 | 200,855 | 1,004,276 | 750,297 | 187,574 | 937,871 | 811,421 | 202,855 | 1,014,276 | 0 | 0 | 0 |
| Vehicle Replacement | 131,343 | 32,836 | 164,179 | 0 | 0 | 0 | 132,728 | 33,182 | 165,910 | 0 | 0 | 0 | 986,352 | 246,588 | 1,232,940 |
| Support Vehicle Replacement | 84,000 | 21,000 | 105,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Preventative Maintenance | 0 | 0 | 0 | 513,845 | 128,461 | 642,306 | 432,049 | 108,012 | 540,061 | 0 | 0 | 0 | 441,181 | 110,295 | 551,476 |
| <i>a Operating (# Under Operating Budget)</i> | <i># 1,550,849</i> | <i># 1,550,849</i> | <i>#3,101,698</i> | <i># 484,250</i> | <i># 484,250</i> | <i>#968,500</i> | <i># 522,472</i> | <i># 522,472</i> | <i>#1,044,944</i> | <i>#1,062,876</i> | <i>#1,062,876</i> | <i>#2,125,752</i> | <i># 484,250</i> | <i># 484,250</i> | <i>#968,500</i> |
| Total 5307 Gvnr's Apportionment | 215,343 | 53,836 | 269,179 | 1,317,266 | 329,317 | 1,646,583 | 1,315,074 | 328,769 | 1,643,843 | 811,421 | 202,855 | 1,014,276 | 1,427,533 | 356,883 | 1,784,416 |
| 3. 5339 Formula Funding | | | | | | | | | | | | | | | |
| SMART** | | | | | | | | | | | | | | | |
| Facility Renovation | 3,507,941 | 876,985 | 4,384,926 | 3,578,099 | 894,525 | 4,472,624 | 3,649,661 | 912,415 | 4,562,076 | 3,722,655 | 930,664 | 4,653,319 | 3,797,108 | 949,277 | 4,746,385 |
| Subtotal SMART | 3,507,941 | 876,985 | 4,384,926 | 3,578,099 | 894,525 | 4,472,624 | 3,649,661 | 912,415 | 4,562,076 | 3,722,655 | 930,664 | 4,653,319 | 3,797,108 | 949,277 | 4,746,385 |
| Monroe | | | | | | | | | | | | | | | |
| Bus Replacement | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 173,510 | 43,378 | 216,888 |
| Bus Replacement (from Toldeo) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 58,300 | 14,575 | 72,875 |
| Preventive Maintenance (from Toldeo) | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Facility Renovation | 160,297 | 40,074 | 200,371 | 163,503 | 40,876 | 204,379 | 166,773 | 41,693 | 208,466 | 170,108 | 42,527 | 212,635 | 0 | 0 | 0 |
| Facility Renovation (from Toledo) | 53,860 | 13,465 | 67,325 | 54,937 | 13,734 | 68,671 | 56,036 | 14,009 | 70,045 | 57,157 | 14,289 | 71,446 | 0 | 0 | 0 |
| Subtotal Monroe | 214,157 | 53,539 | 267,696 | 218,440 | 54,610 | 273,050 | 222,809 | 55,702 | 278,511 | 227,265 | 56,816 | 284,081 | 231,810 | 57,953 | 289,763 |
| Total 5339 Formula Funding | 3,722,098 | 930,525 | 4,652,623 | 3,796,539 | 949,135 | 4,745,674 | 3,872,470 | 968,118 | 4,840,588 | 3,949,920 | 987,480 | 4,937,400 | 4,028,918 | 1,007,230 | 5,036,148 |
| 4. CMAQ Funding + | | | | | | | | | | | | | | | |
| SMART | | | | | | | | | | | | | | | |
| Bus Replacement-F/R | 1,297,738 | 324,434 | 1,622,172 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bus Replacement- DO | 451,666 | 112,917 | 564,583 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| <i>b Select Route Service Expansion (#Oper Bdg)</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>#3,600,000</i> | <i>#900,000</i> | <i>#4,500,000</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> |
| Replace Community Transit | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subtotal SMART | 1,749,404 | 437,350 | 2,186,754 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Monroe | | | | | | | | | | | | | | | |
| Facility Renovation-EV Charging Infrastructure | 0 | 0 | 0 | 520,000 | 130,000 | 650,000 | 520,000 | 130,000 | 650,000 | 520,000 | 130,000 | 650,000 | 0 | 0 | 0 |
| Purchase Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,924,310 | 481,078 | 2,405,388 |
| Subtotal Monroe | 0 | 0 | 0 | 520,000 | 130,000 | 650,000 | 520,000 | 130,000 | 650,000 | 520,000 | 130,000 | 650,000 | 1,924,310 | 481,078 | 2,405,388 |

**5 Year Capital Plan: FY23-27
SMART/Monroe/NOTA**

| Description | 2023 | | | 2024 | | | 2025 | | | 2026 | | | 2027 | | |
|--|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|-------------------|
| | Federal | State/Local | Total | Federal | State/Local | Total | Federal | State/Local | Total | Federal | State/Local | Total | Federal | State/Local | Total |
| Total CMAQ Funding | 1,749,404 | 437,350 | 2,186,754 | 520,000 | 130,000 | 650,000 | 520,000 | 130,000 | 650,000 | 520,000 | 130,000 | 650,000 | 1,924,310 | 481,078 | 2,405,388 |
| 5. SMART 5310 Funding ++ | | | | | | | | | | | | | | | |
| SMART | | | | | | | | | | | | | | | |
| 5310 Capital Projects (vehicles) | 1,092,648 | 273,162 | 1,365,810 | 1,206,285 | 301,571 | 1,507,856 | 1,248,499 | 312,125 | 1,560,624 | 1,292,198 | 323,050 | 1,615,248 | 1,337,434 | 334,359 | 1,671,793 |
| 5310 Mobility Management | 499,947 | 124,987 | 624,934 | 438,102 | 109,526 | 547,628 | 448,715 | 112,179 | 560,894 | 458,900 | 114,725 | 573,625 | 468,626 | 117,157 | 585,783 |
| c NF Operating Assistance (#Oper Bdgt) | #971,982 | #971,982 | #1,943,964 | #971,982 | #971,982 | #1,943,964 | #971,982 | #971,982 | #1,943,964 | #971,982 | #971,982 | #1,943,964 | #971,982 | #971,982 | #1,943,964 |
| New Freedom Administration | 25,000 | 0 | 25,000 | 25,000 | 0 | 25,000 | 25,000 | 0 | 25,000 | 25,000 | 0 | 25,000 | 25,000 | 0 | 25,000 |
| Subtotal SMART | 1,617,595 | 398,149 | 2,015,744 | 1,669,387 | 411,097 | 2,080,484 | 1,722,214 | 424,304 | 2,146,518 | 1,776,098 | 437,775 | 2,213,873 | 1,831,060 | 451,515 | 2,282,575 |
| Monroe | | | | | | | | | | | | | | | |
| Purchase Vehicles-TARTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Subtotal Monroe | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| NOTA^ | | | | | | | | | | | | | | | |
| d Nonurban NF Operating (#Oper Bdgt) | #151,511 | #151,511 | #303,022 | #151,111 | #151,111 | #303,022 | #151,511 | #151,511 | #303,022 | #151,511 | #151,511 | #303,022 | #151,511 | #151,511 | #303,022 |
| Subtotal NOTA | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total 5310 Capital Funding | 1,617,595 | 398,149 | 2,015,744 | 1,669,387 | 411,097 | 2,080,484 | 1,722,214 | 424,304 | 2,146,518 | 1,776,098 | 437,775 | 2,213,873 | 1,831,060 | 451,515 | 2,282,575 |
| 6. Nonurban 5311 JARC^^ | | | | | | | | | | | | | | | |
| NOTA | | | | | | | | | | | | | | | |
| Purchase Vehicle | 56,000 | 14,000 | 70,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Purchase Equipment | 2,600 | 650 | 3,250 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mobility Manager | 42,000 | 10,500 | 52,500 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| e Nonurban JARC Operating (#Oper Bdgt) | #217,883 | #217,883 | #435,766 | #217,883 | #217,883 | #435,766 | #217,883 | #217,883 | #435,766 | #217,883 | #217,883 | #435,766 | #217,883 | #217,883 | #435,766 |
| Total 5311 JARC Capital Funding | 100,600 | 25,150 | 125,750 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Grand Total SMART, Monroe & NOTA | 39,631,263 | 9,901,565 | 49,532,828 | 40,173,939 | 10,037,235 | 50,211,174 | 40,957,920 | 10,233,230 | 51,191,150 | 41,256,164 | 10,307,791 | 51,563,955 | 44,094,520 | 11,017,380 | 55,111,900 |
| 7. Operating & Service Expansion | | | | | | | | | | | | | | | |
| a Operating (# Under Operating Budget) | 1,550,849 | 1,550,849 | 3,101,698 | 484,250 | 484,250 | 968,500 | 522,472 | 522,472 | 1,044,944 | 1,062,876 | 1,062,876 | 2,125,752 | 484,250 | 484,250 | 968,500 |
| b Select Route Service Expansion (#Oper Bdgt) | 0 | 0 | 0 | 3,600,000 | 900,000 | 4,500,000 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| c NF Operating Assistance (#Oper Bdgt) | 971,982 | 971,982 | 1,943,964 | 971,982 | 971,982 | 1,943,964 | 971,982 | 971,982 | 1,943,964 | 971,982 | 971,982 | 1,943,964 | 971,982 | 971,982 | 1,943,964 |
| d Nonurban NF Operating (#Oper Bdgt) | 151,511 | 151,511 | 303,022 | 151,111 | 151,111 | 302,222 | 151,511 | 151,511 | 303,022 | 151,511 | 151,511 | 303,022 | 151,511 | 151,511 | 303,022 |
| e Nonurban JARC Operating (#Oper Bdgt) | 217,883 | 217,883 | 435,766 | 217,883 | 217,883 | 435,766 | 217,883 | 217,883 | 435,766 | 217,883 | 217,883 | 435,766 | 217,883 | 217,883 | 435,766 |
| Total Operating & Service Expansion | 2,892,225 | 2,892,225 | 5,784,450 | 5,425,226 | 2,725,226 | 8,150,452 | 1,863,848 | 1,863,848 | 3,727,696 | 2,404,252 | 2,404,252 | 4,808,504 | 1,825,626 | 1,825,626 | 3,651,252 |
| Grand Total including Opr & Svc Expansion | 42,523,488 | 12,793,790 | 55,317,278 | 45,599,165 | 12,762,461 | 58,361,626 | 42,821,768 | 12,097,078 | 54,918,846 | 43,660,416 | 12,712,043 | 56,372,459 | 45,920,146 | 12,843,006 | 58,763,152 |

Notes

- * Future Fiscal Years (2023-2027) federal formula funding based on Sencog targets with an annual increase of 2%.
- ** Funding levels for SMART 50% share of Detroit UZA funds for 5307 and 5339.
- + FY 2023 CMAQ Projects approved by SEMCOG. 2024-2027 are anticipated applications based on application history.
- ++ SMART's share of the 5310 Funding for the Detroit UZA is determined by the Regional Transit Authority. Projects shown in budget are anticipated requests for funding.
- ^Nonurban New Freedom funds are allocated by MDOT and are separate and in addition to SMART's share of the 5310 funding for the Detroit UZA.
- ^^Nonurban 5311 funds are administered by MDOT. SMART applies on behalf of eligible subrecipients in SMART's service area.
- # Governor's Apportionment, Section 5310 Funding and JARC can have some portion used for operating assistance (50% Federal with 50% Local Match, 50% Federal with 50% State Match, and 80% Federal with 20% Local.)These numbers are shown on the table but not included in the sum of capital funds.

DATE: May 26, 2021 DISPOSITION SOUGHT: Approval
TO: SMART Board SUBMITTED BY: Deputy General Manager
FROM: Deputy General Manager APPROVED BY: General Manager
SUBJECT: Fiscal Year 2023 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater)

SUMMARY:

Board authorization is sought thereby permitting the execution of Municipal and Community Credit and Purchase of Service (POS) contracts with local communities and agencies entitled to receive total funding in excess of \$50,000. The agreements involve funds from the FY 2023 Act 51 Municipal Credit Program, SMART's Community Credit Program, and federal pass-through funds for Monroe County.

DISCUSSION:

Municipal and Community Credit and POS agreements provide, and govern the use of, the primary source of operating revenue for SMART's community based Community Transit programs.

Municipal Credit funds are allocated on a per capita basis to each municipality in Macomb, Oakland, and Wayne counties. The funding level is determined by the Michigan Legislature and was adjusted using 2020 Census data.

Community Credit Program funds were generated in the past by the tax collected in Macomb County, and the opt-in communities in Oakland and suburban Wayne counties. First implemented by the Board of Directors in 1996, the program was designed to support the expanded operation of local transportation programs by providing operating and capital funds to local units of government. The availability of Community Credits in 2023 is made possible due to the passage of the August 7th, 2018, one mill, SMART ballot proposal. The increase of 3.3% is consistent with the State of Michigan Consumer Price Index (CPI), to reflect additional operating expenses. Community Credit funds are only made available to local communities that participate in the collection of the transportation millage. Community Credits are included in the Fiscal Year 2022 budget.

Purchase of Service (POS) contracts are executed with transportation providers for the provision of paratransit services. The providers operate public transportation service within their respective service areas under the terms and conditions set forth by the SMART Board of Directors. Tri-County POS projects are funded with a combination of Municipal and Community Credits, local funds, and other grants. The Monroe county POS projects are funded through SMART with state and federal funds at the level they would receive if their projects applied independently.

All funds are in the FY 2023 operating budget and the contracts are effective July 1, 2022 through June 30, 2023.

For a complete list of communities and agencies receiving funds in excess of \$50,000 see the tables following the attached Resolution.

RECOMMENDATION:

That the SMART Board of Directors approve the attached resolution authorizing the execution of contracts described herein.

ATTACHMENTS:

1. Resolution
2. Listing of FY 2023 MC, CC, POS Contracts, and Monroe County Pass-Through Funds (Communities receiving \$50,000 or greater)

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Execute FY 2023 Municipal Credit and Community Credit Agreements and Purchase of Service Contracts Fiscal Year 2023 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater)

- Whereas, That the SMART Board of Directors is responsible for the design, implementation, and oversight of public transportation in suburban Macomb, Oakland, and Wayne counties; and
- Whereas, SMART is the recipient of federal and state funds for certain transportation programs operated in Monroe County; and
- Whereas, The Authority has adopted an operating budget for fiscal year 2023 utilizing available federal, state, and local funds; and
- Whereas, The SMART Board of Directors adopted a policy that would enhance locally provided services by returning a portion of the proceeds from each county's property tax back to local communities; and
- Whereas, Pursuant to State law, the Authority has established mechanisms for use of Act 51 Municipal Credit funds for each municipality in Macomb, Oakland, and Wayne Counties; and
- Whereas, The Authority has established a mechanism for the use of Community Credit funds; and
- Whereas, SMART acts as a "pass-through" agency for certain transportation programs operated in Monroe County; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is authorized to execute Municipal and Community Credit and Purchase of Service (POS) agreements in Fiscal Year 2023 with the communities and agencies in the amounts listed in the attached tables.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No. _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorizing the General Manager to Award a Contract for Employment Search Firm Services

- Whereas, Human Resource has a requirement contract for employment search firm services. The contractor shall assist SMART in recruiting qualified individuals for eleven management positions immediately and any future recruitments for two years; and
- Whereas, A Request for Proposal (RFP) was advertised and published on Michigan Intergovernmental Trade Network (MITN). Three proposals were received. One proposal was non-responsive; and
- Whereas, An evaluation and selection committee was appointed by the General Manager evaluated the two responsive and responsible proposals according to the criteria in the RFP; and
- Whereas, The proposal submitted by Amy Cell LLC was determined to be most advantageous to SMART with price and other specified evaluation factors being considered. Price was determined to be fair and reasonable; and
- Whereas, Adequate funding is available in the Authority's general fund; and
- Whereas, The Director of Finance is satisfied that Amy Cell LLC has the potential to perform under the terms and conditions of the contract; and
- Whereas, The EEO Department is satisfied that Amy Cell LLC is in compliance with the equal opportunity and affirmative action laws and policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a two-year contract for an amount not to exceed \$511,000.00 to Amy Cell LLC for Employment Search Firm Services. There is no renewal option.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No. _____

Summary - Score sheet Evaluation
RFP 22-3541
Employment Search Firm Services

| Consensus Scoring Method | Understanding the scope of work - meeting the scope requirements set forth in Section 1.03 | Qualifications of Vendor and staff assigned to SMART | Completeness and quality of response – deliverables | Proposed timeline | Price | Total |
|--------------------------|--|--|---|-------------------|-------|------------|
| | 25 | 25 | 15 | 15 | 20 | 100 |
| VENDORS | | | | | | |
| Amy Cell LLC | 24 | 21 | 15 | 15 | 20 | 95 |
| Gomez Partners | 25 | 25 | 15 | 15 | 12 | 92 |

RFP 22-3541 Employment Search Firm Services for two years

| Gomez Partners | Amy Cell LLC |
|--|---|
| 11 positions -\$313,500 (19 % of salary (esti \$150,000 per position)) 1 position - \$37,500 (25%*150,000 esti salary per position) Fee % is loweed when multiple positions are awarded: 1 to 2 positions - 25% fee 3 to 5 positions - 23% fee 6 to 9 positions - 21% fee 10 + positions - 19% fee Travel & expenses for candidate's interviews are to be covered by SMART. | 11 positions- \$148,500 1 position - \$13,500 |
| Timeframe - under 70 days | Timeframe - 12 weeks (60 days) |
| 3 one-third payments: 1st signing by both parties upon submittal of letter of engagement 2nd payment - Acceptance of 3 candidates as bona fide candidates final payment - successful candidate's signing of an offer letter | 3 one-third payments 1st payment at signing to cover advertising & administrative costs. 2nd payment - presentation of a slate of finalist candidates. final payment - acceptance of an offer for the position |
| 12 month guarantee on hired candidates for first yr of employment. Replacement of candidate at no additional cost if there has not been a material change in the nature or location of the position | 6 month employment guarantee, covers time and materials, does not include job board fees |

| | | | | |
|---|--------------|------------|-----|-------------|
| SMART's estimated the salary for the 11 positions average salary is \$123,291 and determined the category for the price category: | | | | |
| | \$257,678.19 | 148,500.00 | 58% | 20 11.53 |
| Amy Cell is the lowest priced vendor and is given full 20 points | | | | |
| Gomez Partners is given 12 points for their pricing category | | | | |

DATE: May 26, 2022 DISPOSITION SOUGHT: Board Approval
TO: SMART Board of Directors SUBMITTED BY: General Manager
FROM: Procurement Department APPROVED BY: Certification Committee

SUBJECT: Authorization to Award a One-Month Interim Contract for TPA for Sickness and Accident Program, Short Term Disability Insurance Services

RECOMMENDATION

That the Board adopts the attached resolution authorizing the award of one-month interim contract:

- for TPA for Sickness and Accident Program, Short Term Disability Insurance services
- to The Hartford Financial Services Group, Inc. located at 3949 Sparks Drive SE, STE 110, Grand Rapids, MI 49546
- for One Month
- at a Total cost of \$3,000

DISCUSSION

SMART has a contract with The Hartford Financial Services Group, Inc. for TPA for Sickness and Accident Program, Short Term Disability Insurance services. The contract expired on March 31, 2022. The Board approved a two-month contract extension on March 24, 2022 to allow time to evaluate the proposals. The solicitation is complete; however, a one-month contract extension is needed to transition all accounts to the new contractor, ASU Group. The new contractor will take on existing claims and new claims. The contract extension terms and conditions for the service shall remain the same as the current contract, RFP Control No # 17-2231.

FUNDING & COSTS:

The project is funded via operating funds.

The contract cost is summarized as follows:

| | |
|--|------------|
| One-Month Contract from 6/1/22 – 6/30/22 for TPA for Sickness and Accident Program, Short Term Disability Insurance services | \$3,000.00 |
| Total Max | \$3,000.00 |

ATTACHMENTS:

- Contract
- Resolution

/AJB

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorizing the General Manager to Award a One-Month Interim Contract for TPA for Sickness and Accident Program, Short Term Disability Insurance Services

- Whereas, Board authorization is requested to award a one-month contract to The Hartford Financial Services Group, Inc. to transition all accounts to the new contractor, ASU Group; and
- Whereas, The one-month contract with The Hartford Financial Services Group, Inc. will start June 1, 2022 through June 30, 2022 for an amount of \$3,000; and
- Whereas, Funding for the one-month contract is available in the Authority's general fund; and
- Whereas, The Director of Finance is satisfied that The Hartford Financial Services Group, Inc. has the potential to perform under the terms and conditions of the contract; and
- Whereas, The EEO Department is satisfied that The Hartford Financial Services Group, Inc. is in compliance with the equal opportunity and affirmative action laws and policies of the Federal and State governments and SMART; now, therefore be it
- Resolved, That the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to Award a Contract for TPA for Sickness and Accident Program, Short Term Disability Insurance services starting June 1, 2022 through June 30, 2022 for an amount not to exceed \$3,000 to Hartford Financial Services Group, Inc.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No. _____

**AGREEMENT BETWEEN THE
SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
AND THE HARTFORD FINANCIAL SERVICES GROUP, INC.
FOR TPA FOR SICKNESS AND ACCIDENT PROGRAM, SHORT TERM DISABILITY
INSURANCE**

This Agreement (“Agreement”) is made between Suburban Mobility Authority for Regional Transportation (“SMART”), an entity organized under the provisions of Act 204 of the Public Acts of 1967, as amended, and The Hartford Financial Services Group, Inc. (“Vendor”) to issue a Contract to The Hartford Financial Services Group, Inc. to provide SMART with TPA for Sickness and Accident Program, Short Term Disability Insurance for the entire authority.

The term of the Agreement shall be from June 1, 2022 through June 30, 2022, for transitioning accounts to the new contractor.

All terms and conditions of SMART’s RFP 17-2231 TPA for Sickness and Accident Program, Short Term Disability Insurance and Vendor’s Offer for that work shall govern this Agreement, and are incorporated by reference. All terms and conditions in that original offer shall remain unchanged.

This Agreement shall constitute the entire Agreement between the parties hereto and supersede any and all prior agreements, oral or written, except as for otherwise stated herein. Waiver of any breach of this Agreement shall not be construed as a continuing waiver of other breaches of the same or other provisions of this Agreement. This Agreement shall be governed by the laws of the State of Michigan.

The Parties acknowledge and agree that this Agreement may be executed by electronic signature, which shall be considered as an original signature for all purposes and shall have the same force and effect as an original signature. The Parties agree that the electronic signatures appearing on this Agreement are the same as handwritten signatures for the purposes of validity, enforceability and admissibility. Without limitation, “electronic signature” shall include faxed versions of an original signature or electronically scanned and transmitted versions (e.g., via pdf) of an original signature.

The Parties acknowledge that they have read and understand this Agreement and that the signatories below have affixed their signatures and affirmed that they are authorized to execute this Agreement, for the purpose of binding their respective Principals.

IN WITNESS WHEREOF the parties have executed this Agreement by their properly authorized signatories:

THE HARTFORD FINANCIAL
SERVICES GROUP, INC.

SMART

By:
Its:

By: Dwight Ferrell
Its: General Manager

Date: _____

Date: _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION RESOLUTION

RESOLUTION

Authorizing the General Manager to Approve a Purchase Order Change Action (POCA) #1 for
Additional A&E Services for the LETC Monroe City Hall Transfer Station Project

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) is requesting a Purchase Order Change Action for additional A&E Services for the LETC Monroe City Hall Transfer Station Project; and
- Whereas, This POCA #1 LETC Local Share was approved by LETC Board of Directors on April 7, 2022; and
- Whereas, A POCA #1 submitted in the amount not to exceed \$59,500.00 is to cover additional A&E Services for redesigning of the ATM space and the canopy due underground obstructions. Pricing has been determined fair and reasonable; and
- Whereas, Funding for POCA #1 will be funded via Project 40900; Federal Grant MI-2018-018 5307; State Grant 2017-0130 P11. Utilizing LETC Local Share; and
- Whereas, The Director of Finance is satisfied that Hubbell, Roth & Clark, Inc. has performed under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that Hubbell, Roth & Clark, Inc. is in compliance with the equal opportunity/affirmative action policies of the Federal and State government and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA #1 in the amount not to exceed \$59,500.00 to Hubbell, Roth & Clark, Inc.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No. _____

March 18, 2022

Lake Erie Transit
1105 West Seventh Street
Monroe, Michigan 48161

Attn: Paul Vajcner

Re: Proposal for Additional Engineering Services
Proposed LET Waiting and Transfer Area

HRC Job No. 20190655
SMART PO 102300

Dear Mr. Vajcner:

Hubbell, Roth & Clark, Inc. (HRC) is pleased to offer for your consideration this proposal to provide professional engineering services associated with design revisions for the proposed Lake Erie Transit (LET) Waiting and Transfer Area to be constructed at Monroe City Hall. The design revisions are related to the following circumstances.

1. The original design for this project included a space in which an ATM was to be placed by Monroe Community Credit Union. After a contract was awarded for construction of the LET Waiting and Transfer Area, the City of Monroe stated that the Credit Union no longer wanted to place a new ATM in the proposed location. On that basis, HRC was requested to revise the design to eliminate the ATM space.
2. After reviewing possible choices for brick to close in the space that was originally to house the ATM, and finding no acceptable options, a glass storefront was proposed and accepted by LET and the City of Monroe. Design revisions to plans were made and issued.
3. Due to obstructions encountered while excavating for canopy and retaining wall foundations, the canopy design was revised to allow its column footings to be installed to avoid the underground obstructions. Concrete walls and walks were revised along with grades to make the new locations accessible.

Due to these project revisions, additional design and construction administration services were required, which are listed below.

Scope of Additional Professional Engineering Services

- Review of the proposed alternative storefront options. Discussions with LETC and the City of Monroe regarding its acceptability.
- Locating underground obstructions encountered during excavating for initial canopy construction.
- Revised canopy column footings to be placed to avoid the obstructions.

Delhi Township
2101 Aurelius Rd.
Suite 2A
Holt, MI 48842
517-694-7760

Detroit
535 Griswold St.
Buhl Building, Ste 1650
Detroit, MI 48226
313-965-3330

Grand Rapids
1925 Breton Road SE
Suite 100
Grand Rapids, MI 49506
616-454-4286

Howell
105 W. Grand River
Howell, MI 48843
517-552-9199

Jackson
401 S. Mechanic St.
Suite B
Jackson, MI 49201
517-292-1295

Kalamazoo
834 King Highway
Suite 107
Kalamazoo, MI 49001
269-665-2005

Lansing
215 S. Washington SQ
Suite D
Lansing, MI 48933
517-292-1488

- Provide proposed design revisions to canopy manufacturer. Secure new canopy design and complete shop drawing review for construction.
- Plan revisions to communicate these design revisions to the Contractor.
- Preparation of Bulletins 1 and 2 to transmit the revised plans and specifications relating to elimination of the ATM and installation of the glass storefront to the Contractor.
- Preparation of Bulletin 3 to transmit the revised plans and specifications relating to redesign of the canopy to the Contractor.
- Review of the Contractor's responses to Bulletins 1, 2, and 3.
- Negotiations with the Contractor regarding Bulletin 4 costs.
- Preparation of Bulletin 4.
- Attendance at SMART Board meetings in which Bulletins 1 through 4 are presented for approval.
- Review of revised canopy shop drawings.
- Review of additional certified payrolls.
- Additional construction oversight services required due to the extension of time required to complete construction to facilitate approved Bulletins.

Clarifications

1. No application or permit fees are included within this proposal.
2. Conditions of the original purchase order remain valid for this project.
3. Record drawings will be prepared using AutoCAD. Drawings will be provided to LET in electronic form in PDF format, as well as hard copy form.

Fee

Our Not-to-Exceed Fee budget for the work described in this proposal is \$59,500.00.

HRC has budgeted 536 personnel hours in the above Fee. Billing will be in accordance with our contract on a monthly basis. The hours associated with each classification and task may be reallocated but will stay within our overall Total Not-to-Exceed Fee budget.

Schedule

HRC is prepared to begin on this project upon receipt of a purchase order or purchase order amendment. We estimate the time to complete these design revisions to be 30 days or less.

Thank you for considering HRC for this work. Should you have any questions or require any additional information, please contact Tom directly at (248) 454-6547 or via email at tlacross@hrcengr.com.

Very truly yours,

HUBBELL, ROTH & CLARK, INC.



Jesse VanDeCreek, P.E.
Vice President/ Principal



Thomas D. LaCross, P.E.
Senior Associate – Industrial Facility Design

pc: HRC; Patrick Haire, P.E.

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorizing the General Manager to Award a Contract for Bus Shelters, Benches & Trash Containers

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) has a requirement for Bus Shelters Benches & Trash Containers; and
- Whereas, An Invitation for Bid (IFB) was advertised and posted on MITN. Two bids were received; and
- Whereas, Brasco International submitted the lowest, responsive and responsible bid. Price was determined to be fair and reasonable; and
- Whereas, Funding is available in the Authority's Capital fund Federal MI-2020-061 (5307) Project #42197 State 2017-0130 P24 ; and
- Whereas, The Director of Finance is satisfied that Brasco International has the potential to perform under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that Brasco International is in compliance with the equal opportunity/affirmative action policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a one-time purchase for an amount not to exceed \$191,900.00 to Brasco International for Bus Shelters Benches & Trash Containers

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No. _____

| Bid Tab IFB 22-3583 Bus Shelters Benches Trash Containers P.A. R Rayner | | Brasco International Contact: Sean Loewe loewe@brasco.com | | | | Tolar Manufacturing Contact: Scott Williams swilliams@tolarmfr.com | | | |
|--|-----|---|--------------|--------------|----------------------------|--|-------------|---------------------------|--|
| Description | QTY | Model | UNIT | Total | QTY | Model | UNIT | Total | |
| Solar Shelters | 13 | Brasco Eclipse | \$11,200.00 | \$145,600.00 | 13 | Tolar Sig Sunset 36463-00 | \$13,340.00 | \$173,420.00 | |
| Benches | 13 | Brasco Eclipse | \$700.00 | \$9,100.00 | 13 | Tolar 12252-121 | \$720.00 | \$9,360.00 | |
| Trash Containers | 48 | Brasco Eclipse | \$775.00 | \$37,200.00 | 48 | Tolar 35708-121 | \$750.00 | \$36,000.00 | |
| Delivery to SMART 120-160 Days | | | TOTAL | \$191,900.00 | Delivery to SMART 12 weeks | | | TOTAL \$218,780.00 | |

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorizing the General Manager to Award a Contract for Heating Ventilation Air Conditioning Units (HVAC) for Bus Wash Project

- Whereas, The Maintenance Department has a need at all SMART Terminals for rooftop HVAC systems for the Bus Wash Project; and
- Whereas, A Request for Proposal (RFP) was advertised and published on Michigan Intergovernmental Trade Network (MITN). One proposal was received: and
- Whereas, The sole bidder, Cre8tive Construction Concept proposal was determined to be responsive and responsible; and
- Whereas, SMART's Staff and our A/E contractor, Hubbell Roth & Clark believe Cre8tive Construction Concept have the technical expertise and management capabilities to complete the project. Price was determined to be fair and reasonable; and
- Whereas, This project is funded via: Project 40270/40870; Federal Grant MI-2016-025 (5307) MI-2018-018 (5307); State Grant 2012-0170 P42/2017-0130 P11; and
- Whereas, The Director of Finance is satisfied that Cre8tive Construction Concepts has the potential to perform under the terms and conditions of the contract; and
- Whereas, The EEO Department is satisfied that Cre8tive Construction Concepts is in compliance with the equal opportunity and affirmative action laws and policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract in the amount not to exceed \$1,427,579.00 to Cre8tive Construction Concepts for HVACs for the Bus Wash Project.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 26, 2022.

Date

Board Secretary

No. _____



**Engineer's Estimate of Probable Project Cost
Vehicle Wash Systems HVAC Project**

| Item | Quantity | Unit | Unit Cost | Cost |
|---|----------|----------|--------------|-----------------|
| Macomb Terminal | | | | |
| 1 Furnish Roof-Top Mechanical Equipment Curbs | 1 | Lump Sum | \$ 25,600.00 | \$ 25,600.00 |
| 2 Furnish and Installation of Air Handling Units 1 and 2 | 2 | Each | \$ 38,000.00 | \$ 76,000.00 |
| 3 Furnish and Installation of Air Handling Unit 3 | 1 | Each | \$ 22,000.00 | \$ 22,000.00 |
| 4 Furnish and Installation of Exhaust Fans | 5 | Each | \$ 16,000.00 | \$ 80,000.00 |
| Oakland Terminal | | | | |
| 5 Furnish and Installation of Pre-Fabricated Office | 1 | Lump Sum | \$ 72,000.00 | \$ 72,000.00 |
| 6 Electric and Communications for Pre-Fabricated Office | 1 | Lump Sum | \$ 21,000.00 | \$ 21,000.00 |
| 7 Furnish Roof-Top Mechanical Equipment Curbs | 1 | Lump Sum | \$ 25,600.00 | \$ 25,600.00 |
| 8 Furnish and Installation of Air Handling Units 1 and 2 | 2 | Each | \$ 38,000.00 | \$ 76,000.00 |
| 9 Furnish and Installation of Air Handling Unit 3 | 1 | Each | \$ 22,000.00 | \$ 22,000.00 |
| 10 Furnish and Installation of Exhaust Fans | 5 | Each | \$ 16,000.00 | \$ 80,000.00 |
| Wayne Terminal | | | | |
| 11 Furnish and Installation of Pre-Fabricated Office | 1 | Lump Sum | \$ 72,000.00 | \$ 72,000.00 |
| 12 Electric and Communications for Pre-Fabricated Office | 1 | Lump Sum | \$ 18,000.00 | \$ 18,000.00 |
| 13 Construction of AHU Concrete Pads and Foundations | 3 | Each | \$ 10,000.00 | \$ 30,000.00 |
| 14 Furnish Roof-Top Mechanical Equipment Curbs | 1 | Lump Sum | \$ 16,000.00 | \$ 16,000.00 |
| 15 Installation of Air Handling Equipment Pads | 1 | Lump Sum | \$ 18,000.00 | \$ 18,000.00 |
| 16 Furnish and Installation of Air Handling Units 1 and 2 | 2 | Each | \$ 42,000.00 | \$ 84,000.00 |
| 17 Furnish and Installation of Air Handling Unit 3 | 1 | Each | \$ 24,000.00 | \$ 24,000.00 |
| 18 Installation of Natural Gas Piping for AHUs | 1 | Lump Sum | \$ 22,000.00 | \$ 22,000.00 |
| 19 Furnish and Installation of Exhaust Fans | 5 | Each | \$ 16,000.00 | \$ 80,000.00 |
| 20 Installation of Outdoor Security Features | 1 | Lump Sum | \$ 32,000.00 | \$ 32,000.00 |
| Subtotal of Project Cost | | | | \$ 896,200.00 |
| General Requirements | | | | |
| Mobilization | | | 5.0% | \$ 44,810.00 |
| Overhead | | | 5.0% | \$ 44,810.00 |
| Contract Administration and Other Direct Costs | | | 6.0% | \$ 53,772.00 |
| Bonds and Insurance | | | 3.0% | \$ 26,886.00 |
| Profit | | | 7.0% | \$ 62,734.00 |
| Permit Allowance | | | | \$ 30,000.00 |
| Owner's Field Representation | | | | \$ 56,500.00 |
| General Requirements Total Cost | | | | \$ 319,512.00 |
| Total Estimated Construction Cost | | | | \$ 1,215,712.00 |
| Total Estimated Construction Cost with 10% Contingency | | | | \$ 1,337,300.00 |