



## **FISCAL YEAR 2022**

# **OPERATING AND CAPITAL BUDGET**

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

**May 27, 2021**



# Suburban Mobility Authority for Regional Transportation Board of Directors

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## **FY 2022 OPERATING & CAPITAL BUDGETS EXECUTIVE SUMMARY**

### **OVERVIEW**

The Suburban Mobility Authority for Regional Transportation (SMART) Fiscal Year 2022 (FY22) 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 \$144.9 million, funded through a combination of local property tax revenue, state operating assistance, Federal capital grant funds for preventive maintenance, Federal COVID-19 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 \$14.134 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 nearly \$4 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 \$58.8 million in active federal and state grants which were awarded to SMART in prior fiscal years but not yet fully expended, and an additional \$42.95 million in federal and state grants newly available in FY2022.

### ***COVID-19 Pandemic***

The COVID-19 Pandemic is a devastating global crisis that has strained SMART's ability to deliver critical public services while retaining staff and keeping the public safe. COVID-19 has impacted the finances of SMART both through increased expenses and reduced revenues. The FY 2022 budget assumes the increased expenses will continue but slowly decline in amount over the next 12 months, and conservatively assumes, based on returning ridership, that farebox revenue will return to only 65% of pre-pandemic revenue by the end of FY 2022. State and local funding sources are expected to be stable and secure. Federal relief funding in the form of the Coronavirus Aid, Relief, and Economic Security Act (CARES) provides a safety net supporting additional expenses and precautions while ensuring the stability of SMART finances. In addition to critical capital projects, SMART is using the majority of the CARES funding to support operating expenses in FY 2021 and totals \$10.8 million in the proposed FY 2022 budget. SMART expects to receive additional federal funding for capital and operating expenses under the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSA), and 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 FY2022, SMART revenue budget amounts to \$144.9 million, with approximately half coming from local property tax proceeds (\$77.1 million), another \$42.4 (30%) funded by gas tax funds through State Act 51 of 1951, and the remainder through federal sources (\$15.6 million), farebox revenue (\$4 million), other State grant dollars (\$3.2 million) and advertising income and local community transit operating revenues (\$2.5 million). The local property tax revenues (current rates between 0.95-0.99 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 2023 and beyond.

In SMART's balanced budget, operational expenditure appropriations amount to \$144.9 million, which funds the wide range of services provided and supported by SMART. Two thirds of expenses (\$102.9 million) are budgeted to provide FAST and fixed route bus services within Macomb County and the participating communities in Oakland and Wayne Counties. Another 11% (\$15.5 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. The budget includes \$4.8 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, and depreciation expenses totals \$12.8 million. SMART anticipates some continued additional operating expenditures resulting from changes due to COVID-19, including additional facility and bus cleanings, and Pandemic Hazard Pay for staff required to report to a SMART facility.

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 contributions amount to \$13.5 million for the employer pension contribution as well as a \$7.5 million OPEB employer contribution for FY2022. This amount is in addition to a \$9.90 million retiree "pay go" premium payments paid out throughout the year, and is projected increase funding of the OPEB liability to 41% (above the 40% required by PA 202 of 2017).

### **CAPITAL EXPENDITURES:**

In the area of capital expenditures for FY2021, SMART ordered twenty-three 60-foot articulated replacement buses, which have substantially greater capacity than standard 40-foot fixed route buses. This will allow passengers to spread out and socially distance better while riding with SMART, and provide increased capacity post-pandemic on SMART's busiest routes including FAST. SMART utilized CARES grant funding for the additional costs to upgrade the size of these vehicles. Additionally, SMART utilized CARES funding to install Vapor barriers on buses, to reduce air transmission between drivers and riders.

In FY 2022, SMART will receive 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 will be 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 will utilize \$9.75 million of capital grant funding to make information technology improvements, which will allow SMART staff to be more efficient and adaptable to work remotely. Additional capital projects for FY2022 include needed facility rehabilitation improvements at all three terminals.

### **OTHER ECONOMIC:**

The Federal CRRSA and ARPA 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 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 2021 SMART concluded collective bargaining that had started in 2018 with four out of five units, resulting in contracts that will expire in December 2022. The remaining unit continues to bargain. During this FY 2022 budget year, SMART will begin pre-negotiation steps for the next contracts.



# FINANCIAL REVIEW

- 1) Income Statement (Functional Version)
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<b>SMART FUNCTIONAL FY2022 OPERATING BUDGET</b>		<b>FY2021 BUDGET</b>	<b>FY2022 BUDGET</b>	<b>\$ Variance FAV(UNFAV)</b>	<b>% Variance FAV(UNFAV)</b>
<b>REVENUE</b>					
FEDERAL OPERATING REVENUE:					
SECTION 5307	\$	4,000,000	\$	4,000,000	-
SECTION 5307 CARES ACT				10,800,000	
OTHER FEDERAL GRANTS		1,621,000		839,000	(782,000)
TOTAL FEDERAL OPERATING REVENUE		<b>5,621,000</b>		<b>15,639,000</b>	<b>10,018,000</b>
					-48.2%
					178.2%
STATE OF MICHIGAN					
ACT 51		37,000,000		42,424,000	5,424,000
OTHER STATE GRANTS		3,219,000		3,181,000	(38,000)
TOTAL STATE OPERATING REVENUE		<b>40,219,000</b>		<b>45,605,000</b>	<b>5,386,000</b>
					13.4%
CONTRIBUTION FROM COUNTY TRANSIT AUTHORITIES		75,282,000		77,100,000	1,818,000
					2.4%
OPERATING REVENUE					
FIXED ROUTE		10,450,100		3,701,000	(6,749,100)
CONNECTOR		515,000		339,800	(175,200)
					-64.6%
					-34.0%
OTHER INCOME		3,488,000		2,133,100	(1,354,900)
LOCAL COMM TRANSIT OPERATING REVENUE		880,000		368,000	(512,000)
					-38.8%
					-58.2%
<b>TOTAL REVENUE</b>		<b>136,455,100</b>		<b>144,885,900</b>	<b>8,430,800</b>
					<b>6.2%</b>
<b>EXPENSES</b>					
OPERATIONS:					
FIXED ROUTE		97,326,400		100,532,200	(3,205,800)
MICROTRANSIT				2,400,000	(2,400,000)
CONNECTOR		15,995,100		15,570,900	424,200
GENERAL ADMINISTRATION		15,639,600		16,850,400	(1,210,800)
COMMUNITY CREDITS		3,913,000		3,983,400	(70,400)
					-1.8%
TRI COUNTY POS ASSISTANCE		654,000		672,000	(18,000)
COMMUNITY BASED SERVICE		193,000		193,000	-
DEPRECIATION EXPENSE		1,800,000		250,000	1,550,000
VEHICLE PURCHASE EXPENSE		434,000		434,000	-
CONTINGENCY		500,000		1,000,000	(500,000)
COVID-19 EXPENSES		-		3,000,000	(3,000,000)
					-100.0%
<b>TOTAL EXPENSES</b>		<b>136,455,100</b>		<b>144,885,900</b>	<b>(8,430,800)</b>
					<b>-6.2%</b>
<b>REVENUES OVER (UNDER) EXPENSES</b>		<b>-</b>		<b>-</b>	



<b>SMART OPERATIONAL OPERATING BUDGET</b>	<b>FY2022</b>			
	<b>FY 2021 Budget</b>	<b>FY 2022 Budget</b>	<b>\$\$ Variance FAV(UNFAV)</b>	<b>% Variance</b>

<b>REVENUES</b>
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<b>Route Revenue:</b>				
Fare Revenue	10,850,100	<b>4,000,900</b>	(6,849,200)	-63.1%
Agency Revenue	115,000	<b>39,900</b>	(75,100)	-65.3%
<b>Total Route Revenue</b>	<b>10,965,100</b>	<b>4,040,800</b>	<b>(6,924,300)</b>	<b>-63.1%</b>
<i>% Of Total Revenue</i>	<i>8%</i>	<i>3%</i>		
<b>Federal Sources:</b>				
Section 5307	4,000,000	<b>4,000,000</b>		
Section 5307 Cares Revenue		<b>10,800,000</b>	10,800,000	
Federal Grant-UWP/TAM	572,000	<b>639,000</b>	67,000	11.7%
CMAQ Revenue	702,000		(702,000)	-100.0%
Other Federal Grants	347,000	<b>200,000</b>	(147,000)	-42.4%
<b>Total Federal Sources</b>	<b>5,621,000</b>	<b>15,639,000</b>	<b>10,018,000</b>	<b>178.2%</b>
<i>% Of Total Revenue</i>	<i>4%</i>	<i>11%</i>		
<b>State Sources:</b>				
State ACT 51 SMART	37,000,000	<b>42,424,000</b>	5,424,000	14.7%
State Prev Maint Rev	1,000,000	<b>1,000,000</b>	-	
Other State Grants	2,219,000	<b>2,181,000</b>	(38,000)	-1.7%
<b>Total State Sources</b>	<b>40,219,000</b>	<b>45,605,000</b>	<b>5,386,000</b>	<b>13.4%</b>
<i>% Of Total Revenue</i>	<i>29%</i>	<i>31%</i>		
<b>Local Sources:</b>				
Contributions From Local Transit Authorities	75,432,000	<b>77,250,000</b>	1,818,000	2.4%
Allowance For MTT	(150,000)	<b>(150,000)</b>		
<b>Total From Local Sources</b>	<b>75,282,000</b>	<b>77,100,000</b>	<b>1,818,000</b>	<b>2.4%</b>
<i>% Of Total Revenue</i>	<i>55%</i>	<i>53%</i>		

<b>SMART OPERATIONAL      FY2022 OPERATING BUDGET</b>					
		<b>FY 2021 Budget</b>	<b>FY 2022 Budget</b>	<b>\$\$ Variance FAV(UNFAV)</b>	<b>% Variance</b>
<b>Other Income:</b>					
Interest Income		1,710,000	<b>150,000</b>	(1,560,000)	-91.2%
Advertising		750,000	<b>750,000</b>		
Admin Fee Revenue		533,000	<b>851,000</b>	318,000	59.7%
Miscellaneous		495,000	<b>382,100</b>	(112,900)	-22.8%
<b>Total Other Income</b>		<u>3,488,000</u>	<u><b>2,133,100</b></u>	<u>(1,354,900)</u>	<u>-38.8%</u>
	<i>% Of Total Revenue</i>	3%	<b>1%</b>		
<b>Other Operating Revenue:</b>					
Local Community Transit Operating Revenue		280,000	<b>223,000</b>	(57,000)	-20.4%
Fleet Maintenance Reimbursement		600,000	<b>145,000</b>	(455,000)	-75.8%
<b>Total Other Operating Revenue</b>		<u>880,000</u>	<u><b>368,000</b></u>	<u>(512,000)</u>	<u>-58.2%</u>
	<i>% Of Total Revenue</i>	1%	<b>0%</b>		
<b>TOTAL REVENUES</b>		<b>\$ 136,455,100</b>	<b>\$ 144,885,900</b>	<b>\$ 8,430,800</b>	<b>6.2%</b>

<b>SMART OPERATIONAL OPERATING BUDGET</b>	<b>FY2022</b>		
	<b>FY 2021 Budget</b>	<b>FY 2022 Budget</b>	<b>\$\$ Variance FAV(UNFAV)</b>

**EXPENSES (Part 1 of 3)**

**WAGE AND WAGE RELATED EXPENSES:**

**ACTIVE EMPLOYEES:**

**Active Salaries, Wages & Taxes:**

Administrative	6,686,500	<b>7,379,900</b>	(693,400)	-10.4%
Operations	37,036,300	<b>38,642,500</b>	(1,606,200)	-4.3%
Maintenance	9,054,800	<b>9,389,800</b>	(335,000)	-3.7%

<b>Total Active Salaries, Wages, Taxes</b>	<b>52,777,600</b>	<b>55,412,200</b>	<b>(2,634,600)</b>	<b>-5.0%</b>
<i>% Of Total Revenue</i>	39%	<b>38%</b>		

**Active Employee Benefits:**

Hospitalization/Medical	12,779,200	<b>12,693,900</b>	85,300	0.7%
Employee Premium Sharing-Health Care	(1,516,600)	<b>(1,503,300)</b>	(13,300)	0.9%
Life, AD&D, Dental, & Optical	1,295,200	<b>1,334,700</b>	(39,500)	-3.0%
Other Employee Benefits	207,100	<b>219,000</b>	(11,900)	-5.7%
Health Care Saving Plan	996,300	<b>900,300</b>	96,000	9.6%
Workers Compensation	1,274,000	<b>1,291,400</b>	(17,400)	-1.4%
FICA	4,039,000	<b>4,168,000</b>	(129,000)	-3.2%
Pension Funding	13,627,200	<b>13,482,600</b>	144,600	1.1%

<b>Total Active Employee Benefits</b>	<b>32,701,400</b>	<b>32,586,600</b>	<b>114,800</b>	<b>0.4%</b>
<i>% Of Total Revenue</i>	24%	<b>22%</b>		
<i>% Of Total Active Wages</i>	62%	<b>59%</b>		

<b>Total Active Employee Wages &amp; Benefits:</b>	<b>85,479,000</b>	<b>87,998,800</b>	<b>(2,519,800)</b>	<b>-2.9%</b>
<i>% Of Total Revenue</i>	63%	<b>61%</b>		

**RETIRED EMPLOYEES:**

**Post Employment Benefits:**

OPEB Net Unfunded Obligation	7,450,000	<b>7,500,000</b>	(50,000)	-0.7%
Retiree Medical, Life & Presc Premiums	7,891,000	<b>9,625,900</b>	(1,734,900)	-22.0%

<b>Total Post Retirement Benefits</b>	<b>15,341,000</b>	<b>17,125,900</b>	<b>(1,784,900)</b>	<b>-11.6%</b>
<i>% Of Total Revenue</i>	11%	<b>12%</b>		

<b>Total Wage and Wage Related Expenses</b>	<b>100,820,000</b>	<b>105,124,700</b>	<b>(4,304,700)</b>	<b>-4.3%</b>
<i>% Of Total Revenue</i>	74%	<b>73%</b>		

<b>SMART OPERATIONAL OPERATING BUDGET</b>	<b>FY2022</b>		
	<b>FY 2021 Budget</b>	<b>FY 2022 Budget</b>	<b>\$\$ Variance FAV(UNFAV)</b>

**EXPENSES (Part 2 of 3)**

**Operations:**

**Operational Expenses**

**Direct Variable (Vehicle):**

Fuels - Diesel, Propane	6,325,000	<b>6,325,100</b>	(100)	0.0%
Gas, Oil, Lubricants, Etc.	506,100	<b>526,900</b>	(20,800)	-4.1%
Repair Parts	3,430,000	<b>3,270,000</b>	160,000	4.7%
Leased - Tires, Batteries	953,000	<b>952,000</b>	1,000	0.1%
Vehicle Insurance	7,333,700	<b>6,704,700</b>	629,000	8.6%
Bus Contract Repairs-Maintenance	872,100	<b>1,074,100</b>	(202,000)	-23.2%
Contract Repairs-Accidents	175,000	<b>40,000</b>	135,000	77.1%
Towing	186,000	<b>186,000</b>		

<b>Total Direct Variable (Vehicle)</b>	<b>19,780,900</b>	<b>19,078,800</b>	<b>702,100</b>	<b>3.5%</b>
<i>% Of Total Revenue</i>	<i>14%</i>	<i>13%</i>		

**Contract Transportation**

Microtransit Opr Expenses		<b>2,400,000</b>	-2,400,000	
<b>Total Contract Transportation</b>		<b>2,400,000</b>	-2,400,000	

<i>% Of Total Revenue</i>		<b>2%</b>		
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**Indirect Variable:**

Fare Collection Costs	612,000	<b>567,000</b>	45,000	7.4%
Route Facilities Maint.	188,300	<b>188,300</b>		
Other- Operational	319,400	<b>313,400</b>	6,000	1.9%

<b>Total Indirect Variable</b>	<b>1,119,700</b>	<b>1,068,700</b>	<b>51,000</b>	<b>4.6%</b>
<i>% Of Total Revenue</i>	<i>1%</i>	<i>1%</i>		

**Facilities:**

Utilities	1,613,500	<b>1,648,800</b>	(35,300)	-2.2%
Contract Bldg Maint.	836,700	<b>908,700</b>	(72,000)	-8.6%
Other- Facilities Expenses	350,100	<b>350,100</b>		
Business Insurance	79,900	<b>79,000</b>	900	1.1%

<b>Total Facilities</b>	<b>2,880,200</b>	<b>2,986,600</b>	<b>(106,400)</b>	<b>-3.7%</b>
<i>% Of Total Revenue</i>	<i>2%</i>	<i>2%</i>		

<b>Total Operational Expense</b>	<b>23,780,800</b>	<b>25,534,100</b>	<b>(1,753,300)</b>	<b>-7.4%</b>
<i>% Of Total Revenue</i>	<i>17%</i>	<i>18%</i>		

SMART OPERATIONAL OPERATING BUDGET	FY2022			
	FY 2021 Budget	FY 2022 Budget	\$\$ Variance FAV(UNFAV)	% Variance

**EXPENSES (Part 3 of 3)**

**Administration, Other, Spec. Serv, Contingency :**

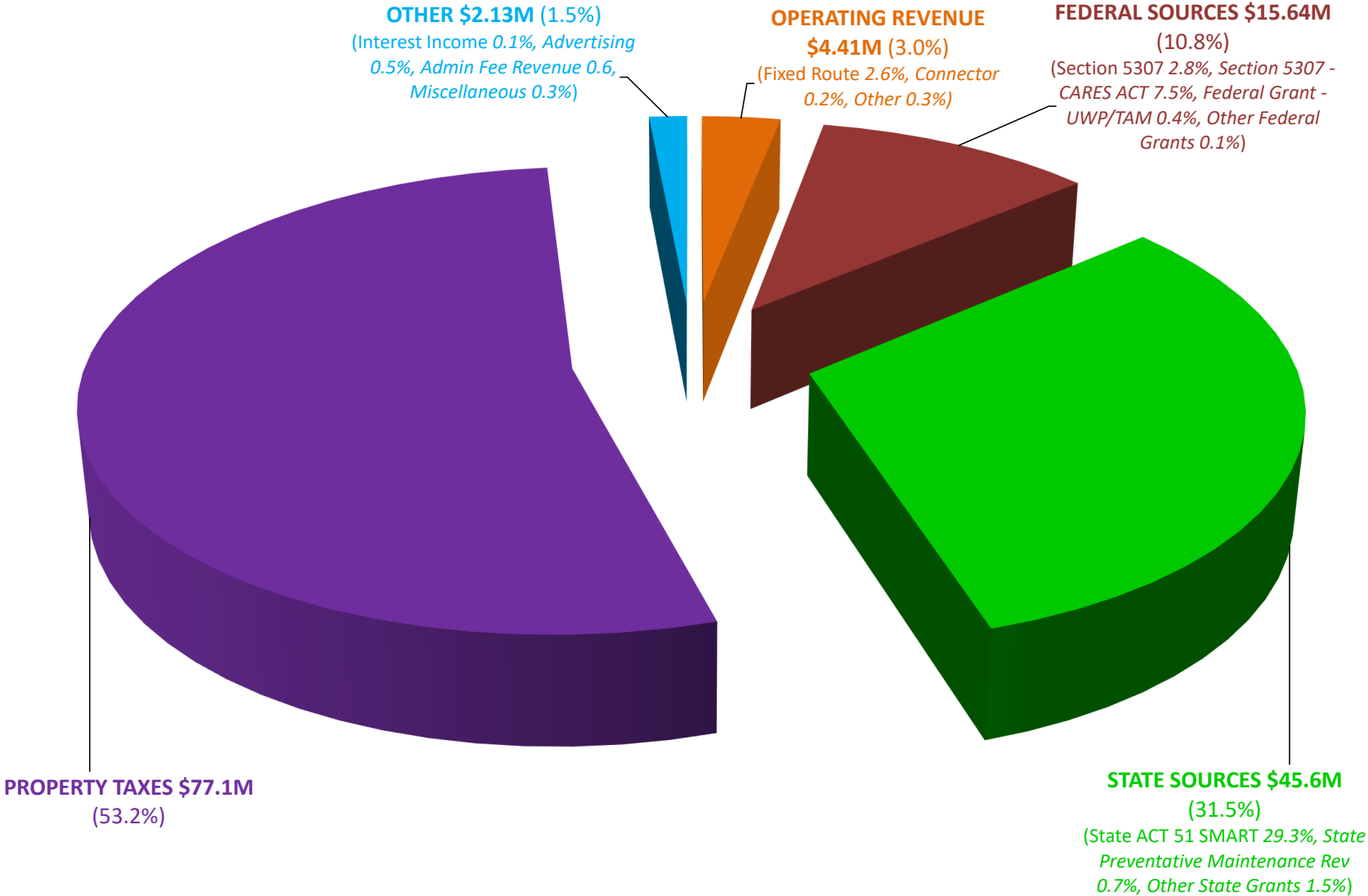
<b>Administrative</b>				
General Supplies	563,800	573,900	(10,100)	-1.8%
Professional, Outside Serv.	1,312,000	1,619,800	(307,800)	-23.5%
Outside Counsel (Non V/L & W/C)	300,000	301,400	(1,400)	-0.5%
Computer Maint.	744,800	744,800		
Marketing Expense	1,002,000	897,500	104,500	10.4%
Other- Administration	437,700	557,300	(119,600)	-27.3%
<b>Total Administration</b>	<b>4,360,300</b>	<b>4,694,700</b>	<b>(334,400)</b>	<b>-7.7%</b>
	<i>% Of Total Revenue</i>	<i>3%</i>	<i>3%</i>	
<b>Other</b>				
Vehicle Purchase Expense	434,000	434,000		-100.0%
Depreciation-Eligible	1,800,000	250,000	1,550,000	86.1%
<b>Total Other</b>	<b>2,234,000</b>	<b>684,000</b>	<b>1,550,000</b>	<b>69.4%</b>
	<i>% Of Total Revenue</i>	<i>2%</i>	<i>0%</i>	
<b>Special Services:</b>				
Community Credit Exp.	3,913,000	3,983,400	(70,400)	-1.8%
POS & Community Transit Serv.	847,000	865,000	(18,000)	-2.1%
<b>Total Special Services:</b>	<b>4,760,000</b>	<b>4,848,400</b>	<b>(88,400)</b>	<b>-1.9%</b>
	<i>% Of Total Revenue</i>	<i>3%</i>	<i>3%</i>	
<b>Contingency</b>				
Covid-19 Expenses	500,000	1,000,000	(500,000)	-100.0%
		<b>3,000,000</b>	<b>(3,000,000)</b>	
<b>Total Operational Expenses</b>	<b>35,635,100</b>	<b>39,761,200</b>	<b>(4,126,100)</b>	<b>-11.6%</b>
	<i>% Of Total Revenue</i>	<i>26%</i>	<i>27%</i>	
<b>TOTAL EXPENSES (Wages &amp; Operational)</b>	<b>\$ 136,455,100</b>	<b>\$ 144,885,900</b>	<b>\$ (8,430,800)</b>	<b>-6.2%</b>
	<i>% Of Total Revenue</i>	<i>100%</i>	<i>100%</i>	
<b>REVENUES OVER (UNDER) EXPENSES</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY2022 RESTRICTED OPERATING BUDGET  
 SUMMARY

RESTRICTED REVENUE	FY2021 BUDGET	FY2022 BUDGET	INCREASE (DECREASE)
<b><u>MUNICIPAL CREDITS:</u></b>			
MUNICIPAL CREDIT - ACT 51	\$ 1,630,550	\$ 1,630,500	\$ 50.00
MUNICIPAL CREDIT - SPECIAL APPROPRIATION	1,630,550	1,630,500	50.00
<b>TOTAL MUNICIPAL CREDITS</b>	3,261,100	3,261,000	100
<b><u>OUTER COUNTY POS:</u></b>			
FTA SECTION 5307			
LAKE ERIE	558,000	1,506,000	948,000
LAKE ERIE PREVENTATIVE MAINTENANCE		194,000	194,000
LAKE ERIE TARTA		283,000	283,000
STATE ACT 51			
BEDFORD	128,000	115,000	(13,000)
MONROE	528,000	362,000	(166,000)
LAKE ERIE	1,255,000	1,504,000	249,000
STATE SECTION 5311			
MONROE	160,000	106,000	(54,000)
LAKE ERIE	65,000	45,000	(20,000)
<b>TOTAL OUTER COUNTY POS</b>	2,694,000	4,115,000	1,421,000
<b><u>OTHER STATE SUBSIDIZED SERVICES:</u></b>			
SPECIALIZED SERVICES GRANT	922,000	922,000	-
ROYAL OAK TOWNSHIP - ACT 51	16,000	16,000	-
NORTH OAKLAND TRANSIT AUTHORITY - NEW FREEDOM	180,000	319,000	139,000
NORTH OAKLAND TRANSIT AUTHORITY - SEC 5311 JARC	372,000	141,000	(231,000)
JARC/NF MOB MGT/OPER	-	162,000	162,000
<b>TOTAL OTHER STATE SUBSIDIZED SERVICES</b>	1,490,000	1,560,000	70,000
<b><u>SUB-AWARD GRANTEES:</u></b>			
FTA SECTION 5310 GRANT	1,789,000	1,372,000	(417,000)
FTA SECTION 5307 - CARES ACT COMMUNITY SUPPORT		3,826,000	3,826,000
<b>TOTAL OTHER STATE SUBSIDIZED SERVICES</b>	1,789,000	5,198,000	3,409,000
<b>TOTAL RESTRICTED REVENUE</b>	9,234,100	14,134,000	4,900,100
<b><u>RESTRICTED EXPENSES</u></b>			
MUNICIPAL CREDITS	3,261,100	3,261,000	100
OUTER COUNTY POS	2,694,000	4,115,000	1,421,000
OTHER STATE SUBSIDIZED SERVICES	1,490,000	1,560,000	70,000
SUB-AWARD GRANTEES	1,789,000	5,198,000	3,409,000
<b>TOTAL RESTRICTED EXPENSE</b>	9,234,100	14,134,000	4,900,100
<b>REVENUE OVER (UNDER) EXPENSE</b>	\$ -	\$ -	\$ -



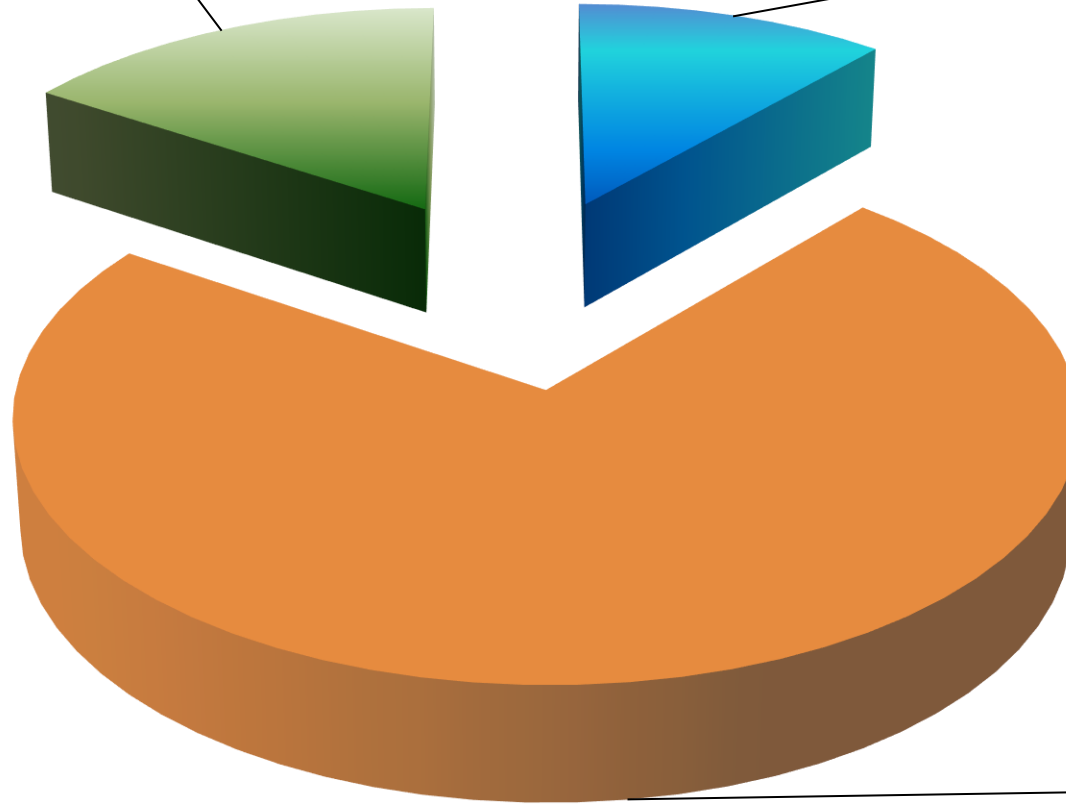
# FY 2022 BUDGET REVENUE ALLOCATION



# FY 2022 BUDGET EXPENSE ALLOCATION

**OTHER NON-OPS**  
**\$22.66M (15.64%)**  
*(Retiree 11.8%, Community Programs 3.3%, Financial & Depreciation 0.5%)*

**ADMINISTRATIVE**  
**\$16.41M (11.33%)**  
*(Salaries & Benefits 8.1%, General Expenses 3.23%)*



**OPERATIONS**  
**\$105.81M (73.03%)**  
*(Operations/Maint. Salaries & Benefits 52.5%, Vehicle Operations 13.9%, Contract Trans 1.7%, Facilities 2.1%, COVID-19 2.1%, Contingency 0.7%)*

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
FY 2022 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 FY2022 distribution will be at the same rate as FY2021. Funding will be used primarily for capital needs and a marginal 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 \$250,000 during FY 2022.

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. SMART's FY2022 budget for program administration revenue is \$80,000.

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  
FY2022 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	\$45,685,080	\$42,424,000	\$3,261,080
Detroit UZA: Royal Oak Twp. Subrecipient	16,000	-0-	16,000
Bedford UZA: LET Subrecipient	115,000	-0-	115,000
Monroe: LET Subrecipient	314,000	-0-	314,000
Lake Erie: LET Subrecipient	1,552,000	-0-	1,552,000
Total Act 51 Formula Funding	\$42,188,100	\$37,000,000	\$5,188,100

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 FY2020 Act 51 reimbursement rate of 31%, based on member transit agencies budgeted expenses. SMART's estimated FY2022 reimbursement rate is 31%.

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 2022 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 FY2022, it is estimated that 5% 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	\$28.0	36.2%
Oakland	31.4	40.7%
Wayne	<u>17.9</u>	<u>23.1%</u>
Net Total Levy	\$77.3	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  
FY 2022 OPERATING BUDGET  
REVENUE ASSUMPTIONS**

**OPERATING SOURCES:**

Fare Collections

	<u>Fixed Route Services</u>	<u>Connector Services</u>
Customers	3,678,418	204,550
Average Fare	x \$1.01*	x \$ 1.48*
	-----	-----
Total (rounded)	\$3,700,000	\$ 300,000

\*The \$4.0 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 \$40,000 for FY2022

**OTHER REVENUE SOURCES:**

Interest 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 FY2022, it is anticipated that interest revenues will decrease to \$120,000 as compared to \$1.710 million for FY 2021. 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, FY2022 budgeted advertising revenue remains consistent with FY2021.



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY 2022 OPERATING BUDGET  
 EXPENSE ASSUMPTIONS**

**EMPLOYMENT COSTS**

Salaries Expense:

Non-represented employees

Wages Expense:

All SMART labor contracts expired December 31, 2018. The following union is in negotiation.

- UAW - Maintenance employees

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

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

Employee Benefits:

	<u>BASE 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 2022 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 FY2021, as calculated by the MERS actuary is approximately \$8.446 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. Therefore, we have increased our minimum contribution to MERS by \$1.933 million. With the ongoing wage negotiations and anticipated filing of open positions, we are recommending an additional \$5.6 million in pension contribution. As of 6/30/2020, the SMART net pension liability is \$64.9 million. It is estimated that the additional \$7.4 million will increase pension funding levels from 75% to 79%.

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. In March 2018, the SMART Board committed a minimum \$4.1 million annual ARC payment subject to final Board approval to assist in funding the SMART OPEB liability.

The recommended appropriated annual required contribution that SMART is proposing for the FY2021 budget to the MERS OPEB Trust is \$7.50 million plus an additional \$9.90 million in estimated retiree health care payments. The 6/30/2020 net OPEB liability is \$119.5 million. It is estimated that the \$7.50 million contribution will raise funding levels from 38% to 41% which should meet the PA 202 funding requirements for OPEB which is 40%.

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY 2022 OPERATING BUDGET  
 EXPENSE ASSUMPTIONS**

**DIRECT VEHICLE COSTS**

Diesel Fuel:

	<u>Fixed Route</u>
Cost per gallon	\$2.06
Gallons	2,793,703

Propane Fuel:

	<u>Connector</u>
Cost per gallon	\$1.18
Gallons	485,477
Connector Fuel: 100% propane fuel	

Gasoline:

	<u>Service Vehicle/Other</u>
Cost per gallon	\$1.86
Gallons	65,000

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**

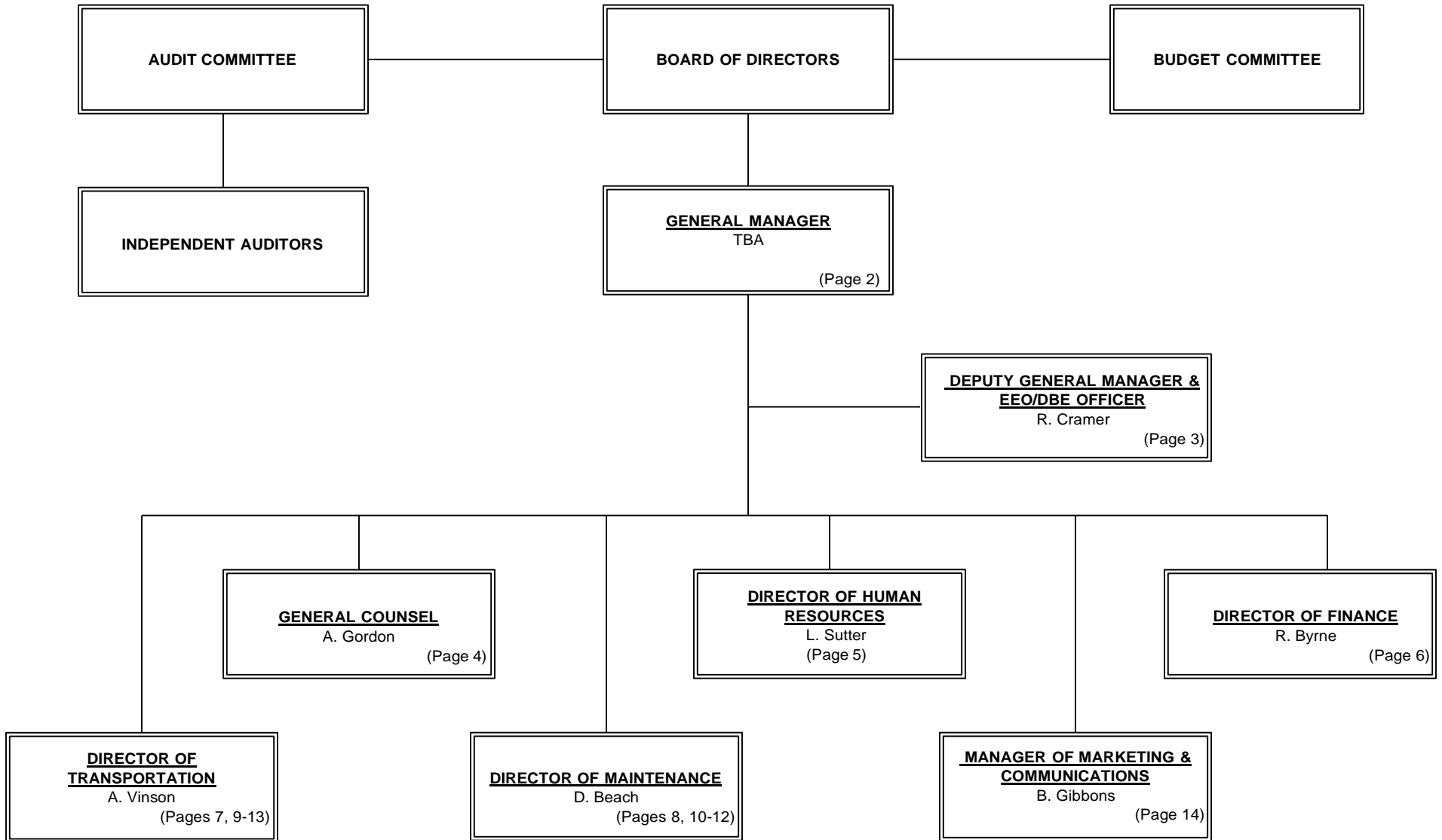
Based on a combination of historical spending patterns, trend analysis, contract rates, and current cost containment initiatives.

**STAFFING REVIEW  
CHANGES FROM FY2021 TO FY2022**

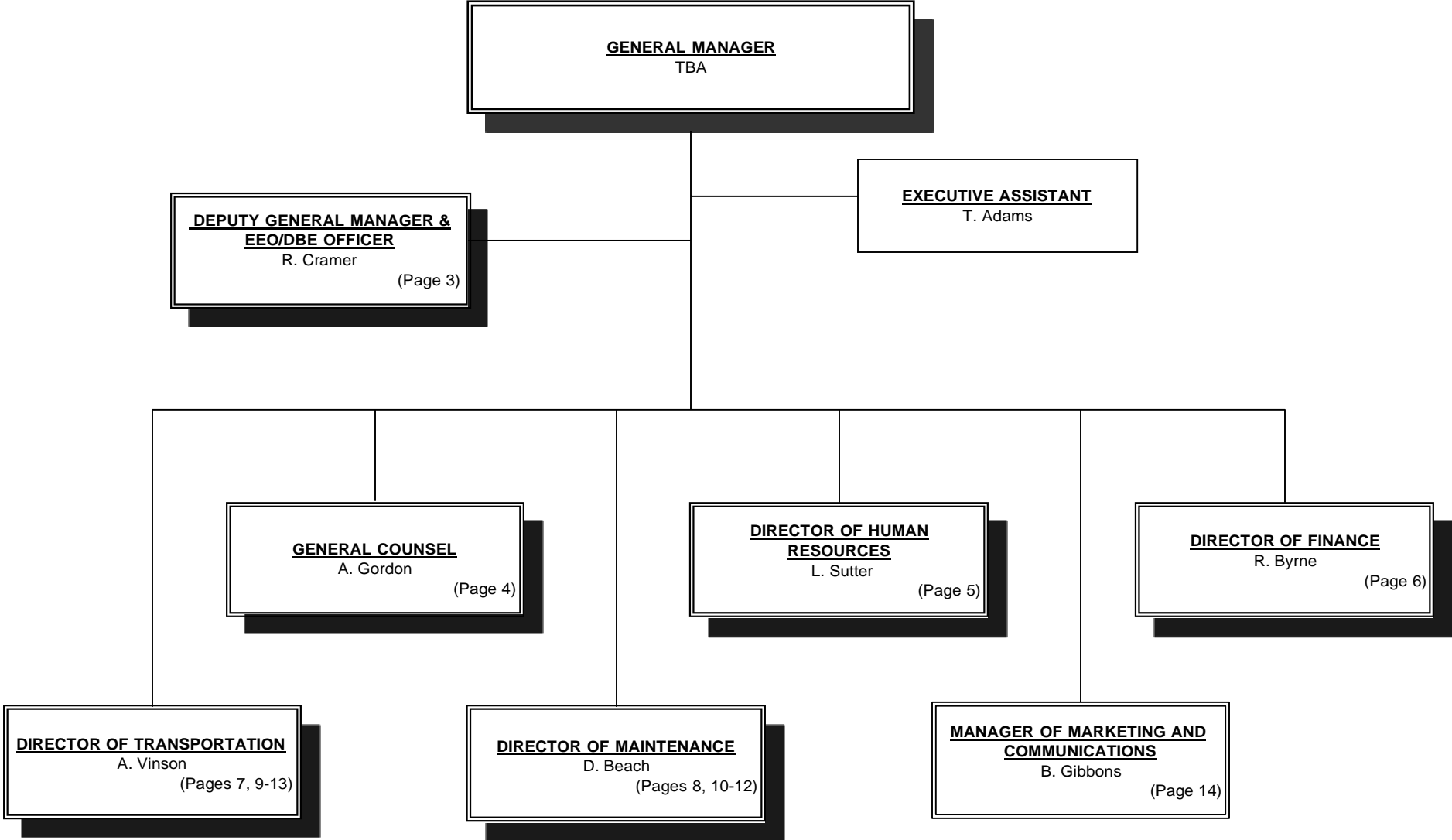
<b>HEADCOUNT REPORT</b>	<b>FY2021 Bound Budget</b>	<b>FY2022 Bound Budget</b>	<b>FY2022 Budget Changes (+ / -)</b>	<b>Description of Position Changes</b>
ATU (Fixed Route - 424 Full Time and 2 Part Time Drivers)	<b>431</b>	<b>426</b>	-5	<b>Eliminated</b> Two Unfilled Driver Positions at Macomb & Three Unfilled Driver Positions at Oakland.
ATU CLERICAL ( Clerical Support Personnel)	<b>23</b>	<b>23</b>	0	<b>No Change</b>
TEAMSTERS (Connector - 128 Full Time and 2 Part Time Drivers)	<b>135</b>	<b>130</b>	-5	<b>Added</b> One Driver at Wayne. <b>Eliminated</b> Unfilled Three Driver Positions at Macomb & Three Unfilled Three Driver Positions at Oakland.
TEAMSTERS CLERICAL (15 Full Time and 6 Part Time CSO's)	<b>22</b>	<b>21</b>	-1	<b>Eliminated</b> One Part Time CSO II.
AFSCME	<b>58</b>	<b>59</b>	1	<b>Added</b> One Dispatch Inspector.
UAW ( Maintenance - 154 Full Time and 3 Part Time Maintenance)	<b>151</b>	<b>157</b>	6	<b>Added</b> Two CSSAs at Each Terminal (Wayne, Oakland & Macomb).
NONREPRESENTED (105 Full Time and 5 Part Time Non Represented)	<b>110</b>	<b>110</b>	0	<b>Added</b> One Diversity, Equity & Inclusion Program Specialist & One Manager of Maintenance Operations & Administration. <b>Eliminated</b> One Executive Secretary & One Superintendent of Maintenance.
<b>Authority Total</b>	<b>930</b>	<b>926</b>	-4	



# FINAL FY-2022 BUDGET ORGANIZATION CHART

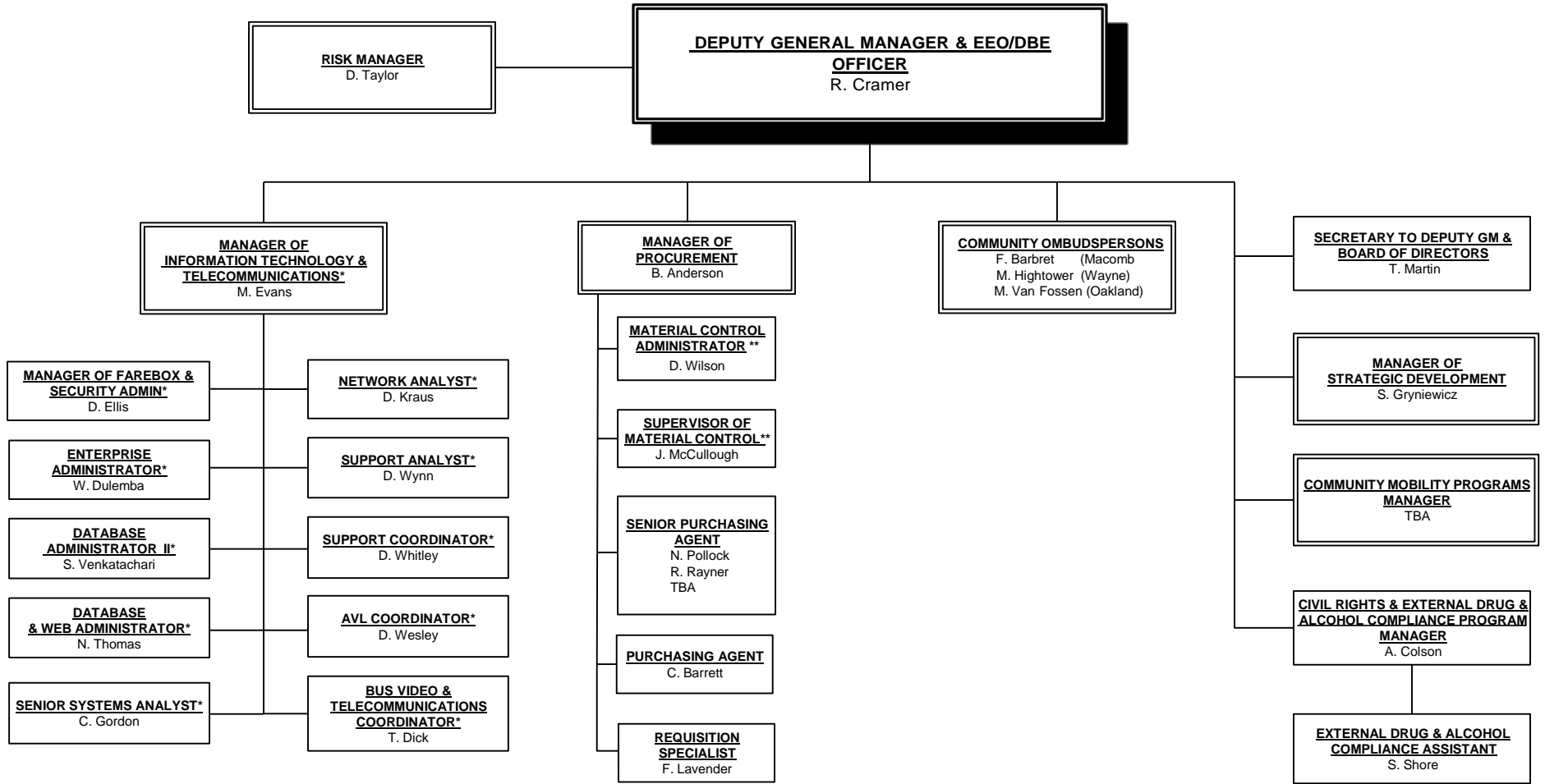


# GENERAL MANAGER





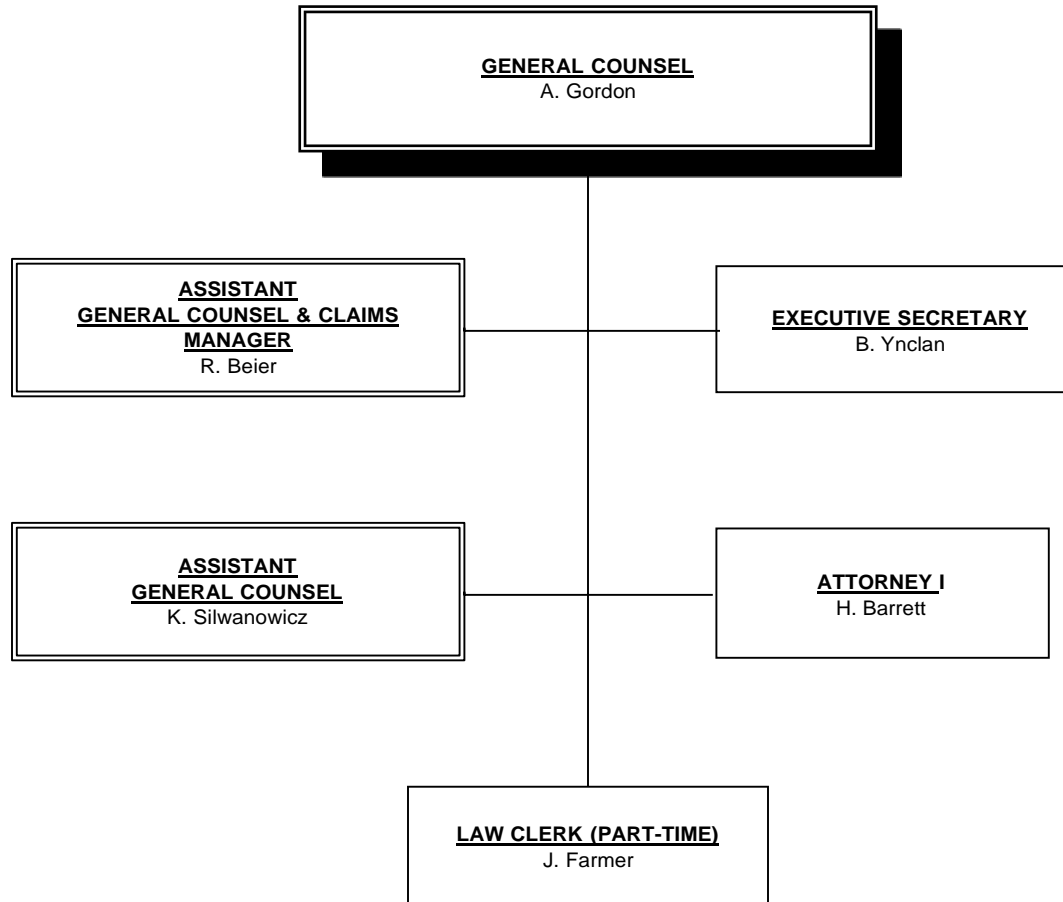
# DEPUTY GENERAL MANAGER



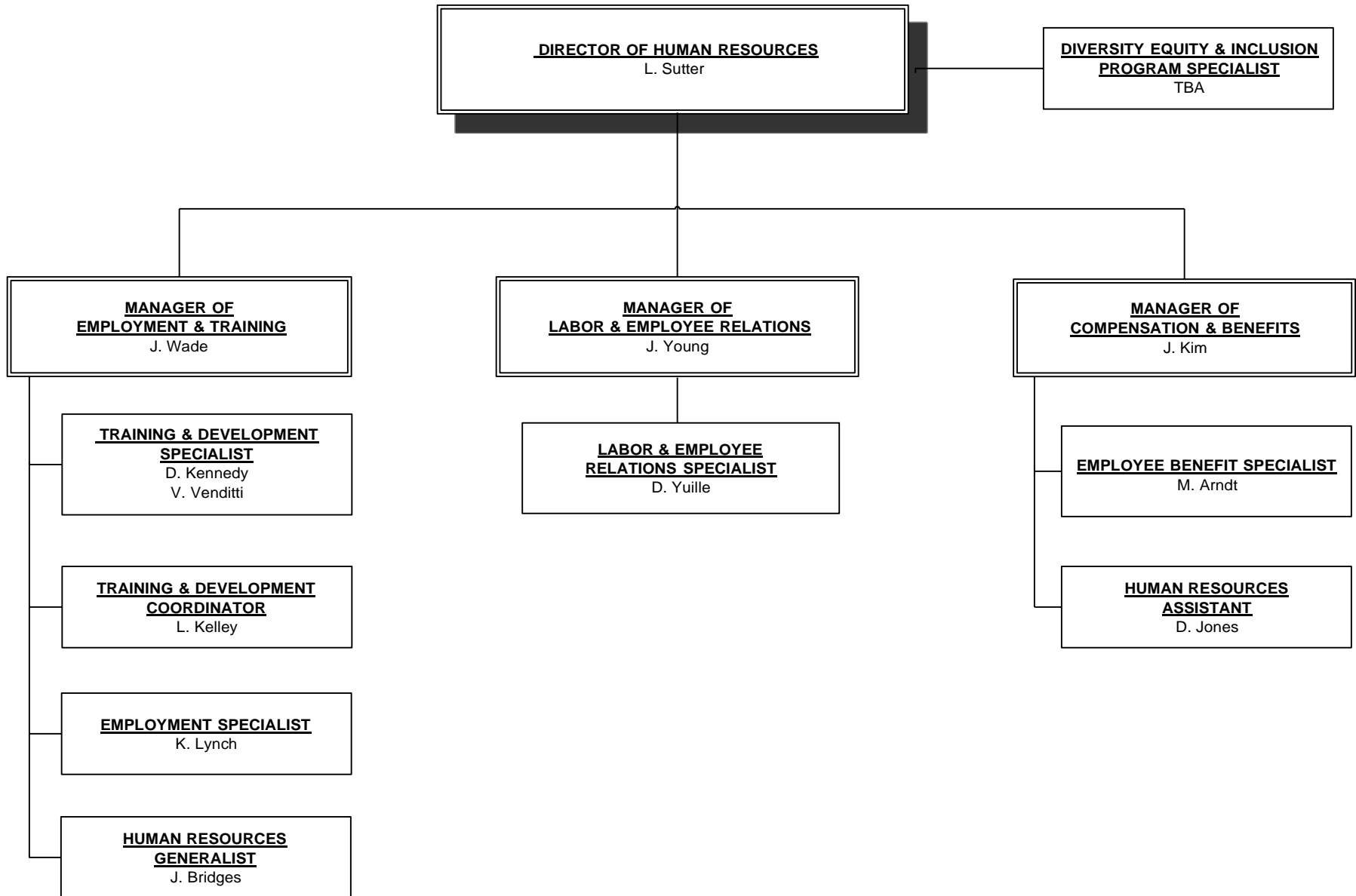
LOCATION: \*OAKLAND

LOCATION: \*\*MACOMB

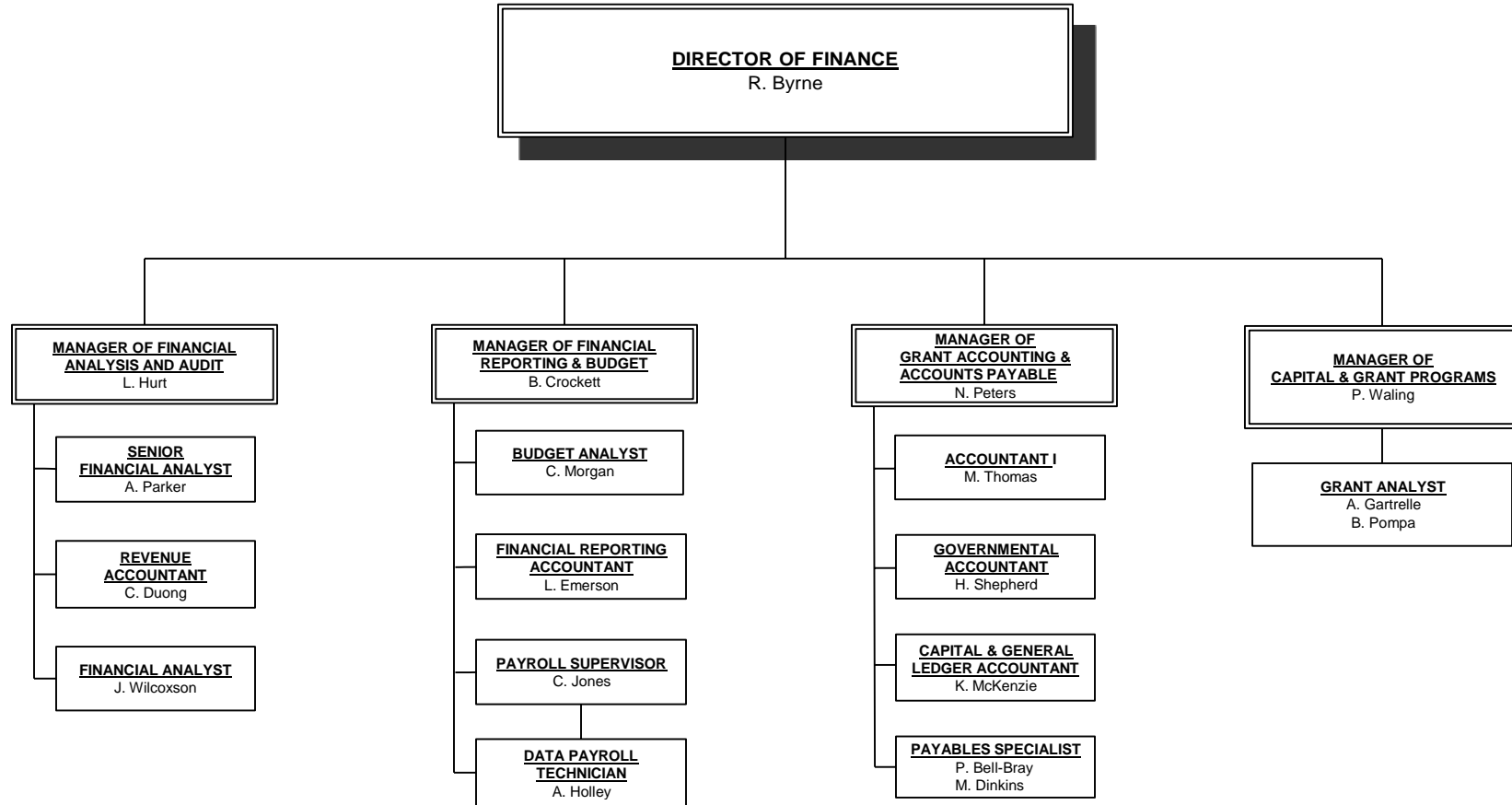
# GENERAL COUNSEL



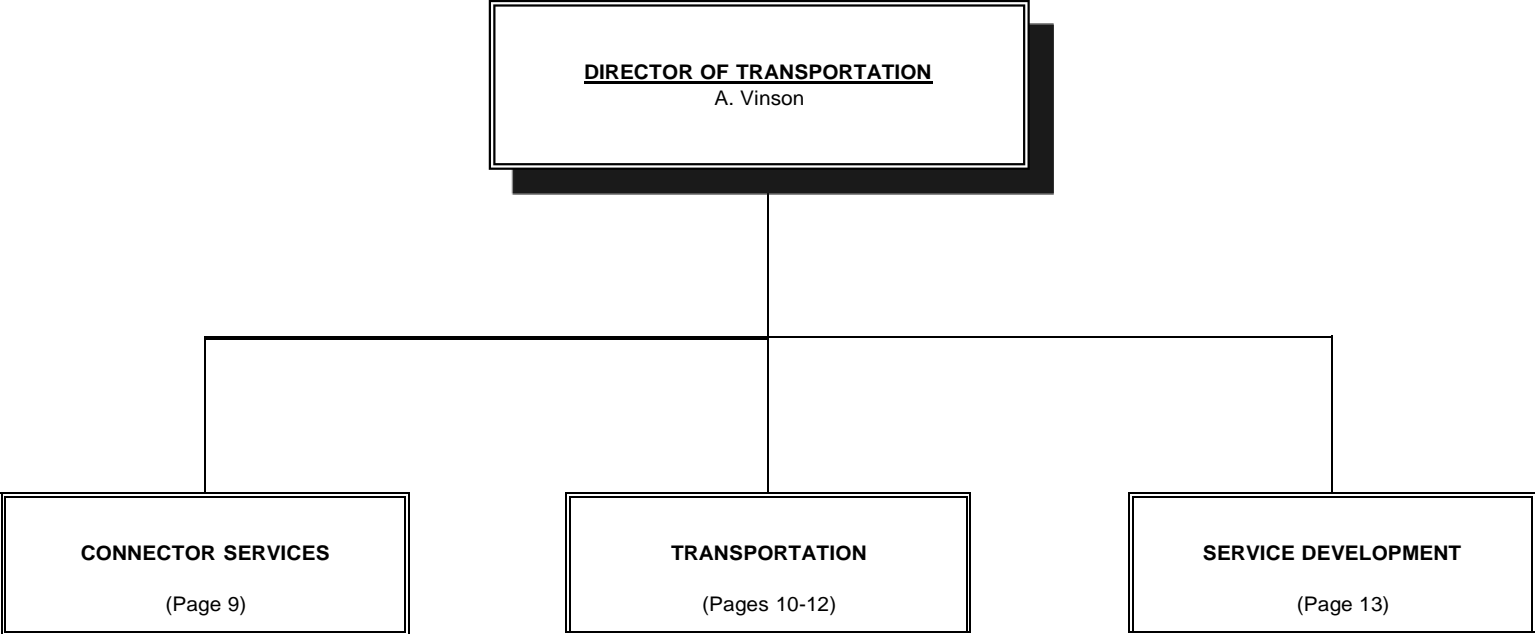
# HUMAN RESOURCES



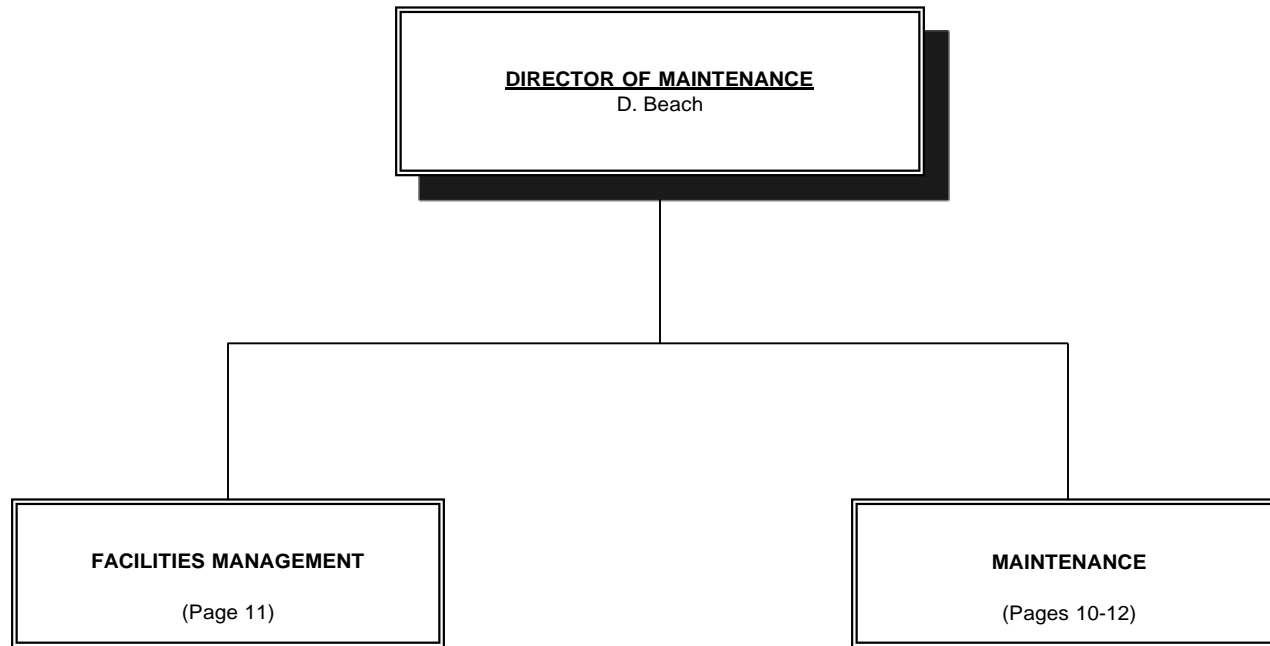
# FINANCE



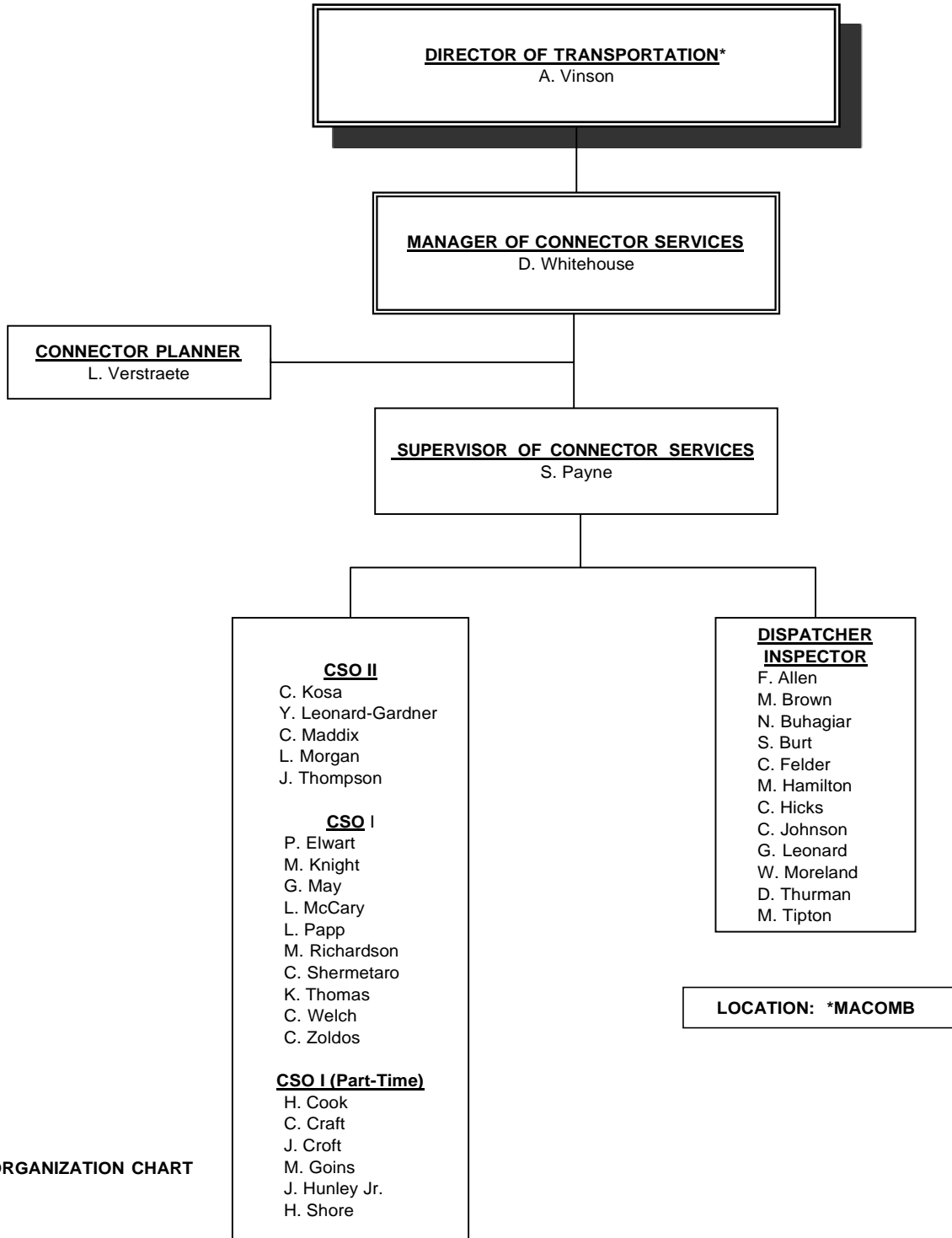
# TRANSPORTATION



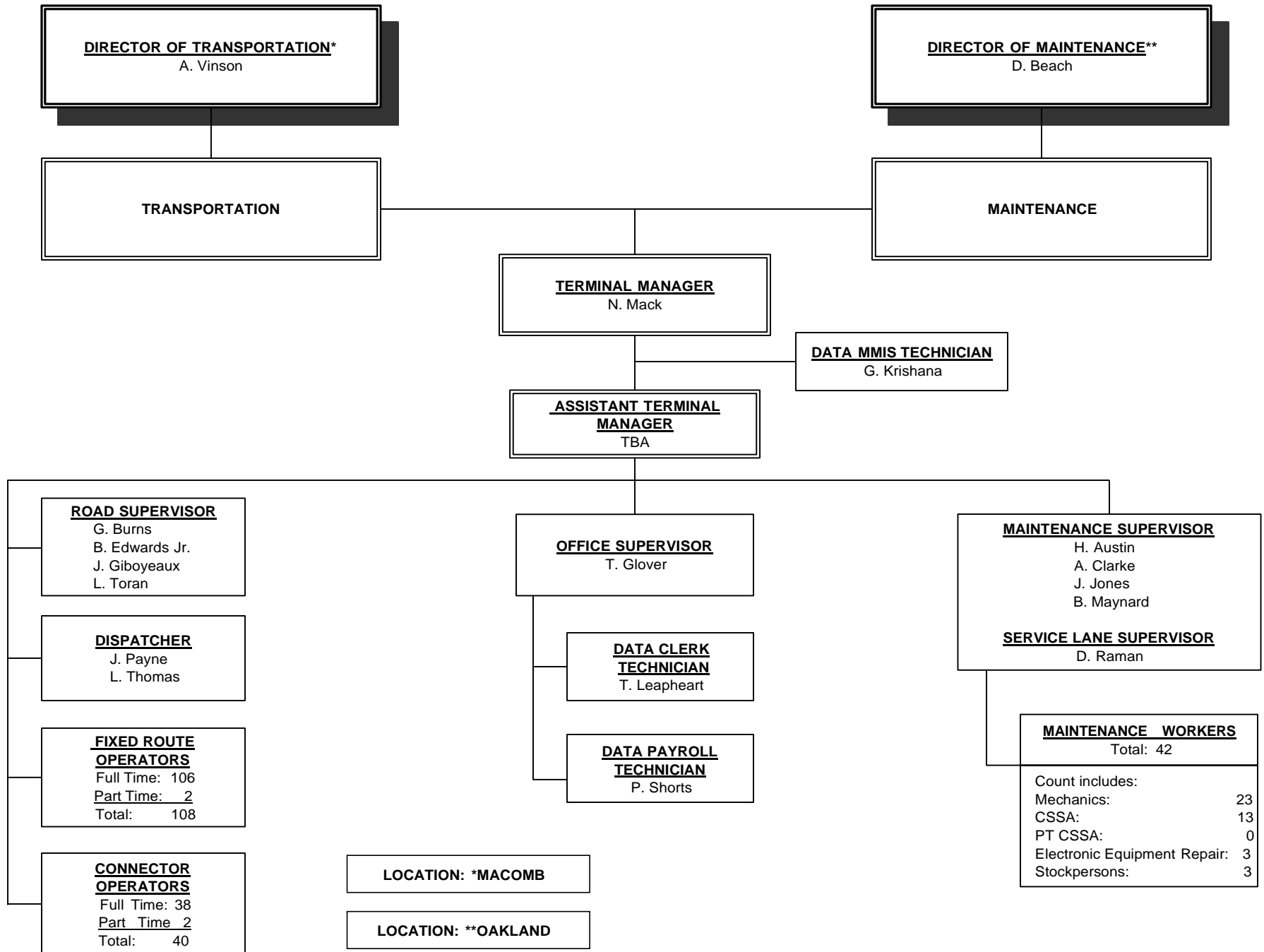
# MAINTENANCE



# CONNECTOR SERVICES



# WAYNE TERMINAL



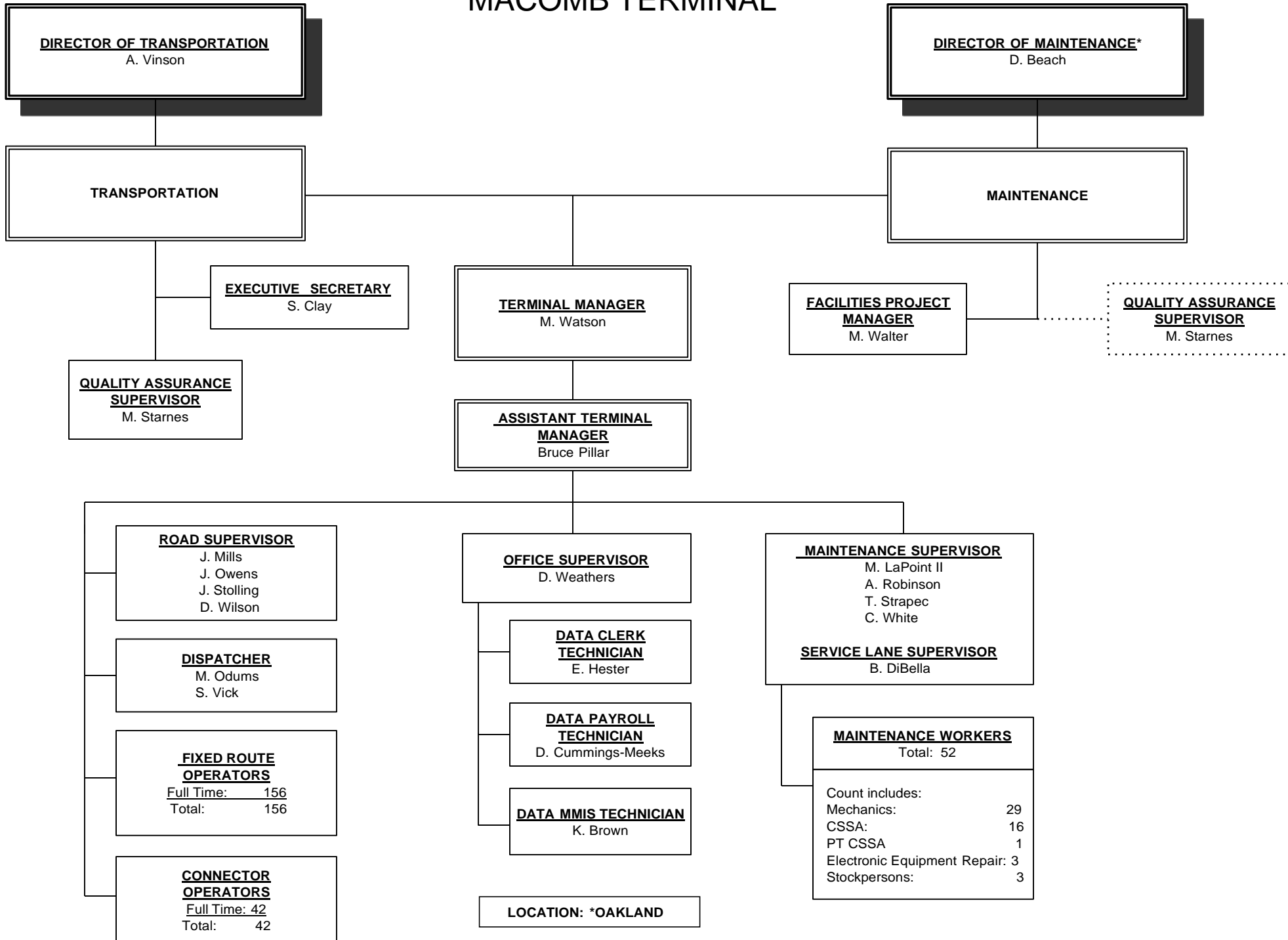
LOCATION: \*MACOMB

LOCATION: \*\*OAKLAND

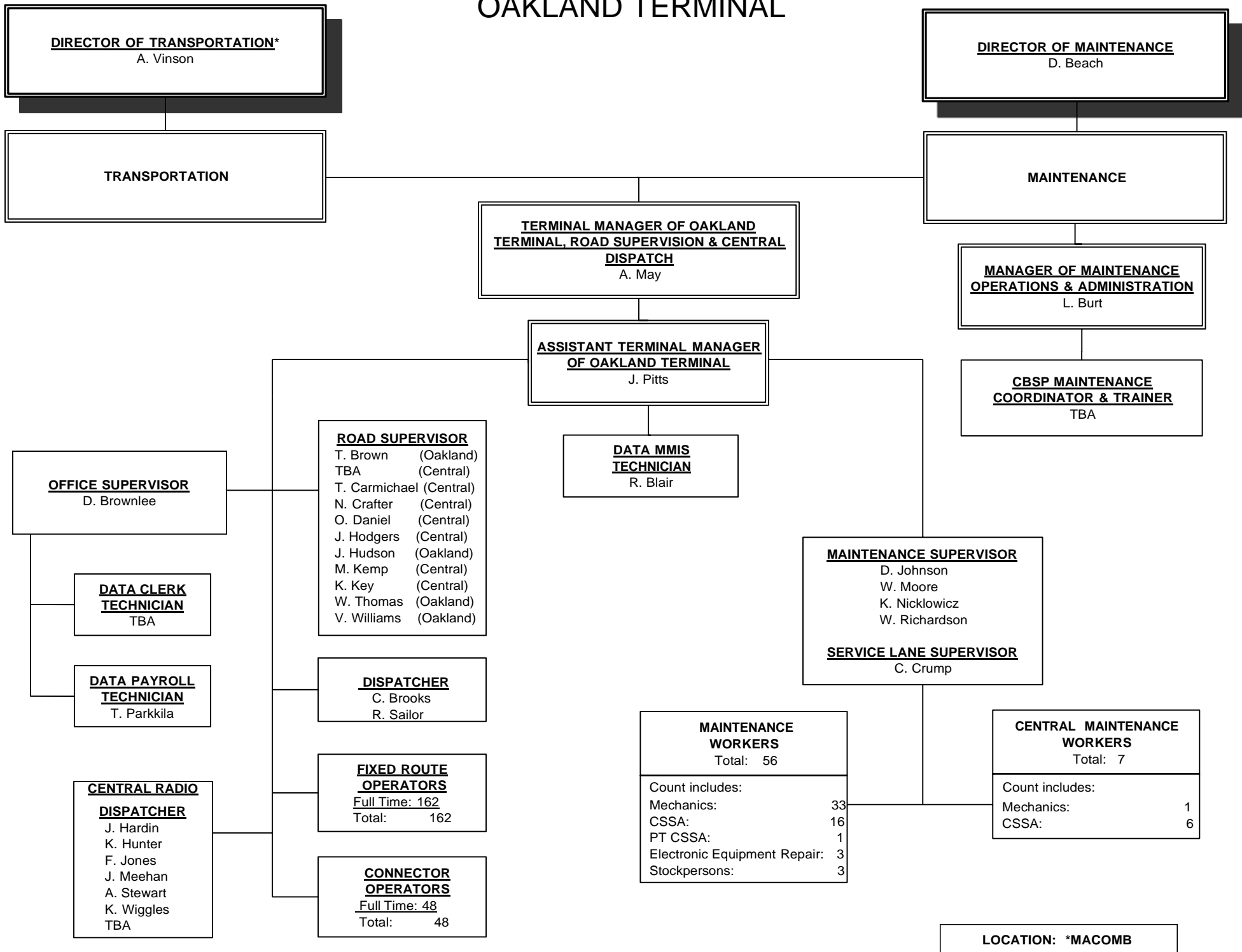
<b><u>MAINTENANCE WORKERS</u></b>	
Total: 42	
Count includes:	
Mechanics:	23
CSSA:	13
PT CSSA:	0
Electronic Equipment Repair:	3
Stockpersons:	3



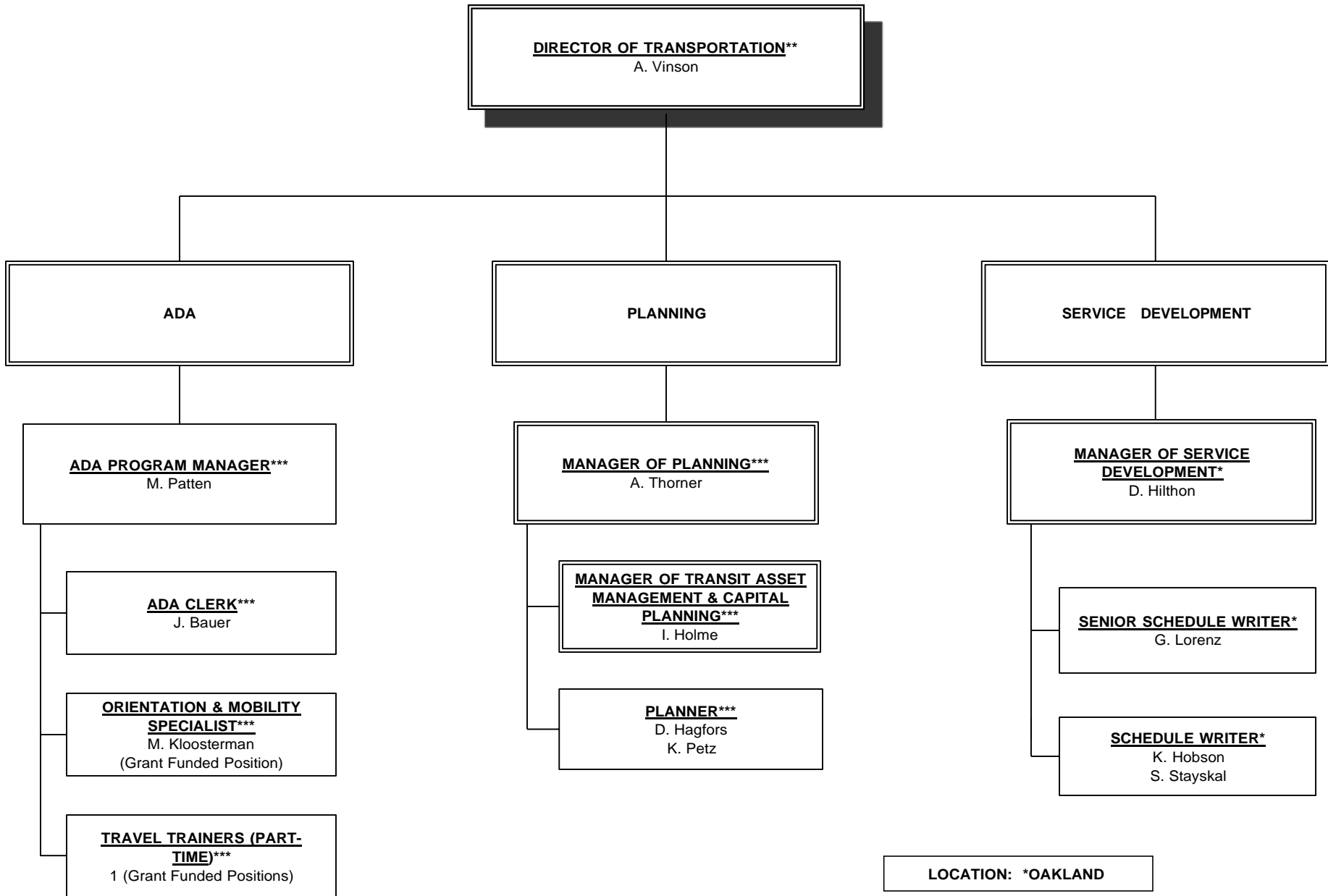
# MACOMB TERMINAL



# OAKLAND TERMINAL



# SERVICE DEVELOPMENT

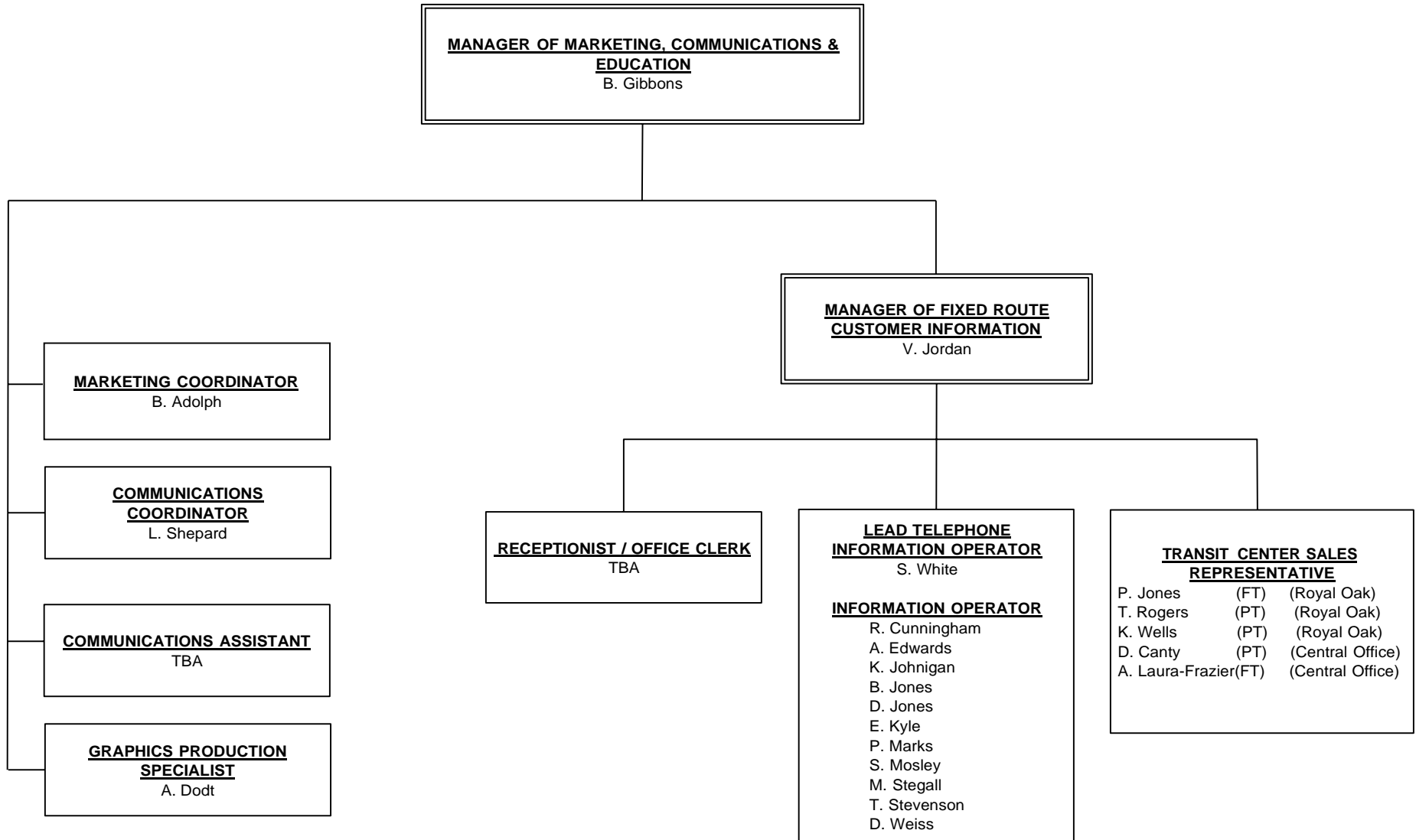


LOCATION: \*OAKLAND

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  
 FY2022 OPERATING BUDGET  
 SCHEDULE OF REVENUE AND EXPENSE  
 FIXED ROUTE

	FY2021 BUDGET	FY2022 BUDGET	FAV(UNFAV)
<b>REVENUE</b>			
FAREBOX	\$ 10,450,100	\$ 3,701,000	\$ (6,749,100)
ADVERTISING	750,000	750,000	-
RENTAL INCOME	65,000	60,000	(5,000)
OTHER	4,000	2,100	(1,900)
<b>TOTAL REVENUE</b>	<b>11,269,100</b>	<b>4,513,100</b>	<b>(6,756,000)</b>
<b>EXPENSES</b>			
<b>TRANSIT OPERATIONS</b>			
SALARIES	5,210,400	5,643,300	(432,900)
HOURLY WAGES	24,024,200	25,348,200	(1,324,000)
FUEL, LUBRICANTS & COOLANTS	6,256,100	6,277,000	(20,900)
TIRES & ELECTRIC BATTERIES	852,000	850,000	2,000
VEHICLE INSURANCE	5,820,100	5,292,400	527,700
<b>TOTAL</b>	<b>42,162,800</b>	<b>43,410,900</b>	<b>(1,248,100)</b>
<b>GENERAL ADMINISTRATION</b>			
GENERAL SUPPLIES	696,000	690,000	6,000
PROFESSIONAL FEES	57,500	56,900	600
<b>TOTAL</b>	<b>753,500</b>	<b>746,900</b>	<b>6,600</b>
<b>FARE COLLECTION</b>			
FARE COLLECTION COSTS	596,000	546,000	50,000
<b>TOTAL</b>	<b>596,000</b>	<b>546,000</b>	<b>50,000</b>
<b>SUB-TOTAL TRANSIT OPERATIONS</b>	<b>43,512,300</b>	<b>44,703,800</b>	<b>(1,191,500)</b>
<b>VEHICLE MAINTENANCE</b>			
HOURLY WAGES	9,054,800	9,389,800	(335,000)
REPAIR PARTS	3,000,000	2,800,000	200,000
CONTRACT MAINT.	997,100	1,064,100	(67,000)
TOWING	160,000	160,000	-
<b>TOTAL</b>	<b>13,211,900</b>	<b>13,413,900</b>	<b>(202,000)</b>
<b>BLDG. &amp; GROUNDS</b>			
UTILITIES/INSURANCE	1,095,400	1,069,000	26,400
CONTRACT MAINTENANCE	727,500	899,500	(172,000)
ROUTE FACILITIES MAINTENANCE	188,300	188,300	-
OTHER BLDG MAINTENANCE	55,100	55,100	-
<b>TOTAL</b>	<b>2,066,300</b>	<b>2,211,900</b>	<b>(145,600)</b>
<b>SUB-TOTAL MAINTENANCE</b>	<b>15,278,200</b>	<b>15,625,800</b>	<b>(347,600)</b>
EMPLOYEE BENEFITS AND RETIREES BENEFITS	38,535,900	40,202,600	(1,666,700)
<b>TOTAL FIXED ROUTE EXPENSES</b>	<b>97,326,400</b>	<b>100,532,200</b>	<b>(3,205,800)</b>
<b>REVENUE OVER(UNDER) EXPENSE</b>	<b>\$ (86,057,300)</b>	<b>\$ (96,019,100)</b>	<b>\$ (9,961,800)</b>

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY2022 OPERATING BUDGET  
 SCHEDULE OF REVENUE AND EXPENSE  
**CONNECTOR**

	FY2021 BUDGET	FY2022 BUDGET	FAV(UNFAV)
<b>REVENUES</b>			
FAREBOX	\$ 680,000	\$ 522,900	\$ (157,100)
AGENCY	115,000	39,900	(75,100)
<b>TOTAL REVENUE</b>	<b>795,000</b>	<b>562,800</b>	<b>(232,200)</b>
<b>EXPENSES</b>			
<b>TRANSIT OPERATIONS</b>			
SALARIES	570,400	661,200	(90,800)
HOURLY WAGES	6,352,200	6,042,800	309,400
FUEL, LUBRICANTS & COOLANTS	575,000	575,000	-
TIRES	101,000	102,000	(1,000)
VEHICLE INSURANCE	1,513,600	1,412,300	101,300
<b>TOTAL</b>	<b>9,112,200</b>	<b>8,793,300</b>	<b>318,900</b>
<b>CUSTOMER SERVICE OPERATIONS</b>			
SALARIES	678,400	726,100	(47,700)
FARE COLLECTION COSTS	16,000	21,000	(5,000)
<b>TOTAL</b>	<b>694,400</b>	<b>747,100</b>	<b>(52,700)</b>
<b>GENERAL ADMINISTRATION</b>			
SALARIES	200,700	220,900	(20,200)
CONSULTANTS	325,000	300,000	25,000
OTHER	8,600	13,600	(5,000)
<b>TOTAL</b>	<b>534,300</b>	<b>534,500</b>	<b>(200)</b>
SUB TOTAL GENERAL ADMIN.	10,340,900	10,074,900	266,000
<b>VEHICLE MAINTENANCE</b>			
REPAIR PARTS	511,900	470,000	41,900
CONTRACT MAINT	50,000	50,000	-
OTHER	26,000	26,000	-
<b>TOTAL</b>	<b>587,900</b>	<b>546,000</b>	<b>41,900</b>
<b>BLDG &amp; GROUNDS</b>			
UTILITIES & INSURANCE	38,400	38,200	200
OTHER	19,700	19,700	-
<b>TOTAL</b>	<b>58,100</b>	<b>57,900</b>	<b>200</b>
SUB-TOTAL MAINTENANCE	646,000	603,900	42,100
EMPLOYEE BENEFITS & TAXES	5,008,300	4,892,100	116,200
<b>TOTAL CONNECTOR EXPENSE</b>	<b>15,995,200</b>	<b>15,570,900</b>	<b>424,300</b>
<b>REVENUE OVER(UNDER) EXPENSE</b>	<b>\$ (15,200,200)</b>	<b>\$ (15,008,100)</b>	<b>\$ 192,100</b>

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY2022 OPERATING BUDGET  
 GENERAL ADMINISTRATION

EXPENSES	DEPARTMENTS									FY2022 TOTAL	FY2021 TOTAL	\$ Variance FAV(UNFAV)
	GENERAL MANAGER	ADMIN. SERVICES	GENERAL COUNSEL	GENERAL EXPENSES	FINANCE	HUMAN RESOURCES	MARKETING & COMM	OPERATIONS ADMIN.	SERVICE DEVELOPMENT			
SALARIES	\$ 266,400	\$ 1,936,600	\$ 457,000		\$ 1,297,500	\$ 984,900	\$ 1,061,400	\$ 580,500	\$ 795,600	\$ 7,379,900	\$ 6,686,500	\$ (693,400)
EMPLOYEE BENEFITS	92,300	1,108,300	230,900		877,400	600,400	877,400	323,200	507,900	4,617,800	4,548,200	(69,600)
SUPPLIES	2,200	39,000	9,500	\$ 82,900	5,400	29,900	208,300	700	49,500	427,400	420,600	(6,800)
CONSULTANTS					5,000	280,800			50,000	335,800	134,800	(201,000)
COMPUTER SERVICES		744,800								744,800	744,800	-
OUTSIDE SERVICES		16,000	300,000	570,900	500	209,000	296,000	2,000		1,394,400	1,233,000	(161,400)
TRAVEL & MEETINGS	9,800	34,000			1,100		6,700	5,300		56,900	60,900	4,000
TRAVEL - FUNDED & UWP		8,000			2,700				2,100	12,800	12,800	-
MILEAGE & TRAINING EXP	2,000	30,300	5,600	3,500		138,500	17,500	12,000	13,800	223,200	115,900	(107,300)
MKTG & ADVERTISING	16,000	15,000				175,000	233,500			439,500	544,500	105,000
OTHER EXPENSES	3,700	122,500	2,000	36,500	5,300	8,500	418,000		11,000	607,500	575,900	(31,600)
UTILITIES & RENT	2,600	7,800	1,700	580,000	10,600	1,600	2,200	2,800	1,100	610,400	561,700	(48,700)
<b>TOTAL EXPENSES</b>	<b>395,000</b>	<b>4,062,300</b>	<b>1,006,700</b>	<b>1,273,800</b>	<b>2,205,500</b>	<b>2,428,600</b>	<b>3,121,000</b>	<b>926,500</b>	<b>1,431,000</b>	<b>16,850,400</b>	<b>15,639,600</b>	<b>(1,210,800)</b>



# COMMUNITY PROGRAM REVIEW

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



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY2022 OPERATING BUDGET  
**MUNICIPAL CREDITS PROGRAM**

MACOMB COUNTY							
ARMADA	\$ 1,800	BIRMINGHAM	20,800	OXFORD TWP	17,680	GROSSE POINTE PARK	11,960
ARMADA TWP	3,760	BLOOMFIELD HILLS	4,000	PLEASANT RIDGE	2,600	GROSSE POINTE SHORES (*)	3,120
BRUCE TWP	7,080	BLOOMFIELD TWP	42,520	PONTIAC	61,600	GROSSE POINTE WOODS	16,720
CENTER LINE	8,560	BRANDON TWP	14,200	ROCHESTER	13,160	HAMTRAMCK	23,200
CHESTERFIELD TWP	44,920	CLARKSTON	920	ROCHESTER HILLS	73,480	HARPER WOODS	14,720
CLINTON TWP	100,200	CLAWSON	12,240	ROSE TWP	6,480	HIGHLAND PARK	12,200
EASTPOINTE	33,600	COMMERCE TWP	37,120	ROYAL OAK	59,240	HURON TWP	16,440
FRASER	15,000	FARMINGTON	10,720	ROYAL OAK TWP	2,520	INKSTER (^)	26,280
HARRISON TWP	25,440	FARMINGTON HILLS	82,600	SOUTHFIELD	74,280	LINCOLN PARK	39,480
LENOX TWP	6,040	FERNDALE	20,600	SOUTH LYON	11,720	LIVONIA	100,360
MACOMB TWP	82,400	FRANKLIN	3,280	SPRINGFIELD TWP	14,440	MELVINDALE	11,080
MEMPHIS	840	GROVELAND TWP	5,680	SYLVAN LAKE	1,800	NORTHVILLE (**)	6,200
MT. CLEMENS	16,880	HAZEL PARK	17,000	TROY	83,840	NORTHVILLE TWP	29,520
NEW BALTIMORE	12,520	HIGHLAND TWP	19,880	WALLED LAKE	7,240	PLYMOUTH	9,440
NEW HAVEN	4,800	HOLLY	6,320	WATERFORD TWP	74,240	PLYMOUTH TWP	28,480
RAY TWP	3,880	HOLLY TWP	5,480	W. BLOOMFIELD TWP	66,960	REDFORD TWP	50,080
RICHMOND	5,960	HUNTINGTON WOODS	6,440	WHITE LAKE TWP	31,080	RIVER ROUGE	8,200
RICHMOND TWP	3,800	INDEPENDENCE TWP	35,920	WIXOM	13,960	RIVERVIEW	12,920
ROMEO	3,720	KEEGO HARBOR	3,080	WOLVERINE LAKE	4,480	ROCKWOOD	3,400
ROSEVILLE	48,960	LAKE ANGELUS	320	<b>TOTAL - OAKLAND</b>	<b>\$ 1,241,320</b>	ROMULUS	24,840
SHELBY TWP	76,400	LAKE ORION	3,080	<b>WAYNE COUNTY</b>		SOUTHGATE	31,120
STERLING HEIGHTS	134,280	LATHRUP VILLAGE	4,200	ALLEN PARK	\$ 29,200	SUMPTER TWP	9,880
ST. CLAIR SHORES	61,800	LEONARD	400	BELLEVILLE	4,120	TAYLOR	65,360
UTICA	4,920	LYON TWP	15,040	BROWNSTOWN TWP	31,720	TRENTON	19,520
WARREN	138,760	MADISON HEIGHTS	30,720	CANTON TWP(^)	93,360	VAN BUREN TWP	29,840
WASHINGTON TWP	24,200	MILFORD	6,400	DEARBORN	101,600	WAYNE (^)	18,200
<b>TOTAL - MACOMB</b>	<b>\$ 870,520</b>	MILFORD TWP	9,880	DEARBORN HEIGHTS	59,800	WESTLAND (^)	87,080
<b>OAKLAND COUNTY</b>		NOVI	57,160	ECORSE	9,840	WOODHAVEN	13,320
ADDISON TWP	\$ 6,160	NOVI TWP	160	FLAT ROCK	10,240	WYANDOTTE	26,800
AUBURN HILLS	22,160	OAKLAND TWP	17,360	GARDEN CITY (^)	28,680	<b>TOTAL - WAYNE</b>	<b>\$ 1,149,240</b>
BERKLEY	15,480	OAK PARK	30,360	GIBRALTAR	4,800	<b>GRAND TOTAL</b>	
BEVERLY HILLS	10,640	ORCHARD LAKE	2,440	GROSSE ILE TWP	10,720	<b>\$ 3,261,080</b>	
BINGHAM FARMS	1,160	ORION TWP	33,560	GROSSE POINTE	5,600	(*) Includes Macomb Portion	
		ORTONVILLE	1,480	GROSSE POINTE FARMS	9,800	(**) Includes Oakland Portion	
		OXFORD	3,560			(^) Communities make up Nankin Transit	

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY2022 OPERATING BUDGET  
**COMMUNITY CREDITS PROGRAM**

MACOMB COUNTY		OAKLAND COUNTY		WAYNE COUNTY	
ARMADA	4,218.00	AUBURN HILLS	30,463.00	ALLEN PARK	47,882.00
ARMADA TWP	9,722.00	BERKLEY	25,791.00	DEARBORN	150,436.00
BRUCE TWP	16,930.00	BEVERLY HILLS	16,568.00	DEARBORN HEIGHTS	94,134.00
CENTER LINE	14,644.00	BINGHAM FARMS	1,575.00	ECORSE	18,600.00
CHESTERFIELD TWP	60,621.00	BIRMINGHAM	30,962.00	GARDEN CITY ^	49,022.00
CLINTON TWP	155,016.00	BLOOMFIELD TWP	66,930.00	GROSSE POINTE	8,919.00
EASTPOINTE	57,679.00	CLAWSON	21,108.00	GROSSE POINTE FARMS	15,671.00
FRASER	24,790.00	FARMINGTON	16,045.00	GROSSE POINTE PARK	19,967.00
HARRISON TWP	81,440.00	FARMINGTON HILLS	126,131.00	GROSSE POINTE SHORES *	4,649.00
LENOX TWP	14,194.00	FERNDALE	37,661.00	GROSSE POINTE WOODS	27,474.00
MACOMB TWP	133,628.00	FRANKLIN	4,500.00	HAMTRAMCK	35,351.00
MEMPHIS	2,380.00	HAZEL PARK	30,831.00	HARPER WOODS	23,051.00
MT. CLEMENS	29,811.00	HUNTINGTON WOODS	9,908.00	HIGHLAND PARK	29,712.00
NEW BALTIMORE	19,602.00	LATHRUP VILLAGE	4,886.00	INKSTER ^	47,977.00
NEW HAVEN	8,126.00	MADISON HEIGHTS	49,879.00	LINCOLN PARK	64,691.00
RAY TWP	9,902.00	OAK PARK	47,398.00	MELVINDALE	17,348.00
RICHMOND	12,963.00	PLEASANT RIDGE	4,242.00	REDFORD TWP	83,889.00
RICHMOND TWP	9,046.00	PONTIAC	108,915.00	RIVER ROUGE	16,984.00
ROMEO	9,848.00	ROYAL OAK	99,591.00	RIVERVIEW	21,476.00
ROSEVILLE	83,137.00	ROYAL OAK TWP	8,354.00	ROMULUS	36,017.00
SHELBY TWP	172,494.00	SOUTHFIELD	120,272.00	SOUTHGATE	47,984.00
STERLING HEIGHTS	201,726.00	TROY	124,361.00	TAYLOR	108,465.00
ST. CLAIR SHORES	109,739.00	WALLED LAKE	153,109.00	TRENTON	31,777.00
UTICA	8,111.00	W. BLOOMFIELD TWP	99,629.00	WAYNE ^	30,783.00
WARREN	235,818.00	<b>TOTAL - OAKLAND</b>	<b>\$ 1,239,109</b>	WESTLAND ^	134,172.00
WASHINGTON TWP	45,325.00			WYANDOTTE	46,950.00
<b>TOTAL - MACOMB</b>	<b>\$ 1,530,910</b>			<b>TOTAL - WAYNE</b>	<b>\$ 1,213,381</b>
				<b>GRAND TOTAL</b>	<b>\$ 3,983,400</b>

\* INCLUDES MACOMB PORTION  
 ^ COMMUNITIES MAKE UP NANKIN TRANSIT

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FY 2022 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 2022 OPERATING ASSISTANCE	FY 2021 OPERATING ASSISTANCE	INCREASE (DECREASE)

**TRI-COUNTY**

REDFORD	\$84,000	\$ 50,100	\$ -				\$ 134,100	\$ 129,100	\$ 5,000
NANKIN ^	262,000	253,600	391,800				907,400	720,800	186,600
MT CLEMENS	30,000	16,900	-				46,900	45,000	1,900
<b>TOTAL</b>	<b>\$ 376,000</b>	<b>\$ 320,600</b>	<b>\$ 391,800</b>				<b>\$ 1,088,400</b>	<b>\$ 894,900</b>	<b>\$ 193,500</b>

**OUTER COUNTY**

MONROE				\$ -	\$ 106,000	\$ 362,000	\$ 468,000	\$ 424,300	\$ 43,700
BEDFORD				-	-	115,000	115,000	125,000	(10,000)
LAKE ERIE				1,983,000	45,000	1,504,000	3,532,000	1,750,700	1,781,300
<b>TOTAL</b>				<b>\$ 1,983,000</b>	<b>\$ 151,000</b>	<b>\$ 1,981,000</b>	<b>\$ 4,115,000</b>	<b>\$ 2,300,000</b>	<b>\$ 1,815,000</b>

\*Note (1): Final funding amounts not available from MDOT & FTA at time of budget

^Note (2): Nankin Transit is made up of the communities; Canton, Garden City, Inkster, Wayne & Westland

+Note (3): Community Credits / Operating Assistance includes a 1.94% increase

Note (4): Tri-County POS & Community Credits are unrestricted revenues



**SUBURBAN MOBILITY AUTHORITY for REGIONAL TRANSPORTATION  
FISCAL YEARS 2022 TO 2026 CAPITAL BUDGET**

**ITEM**

**INTRODUCTION**

**FIVE-YEAR CAPITAL BUDGET SUMMARY**

**PRIOR YEARS CARRY-OVER SUMMARY**

**PRIOR YEARS CARRY-OVER DETAIL**

**FIVE-YEAR CAPITAL PLAN FY 2022 – FY 2026 CAPITAL BUDGET**



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
FISCAL YEARS 2022 to 2026 CAPITAL BUDGET**

**INTRODUCTION**

The FY 2022-FY 2026 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 2021, the FY 2022 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 FAST Act legislation SMART staff has requested federal funding for Fiscal Years (2022-2026) based on SEMCOG targets with an annual increase of 2% for FY's 2024, 2025 & 2026 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 December 4, 2015 Fixing America's Surface Transportation (FAST) Act reauthorizing surface transportation programs through Fiscal Year 2020 was signed. On September 22, 2020 FAST ACT was extended by one year. There are no FTA Discretionary funds shown in this budget, however, FAST Act re-establishes a Bus Discretionary Program and 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's 2022 & 2023 projects; while FY's 2024-2026 are anticipated applications.
- 
- The 5310 Program, which now requires project funding requests to the Regional Transit Authority, reflects SMART's awarded projects for FY's 2019 & 2020 in the "FY 2021 pending award 09/30/21" column of the five-year Capital Budget Summary and anticipated requests for funding for FY 2022-26. 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 2021 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 2022 to 2026 CAPITAL BUDGET  
NEEDS BASED ON ELIGIBILITY AND FUNDING  
FIVE-YEAR CAPITAL BUDGET SUMMARY  
(000 OMITTED)**

	<b>CARRY OVER</b>	<b>FY 2021 (pending award) 09/30/2021</b>	<b>FY 2022</b>	<b>FY 2023</b>	<b>FY 2024</b>	<b>FY 2025</b>	<b>FY 2026</b>	<b>TOTAL</b>
<b>5307 Formula (SMART &amp; Monroe) &amp; 5307 LETC Governor's Apportionment * (^)</b>	\$42,086	\$32,127	\$31,974	\$32,976	\$32,503	\$33,195	\$30,169	\$235,030
<b>5307 Coronavirus Aid, Relief and Economic Security Act (CARES) SMART &amp; Monroe</b>	2,059	0	0	0	0	0	0	2,059
<b>5339 Formula (SMART &amp; Monroe) &amp; 5339 LETC Governor's Apportionment</b>	7,838	3,389	2,995	3,094	3,942	4,022	4,100	29,380
<b>5339 Low-No Discretionary (^)</b>	0	0	0	0	0	0	0	0
<b>Service Development and New Technology (SDNT)</b>	408	0	0	0	0	0	0	408
<b>CMAQ (SMART &amp; Monroe)*</b>	1,197	4,185	5,352	2,317	0	0	0	13,051
<b>5310 (SMART&amp; Monroe)*</b>	4,962	3,255	3,213	3,213	3,213	3,213	3,213	24,282
<b>5310 Monroe**</b>	67	0	335	79	0	0	0	481
<b>New Freedom-Non Urban (NOTA)*</b>	93	0	281	218	218	218	218	1,246
<b>JARC-Non Urban- NOTA</b>	45	0	710	215	215	215	215	1,615
<b>TOTAL</b>	<u>\$58,755</u>	<u>\$42,956</u>	<u>\$44,860</u>	<u>\$42,112</u>	<u>\$40,091</u>	<u>\$40,863</u>	<u>\$37,915</u>	<u>\$307,552</u>

**Assumptions:**

Future Fiscal Years (2022 - 2026) federal formula funding based Sencog targets with an annual increase of 2% for FY24-26.  
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 2022 & 2023 CMAQ Projects approved by SEMCOG. 2024- 2026 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.

(^) 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 2022 TO 2026 CAPITAL BUDGET NEEDS BASED ON ELIGIBILITY

**PRIOR YEARS CARRY-OVER SUMMARY  
 (000 OMITTED)**

FISCAL YEAR	GRANT NO.	TOTAL	FUNDING
2013-2015	MI-90-X678	\$52	5307
2013-2014	MI-16-X007	235	5310
2014-2016	MI-2016-018-00	513	5310
2015-2017	MI-2016-025-00	6,162	5307
2016/2017	MI-2016-025-00	13	5339
2017/2018	MI-2018-020-00	1,483	5310
2018/2019	MI-2018-018-00	26,736	5307
2018/2019	MI-2018-018-00	4,391	5339
2018/2019	MI-2018-018-00	1,197	CMAQ
2018/2019	MI-2020-032-00	2,731	5310
2019	2017-0130 P21	67	5310-Non Urban Monroe
2019	2017-0130 P17	8	5304 SDNT
2020	MI-2020-052-00	2,059	5307 CARES ACT
2020	MI-2020-061-00	9,136	5307
2020	MI-2020-061-00	3,434	5339
2020	2017-0130 P26	400	5303 & 5304 SDNT
2021	2017-0130 P29	93	NF-Non Urban NOTA
2021	2017-0130 P23	45	JARC-Non Urban NOTA
<b>TOTAL</b>		<u><u><b>\$58,755</b></u></u>	



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FISCAL YEARS 2022 TO 2026 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	
	<b>SMART</b>					
36380	Facility Renovations/(1 % Security Requirement)	\$19				\$19
36405	FY 2014 Lighted Shelters	4				4
36440	Bus Shelters	22				22
	<b>LETC Gov Appt (GA) &amp; Toledo Appt.</b>					
36400	Facility Renovation	7				7
	<b>5310 Sub-Recipients</b>					
36700	Buy Replacement < 30-Ft Bus		\$35			35
	<b>5310- SMART</b>					
36810	Mobility Management		200			200
	<b>5310 Sub-Recipients</b>					
40010	Buy Replacement < 30-Ft Bus			\$65		65
40070	Misc. Support Equipment			20		20
40130-40210	Operating			428		428
	<b>SMART</b>					
40240	Acquire-ADP Software				\$15	15
40260	Acquire-Misc. Support Equip				262	262
40270	Rehab/Renovate-Maintenance Facility				4,155	4,155
40280	Employee Education/Training				21	21
40290	Acquire-Mobile Surv/Security Equip				251	251
40305	Acquire Surveillance/Security Equipment				375	375
40315	Purchase Control Signal Equipment				1,000	1,000
40330	Construct Pedestrian Access/Walkways				16	16
	<b>LETC Gov Appt (GA) &amp; Toledo Appt.</b>					
40390	Acquire-Mobile Surv/Security Equip				45	45
40400	Acquire-Mobile Fare Collection Equip				5	5
40420	Purchase Vehicle Locator System				13	13
40430	Buy Replacement Bus				4	4
<b>TOTAL</b>		<b>\$52</b>	<b>\$235</b>	<b>\$513</b>	<b>\$6,162</b>	<b>\$6,962</b>

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
 FISCAL YEARS 2022 TO 2026 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	
	<b><u>LETC Gov Appt (GA) &amp; Toledo Appt.</u></b>					
40440	Buy Replacement Hybrid Bus	\$12				\$12
40450	Buy Assoc Cap Main Items	1				1
	<b><u>5310 Sub-Recipients</u></b>					
40700	Buy Replacement <30 Ft Bus		\$76			76
40770	Misc. Support Equipment		25			25
40750	Acquire ADP Hardware		18			18
40760	Acquire ADP Software		116			116
40520-40560	Mobility Management		309			309
40570-40670	Operating		889			889
	<b><u>5310- SMART</u></b>					
40680	Administration		50			50
	<b><u>SMART</u></b>					
40800	Buy < 30 Ft Replacement Bus			\$589		589
40805	Purchase Landscaping/Scenic Beautification			75		75
40810	Buy 40 Ft Expansion Buses			1,149		1,149
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			463		463
40850	Acquire ADP Software			3,114		3,114
40860	Acquire Misc. Support Equipment			367		367
40870	Rehab/Renovate Maintenance Facility			19,245		19,245
	<b><u>LETC Gov Appt (GA) &amp; Toledo Appt.</u></b>					
40880	Buy Assoc Cap Main Items			37		37
40895	Buy Expansion Van			2		2
40905	Acquire Surveillance/Security Equip			22		22
40920	Acquire Surveillance/Security Equip			3		3
40940	Rehab/Renovate Admin/Maintenance Facility			215		215
	<b><u>SMART</u></b>					
40790	Buy 40 Ft Expansion Buses				\$1,132	1,132
40795	Rehab/Renovate Admin/Maintenance Facility				3,259	3,259
<b>TOTAL</b>		<b><u>\$13</u></b>	<b><u>\$1,483</u></b>	<b><u>\$26,736</u></b>	<b><u>\$4,391</u></b>	<b><u>\$32,623</u></b>

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
FISCAL YEARS 2022 TO 2026 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	
	<b>SMART</b>					
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
	<b>5310 Sub-Recipients</b>					
41000	Buy Replacement <30- Ft Bus- Traditional 5310 Capital				\$17	17
41005	Buy Replacement Van- Traditional 5310 Capital				0	0
41010	Acquire- ADP Software Items				66	66
41020-41050	Mobility Management				407	407
41060-41180	Operating				2,216	2,216
	<b>5310- SMART</b>					
41055	Program Administration-SMART				25	25
<b>TOTAL</b>		<b>\$1,197</b>	<b>\$67</b>	<b>\$8</b>	<b>\$2,731</b>	<b>\$4,003</b>

PROJECT NUMBER	PROJECT DESCRIPTION	CARES ACT	5307	5339	5310-Non Urban NOTA	TOTAL
		2020 MI-2020-052	2020 MI-2020-061	2020 MI-2020-061	2021 2017-0130 P29	
42010	Associated Capital Retrofit Items for 235 Fixed Route Buses	\$2,054				\$2,054
42020	Enhanced Bus route signage	5				5
42110	Acquire Surveil/Security Equip		\$268			268
42120	Rehab/Renovate-Bus Station		566			566
42130	Acquire - Hardware		560			560
42140	Acquire-Software		485			485
42150	Acquire-Mobile Fare Coll Equipment		7,000			7,000
42170	Purchase Landscaping/Scenic Beautification		50			50
42180	Purchase PEDAccess/Walkways		100			100
42190	Purchase Signage		50			50
	<b>LETC Gov Appt (GA) &amp; Toledo Appt.</b>					
42200	Buy Replacement Bus <30 Ft.		51			51
42210	Acquire Surveil/Security Equip		6			6
42080	Rehab/Renovate-Bus Station			\$3,434		3,434
70333	Operating (NOTA)				\$93	93
<b>TOTAL</b>		<b>\$2,059</b>	<b>\$9,136</b>	<b>\$3,434</b>	<b>\$93</b>	<b>\$14,722</b>

PROJECT NUMBER	PROJECT DESCRIPTION	5303 & 5304	JARC-Non Urban NOTA	TOTAL
		2020 2017-0130 P26	2021 2017-0130 P23	
In process	Operation and service policy/procedural development	\$400		\$400
70332	Operating (NOTA)		\$45	45
<b>TOTAL</b>		<b>\$400</b>	<b>\$45</b>	<b>\$445</b>

5 Year Capital Plan: FY22-26  
SMART/Monroe/NOTA

Description	2022			2023			2024			2025			2026		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
<b>1. 5307 Formula Funding</b>															
<b>SMART**</b>															
Preventive Maintenance	4,000,000	1,000,000	5,000,000	2,340,901	585,225	2,926,126	4,000,000	1,000,000	5,000,000	4,000,000	1,000,000	5,000,000	4,000,000	1,000,000	5,000,000
Security Activities (1% Min)	0	0	0	240,218	60,055	300,273	232,074	58,019	290,093	245,331	61,333	306,664	249,554	62,389	311,943
Enhancement Activities	189,200	47,300	236,500	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	4,035,930	1,008,983	5,044,913	189,982	47,496	237,478	747,115	186,779	933,894	1,890,205	472,551	2,362,756	889,256	222,314	1,111,570
Bus Replacement- Community Operated	574,750	143,688	718,438	356,918	89,230	446,148	0	0	0	1,911,720	477,930	2,389,650	1,319,072	329,768	1,648,840
Bus Replacement- F/R	4,333,520	1,083,380	5,416,900	8,891,109	2,222,777	11,113,886	0	0	0	1,504,186	376,047	1,880,233	6,227,328	1,556,832	7,784,160
Bus Replacement- Set Aside	0	0	0	0	0	0	0	0	0	0	0	0	8,000,000	2,000,000	10,000,000
Bus Spare Parts	0	0	0	0	0	0	24,000	6,000	30,000	0	0	0	0	0	0
Bus Mid-Life Overhaul	0	0	0	0	0	0	3,245,958	811,490	4,057,448	0	0	0	0	0	0
Information Technology Projects	7,800,000	1,950,000	9,750,000	1,080,000	270,000	1,350,000	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
Facility Renovation	2,400,000	600,000	3,000,000	10,720,608	2,680,152	13,400,760	9,857,202	2,464,301	12,321,503	13,714,634	3,428,659	17,143,293	0	0	0
<b>Subtotal SMART</b>	<b>23,333,400</b>	<b>5,833,350</b>	<b>29,166,750</b>	<b>24,019,736</b>	<b>6,004,934</b>	<b>30,024,670</b>	<b>23,986,349</b>	<b>5,996,587</b>	<b>29,982,936</b>	<b>24,466,076</b>	<b>6,116,519</b>	<b>30,582,595</b>	<b>22,045,210</b>	<b>5,511,303</b>	<b>27,556,513</b>
<b>Monroe</b>															
Preventative Maintenance	283,071	70,768	353,839	0	0	0	0	0	0	0	0	0	0	0	0
Bus Replacement	120,000	30,000	150,000	376,173	94,043	470,216	0	0	0	261,184	65,296	326,480	261,184	65,296	326,480
Bus Equipment/Parts	0	0	0	6,246	1,562	7,808	10,246	2,562	12,808	10,245	2,561	12,806	10,246	2,562	12,808
Facility Renovations	0	0	0	32,619	8,155	40,774	401,912	100,478	502,390	153,412	38,353	191,765	153,412	38,353	191,765
Transit Security Upgrades	2,600	650	3,250	2,600	650	3,250	2,600	650	3,250	2,600	650	3,250	2,600	650	3,250
Shop Equipment	0	0	0	0	0	0	15,200	3,800	19,000	15,200	3,800	19,000	15,200	3,800	19,000
<b>Subtotal Monroe</b>	<b>405,671</b>	<b>101,418</b>	<b>507,089</b>	<b>417,638</b>	<b>104,410</b>	<b>522,048</b>	<b>429,958</b>	<b>107,490</b>	<b>537,448</b>	<b>442,641</b>	<b>110,660</b>	<b>553,301</b>	<b>442,642</b>	<b>110,661</b>	<b>553,303</b>
<b>Total 5307 Formula Funding</b>	<b>23,739,071</b>	<b>5,934,768</b>	<b>29,673,839</b>	<b>24,437,374</b>	<b>6,109,344</b>	<b>30,546,718</b>	<b>24,416,307</b>	<b>6,104,077</b>	<b>30,520,384</b>	<b>24,908,717</b>	<b>6,227,179</b>	<b>31,135,896</b>	<b>22,487,852</b>	<b>5,621,963</b>	<b>28,109,815</b>
<b>2. Monroe 5307 Governor's Apportionment</b>															
Facility Renovation	0	0	0	0	0	0	811,421	202,855	1,014,276	811,421	202,855	1,014,276	811,421	202,855	1,014,276
Bus Replacement	0	0	0	118,227	29,557	147,784	0	0	0	0	0	0	0	0	0
Preventative Maintenance	193,515	48,379	241,894	0	0	0	0	0	0	0	0	0	0	0	0
<i>a Operating (# Under Operating Budget)</i>	<i>#1,028,966</i>	<i>#1,028,966</i>	<i>#2,057,932</i>	<i>#1,140,317</i>	<i>#1,140,317</i>	<i>#2,280,634</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>#522,472</i>	<i>#522,472</i>	<i>#1,044,944</i>
<b>Total 5307 Gvnr's Apportionment</b>	<b>193,515</b>	<b>48,379</b>	<b>241,894</b>	<b>118,227</b>	<b>29,557</b>	<b>147,784</b>	<b>811,421</b>	<b>202,855</b>	<b>1,014,276</b>	<b>811,421</b>	<b>202,855</b>	<b>1,014,276</b>	<b>811,421</b>	<b>202,855</b>	<b>1,014,276</b>
<b>3. 5339 Formula Funding</b>															
<b>SMART**</b>															
Facility Renovation	2,276,130	569,033	2,845,163	2,343,276	585,819	2,929,095	3,027,726	756,932	3,784,658	3,088,281	772,070	3,860,351	3,150,047	787,512	3,937,559
<b>Subtotal SMART</b>	<b>2,276,130</b>	<b>569,033</b>	<b>2,845,163</b>	<b>2,343,276</b>	<b>585,819</b>	<b>2,929,095</b>	<b>3,027,726</b>	<b>756,932</b>	<b>3,784,658</b>	<b>3,088,281</b>	<b>772,070</b>	<b>3,860,351</b>	<b>3,150,047</b>	<b>787,512</b>	<b>3,937,559</b>
<b>Monroe</b>															
Bus Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Replacement (from Toledo)	45,989	11,497	57,486	0	11,497	11,497	0	0	0	0	0	0	0	0	0
Facility Renovation	74,377	18,594	92,971	76,571	19,143	95,714	78,830	19,708	98,538	81,155	20,289	101,444	81,155	20,289	101,444
Facility Renovation (from Toledo)	0	0	0	45,989	11,497	57,486	47,346	11,837	59,183	48,743	12,186	60,929	48,743	12,186	60,929
<b>Subtotal Monroe</b>	<b>120,366</b>	<b>30,092</b>	<b>150,458</b>	<b>122,560</b>	<b>42,137</b>	<b>164,697</b>	<b>126,176</b>	<b>31,544</b>	<b>157,720</b>	<b>129,898</b>	<b>32,475</b>	<b>162,373</b>	<b>129,898</b>	<b>32,475</b>	<b>162,373</b>
<b>Total 5339 Formula Funding</b>	<b>2,396,496</b>	<b>599,124</b>	<b>2,995,620</b>	<b>2,465,836</b>	<b>627,956</b>	<b>3,093,792</b>	<b>3,153,902</b>	<b>788,476</b>	<b>3,942,378</b>	<b>3,218,179</b>	<b>804,545</b>	<b>4,022,724</b>	<b>3,279,945</b>	<b>819,986</b>	<b>4,099,931</b>
<b>4. CMAQ Funding +</b>															
<b>SMART</b>															
Bus Replacement-F/R	3,761,489	940,372	4,701,861	1,297,738	324,435	1,622,173	0	0	0	0	0	0	0	0	0
Bus Replacement- DO	0	0	0	451,666	112,917	564,583	0	0	0	0	0	0	0	0	0
Replace Community Transit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Subtotal SMART</b>	<b>3,761,489</b>	<b>940,372</b>	<b>4,701,861</b>	<b>1,749,404</b>	<b>437,351</b>	<b>2,186,755</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Monroe</b>															
Purchase Vehicles	520,000	130,000	650,000	0	130,000	130,000	0	0	0	0	0	0	0	0	0
<b>Subtotal Monroe</b>	<b>520,000</b>	<b>130,000</b>	<b>650,000</b>	<b>0</b>	<b>130,000</b>	<b>130,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total CMAQ Funding</b>	<b>4,281,489</b>	<b>1,070,372</b>	<b>5,351,861</b>	<b>1,749,404</b>	<b>567,351</b>	<b>2,316,755</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

5 Year Capital Plan: FY22-26  
SMART/Monroe/NOTA

Description	2022			2023			2024			2025			2026		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
<b>5. SMART 5310 Funding ++</b>															
<b>SMART</b>															
5310 Capital Projects (vehicles)	595,000	148,750	743,750	595,000	148,750	743,750	595,000	148,750	743,750	595,000	148,750	743,750	595,000	148,750	743,750
5310 Mobility Management	400,000	100,000	500,000	400,000	100,000	500,000	400,000	100,000	500,000	400,000	100,000	500,000	400,000	100,000	500,000
b 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
<b>Subtotal SMART</b>	1,020,000	248,750	1,268,750	1,020,000	248,750	1,268,750	1,020,000	248,750	1,268,750	1,020,000	248,750	1,268,750	1,020,000	248,750	1,268,750
<b>Monroe</b>															
Purchase Vehicles	268,000	67,000	335,000	63,200	15,800	79,000	0	0	0	0	0	0	0	0	0
<b>Subtotal Monroe</b>	268,000	67,000	335,000	63,200	15,800	79,000	0	0	0	0	0	0	0	0	0
<b>NOTA^</b>															
c Nonurban NF Operating (#Oper Bdgt)	#140,808	#140,808	#281,615	#108,963	#108,963	#217,925	#108,963	#108,963	#217,926	#108,963	#108,963	#217,926	#108,963	#108,963	#217,926
<b>Subtotal NOTA</b>															
<b>Total 5310 Capital Funding</b>	<b>1,288,000</b>	<b>315,750</b>	<b>1,603,750</b>	<b>1,083,200</b>	<b>264,550</b>	<b>1,347,750</b>	<b>1,020,000</b>	<b>248,750</b>	<b>1,268,750</b>	<b>1,020,000</b>	<b>248,750</b>	<b>1,268,750</b>	<b>1,020,000</b>	<b>248,750</b>	<b>1,268,750</b>
<b>6. Nonurban 5311 JARC^^</b>															
<b>NOTA</b>															
Purchase Vehicle	268,000	67,000	335,000	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
d Nonurban JARC Operating (#Oper Bdgt)	#159,671	#159,671	#319,342	#107,533	#107,533	#215,066	#107,533	#107,533	#215,066	#107,533	#107,533	#215,066	#107,533	#107,533	#215,066
<b>Total 5311 JARC Capital Funding</b>	<b>312,600</b>	<b>78,150</b>	<b>390,750</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Grand Total SMART, Monroe &amp; NOTA</b>	<b>32,211,171</b>	<b>8,046,543</b>	<b>40,257,714</b>	<b>29,854,041</b>	<b>7,598,757</b>	<b>37,452,798</b>	<b>29,401,630</b>	<b>7,344,158</b>	<b>36,745,788</b>	<b>29,958,317</b>	<b>7,483,329</b>	<b>37,441,646</b>	<b>27,599,218</b>	<b>6,893,555</b>	<b>34,492,773</b>
<b>7. Operating &amp; Service Expansion</b>															
a Operating (# Under Operating Budget)	1,028,966	1,028,966	2,057,932	1,140,317	1,140,317	2,280,634	484,250	484,250	968,500	522,472	522,472	1,044,944	522,472	522,472	1,044,944
b 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
c Nonurban NF Operating (#Oper Bdgt)	140,808	140,808	281,616	108,963	108,963	217,926	108,963	108,963	217,926	108,963	108,963	217,926	108,963	108,963	217,926
d Nonurban JARC Operating(#Oper Bdgt)	159,671	159,671	319,342	107,533	107,533	215,066	107,533	107,533	215,066	107,533	107,533	215,066	107,533	107,533	215,066
<b>Total Operating &amp; Service Expansion</b>	<b>2,301,427</b>	<b>2,301,427</b>	<b>4,602,854</b>	<b>2,328,795</b>	<b>2,328,795</b>	<b>4,657,590</b>	<b>1,672,728</b>	<b>1,672,728</b>	<b>3,345,456</b>	<b>1,710,950</b>	<b>1,710,950</b>	<b>3,421,900</b>	<b>1,710,950</b>	<b>1,710,950</b>	<b>3,421,900</b>
<b>Grand Total including Opr &amp; Svc Expansion</b>	<b>34,512,598</b>	<b>10,347,970</b>	<b>44,860,568</b>	<b>32,182,836</b>	<b>9,927,552</b>	<b>42,110,388</b>	<b>31,074,358</b>	<b>9,016,886</b>	<b>40,091,244</b>	<b>31,669,267</b>	<b>9,194,279</b>	<b>40,863,546</b>	<b>29,310,168</b>	<b>8,604,505</b>	<b>37,914,673</b>

Notes

\* Future Fiscal Years (2022-2026) federal formula funding based on Sencog targets with an annual increase of 2% for FY24-26.

\*\* Funding levels for SMART 50% share of Detroit UZA funds for 5307 and 5339.

+ FY 2022-2023 CMAQ Projects approved by SEMCOG. 2024-2026 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.