



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

# **Budget Committee Meeting**

*May 5, 2022*



**Suburban Mobility Authority for Regional Transportation**

---

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

**ROLL CALL**

**Budget Committee Meeting**

**Date: May 5, 2022**

MR. KHALIL RAHAL

MR. BRET RASEGAN

MR. JOHN PAUL REA

Tiffany Martin-Patterson, SMART Board Secretary



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
BUDGET COMMITTEE MEETING  
THURSDAY, MAY 5, 2022  
1:00 PM**

**A G E N D A**

<u>ITEM:</u>	<u>ACTION:</u>	<u>PRESENTED BY:</u>
1. Call to Order		Committee Chairperson
A) Pledge of Allegiance		
2. Roll Call		Tiffany Martin
3. Adoption of Agenda	Approval	Committee Chairperson
4. Certification of Public Notice	Information	Tiffany Martin
5. Public Participation	Discussion	Committee Chairperson
6. New Business		
A. Resolution: FY2023 Budget	Approval	Ryan Bryne <i>Director of Finance</i>
7. Board Member Business	Discussion	Committee Chairperson
Adjournment		



## Suburban Mobility Authority for Regional Transportation

---

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

### **PUBLIC NOTICE**

SMART will hold the May 5, 2022 Budget Committee meeting at 1 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](mailto: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](mailto:SMARTBoard@smartbus.org) or 313-223-2110 as soon as possible. If you have difficulties joining the virtual session, contact [SMARTBoard@smartbus.org](mailto: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

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

DATE: May 5, 2022

DISPOSITION: Approval and Recommend to Full Board

To: SMART Budget Committee

SUBMITTED BY: Director of Finance

From: Director of Finance

APPROVED BY: Deputy General Manager

SUBJECT: Proposed 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 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 \$11.5 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.

Staff will be available at the 5/5/2022, Budget Committee meeting to go through the fiscal budgets prepared for FY2023. Staff will answer any and all questions the Budget Committee may have regarding these budget Plans. From these discussions, a final Budget Committee recommendation will be determined for the proposed FY2023 budgets. From the final Budget Committee recommendations, staff will assemble a final FY2023 budget document for final Board of Director review and consideration.

### **ATTACHMENT:**

Proposed SMART FY2023 Operating Budget with Organizational Chart  
Proposed SMART FY2023 Restricted Operating Budget  
Proposed SMART FY2023 / FY2027 Capital Budget  
Summary of Revenue and Expense Assumptions  
Resolution



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
FY 2023 BUDGET COMMITTEE

RESOLUTION

Proposed FY2023 Operating Budget, FY2023 Restricted Operating Budget and FY2023 / FY2027 Capital Budget, Budget Committee Recommendation to Full Board

- 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; and
- Whereas, The Budget Committee of the Authority did meet on 5/5/2022, in an open meeting to review in detail all budget documents.

**Now therefore be it resolved:**

That the Budget Committee of the Suburban Mobility Authority for Regional Transportation hereby recommends as presented the proposed FY 2023 Authority Operating Budget, FY 2023 Restricted Operating Budget, and the FY 2023 through FY 2027 Five Year Capital Budget to the full Board at their May 26, 2022, Board of Directors Meeting.

**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 5, 2022.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Board Secretary

\_\_\_\_\_  
No.



# **FISCAL YEAR 2023 OPERATING AND CAPITAL BUDGET**

**To Be Presented to the Suburban Mobility Authority for Regional Transportation Board of Directors  
May 5, 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
- 9) Organization Charts

## **Functional Review**

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

## **Community Program Review**

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

## **Capital Budget**

# **INDEX**





# 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 IIJA 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 IIJA 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%
<b>TOTAL REVENUE</b>		<b>144,885,900</b>	<b>147,512,600</b>	<b>2,576,700</b>	<b>1.8%</b>
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	-	
<b>TOTAL EXPENSES</b>		<b>144,885,900</b>	<b>147,512,600</b>	<b>(2,626,700)</b>	<b>-1.8%</b>
REVENUES OVER (UNDER) EXPENSES		-	-		

SMART OPERATIONAL FY2023 BUDGET					
		FY 2022 Budget	FY 2023 Budget	\$\$ Variance FAV(UNFAV)	% Variance
REVENUE					
<b>Route Revenue:</b>					
	Fare Revenue	4,000,900	5,525,000	1,524,100	38.1%
	Agency Revenue	39,900	25,000	(14,900)	-37.3%
<b>Total Route Revenue</b>		<b>4,040,800</b>	<b>5,550,000</b>	<b>1,509,200</b>	<b>37.3%</b>
	<i>% Of Total Revenue</i>	<b>3%</b>	<b>4%</b>		
<b>Federal Sources:</b>					
	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%
<b>Total Federal Sources</b>		<b>15,639,000</b>	<b>13,239,000</b>	<b>(2,400,000)</b>	<b>-15.3%</b>
	<i>% Of Total Revenue</i>	<b>11%</b>	<b>9%</b>		
<b>State Sources:</b>					
	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%
<b>Total State Sources</b>		<b>45,605,000</b>	<b>47,663,500</b>	<b>2,058,500</b>	<b>4.5%</b>
	<i>% Of Total Revenue</i>	<b>31%</b>	<b>32%</b>		
<b>Local Sources:</b>					
	Contributions From Local Transit Authorities	77,250,000	78,800,000	1,550,000	2.0%
	Allowance For MTT	(150,000)	(150,000)		
<b>Total From Local Sources</b>		<b>77,100,000</b>	<b>78,650,000</b>	<b>1,550,000</b>	<b>2.0%</b>
	<i>% Of Total Revenue</i>	<b>53%</b>	<b>53%</b>		
<b>Other Income:</b>					
	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		
<b>Total Other Income</b>		<b>2,133,100</b>	<b>2,139,100</b>	<b>6,000</b>	<b>0.3%</b>
	<i>% Of Total Revenue</i>	<b>1%</b>	<b>1%</b>		



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%
	% Of Total Revenue	0%	0%		
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%
<b>Total Active Salaries, Wages, Taxes</b>	<b>55,412,200</b>	<b>59,295,400</b>	<b>(3,883,200)</b>	<b>-7.0%</b>
<i>% Of Total Revenue</i>	<b>38%</b>	<b>40%</b>		

##### 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%
<b>Total Active Employee Benefits</b>	<b>32,586,600</b>	<b>26,782,400</b>	<b>5,804,200</b>	<b>17.8%</b>
<i>% Of Total Revenue</i>	<b>22%</b>	<b>18%</b>		
<i>% Of Total Active Wages</i>	<b>59%</b>	<b>45%</b>		

<b>Total Active Employee Wages &amp; Benefits:</b>	<b>87,998,800</b>	<b>86,077,800</b>	<b>1,921,000</b>	<b>2.2%</b>
<i>% Of Total Revenue</i>	<b>61%</b>	<b>58%</b>		

#### 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%
<b>Total Post Retirement Benefits</b>	<b>17,125,900</b>	<b>12,930,400</b>	<b>4,195,500</b>	<b>24.5%</b>
<i>% Of Total Revenue</i>	<b>12%</b>	<b>9%</b>		

<b>Total Wage and Wage Related Expenses</b>	<b>105,124,700</b>	<b>99,008,200</b>	<b>6,116,500</b>	<b>5.8%</b>
<i>% Of Total Revenue</i>	<b>73%</b>	<b>67%</b>		

SMART OPERATIONAL FY2023 BUDGET					
		FY 2022 Budget	FY 2023 Budget	\$\$ Variance FAV(UNFAV)	% Variance
<b>EXPENSES (Part 2 of 3)</b>					
<b>Operations:</b>					
<b>Operational Expenses</b>					
<b>Direct Variable (Vehicle):</b>					
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%
<b>Total Direct Variable (Vehicle)</b>		<b>19,078,800</b>	<b>22,589,800</b>	<b>(3,511,000)</b>	<b>-18.4%</b>
	<i>% Of Total Revenue</i>	<b>13%</b>	<b>15%</b>		
<b>Contract Transportation</b>					
Microtransit Opr Expenses		2,400,000	6,000,000	-3,600,000	-150.0%
<b>Total Contract Transportation</b>		<b>2,400,000</b>	<b>6,000,000</b>	<b>-3,600,000</b>	
	<i>% Of Total Revenue</i>	<b>2%</b>	<b>4%</b>		
<b>Indirect Variable:</b>					
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%
<b>Total Indirect Variable</b>		<b>1,068,700</b>	<b>1,058,500</b>	<b>10,200</b>	<b>1.0%</b>
	<i>% Of Total Revenue</i>	<b>1%</b>	<b>1%</b>		
<b>Facilities:</b>					
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%
<b>Total Facilities</b>		<b>2,986,600</b>	<b>3,072,800</b>	<b>(86,200)</b>	<b>-2.9%</b>
	<i>% Of Total Revenue</i>	<b>2%</b>	<b>2%</b>		
<b>Total Operational Expense</b>		<b>25,534,100</b>	<b>32,721,100</b>	<b>(7,187,000)</b>	<b>-28.1%</b>
	<i>% Of Total Revenue</i>	<b>18%</b>	<b>22%</b>		

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

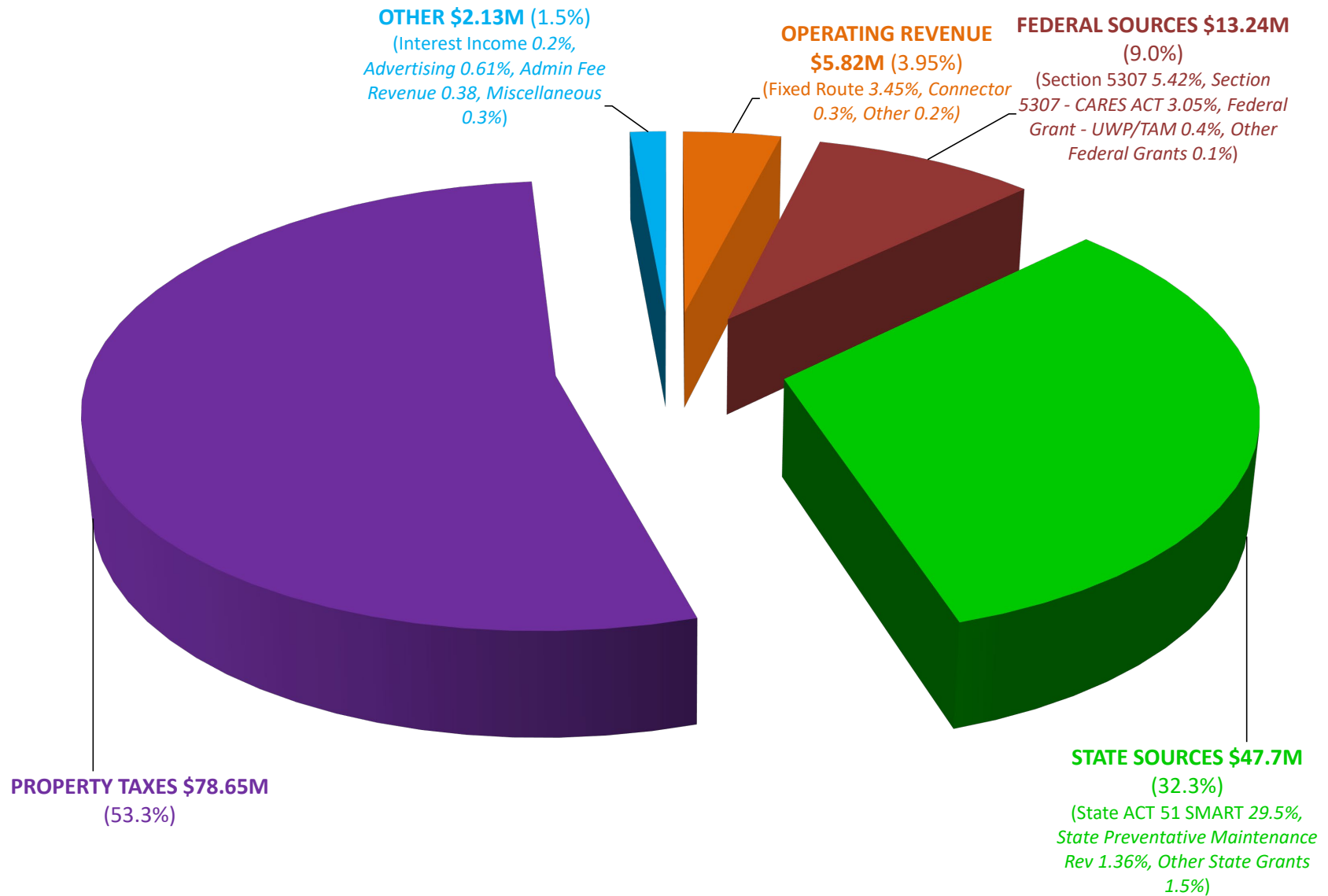
<b>EXPENSES (Part 3 of 3)</b>
Administration, Other, Spec. Serv, Contingency :

<b>Administrative</b>				
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%
<b>Total Administration</b>	<b>4,694,700</b>	<b>6,233,700</b>	<b>(1,539,000)</b>	<b>-32.8%</b>
% Of Total Revenue		3%	4%	
<b>Other</b>				
Vehicle Purchase Expense	434,000	500,000	(66,000)	-100.0%
Depreciation-Eligible	250,000	250,000		
<b>Total Other</b>	<b>684,000</b>	<b>750,000</b>		
% Of Total Revenue		0%	1%	
<b>Special Services:</b>				
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%
<b>Total Special Services:</b>	<b>4,848,400</b>	<b>4,999,600</b>	<b>(151,200)</b>	<b>-3.1%</b>
% Of Total Revenue		3%	3%	
<b>Contingency</b>				
Covid-19 Expenses	1,000,000	800,000	200,000	20.0%
	3,000,000	3,000,000		
<b>Total Operational Expenses</b>	<b>39,761,200</b>	<b>48,504,400</b>	<b>(8,677,200)</b>	<b>-21.8%</b>
% Of Total Revenue		27%	33%	
<b>TOTAL EXPENSES (Wages &amp; Operational)</b>	<b>\$ 144,885,900</b>	<b>\$ 147,512,600</b>	<b>\$ (2,626,700)</b>	<b>-1.8%</b>
% Of Total Revenue		100%	100%	
<b>REVENUES OVER (UNDER) EXPENSES</b>	<b>\$ -</b>	<b>\$ -</b>		

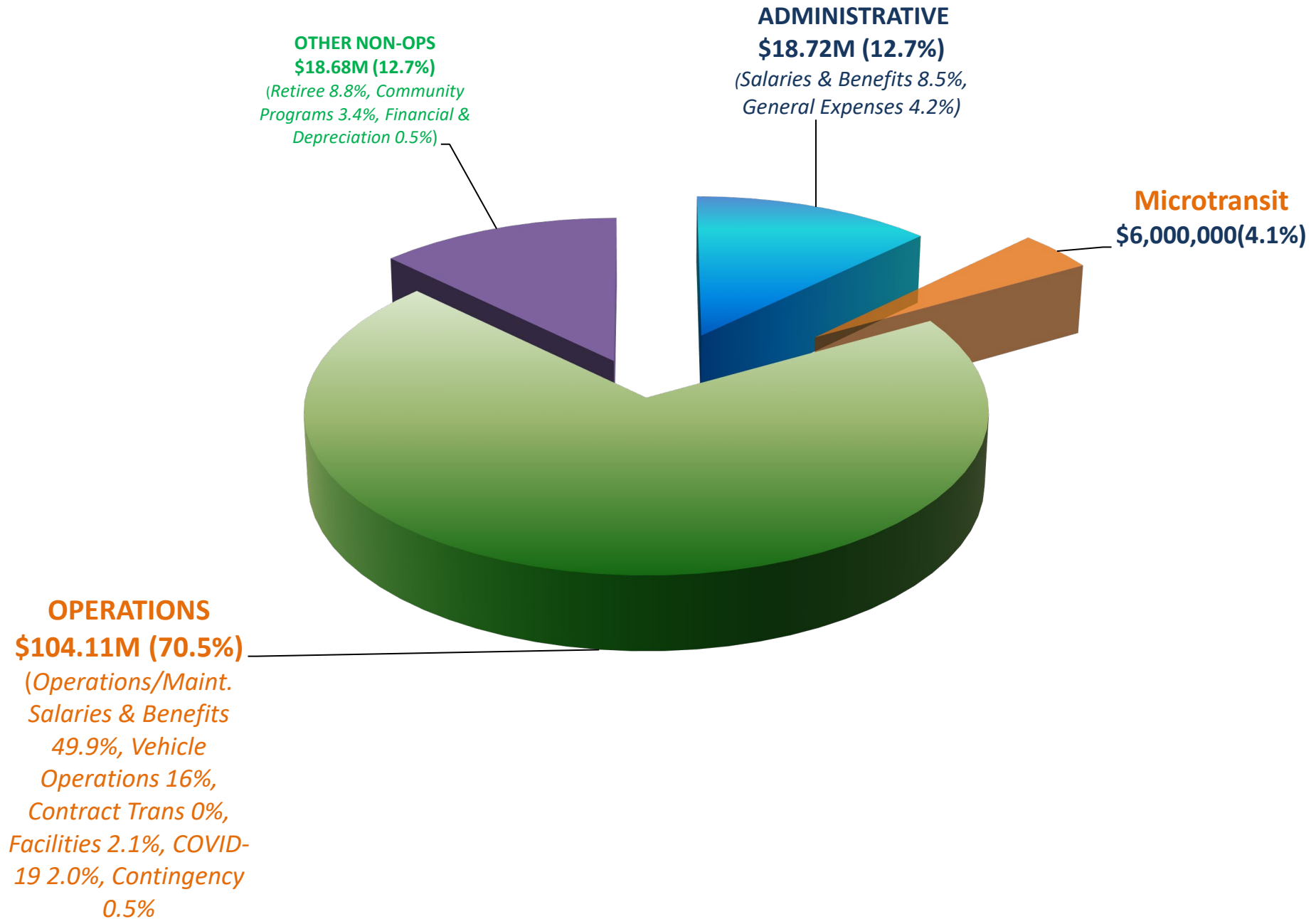
SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
FY2023 RESTRICTED OPERATING BUDGET  
SUMMARY

RESTRICTED REVENUE	FY2022 BUDGET	FY2023 BUDGET	INCREASE (DECREASE)
<b><u>MUNICIPAL CREDITS:</u></b>			
MUNICIPAL CREDIT - ACT 51	\$ 1,630,500	\$ 1,630,500	\$ -
MUNICIPAL CREDIT - SPECIAL APPROPRIATION	1,630,500	1,630,500	-
<b>TOTAL MUNICIPAL CREDITS</b>	<b>3,261,000</b>	<b>3,261,000</b>	<b>-</b>
<b><u>OUTER COUNTY POS:</u></b>			
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
<b>TOTAL OUTER COUNTY POS</b>	<b>4,115,000</b>	<b>3,755,000</b>	<b>(360,000)</b>
<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	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)
<b>TOTAL OTHER STATE SUBSIDIZED SERVICES</b>	<b>1,560,000</b>	<b>1,676,000</b>	<b>116,000</b>
<b><u>SUB-AWARD GRANTEES:</u></b>			
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)
<b>TOTAL OTHER STATE SUBSIDIZED SERVICES</b>	<b>5,198,000</b>	<b>2,730,000</b>	<b>(2,468,000)</b>
<b>TOTAL RESTRICTED REVENUE</b>	<b>14,134,000</b>	<b>11,422,000</b>	<b>(2,712,000)</b>
<b>RESTRICTED EXPENSES</b>			
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)
<b>TOTAL RESTRICTED EXPENSE</b>	<b>14,134,000</b>	<b>11,422,000</b>	<b>(2,712,000)</b>
<b>REVENUE OVER (UNDER) EXPENSE</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

# 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	1,400,000	-0-	1,400,000
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:

<b><u>County</u></b>	<b><u>In Millions</u></b>	<b><u>Percent of Total</u></b>
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.

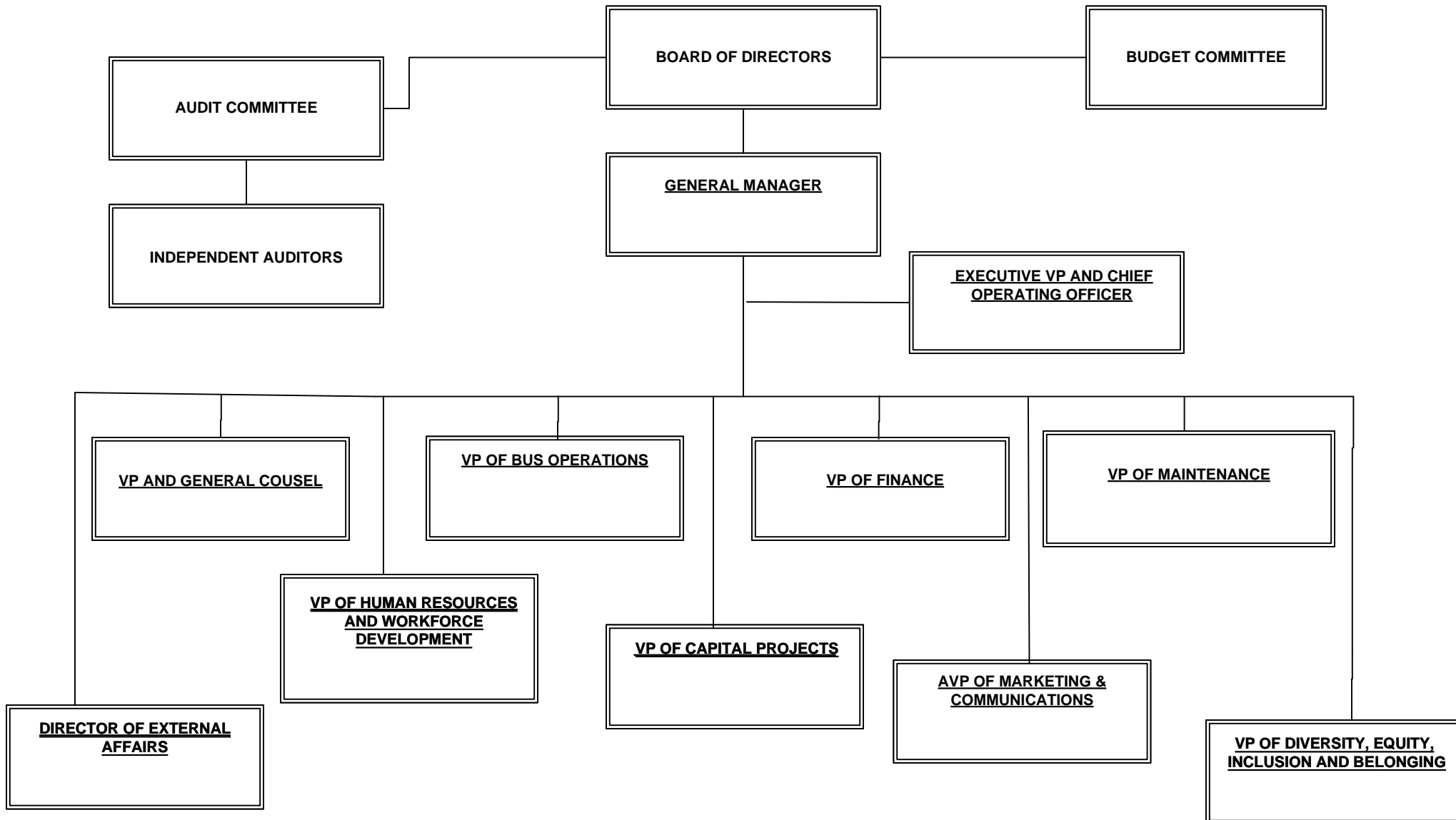


**STAFFING REVIEW  
CHANGES FROM FY2022  
TO FY2023**

<b>HEADCOUNT REPORT</b>	<b>FY2022 Bound Budget</b>	<b>FY2023 Bound Budget</b>	<b>FY2023 Budget Changes (+ / -)</b>	<b>Description of Position Changes</b>
ATU (Fixed Route - 424 Full Time and 2 Part Time Drivers)	<b>426</b>	<b>426</b>	0	<b>No Change</b>
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>130</b>	<b>130</b>	0	<b>No Change</b>
TEAMSTERS CLERICAL (15 Full Time and 6 Part Time CSO's)	<b>21</b>	<b>20</b>	-1	<b>Eliminated</b> One Full Time CSO II.
AFSCME	<b>59</b>	<b>58</b>	-1	<b>Eliminated</b> One Dispatch Inspector/Central
UAW ( Maintenance - 154 Full Time and 3 Part Time Maintenance)	<b>157</b>	<b>157</b>	0	<b>No Change</b>
NONREPRESENTED (122 Full Time and 4 Part Time Non Represented)	<b>110</b>	<b>126</b>	16	<b>Added</b> 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).
<b>Authority Total</b>	<b>926</b>	<b>940</b>	<b>14</b>	



## FY-2023 ORGANIZATION CHART



# GENERAL MANAGER

EXECUTIVE VP AND CHIEF  
OPERATING OFFICER

GENERAL MANAGER

EXECUTIVE ASSISTANT

VP OF GENERAL COUNSEL

VP OF MAINTENANCE

VP OF FINANCE

VP OF HUMAN RESOURCES AND  
WORKFORCE DEVELOPMENT

VP OF BUS OPERATIONS

VP OF CAPITAL PROJECTS

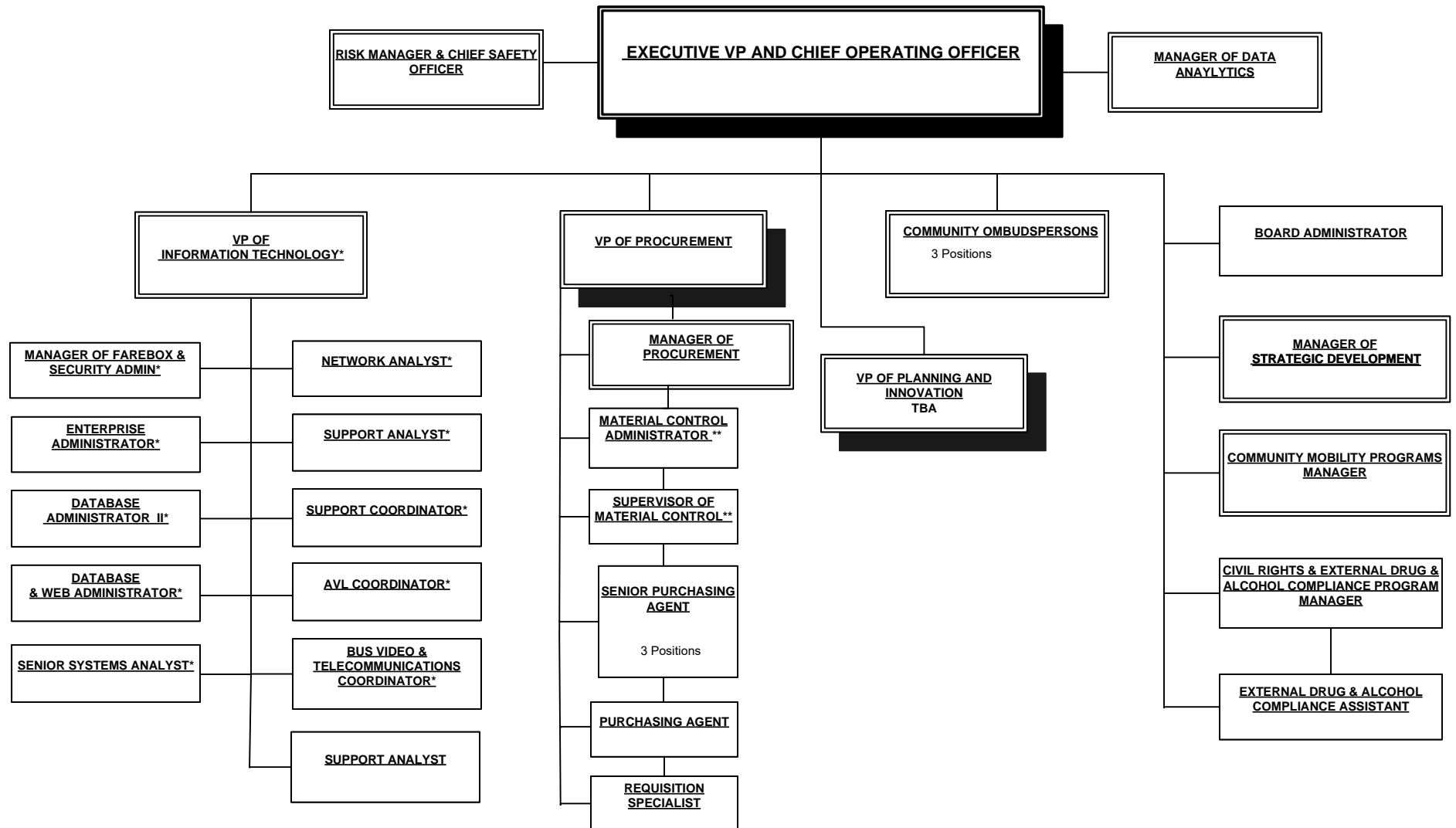
VP OF EXTERNAL AFFAIRS

VP OF DIVERSITY, EQUITY,  
INCLUSION AND BELONGING

ASST VP OF MARKETING &  
COMMUNICATIONS



# DEPUTY GENERAL MANAGER

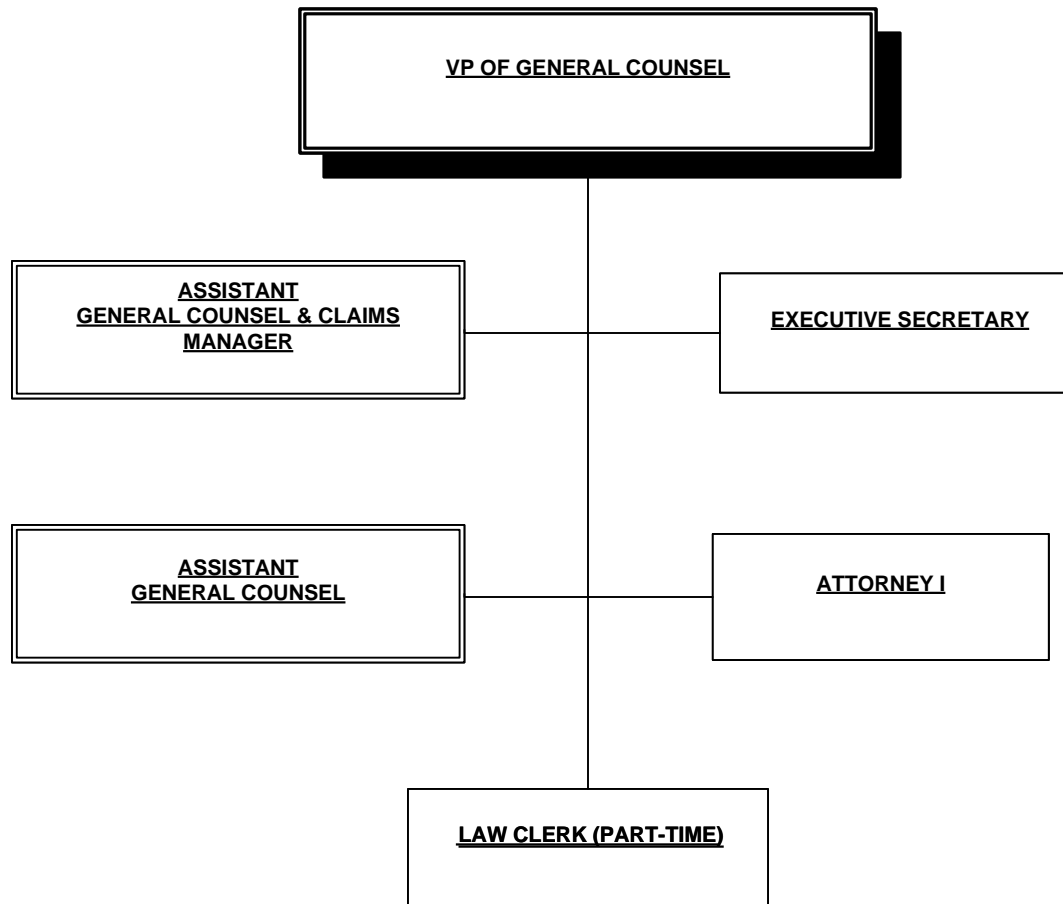


LOCATION: \*OAKLAND

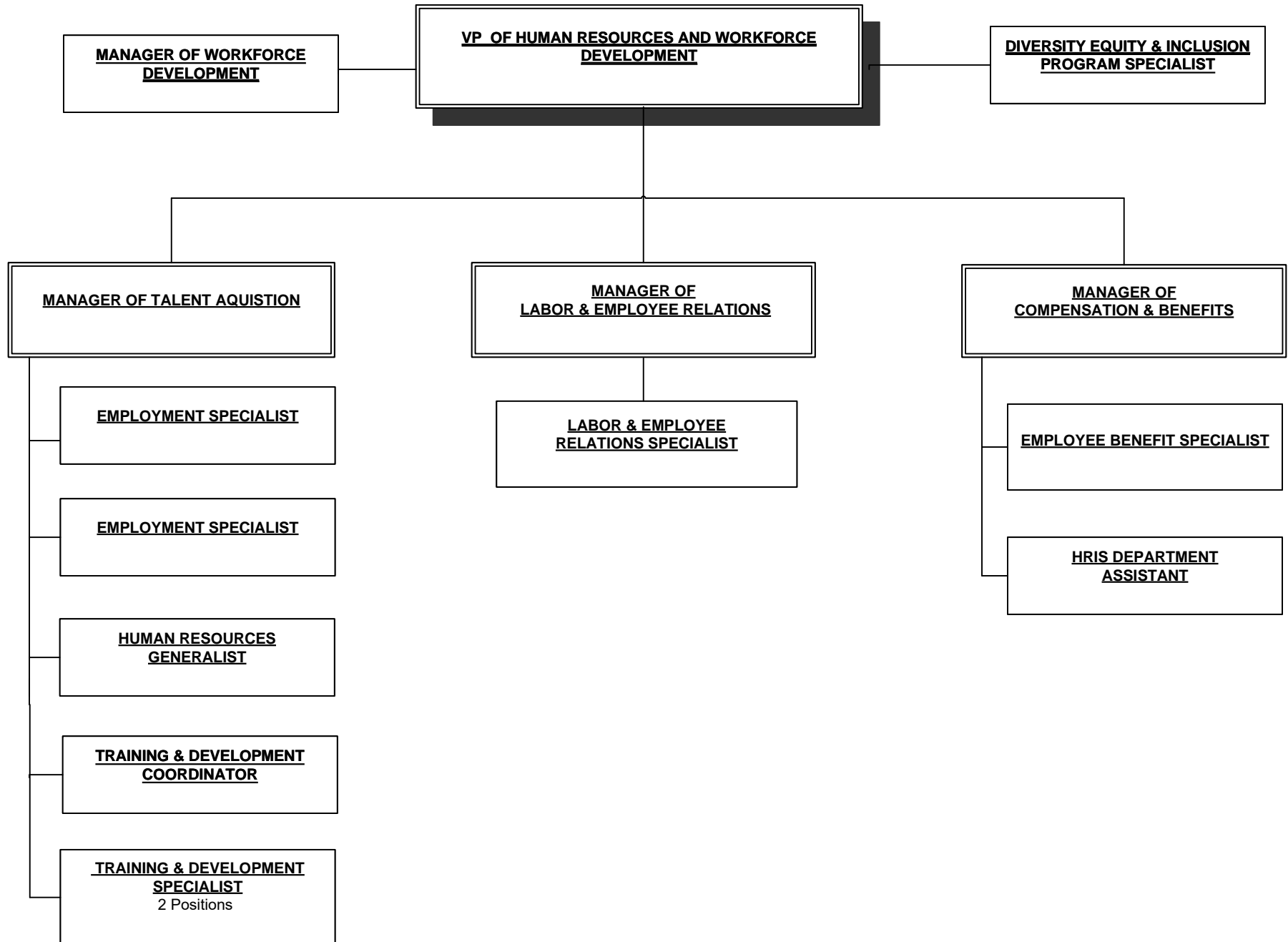
LOCATION: \*\*MACOMB



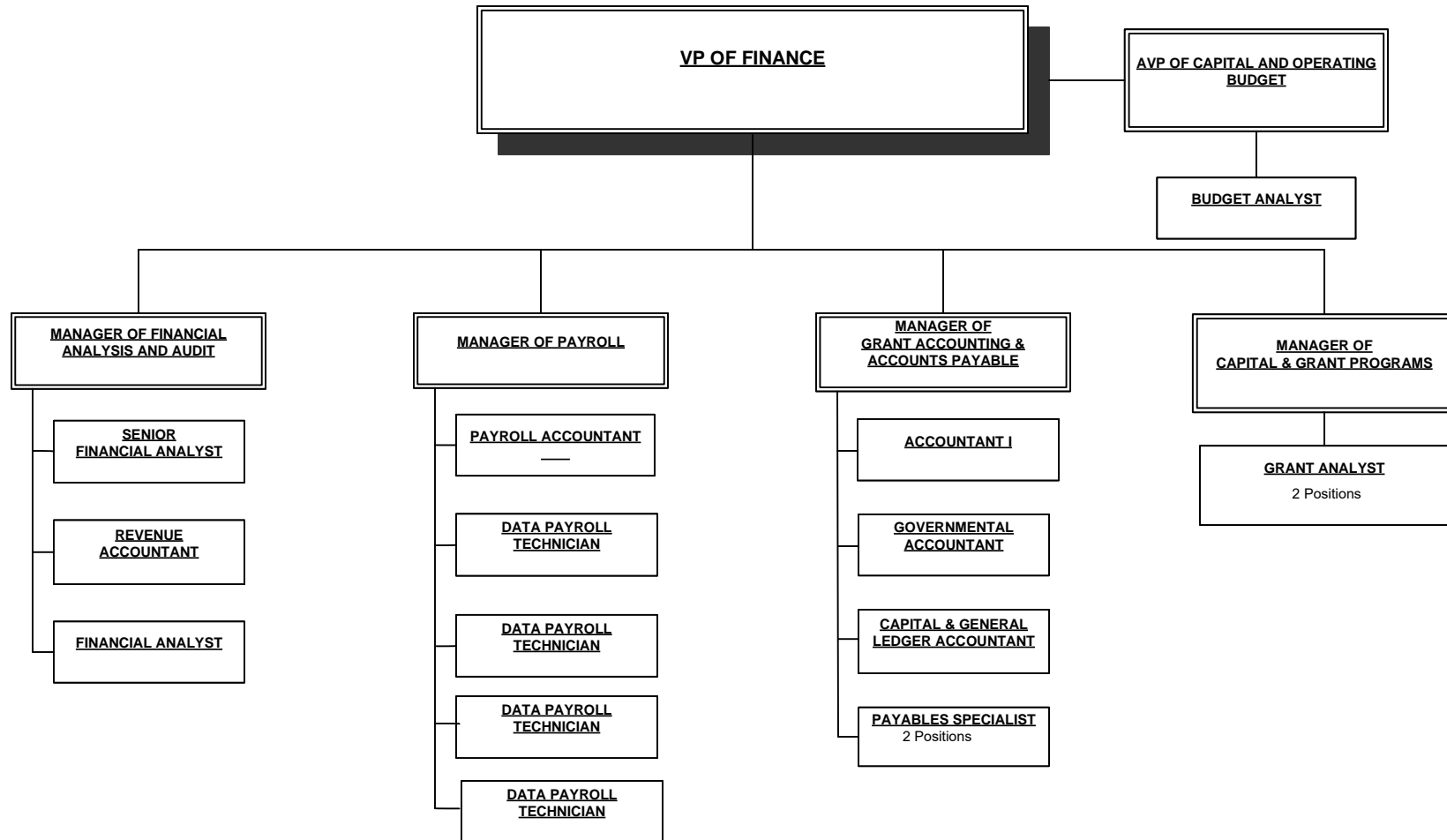
# GENERAL COUNSEL



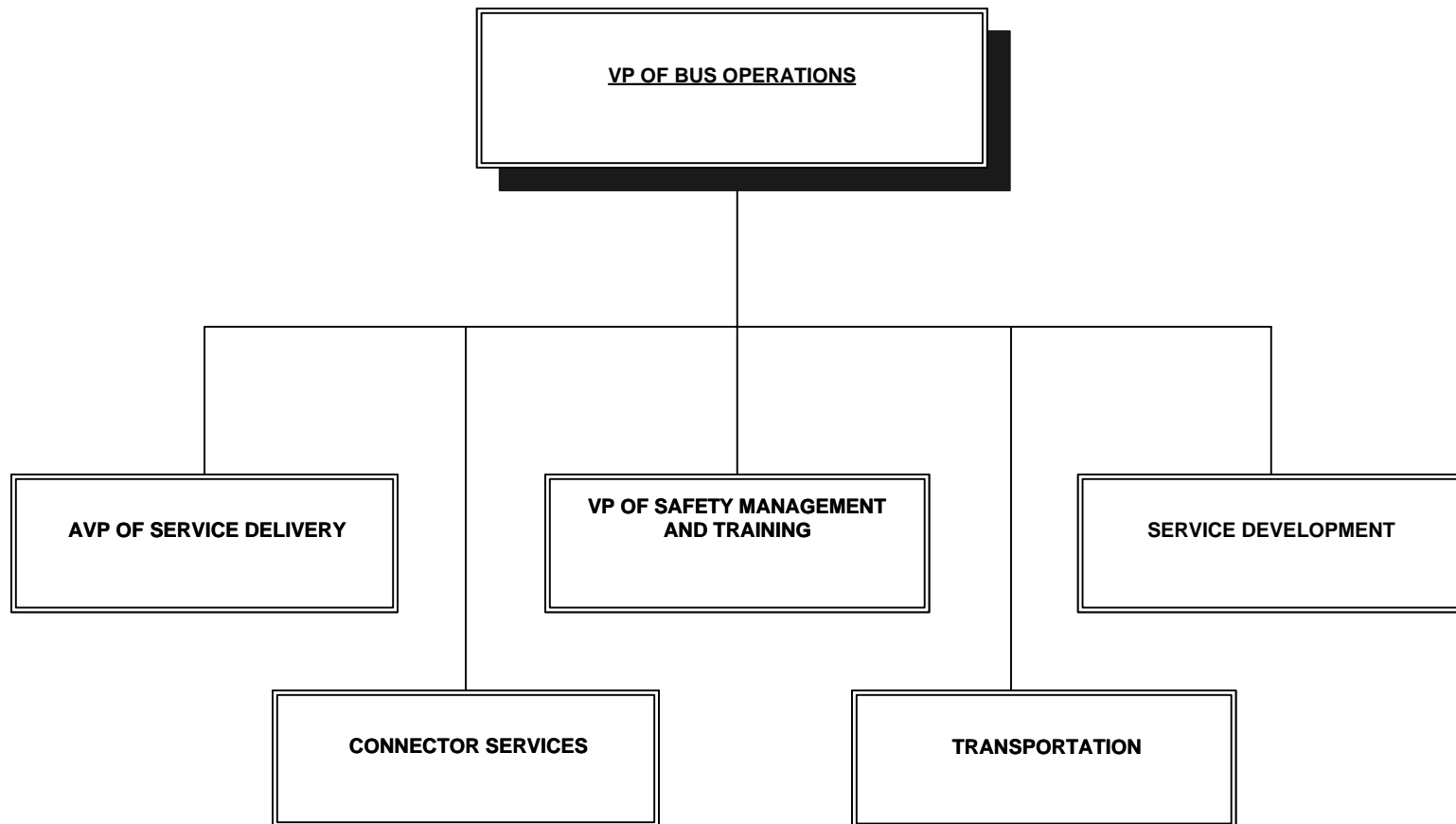
# HUMAN RESOURCES



# FINANCE

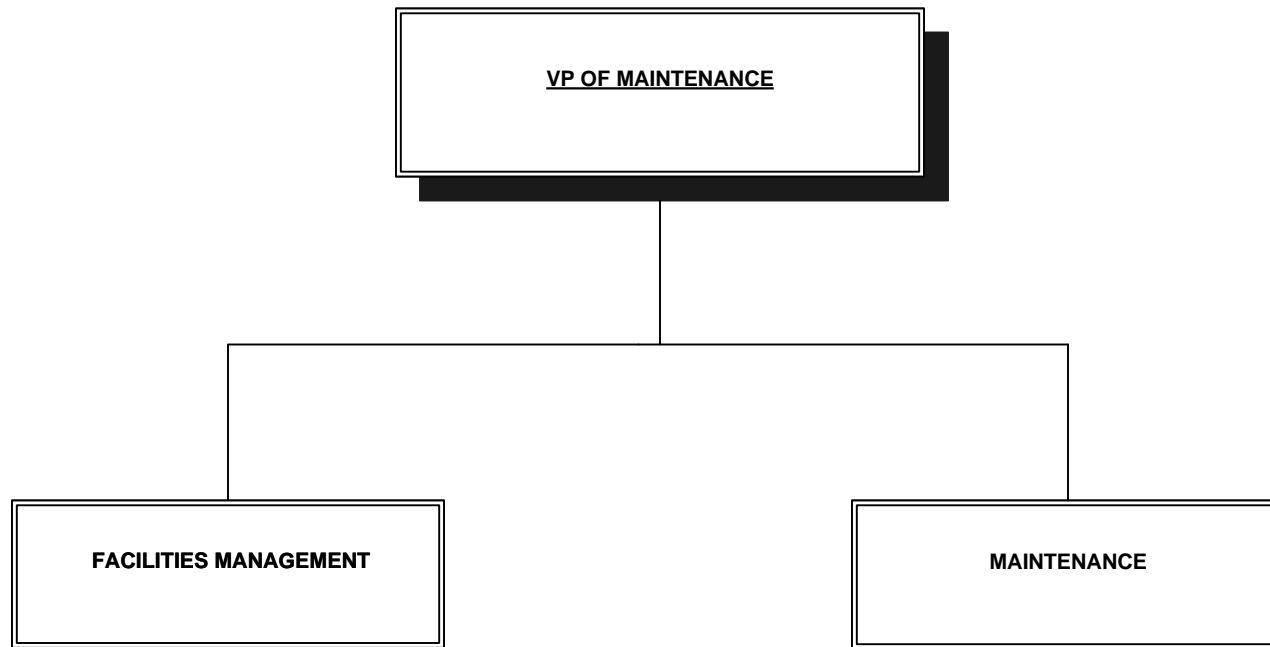


# TRANSPORTATION

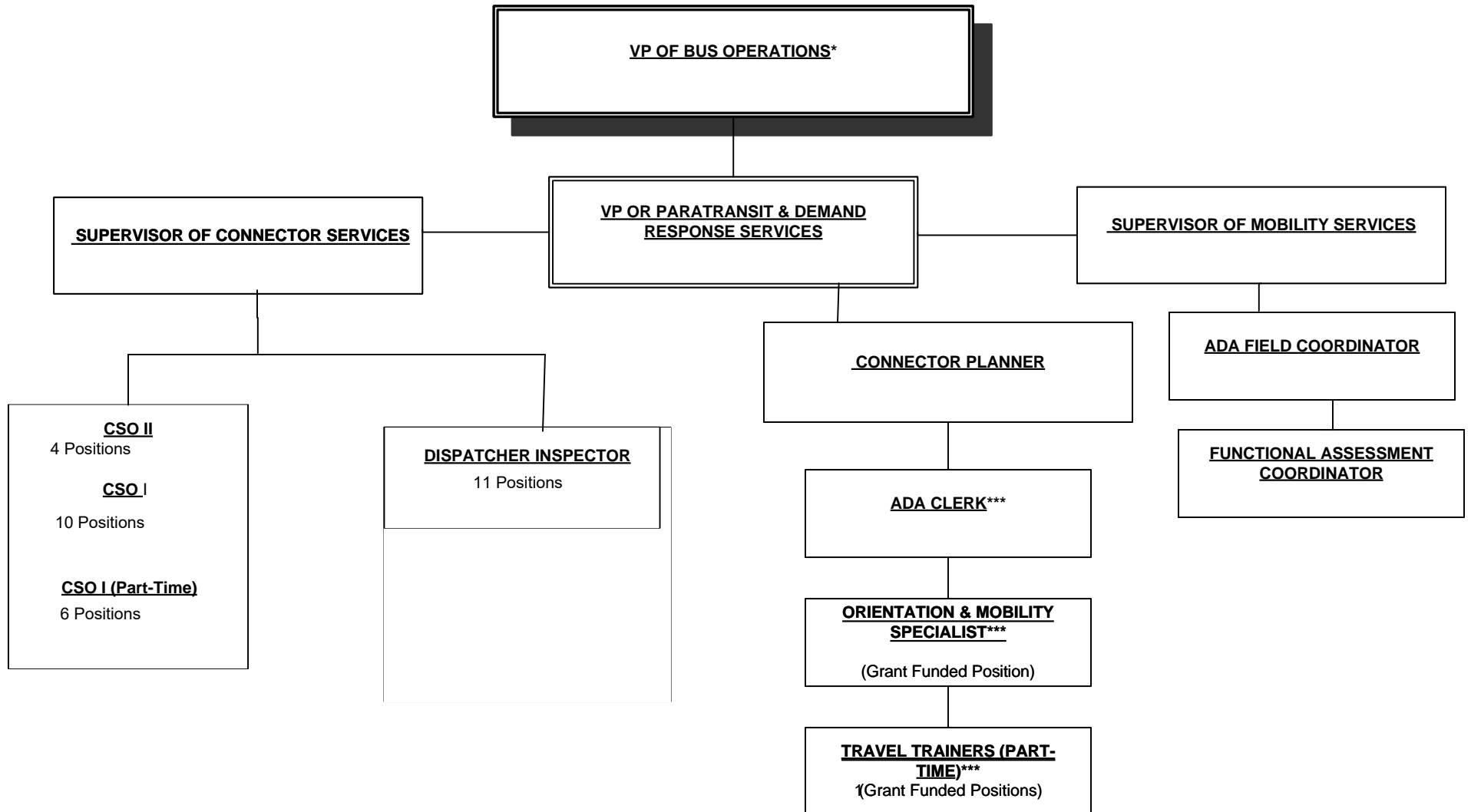




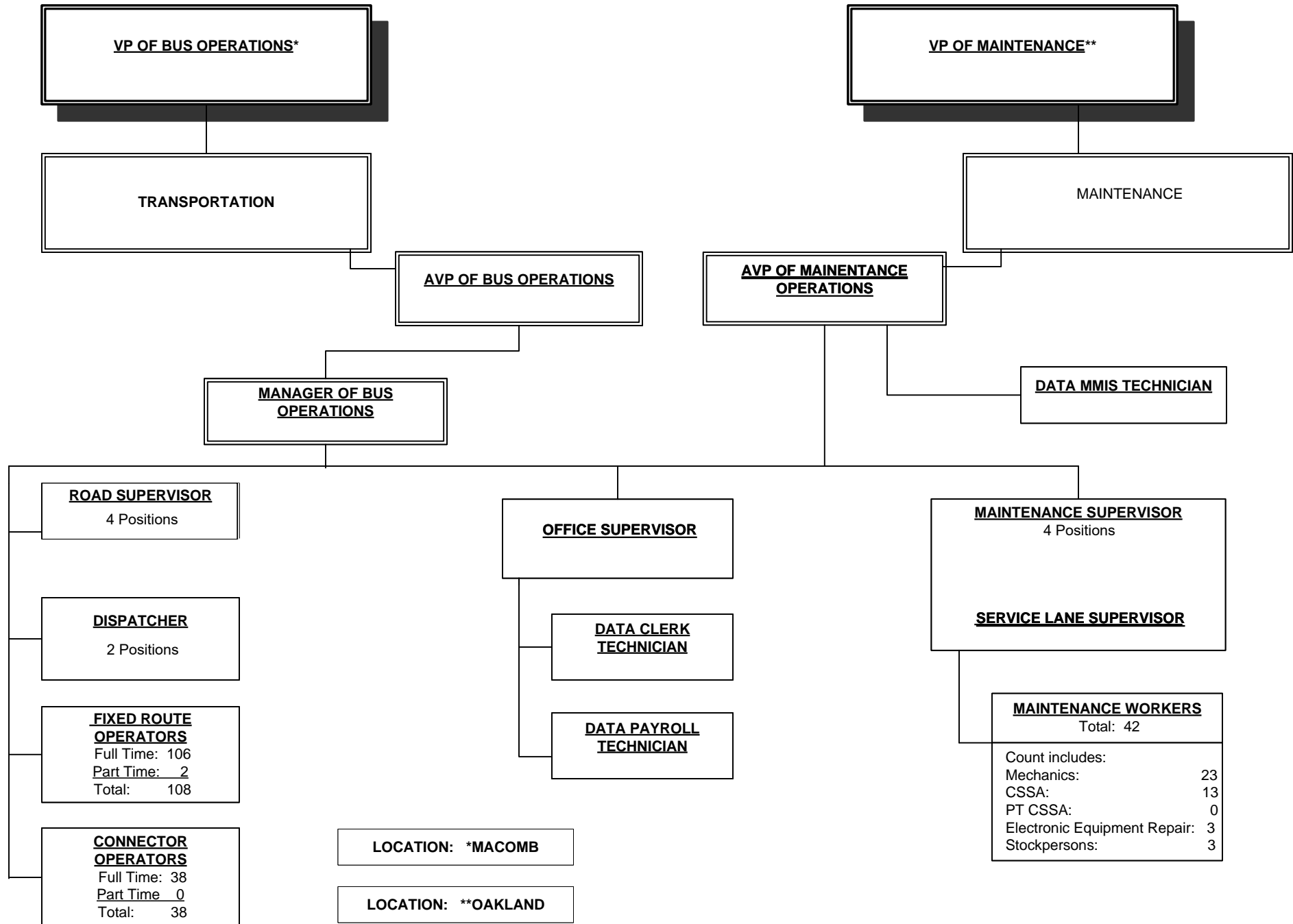
# MAINTENANCE



# CONNECTOR SERVICES



# WAYNE TERMINAL

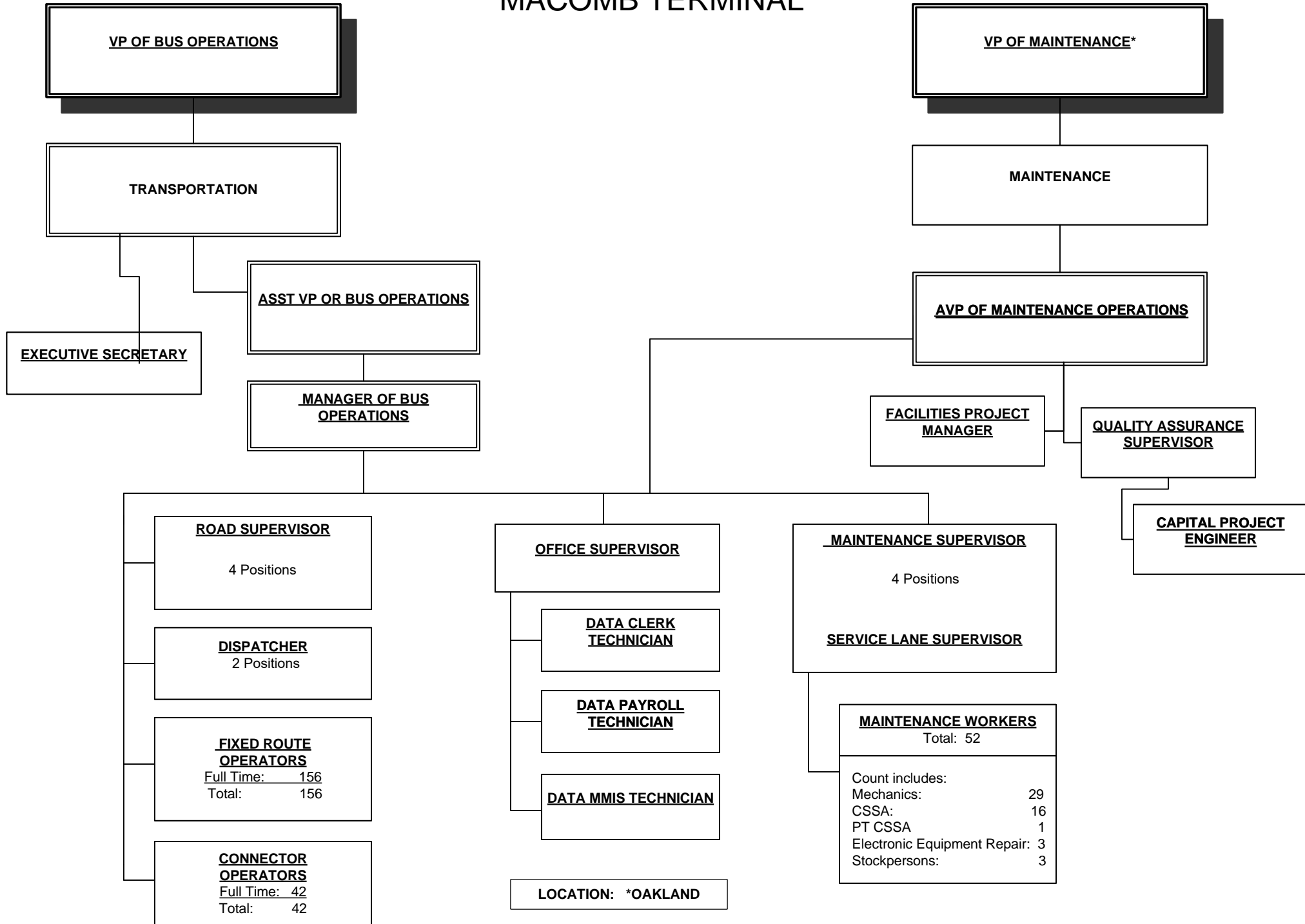


LOCATION: \*MACOMB

LOCATION: \*\*OAKLAND

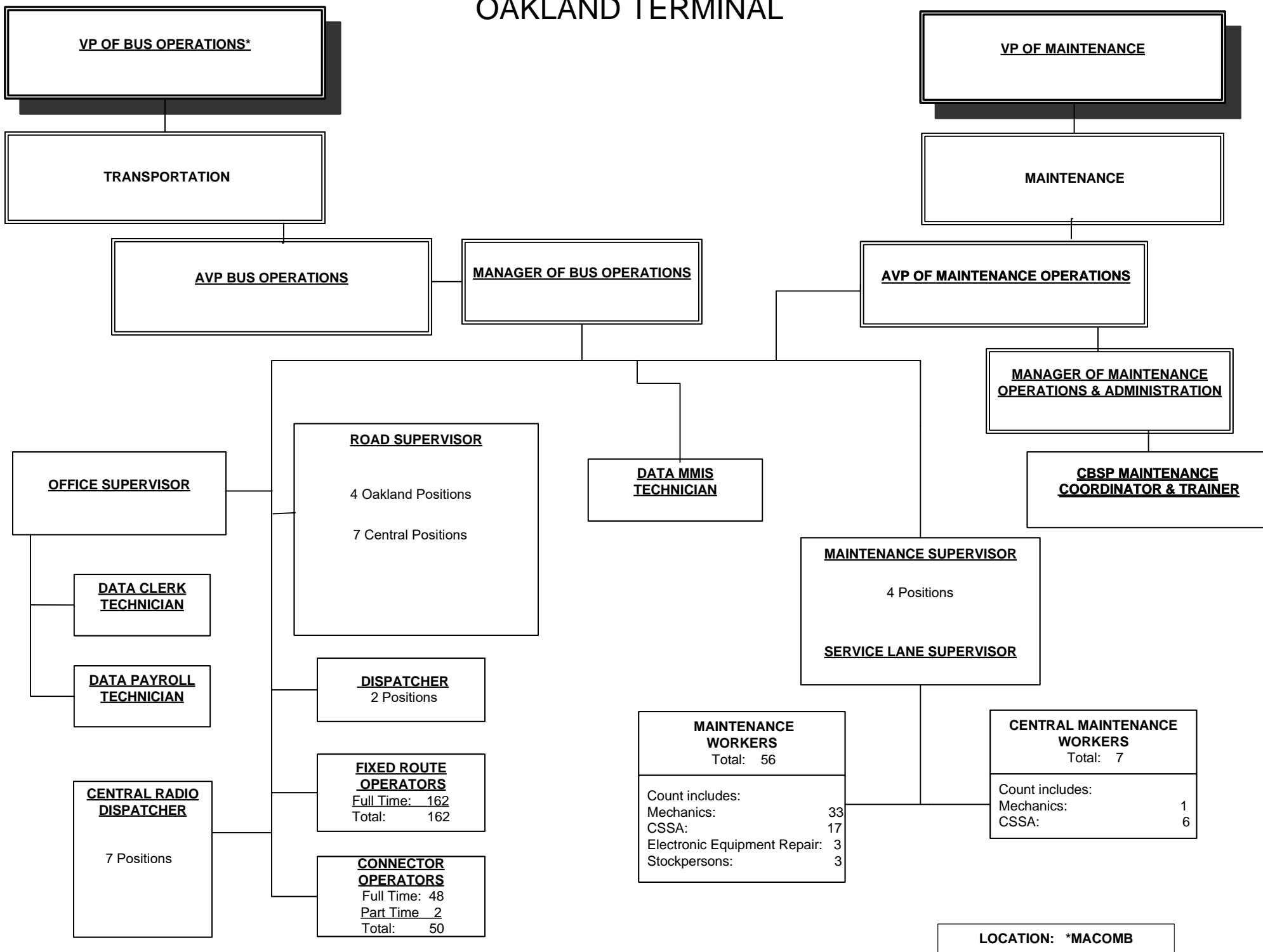


# MACOMB TERMINAL



LOCATION: \*OAKLAND

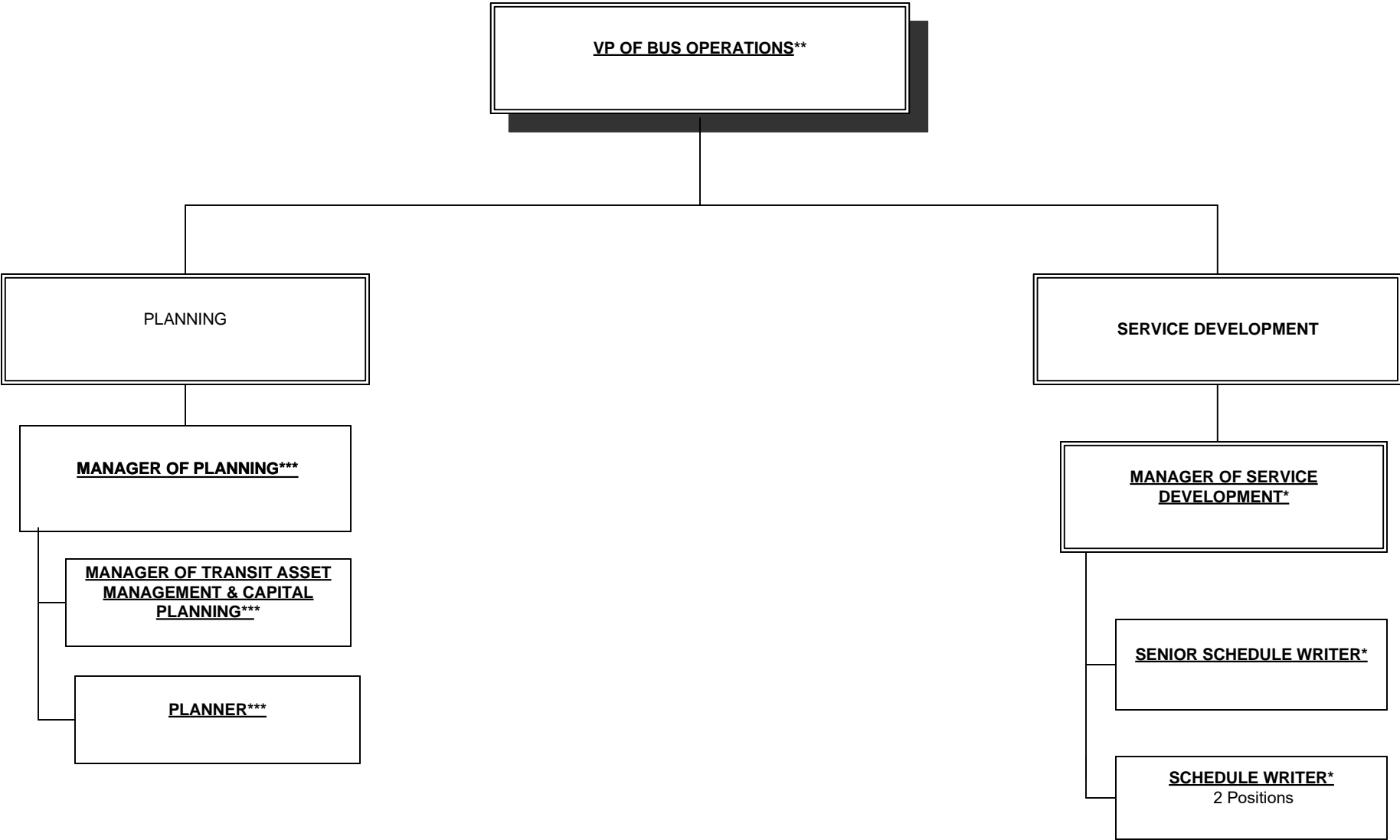
# OAKLAND TERMINAL



LOCATION: \*MACOMB



# SERVICE DEVELOPMENT



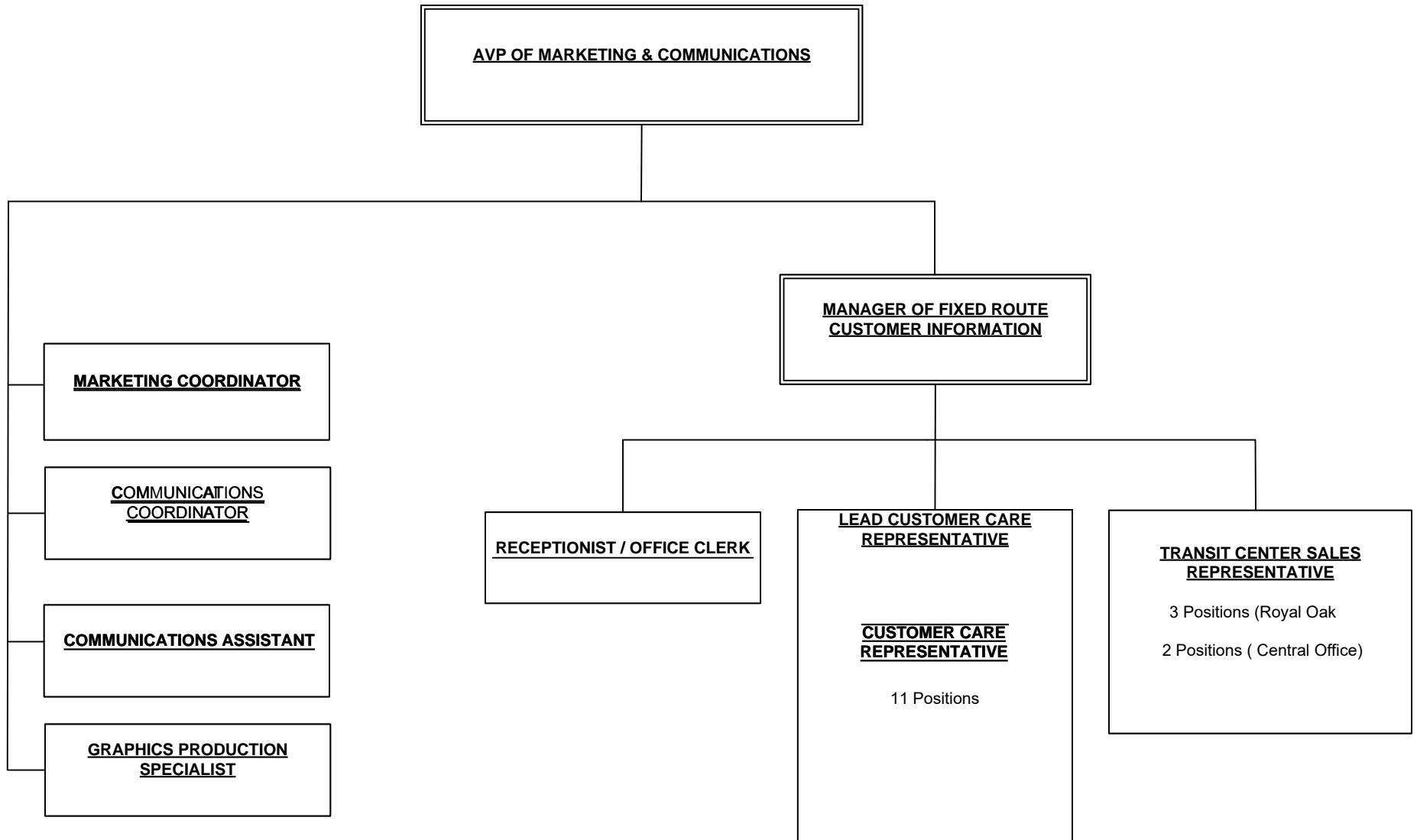
LOCATION: \*OAKLAND

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)
<b>REVENUE</b>			
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	-
<b>TOTAL REVENUE</b>	<b>4,513,100</b>	<b>6,107,100</b>	<b>1,594,000</b>
<b>EXPENSES</b>			
<b>TRANSIT OPERATIONS</b>			
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
<b>TOTAL</b>	<b>43,410,900</b>	<b>48,787,100</b>	<b>(5,376,200)</b>
<b>GENERAL ADMINISTRATION</b>			
GENERAL SUPPLIES	690,000	764,600	(74,600)
PROFESSIONAL FEES	56,900	42,500	14,400
<b>TOTAL</b>	<b>746,900</b>	<b>807,100</b>	<b>(60,200)</b>
<b>FARE COLLECTION</b>			
FARE COLLECTION COSTS	546,000	514,800	31,200
<b>TOTAL</b>	<b>546,000</b>	<b>514,800</b>	<b>31,200</b>
<b>SUB-TOTAL TRANSIT OPERATIONS</b>	<b>44,703,800</b>	<b>50,109,000</b>	<b>(5,405,200)</b>
<b>VEHICLE MAINTENANCE</b>			
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	-
<b>TOTAL</b>	<b>13,413,900</b>	<b>14,277,100</b>	<b>(863,200)</b>
<b>BLDG. &amp; GROUNDS</b>			
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)
<b>TOTAL</b>	<b>2,211,900</b>	<b>2,285,800</b>	<b>(73,900)</b>
<b>SUB-TOTAL MAINTENANCE</b>	<b>15,625,800</b>	<b>16,562,900</b>	<b>(937,100)</b>
EMPLOYEE BENEFITS AND RETIREES BENEFITS	40,202,600	32,126,800	8,075,800
<b>TOTAL FIXED ROUTE EXPENSES</b>	<b>100,532,200</b>	<b>98,798,700</b>	<b>1,733,500</b>
<b>REVENUE OVER(UNDER) EXPENSE</b>	<b>\$ (96,019,100)</b>	<b>\$ (92,691,600)</b>	<b>\$ 3,327,500</b>

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

	FY2022 BUDGET	FY2023 BUDGET	FAV(UNFAV)
<b>REVENUES</b>			
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)
<b>TOTAL REVENUE</b>	<b>562,800</b>	<b>571,000</b>	<b>8,200</b>
<b>EXPENSES</b>			
<b>TRANSIT OPERATIONS</b>			
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
<b>TOTAL</b>	<b>8,793,300</b>	<b>8,629,800</b>	<b>163,500</b>
<b>CUSTOMER SERVICE OPERATIONS</b>			
WAGES	726,100	801,700	(75,600)
FARE COLLECTION COSTS	21,000	21,000	-
<b>TOTAL</b>	<b>747,100</b>	<b>822,700</b>	<b>(75,600)</b>
<b>GENERAL ADMINISTRATION</b>			
SALARIES	220,900	299,100	(78,200)
CONSULTANTS	300,000	-	300,000
OTHER	13,600	4,100	9,500
<b>TOTAL</b>	<b>534,500</b>	<b>303,200</b>	<b>231,300</b>
SUB TOTAL GENERAL ADMIN.	10,074,900	9,755,700	319,200
<b>VEHICLE MAINTENANCE</b>			
REPAIR PARTS	470,000	420,000	50,000
CONTRACT MAINT	50,000	45,000	5,000
OTHER	26,000	23,000	3,000
<b>TOTAL</b>	<b>546,000</b>	<b>488,000</b>	<b>58,000</b>
<b>BLDG &amp; GROUNDS</b>			
UTILITIES & INSURANCE	38,200	21,700	16,500
OTHER	19,700	19,700	-
<b>TOTAL</b>	<b>57,900</b>	<b>41,400</b>	<b>16,500</b>
SUB-TOTAL MAINTENANCE	603,900	529,400	74,500
EMPLOYEE BENEFITS & TAXES	4,892,100	4,017,600	874,500
<b>TOTAL CONNECTOR EXPENSE</b>	<b>15,570,900</b>	<b>14,302,700</b>	<b>1,268,200</b>
<b>REVENUE OVER(UNDER) EXPENSE</b>	<b>\$ (15,008,100)</b>	<b>\$ (13,731,700)</b>	<b>\$ 1,276,400</b>

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION  
FY2023 OPERATING BUDGET  
GENERAL ADMINISTRATION

	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			
<b>EXPENSES</b>												
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
										-	-	0
<b>TOTAL EXPENSES</b>	<b>514,300</b>	<b>4,284,500</b>	<b>1,329,200</b>	<b>1,250,200</b>	<b>2,156,900</b>	<b>3,274,100</b>	<b>3,284,600</b>	<b>1,241,800</b>	<b>1,526,000</b>	<b>18,861,600</b>	<b>16,850,400</b>	<b>(2,011,200)</b>



# 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	CANTON TWP(^)	\$ 97,200	WAYNE (^)	17,450
TOTAL - MACOMB	\$	868,120	MILFORD TWP	10,410	DEARBORN	\$ 108,350	WESTLAND (^)	84,160
OAKLAND COUNTY			NOVI	65,260	DEARBORN HEIGHTS	\$ 62,360	WOODHAVEN	12,750
ADDISON TWP	\$	5,790	NOVI TWP	160	ECORSE	\$ 9,170	WYANDOTTE	24,690
AUBURN HILLS	\$	24,000	OAKLAND TWP	19,770	FLAT ROCK	\$ 10,390	TOTAL - WAYNE	\$ 1,140,750
BERKLEY	\$	14,970	OAK PARK	29,120	GARDEN CITY (^)	\$ 26,980	GRAND TOTAL \$ 3,261,080	
BEVERLY HILLS	\$	10,430	ORCHARD LAKE	2,200	GIBALTAR	\$ 4,920	(*) Includes Macomb Portion	
BINGHAM FARMS	\$	1,110	ORION TWP	34,810	GROSSE ILE TWP	\$ 10,630	(**) Includes Oakland Portion	
			ORTONVILLE	1,360	GROSSE POINTE	\$ 5,590		
			OXFORD	3,440	GROSSE POINTE FARMS	\$ 10,000		



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	<b>TOTAL - OAKLAND</b>	<b>\$ 1,279,980</b>	WESTLAND ^	138,600.00
WASHINGTON TWP	46,820.00			WYANDOTTE	48,500.00
<b>TOTAL - MACOMB</b>	<b>\$ 1,581,420</b>			<b>TOTAL - WAYNE</b>	<b>\$ 1,253,500</b>
				<b>GRAND TOTAL</b>	<b>\$ 4,114,900</b>

\* 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-->

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

**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	<u>\$ 388,050</u>	<u>\$ 315,730</u>	<u>\$ 328,000</u>			<u>\$ 1,031,780</u>	<u>\$ 1,088,400</u>	<u>\$ (56,620)</u>

**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			<u>\$ 1,718,000</u>	<u>\$ 230,000</u>	<u>\$ 1,807,000</u>	<u>\$ 3,755,000</u>	<u>\$ 4,115,000</u>	<u>\$ (360,000)</u>

^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**

**ITEM**

**PAGE**

**INTRODUCTION**

**45**

**FIVE-YEAR CAPITAL BUDGET SUMMARY**

**46**

**PRIOR YEARS CARRY-OVER SUMMARY**

**47**

**PRIOR YEARS CARRY-OVER DETAIL**

**48-50**

**FIVE-YEAR CAPITAL PLAN FY 2023 – FY 2027 CAPITAL BUDGET**

**51-52**





**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)**

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

**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 2013/2014/2015 MI-90-X678	5310 2013/2014 MI-16-X007	5310 2014/2015/2016 MI-2016-018-00	5307 2015/2016/2017 MI-2016-025-00	TOTAL
	<b><u>SMART</u></b>					
36380	Facility Renovations/(1 % Security Requirement)	\$9				\$9
	<b><u>5310 Sub-Recipients</u></b>					
36790	Misc. Support Equipment-NOTA		\$8			8
	<b><u>5310- SMART</u></b>					
36810	Mobility Management		200			200
	<b><u>5310 Sub-Recipients</u></b>					
40010	Buy Replacement < 30-Ft Bus			\$8		8
40070	Misc. Support Equipment			0		0
40130-40210	Operating			415		415
	<b><u>SMART</u></b>					
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
	<b><u>LETC Gov Appt (GA) &amp; Toledo Appt.</u></b>					0
40360	Acquire-Shop Equipment				15	15
<b>TOTAL</b>		<b><u>\$9</u></b>	<b><u>\$208</u></b>	<b><u>\$423</u></b>	<b><u>\$2,065</u></b>	<b><u>\$2,705</u></b>

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

PRIOR YEARS CARRY-OVER  
(000 OMITTED)

PROJECT NUMBER	PROJECT DESCRIPTION	5339 2015/2016/2017 MI-2016-025-00	5310 2018 MI-2018-020	5307 2018-2019 MI-2018-018-00	5339 2018-2019 MI-2018-018-00	TOTAL
	<b><u>LETC Gov Appt (GA) &amp; Toledo Appt.</u></b>					
40450	Buy Assoc Cap Main Items	\$13				13
	<b><u>5310 Sub-Recipients</u></b>					
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
	<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			1,148		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
	<b><u>LETC Gov Appt (GA) &amp; Toledo Appt.</u></b>					
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
	<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>\$1,078</u></b>	<b><u>\$19,460</u></b>	<b><u>\$4,391</u></b>	<b><u>\$24,942</u></b>

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

PRIOR YEARS CARRY-OVER  
(000 OMITTED)

PROJECT NUMBER	PROJECT DESCRIPTION	CMAQ 2018-2019 MI-2018-018	5310 Non-Urban 2019 2017-0130 P21	5304-SDNT 2019 2017-0130 P17	5310 2018-2017 MI-2020-032	TOTAL
	<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				\$8	8
41010	Acquire- ADP Software Items				66	66
41020-41050	Mobility Management				209	209
41060-41180	Operating				807	807
<b>TOTAL</b>		<b>\$1,197</b>	<b>\$67</b>	<b>\$8</b>	<b>\$1,090</b>	<b>\$2,362</b>

PROJECT NUMBER	PROJECT DESCRIPTION	CARES ACT 2020 MI-2020-052	5307 2020-2021 MI-2020-061	5339 2020-2021 MI-2020-061	CMAQ 2020-2021 MI-2020-061	TOTAL
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
	<b>LETC Gov Appt (GA) &amp; Toledo Appt.</b>					
42200	Buy Replacement Bus <30 Ft.		51			51
42210	Acquire Surveil/Security Equip		23			23
42220	Acquire-Shop Equipment		47			47
	<b>SMART</b>					
42081	Rehab/Renovate Admin Maint Facility			\$4,285		4,285
	<b>LETC Gov Appt (GA) &amp; Toledo Appt.</b>					
42230	Rehab/Renovate Bus Station			108		108
42051	Buy 40-Ft Replacement Buses				\$3,535	3,535
<b>TOTAL</b>		<b>\$2,185</b>	<b>\$32,458</b>	<b>\$4,393</b>	<b>\$3,535</b>	<b>\$42,571</b>

PROJECT NUMBER	PROJECT DESCRIPTION	5303 & 5304 2020 2017-0130 P26	5310 2019-2021 MI-2021-051	5311-NOTA (JARC) 2022 2022-0138 P1	TOTAL
36691	Operation and service policy/procedural development	\$13			\$13
	<b>5310 Sub-Recipients</b>				
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
	<b>5310- SMART</b>				
42380	Program Administration-SMART		25		25
70334	Operating (NOTA)			\$181	181
<b>TOTAL</b>		<b>\$13</b>	<b>\$4,959</b>	<b>\$181</b>	<b>\$5,153</b>

**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
<b>1. 5307 Formula Funding</b>															
<b>SMART**</b>															
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
<b>Subtotal SMART</b>	<b>31,742,748</b>	<b>7,935,687</b>	<b>39,678,435</b>	<b>32,377,603</b>	<b>8,094,401</b>	<b>40,472,004</b>	<b>33,025,155</b>	<b>8,256,289</b>	<b>41,281,444</b>	<b>33,685,658</b>	<b>8,421,415</b>	<b>42,107,073</b>	<b>34,359,371</b>	<b>8,589,842</b>	<b>42,949,213</b>
<b>Monroe-5307 TARTA Apportionment</b>															
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
<b>Subtotal Monroe</b>	<b>483,475</b>	<b>120,869</b>	<b>604,344</b>	<b>493,144</b>	<b>123,286</b>	<b>616,430</b>	<b>503,007</b>	<b>125,752</b>	<b>628,759</b>	<b>513,067</b>	<b>128,267</b>	<b>641,334</b>	<b>523,328</b>	<b>130,833</b>	<b>654,161</b>
<b>Total 5307 Formula Funding</b>	<b>32,226,223</b>	<b>8,056,556</b>	<b>40,282,779</b>	<b>32,870,747</b>	<b>8,217,687</b>	<b>41,088,434</b>	<b>33,528,162</b>	<b>8,382,041</b>	<b>41,910,203</b>	<b>34,198,725</b>	<b>8,549,681</b>	<b>42,748,406</b>	<b>34,882,699</b>	<b>8,720,675</b>	<b>43,603,374</b>
<b>2. Monroe 5307 Governor's Apportionment</b>															
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>
<b>Total 5307 Gvnr's Apportionment</b>	<b>215,343</b>	<b>53,836</b>	<b>269,179</b>	<b>1,317,266</b>	<b>329,317</b>	<b>1,646,583</b>	<b>1,315,074</b>	<b>328,769</b>	<b>1,643,843</b>	<b>811,421</b>	<b>202,855</b>	<b>1,014,276</b>	<b>1,427,533</b>	<b>356,883</b>	<b>1,784,416</b>
<b>3. 5339 Formula Funding</b>															
<b>SMART**</b>															
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
<b>Subtotal SMART</b>	<b>3,507,941</b>	<b>876,985</b>	<b>4,384,926</b>	<b>3,578,099</b>	<b>894,525</b>	<b>4,472,624</b>	<b>3,649,661</b>	<b>912,415</b>	<b>4,562,076</b>	<b>3,722,655</b>	<b>930,664</b>	<b>4,653,319</b>	<b>3,797,108</b>	<b>949,277</b>	<b>4,746,385</b>
<b>Monroe</b>															
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
<b>Subtotal Monroe</b>	<b>214,157</b>	<b>53,539</b>	<b>267,696</b>	<b>218,440</b>	<b>54,610</b>	<b>273,050</b>	<b>222,809</b>	<b>55,702</b>	<b>278,511</b>	<b>227,265</b>	<b>56,816</b>	<b>284,081</b>	<b>231,810</b>	<b>57,953</b>	<b>289,763</b>
<b>Total 5339 Formula Funding</b>	<b>3,722,098</b>	<b>930,525</b>	<b>4,652,623</b>	<b>3,796,539</b>	<b>949,135</b>	<b>4,745,674</b>	<b>3,872,470</b>	<b>968,118</b>	<b>4,840,588</b>	<b>3,949,920</b>	<b>987,480</b>	<b>4,937,400</b>	<b>4,028,918</b>	<b>1,007,230</b>	<b>5,036,148</b>
<b>4. CMAQ Funding +</b>															
<b>SMART</b>															
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 Bdgt)</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
<b>Subtotal SMART</b>	<b>1,749,404</b>	<b>437,350</b>	<b>2,186,754</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>Monroe</b>															
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
<b>Subtotal Monroe</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>520,000</b>	<b>130,000</b>	<b>650,000</b>	<b>520,000</b>	<b>130,000</b>	<b>650,000</b>	<b>520,000</b>	<b>130,000</b>	<b>650,000</b>	<b>1,924,310</b>	<b>481,078</b>	<b>2,405,388</b>

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

**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.