



FISCAL YEAR 2022

OPERATING AND CAPITAL BUDGET

To Be Presented to the Suburban Mobility Authority for Regional Transportation Board of Directors
May 27, 2021



PROPOSED FY2022 BUDGET
BUDGET COMMITTEE

Date TBD

INDEX

Reports:	Page:
EXECUTIVE SUMMARY	1-2
FUNCTIONAL OPERATING BUDGET	3
OPERATIONAL OPERATING BUDGET	4-8
RESTRICTED OPERATING BUDGET	9
REVENUE ASSUMPTIONS	10-13
EXPENSE ASSUMPTIONS	14-16
5-YEAR CAPITAL BUDGET: FY2022-2026	17-20

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 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 (based on returning ridership) 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 yet 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 Headless 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 the future 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, 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.

SMART FUNCTIONAL FY2022 OPERATING BUDGET					
		FY2021 BUDGET	FY2022 BUDGET	\$ Variance FAV(UNFAV)	% Variance FAV(UNFAV)
REVENUE					
FEDERAL OPERATING REVENUE:					
SECTION 5307	\$	4,000,000	\$	4,000,000	-
SECTION 5307 CARES ACT			10,800,000	10,800,000	
OTHER FEDERAL GRANTS		1,621,000	839,000	(782,000)	-48.2%
TOTAL FEDERAL OPERATING REVENUE		5,621,000	15,639,000	10,018,000	178.2%
STATE OF MICHIGAN					
ACT 51		37,000,000	42,424,000	5,424,000	14.7%
OTHER STATE GRANTS		3,219,000	3,181,000	(38,000)	-1.2%
TOTAL STATE OPERATING REVENUE		40,219,000	45,605,000	5,386,000	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)	-64.6%
CONNECTOR		515,000	339,800	(175,200)	-34.0%
OTHER INCOME		3,488,000	2,133,100	(1,354,900)	-38.8%
LOCAL COMM TRANSIT OPERATING REVENUE		880,000	368,000	(512,000)	-58.2%
TOTAL REVENUE		136,455,100	144,885,900	8,430,800	6.2%
EXPENSES					
OPERATIONS:					
FIXED ROUTE		97,326,400	102,932,200	(5,605,800)	-5.8%
CONNECTOR		15,995,100	15,570,900	424,200	2.7%
GENERAL ADMINISTRATION		15,639,600	16,850,400	(1,210,800)	-7.7%
COMMUNITY CREDITS		3,913,000	3,983,400	(70,400)	-1.8%
TRI COUNTY POS ASSISTANCE		654,000	672,000	(18,000)	-2.8%
COMMUNITY BASED SERVICE		193,000	193,000	-	
DEPRECIATION EXPENSE		1,800,000	250,000	1,550,000	86.1%
VEHICLE PURCHASE EXPENSE		434,000	434,000	-	
CONTINGENCY		500,000	1,000,000	(500,000)	-100.0%
COVID-19 EXPENSES		-	3,000,000	(3,000,000)	
TOTAL EXPENSES		136,455,100	144,885,900	(8,430,800)	-6.2%
REVENUES OVER (UNDER) EXPENSES		-	-		

SMART OPERATIONAL FY2022 OPERATING BUDGET		FY 2021 Budget	FY 2022 Budget	\$\$ Variance FAV(UNFAV)	% Variance
REVENUE					
Route Revenue:					
Fare Revenue		10,850,100	4,000,900	(6,849,200)	-63.1%
Agency Revenue		115,000	39,900	(75,100)	-65.3%
Total Route Revenue		10,965,100	4,040,800	(6,924,300)	-63.1%
	<i>% Of Total Revenue</i>	8%	3%		
Federal Sources:					
Section 5307		4,000,000	4,000,000		
Section 5307 Cares Revenue			10,800,000	10,800,000	
Federal Grant-UWP/TAM		572,000	639,000	67,000	11.7%
CMAQ Revenue		702,000		(702,000)	-100.0%
Other Federal Grants		347,000	200,000	(147,000)	-42.4%
Total Federal Sources		5,621,000	15,639,000	10,018,000	178.2%
	<i>% Of Total Revenue</i>	4%	11%		
State Sources:					
State ACT 51 SMART		37,000,000	42,424,000	5,424,000	14.7%
State Prev Maint Rev		1,000,000	1,000,000	-	
Other State Grants		2,219,000	2,181,000	(38,000)	-1.7%
Total State Sources		40,219,000	45,605,000	5,386,000	13.4%
	<i>% Of Total Revenue</i>	29%	31%		
Local Sources:					
Contributions From Local Transit Authorities		75,432,000	77,250,000	1,818,000	2.4%
Allowance For MTT		(150,000)	(150,000)		
Total From Local Sources		75,282,000	77,100,000	1,818,000	2.4%
	<i>% Of Total Revenue</i>	55%	53%		
Other Income:					
Interest Income		1,710,000	150,000	(1,560,000)	-91.2%
Advertising		750,000	750,000		
Admin Fee Revenue		533,000	851,000	318,000	59.7%
Miscellaneous		495,000	382,100	(112,900)	-22.8%
Total Other Income		3,488,000	2,133,100	(1,354,900)	-38.8%
	<i>% Of Total Revenue</i>	3%	1%		

SMART OPERATIONAL FY2022 OPERATING BUDGET					
		FY 2021 Budget	FY 2022 Budget	\$\$ Variance FAV(UNFAV)	% Variance
Other Operating Revenue:					
Local Community Transit Operating Revenue		280,000	223,000	(57,000)	-20.4%
Fleet Maintenance Reimbursement		600,000	145,000	(455,000)	-75.8%
Total Other Operating Revenue		880,000	368,000	(512,000)	-58.2%
	% Of Total Revenue	1%	0%		
TOTAL REVENUES		\$ 136,455,100	\$ 144,885,900	\$ 8,430,800	6.2%

SMART OPERATIONAL FY2022 OPERATING BUDGET

FY 2021 Budget

FY 2022 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 1 of 3)

WAGE AND WAGE RELATED EXPENSES:

ACTIVE EMPLOYEES:

Active Salaries, Wages & Taxes:

Administrative	6,686,500	7,379,900	(693,400)	-10.4%
Operations	37,036,300	38,642,500	(1,606,200)	-4.3%
Maintenance	9,054,800	9,389,800	(335,000)	-3.7%
Total Active Salaries, Wages, Taxes	52,777,600	55,412,200	(2,634,600)	-5.0%
<i>% Of Total Revenue</i>	<i>39%</i>	<i>38%</i>		

Active Employee Benefits:

Hospitalization/Medical	12,779,200	12,693,900	85,300	0.7%
Employee Premium Sharing-Health Care	(1,516,600)	(1,503,300)	(13,300)	0.9%
Life, AD&D, Dental, & Optical	1,295,200	1,334,700	(39,500)	-3.0%
Other Employee Benefits	207,100	219,000	(11,900)	-5.7%
Health Care Saving Plan	996,300	900,300	96,000	9.6%
Workers Compensation	1,274,000	1,291,400	(17,400)	-1.4%
FICA	4,039,000	4,168,000	(129,000)	-3.2%
Pension Funding	13,627,200	13,482,600	144,600	1.1%
Total Active Employee Benefits	32,701,400	32,586,600	114,800	0.4%

% Of Total Revenue

24%

22%

% Of Total Active Wages

62%

59%

Total Active Employee Wages & Benefits:

85,479,000	87,998,800	(2,519,800)	-2.9%
------------	------------	-------------	-------

% Of Total Revenue

63%

61%

RETIRED EMPLOYEES:

Post Employment Benefits:

OPEB Net Unfunded Obligation	7,450,000	7,500,000	(50,000)	-0.7%
Retiree Medical, Life & Presc Premiums	7,891,000	9,625,900	(1,734,900)	-22.0%
Total Post Retirement Benefits	15,341,000	17,125,900	(1,784,900)	-11.6%

% Of Total Revenue

11%

12%

Total Wage and Wage Related Expenses

100,820,000	105,124,700	(4,304,700)	-4.3%
-------------	-------------	-------------	-------

% Of Total Revenue

74%

73%

SMART OPERATIONAL FY2022 OPERATING BUDGET

FY 2021 Budget

FY 2022 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 2 of 3)

Operations:

Operational Expenses

Direct Variable (Vehicle):

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

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

Contract Transportation

Microtransit Opr Expenses		2,400,000	-2,400,000	
---------------------------	--	-----------	------------	--

Total Contract Transportation		2,400,000	-2,400,000	
<i>% Of Total Revenue</i>		2%		

Indirect Variable:

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

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

Facilities:

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

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

Total Operational Expense	23,780,800	25,534,100	(1,753,300)	-7.4%
----------------------------------	------------	------------	-------------	-------

<i>% Of Total Revenue</i>	17%	18%		
---------------------------	-----	-----	--	--

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 :

Administrative

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%
Total Administration	4,360,300	4,694,700	(334,400)	-7.7%
<i>% Of Total Revenue</i>	<i>3%</i>	<i>3%</i>		

Other

Vehicle Purchase Expense	434,000	434,000		-100.0%
Depreciation-Eligible	1,800,000	250,000	1,550,000	86.1%
Total Other	2,234,000	684,000	1,550,000	69.4%
<i>% Of Total Revenue</i>	<i>2%</i>	<i>0%</i>		

Special Services:

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%
Total Special Services:	4,760,000	4,848,400	(88,400)	-1.9%
<i>% Of Total Revenue</i>	<i>3%</i>	<i>3%</i>		

Contingency	500,000	1,000,000	(500,000)	-100.0%
Covid-19 Expenses		3,000,000	(3,000,000)	

Total Operational Expenses	35,635,100	39,761,200	(4,126,100)	-11.6%
<i>% Of Total Revenue</i>	<i>26%</i>	<i>27%</i>		

TOTAL EXPENSES (Wages & Operational)	\$ 136,455,100	\$ 144,885,900	\$ (8,430,800)	-6.2%
<i>% Of Total Revenue</i>	<i>100%</i>	<i>100%</i>		

REVENUES OVER (UNDER) EXPENSES	\$ -	\$ -		
---------------------------------------	-------------	-------------	--	--

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2022 RESTRICTED OPERATING BUDGET
SUMMARY

RESTRICTED REVENUE	FY2021 BUDGET	FY2022 BUDGET	INCREASE (DECREASE)
<u>MUNICIPAL CREDITS:</u>			
MUNICIPAL CREDIT - ACT 51	\$ 1,630,550	\$ 1,630,500	\$ 50.00
MUNICIPAL CREDIT - SPECIAL APPROPRIATION	1,630,550	1,630,500	50.00
TOTAL MUNICIPAL CREDITS	3,261,100	3,261,000	100
<u>OUTER COUNTY POS:</u>			
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)
TOTAL OUTER COUNTY POS	2,694,000	4,115,000	1,421,000
<u>OTHER STATE SUBSIDIZED SERVICES:</u>			
SPECIALIZED SERVICES GRANT	922,000	922,000	-
ROYAL OAK TOWNSHIP - ACT 51	16,000	16,000	-
NORTH OAKLAND TRANSIT AUTHORITY - NEW FREEDOM	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
TOTAL OTHER STATE SUBSIDIZED SERVICES	1,490,000	1,560,000	70,000
<u>SUB-AWARD GRANTEES:</u>			
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
TOTAL OTHER STATE SUBSIDIZED SERVICES	1,789,000	5,198,000	3,409,000
TOTAL RESTRICTED REVENUE	9,234,100	14,134,000	4,900,100
RESTRICTED EXPENSES			
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
TOTAL RESTRICTED EXPENSE	9,234,100	14,134,000	4,900,100
REVENUE OVER (UNDER) EXPENSE	\$ -	\$ -	\$ -

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

FY2022 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 \$325,000, 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	\$45,685,100	\$42,424,000	\$3,261,100
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, \$1,630,550, 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 \$1,630,550, for a total Municipal Credit amount of \$3,261,100.

**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

FY2020 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, FY2021 budgeted advertising revenue remains consistent with FY2021.

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

FY2022 OPERATING BUDGET EXPENSE ASSUMPTIONS

EMPLOYMENT COSTS

Salaries Expense:

Non-represented employees

Wages Expense:

All SMART labor contracts expired December 31, 2018; Currently, the following unions are in negotiation.

- UAW - Maintenance employees

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</u>	<u>MAX.</u>	<u>RATE</u>
Medicare -		Unlimited	1.45 %
Social Security	\$	137,700	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 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 to \$5.6 million. (7.35% return on investment) With the ongoing wage negotiations and anticipated filing of open positions, we are recommending an additional \$7.3 million in pension contribution. As of 6/30/2020, the SMART net pension liability is \$64.9 million. It is estimated that the additional \$7.3 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
FY2022 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.

**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)**

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

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
1. 5307 Formula Funding															
SMART**															
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
Subtotal SMART	23,333,400	5,833,350	29,166,750	24,019,736	6,004,934	30,024,670	23,986,349	5,996,587	29,982,936	24,466,076	6,116,519	30,582,595	22,045,210	5,511,303	27,556,513
Monroe															
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
Subtotal Monroe	405,671	101,418	507,089	417,638	104,410	522,048	429,958	107,490	537,448	442,641	110,660	553,301	442,642	110,661	553,303
Total 5307 Formula Funding	23,739,071	5,934,768	29,673,839	24,437,374	6,109,344	30,546,718	24,416,307	6,104,077	30,520,384	24,908,717	6,227,179	31,135,896	22,487,852	5,621,963	28,109,815
2. Monroe 5307 Governor's Apportionment															
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>
Total 5307 Gvnr's Apportionment	193,515	48,379	241,894	118,227	29,557	147,784	811,421	202,855	1,014,276	811,421	202,855	1,014,276	811,421	202,855	1,014,276
3. 5339 Formula Funding															
SMART**															
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
Subtotal SMART	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
Monroe															
Bus Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bus Replacement (from Toldeo)	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
Subtotal Monroe	120,366	30,092	150,458	122,560	42,137	164,697	126,176	31,544	157,720	129,898	32,475	162,373	129,898	32,475	162,373
Total 5339 Formula Funding	2,396,496	599,124	2,995,620	2,465,836	627,956	3,093,792	3,153,902	788,476	3,942,378	3,218,179	804,545	4,022,724	3,279,945	819,986	4,099,931
4. CMAQ Funding +															
SMART															
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
Subtotal SMART	3,761,489	940,372	4,701,861	1,749,404	437,351	2,186,755	0	0	0	0	0	0	0	0	0
Monroe															
Purchase Vehicles	520,000	130,000	650,000	0	130,000	130,000	0	0	0	0	0	0	0	0	0
Subtotal Monroe	520,000	130,000	650,000	0	130,000	130,000	0	0	0	0	0	0	0	0	0
Total CMAQ Funding	4,281,489	1,070,372	5,351,861	1,749,404	567,351	2,316,755	0	0	0	0	0	0	0	0	0

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
5. SMART 5310 Funding ++															
SMART															
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
Subtotal SMART	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
Monroe															
Purchase Vehicles	268,000	67,000	335,000	63,200	15,800	79,000	0	0	0	0	0	0	0	0	0
Subtotal Monroe	268,000	67,000	335,000	63,200	15,800	79,000	0	0	0	0	0	0	0	0	0
NOTA^															
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
Subtotal NOTA															
Total 5310 Capital Funding	1,288,000	315,750	1,603,750	1,083,200	264,550	1,347,750	1,020,000	248,750	1,268,750	1,020,000	248,750	1,268,750	1,020,000	248,750	1,268,750
6. Nonurban 5311 JARC^^															
NOTA															
Purchase Vehicle	268,000	67,000	335,000		0	0	0	0	0	0	0	0	0	0	0
Purchase Equipment	2,600	650	3,250												
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
Total 5311 JARC Capital Funding	312,600	78,150	390,750	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total SMART, Monroe & NOTA	32,211,171	8,046,543	40,257,714	29,854,041	7,598,757	37,452,798	29,401,630	7,344,158	36,745,788	29,958,317	7,483,329	37,441,646	27,599,218	6,893,555	34,492,773
7. Operating & Service Expansion															
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
Total Operating & Service Expansion	2,301,427	2,301,427	4,602,854	2,328,795	2,328,795	4,657,590	1,672,728	1,672,728	3,345,456	1,710,950	1,710,950	3,421,900	1,710,950	1,710,950	3,421,900
Grand Total including Opr & Svc Expansion	34,512,598	10,347,970	44,860,568	32,182,836	9,927,552	42,110,388	31,074,358	9,016,886	40,091,244	31,669,267	9,194,279	40,863,546	29,310,168	8,604,505	37,914,673

Notes

* Future Fiscal Years (2022-2026) federal formula funding based on Semcog 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.