



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

Board of Directors Meeting

May 25, 2023



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

ROLL CALL

Board of Directors Meeting

Date: May 25, 2023

CHAIRPERSON, MS. HILARIE CHAMBERS

VICE-CHAIRPERSON, MR. ABDUL HAIDOUS

MR. ROYCE MANIKO

MR. KHALIL RAHAL

MR. BRET RASEGAN

MR. JOHN PAUL REA

MS. VICKI WOLBER

Tiffany Martin-Patterson, SMART Board Secretary



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

**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
BOARD OF DIRECTORS MEETING
THURSDAY, MAY 25, 2023
2:00 PM**

AGENDA

<u>ITEM:</u>	<u>ACTION:</u>	<u>PRESENTED BY:</u>
1. Call to Order		Hilarie Chambers
2. Pledge of Allegiance		
3. Roll Call		Tiffany Martin
4. Adoption of Agenda	Approval	Hilarie Chambers
5. Certification of Public Notice	Information	Tiffany Martin
6. Minutes		
A. Board Meeting Minutes for March 23, 2023	Approval	Hilarie Chambers
7. Public Participation	Discussion	Hilarie Chambers
8. Chairperson's Report	Information	Hilarie Chambers
9. General Manager's Report	Information	Dwight Ferrell
10. Board Briefings	Information	
A. HR Hiring Update		Makini Jackson
B. Oakland County Expansion		Hilarie/Dwight
C. Public Hearings		Harmony Lloyd
11. Financial Reports		
A. 3 rd Quarter Financial Report	Approval	Ryan Byrne
12. New Business		
A. Resolution: Service Modifications with Service Equity Analysis	Approval	Harmony Lloyd <i>VP of Planning</i>
B. Resolution: SMART FY 2024 Annual Application for Michigan Capital and Operating Financial Assistance	Approval	Ryan Byrne <i>VP of Finance</i>

C. Resolution: Amendment to the FY2022/23 General Operating Budget – Increased Marketing Expenditures	Approval	Ryan Byrne <i>VP of Finance</i>
D. Resolution: Authorization to Approve Purchase Order Change Action (POCA) #1 for Additional Funding for General Advertising Services	Approval	Bernard Parker <i>VP of External Affairs</i>
E. Resolution: Adoption of the FY 2024 Operating Budget, Restricted Operating Budget, and the Proposed FY 2024 - FY 2028 Capital Budget	Approval	Ryan Byrne <i>VP of Finance</i>
F. Resolution: Fiscal Year 2024 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater)	Approval	Ryan Byrne <i>VP of Finance</i>
G. Resolution: Contract to participate in the DTE Charging Forward eFleet-Charging Infrastructure Enablement Rebate Program	Approval	Ryan Byrne <i>VP of Finance</i>
H. Resolution: Authorization to Approve a Purchase Order Change Action (POCA #4) for Additional Time Incurred for Financial Audit Services	Approval	Ryan Byrne <i>VP of Finance</i>
I. Resolution: Authorization to Approve a Purchase Order Change (POCA) 1 for Additional Funds for Bus Simulator	Approval	LeJuan Burt <i>VP of Maintenance</i>
J. Resolution: Authorization for Purchase Order Change Action (POCA) # Fire Extinguishers & Maintenance Contract - Additional Funds	Approval	LeJuan Burt <i>VP of Maintenance</i>
K. Resolution: Authorization to Award a Contract for Bus Wraps	Approval	LeJuan Burt <i>VP of Maintenance</i>
L. Resolution: Authorization to Award a Contract for Propane Auto Gas for the Connector Fleet	Approval	LeJuan Burt <i>VP of Maintenance</i>
M. Resolution: Authorization to Award a Contract for Barrel & Sludge/Wastewater Removal and Disposal Service	Approval	LeJuan Burt <i>VP of Maintenance</i>
N. Resolution: Authorization to Award a contract for Motorola 800 MHz Radio System for Lake Erie Transit Commission (LETC)	Approval	Le Juan Burt <i>VP of Maintenance</i>
O. Resolution: Scheduling Software Maintenance and Trapeze Training and Consulting	Approval	Danny Whitehouse <i>VP of Paratransit</i>
P. Resolution: Authorization to enter into an interlocal agreement with the City of Dearborn for a pilot program to provide subsidized SMART Flex micro transit rides within the City of Dearborn	Approval	Danny Whitehouse <i>VP of Paratransit</i>

Q. Resolution: Authorization to Award a contract for
StrataGen Paratransit Scheduling Software Upgrade,
Training & Professional Services

Approval

Mel Evans
Acting VP of IT

13. Closed Session (VL)

Discussion

Hilarie Chambers

14. Board Member Business

Discussion

Hilarie Chambers



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

PUBLIC NOTICE

SMART will hold the May 25, 2023 Board of Directors meeting at 2 p.m. in SMART's Board Room located on the sixth floor of the Buhl Building, 535 Griswold Street, Detroit, MI 48226.

Public Participation will only be available for members of the public attending in person or those who email comments per the process outlined below.

All physically present at the meeting must adhere to the following:

- Please respect anyone needing or choosing to wear a mask.
- People with symptoms of COVID-19 or exposure to someone with COVID-19 should wear a mask.
- People who are positive for COVID-19 may not attend the Meeting in person and should access the recording at the YouTube link below.

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. The Meeting will be livestreamed on YouTube and available at the following URL: <https://www.youtube.com/@MySMARTBus>.

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

Public Comment will proceed as follows:

- All comments: 3-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;
 - Written comments via email. The Board Secretary will read any submitted comments.

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

BOARD OF DIRECTORS MEETING

PROPOSED MINUTES – March 23, 2023

A meeting of the Board of Directors of the Suburban Mobility Authority for Regional Transportation (SMART) was held on Thursday March 23, 2023 at 2:07 PM. The meeting was held at 535 Griswold, Suite 600, Detroit, MI 48226 and via a digital public video conference.

ATTENDANCE

SMART Board of Directors:	Chairperson	Ms. Hilarie Chambers
	Vice-Chairperson	Mr. Abdul Haidous
		Mr. John Paul Rea
		Mr. Khalil Rahal
		Mr. Bret Rasegan
		Ms. Vicki Wolber
Absent Board Members:		Mr. Royce Maniko <i>(VIA ZOOM)</i>
SMART General Manager:		Mr. Dwight Ferrell
SMART Deputy GM & COO:		Ms. Tiffany Gunter
SMART Board Administrator:		Ms. Tiffany Martin-Patterson
SMART Staff Present:		Ms. Truvae Adams
		Mr. Brandon Adolph
		Ms. Laura Bieniek
		Mr. Ryan Byrne
		Ms. Sabrina Clay
		Mr. Melvin Evans
		Ms. Beth Gibbons
		Ms. Lynette Hurt
		Ms. Carol Jones
		Ms. Vickie Jordan
		Ms. Angie Kelley
		Ms. Nicole Mack
		Ms. Laila Malki
		Mr. Bernard Parker
		Ms. Nichole Peters
		Mr. Sean Riopelle
		Ms. Shana Shore

Mr. Mark Watson
Ms. Patty Wailing
Ms. Dea Weathers
Mr. D’Andrae Whitley

Public Registered:

None

1. Call to Order

2. Pledge of Allegiance

3. Roll Call

Present: Chairperson Ms. Hilarie Chambers, Vice-Chairperson Mr. Abdul Haidous, Mr. Khalil Rahal, Ms. Vicki Wolber, Mr. Bret Rasegan and Mr. John Paul Rea

Absent: Royce Maniko (via Zoom)

A quorum was present.

4. Adoption of Agenda

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Bret Rasegan, to approve the Agenda for the March 23, 2023, Board meeting.

DISCUSSION

None

VOTE: THE MOTION CARRIED.

5. Certification of Public Notice

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

6. Minutes

A. Board Meeting Minutes for February 23, 2023

MOTION: Moved by Mr. Abdul Haidous, seconded by Mr. John Paul Rea, to approve the Board meeting minutes for February 23, 2023.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

7. Public Participation

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

The following participants voiced their concerns and made comments:

- Brother Cunningham
- Mr. Steven Hammontree
- Thomas Yazbeck
- Lucas Lusaka
- Mr. Robert Pawlowski

8. Financial Report – Appointment to the Budget Committee of the SMART Board of Directors

MOTION: Moved by Ms. Hilarie Chambers, seconded by Mr. Abdul Haidous to appoint Mr. John Paul Rea, Macomb County as Committee Chairperson, Mr. Bret Rasegan, Oakland County and Mr. Khalil Rahal, Wayne County.

Approval of Budget Committee Appointments for 2023 – 2024 Fiscal Year Budget

Whereas, The SMART Board Chairperson has appointed Mr. John Paul Rea, Macomb County (Chairperson)

Mr. Bret Rasegan, Oakland County

Mr. Khalil Rahal, Wayne County

now therefore be it,

RESOLVED, that the Board of Directors of the Suburban Mobility Authority for Regional Transportation, hereby approves the appointment of the Budget Committee for th 2023- 24 term.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

9. Chairperson's Report

DISCUSSION:

None

10. General Manager's Report

DISCUSSION:

None

11. New Business

A. Resolution: Authorization to Approve a Contract Extension with T-Mobile USA, Inc. for Cellular Services for Fixed Route & Paratransit Operation

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Abdul Haidous, that the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve a three-month Contract Extension to T-Mobile USA, Inc. for Cellular Services for Fixed-Route & Paratransit for an amount not to exceed \$33,000.00 starting March 16, 2023, through June 16, 2023. The contract extension pricing, terms, and conditions for the service shall remain the same as the current contract, RFP Control No #18-2440.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

B. Resolution: Authorization for Purchase Order Change Action (POCA) #1 Softchoice Microsoft 365 Additional Software Licenses

MOTION: Moved by Mr. Abdul Haidous, seconded by Mr. Bret Rasegan, that the That the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA # 1 in the amount not to exceed \$10,045.56 to Softchoice Corporation, Inc.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

C. Resolution: Authorization to Award a Contract for Armored Car Service

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. John Paul Rea that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a three-year contract for an amount of \$1,113,000.00, with two one-year renewal options for the subsequent amounts of \$371,000.00 per year to Total Armored Car Services, Inc. for Armored Car Service. The total contract is for an amount not to exceed \$1,855,000.00.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

D. Resolution: Revision to FY2023 Board of Directors Meeting Schedule

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. John Paul Rea that the SMART Board of Directors hereby adopts the foregoing revised schedule as its own for the remainder of FY 2023.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

E. Resolution: Revision to SMART Board of Directors Policy 9

MOTION: Moved by Mr. Abdul Haidous, seconded by Mr. John Paul Rea that the SMART Board of Directors hereby amends Board Policy 9 to revise the time allotted to speakers in the Public Participation portion of Regular and Special Board Meetings from 5 minutes per speaker to 3 minutes per speaker. All other provisions remain unchanged.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

F. Resolution: Authorization to Award a Contract for Public and Community Relations Consultant Services

MOTION: Moved by Mr. John Paul Rea, seconded by Ms. Vicki Wolber that the General Manager of the Suburban Mobility Authority for Regional Transportation, is hereby authorized to award a three-year contract for an amount of \$720,000.00, with two one-year renewal options for the subsequent amounts of \$240,000.00 per year to Truscott Rossman Group for Public and Community Relations Consultant Services. The total contract is for an amount not to exceed \$1,200,000.00.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

G. Resolution: COVID-19 Service Equity Analysis

MOTION: Moved by Mr. Bret Rasegan, seconded by Mr. John Paul Rea that the SMART Major Service Change / Service Equity Analysis referred to herein is approved and the General Manager of the Suburban Mobility Authority for Regional Transportation is authorized to submit the Major Service Change / Service Equity Analysis to the Federal Transit Administration.

DISCUSSION:

None

VOTE: THE MOTION CARRIED

H. Resolution: Second Contract Amendment and Increased Project Authorization to Increase Towing Rates for Boulevard & Trumbull for Option Years One and Two

MOTION: Moved by Ms. Vickie Wolber, seconded by Mr. Khalil Rahal that the of the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve the second contract amendment for increased towing rates with Boulevard & Trumbull, Inc., with an increased project authorization not to exceed \$364,500 for both Option Years if exercised by SMART.

DISCUSSION:

None

VOTE: THE MOTION CARRIED.

12. Closed Session

Roll Call

Present: Chairperson Ms. Hilarie Chambers, Vice-Chairperson Mr. Abdul Haidous, Ms. Vicki Wolber, Mr. Bret Rasegan, Mr. Khalil Rahal and Mr. John Paul Rea

MOTION: Moved by Bret Rasegan, seconded by Mr. Abdul Haidous that the Board of Directors of the Suburban Mobility Authority for Regional Transportation **proceed into** Executive Session.

VOTE: All in attendance voted in the affirmative. **THE MOTION CARRIED.**

DISCUSSION:

Confidential

VOTE: All in attendance voted in the affirmative. **THE MOTION CARRIED.**

MOTION: Moved by Mr. Bret Raegan, seconded by Mr. Abdul Haidous, that the Board of Directors of the Suburban Mobility Authority for Regional Transportation, hereby authorizes the move to **proceed out** of Executive Session.

VOTE: All in attendance voted in the affirmative. **THE MOTION CARRIED.**

13. Business Board Member

MOTION: Moved by Mr. John Paul Rea, seconded by Mr. Abdul Haidous that the Board of Directors of the Suburban Mobility Authority for Regional Transportation to proceed with the recommendation of General Counsel.

DISCUSSION:

None

VOTE: All in attendance voted in the affirmative. **THE MOTION CARRIED.**

Adjournment

There being no further business to come before the Board, upon motion made by Mr. John Paul Rea, seconded by Ms. Vicki Wolber, and unanimously carried, the meeting adjourned at 3:28 PM.

Respectfully submitted,

Tiffany Martin-Patterson
Board Administrator



Suburban Mobility Authority for Regional Transportation

3rd Quarter Financial Report

FY2023 – March 31, 2023

As Presented By:

Finance Department

3rd Quarter FY2023 Financial Reports

Submitted By: Ryan Byrne, CFO

5/25/23

The third quarter financial statement of FY 2023 has been completed. SMART's balance sheet remains stable. As compared to third quarter FY2022, FY2023 total assets for the same period are 3.6% higher. The key individual asset that supports the asset increase is Cash and Cash Equivalents, due to additional efforts to collect grants receivable more timely. Total third quarter FY2023 liabilities (excluding pension and OPEB) are up 12.6% as compared to third quarter FY2022. This overall liability increase is largely a result of the timing of payments on the Authority's accounts payable, and payables under to the State of Michigan under the Act 51 program. The net asset unrestricted balance remains positive, meaning the authority maintains a surplus of assets over liabilities.

Third quarter FY2023, overall revenues compared to FY2023 overall appropriation is below target by approximately 3.09% or \$3.7M. Fare revenue remains lower than pre pandemic levels, as a result of lower ridership. State reimbursements were lower than budget as a result of lower eligible expenditures.

Third quarter FY2023, overall actual expenditures compared to FY 2023 appropriation for the same time period are currently 13.39% below FY2023 appropriation. Fixed route costs, as well as connector and general administration personal services costs (wages and fringes) are down as compared to current appropriation. This trend is largely due to open fixed route and connector bus positions, and reduced service miles as compared to pre pandemic levels.

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

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months Ending March 31, 2023

SMART OPERATIONAL INCOME STATEMENT	YTD ACTUAL	YTD BUDGET	VARIANCE	% VARIANCE	FY 2022/23	
					ANNUAL BUDGET	BUDGET REMAINING
REVENUES						
Route Revenue:						
Fare Revenue	\$3,533,131.16	\$4,124,880.00	(\$591,748.84)	14.35%	\$5,500,000.00	(\$1,966,868.84)
Mircotransit	158,440.48	37,503.00	120,937.48	-322.47%	50,000.00	108,440.48
Total Route Revenue	3,691,571.64	4,162,383.00	(470,811.36)	11.31%	5,550,000.00	(1,858,428.36)
Federal Sources:						
Section 5307	11,500,000.00	10,375,003.00	1,124,997.00	10.84%	12,500,000.00	(\$1,000,000.00)
Other Federal Grants	287,530.09	554,256.00	(266,725.96)	48.12%	739,000.00	(\$451,469.91)
Total Federal Sources	11,787,530.09	10,929,259.00	858,271.04	-7.85%	17,739,000.00	(5,951,469.91)
State Sources:						
State Act 51	24,654,017.89	32,625,000.00	(7,970,982.11)	24.43%	43,500,000.00	(\$18,845,982.11)
State PM Match	1,000,000.03	1,000,003.00	(2.97)	0.00%	2,000,000.00	(\$999,999.97)
Other State Revenue	81,850.78	122,625.00	(40,774.22)	33.25%	163,500.00	(81,649.22)
Total State Sources	25,735,868.70	33,747,628.00	(8,011,759.30)	23.74%	45,663,500.00	(19,927,631.30)
Local Sources:						
Contributions from Local Transit Authorities	61,625,004.00	59,100,003.00	2,525,001.00	-4.27%	78,800,000.00	(\$17,174,996.00)
Contra Revenue - Local Contribution	(112,500.00)	(112,500.00)		0.00%	(150,000.00)	37,500.00
Total From Local Sources	61,512,504.00	58,987,503.00	2,525,001.00	-4.28%	78,650,000.00	(17,137,496.00)
Other Income:						
Advertising	670,435.75	675,000.00	(4,564.25)	0.68%	900,000.00	(\$229,564.25)
Rental Income	45,124.42	45,009.00	115.42	-0.26%	60,000.00	(\$14,875.58)
Interest Income	2,260,819.06	225,000.00	2,035,819.06	-904.81%	300,000.00	\$1,960,819.06
Insurance Refund	313,956.67		313,956.67	0.00%		\$313,956.67
Fleet Maint Reimbursement	121,184.81	78,750.00	42,434.81	-53.89%	105,000.00	\$16,184.81
Admin Fees Revenue	431,953.36	417,744.00	14,209.36	-3.40%	557,000.00	(\$125,046.64)
Miscellaneous	356,111.87	241,569.00	114,542.87	-47.42%	322,100.00	\$34,011.87
Local Comm Transit Operating Rev	129,074.09	124,497.00	4,577.09	-3.68%	166,000.00	(\$36,925.91)
Local Comm Stabilization	1,658,582.66	1,500,003.00	158,579.66	-10.57%	2,000,000.00	(341,417.34)
Total Other Income	5,987,242.69	3,307,572.00	2,679,670.69	-81.02%	4,410,100.00	1,577,142.69
Restricted Pass Through Revenue (Exp Match):	7,291,342.22	8,566,508.00	(1,275,165.78)	14.89%	11,422,000.00	(\$4,130,657.78)
TOTAL REVENUES	116,006,059.34	119,700,853.00	(3,694,793.66)	3.09%	163,434,600.00	(47,428,540.66)

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months Ending March 31, 2023

EXPENSES

WAGE AND WAGE RELATED EXPENSES:

ACTIVE EMPLOYEES:

Active Salaries, Wages & Taxes

Administrative	5,182,882.57	7,236,966.00	2,054,083.43	28.38%	9,602,400.00	4,419,517.43
Operations	24,536,555.40	30,924,650.00	6,388,094.60	20.66%	41,334,900.00	16,798,344.60
Maintenance	7,036,467.14	9,243,100.00	2,206,632.86	23.87%	12,358,100.00	5,321,632.86
Total Active Salaries, Wages, Taxes	36,755,905.11	47,404,716.00	10,648,810.89	22.46%	63,295,400.00	26,539,494.89
% of Total Revenue						

Active Employee Benefits:

Hospitalization/Medical	6,837,850.81	6,501,381.00	(336,477.65)	-5.18%	8,668,500.00	1,830,649.19
Life, AD&D, Drug, Dental, Optical	860,288.00	980,723.00	120,435.00	8.61%	1,307,630.00	447,342.00
Other Employee Benefits	287,602.53	316,394.00	28,791.47	9.10%	421,870.00	134,267.47
Workers Compensation	700,353.00	595,502.00	(104,851.00)	-17.61%	794,000.00	93,647.00
Health Care Saving Plan	580,168.67	787,275.00	207,106.33	26.31%	1,049,700.00	469,531.33
FICA	2,799,629.80	3,615,677.00	816,047.20	22.57%	4,820,900.00	2,021,270.20
Pension Funding	7,256,821.21	7,289,854.00	33,032.79	0.45%	9,719,800.00	2,462,978.79
Total Active Employee Benefits	19,322,714.02	20,086,806.00	764,084.14	3.80%	26,782,400.00	7,459,685.98

% of Total Active Wages

53% 42%

Total Active Employee Wages & Benefits:	56,078,619.13	67,491,522.00	11,412,895.03	7.80%	90,077,800.00	33,999,180.87
--	----------------------	----------------------	----------------------	--------------	----------------------	----------------------

RETIRED EMPLOYEES:

Post Employment Benefits:

OPEB Net Unfunded Obligation	1,870,949.97	1,870,947.00	(2.97)	0.00%	2,494,600.00	623,650.03
Retiree Medical & Drug Premiums	4,638,802.45	6,326,847.00	1,688,044.55	26.68%	8,435,800.00	3,796,997.55
Total Post Retirement	6,509,752.42	8,197,794.00	1,688,041.58	20.59%	10,930,400.00	4,420,647.58

Total Wage & Wage Related Expenses	\$ 62,588,372	\$ 75,689,316	\$ 13,100,937	17.31%	\$ 101,008,200	\$ 38,419,828
---	----------------------	----------------------	----------------------	---------------	-----------------------	----------------------

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months Ending March 31, 2023

Operations:

Operational Expenses

Direct Variable (Vehicle):

Diesel Fuels	5,787,917.53	7,635,006.00	1,847,088.47	24.19%	10,180,000.00	4,392,082.47
Gas, Oil, Lubricants, Etc.	386,136.14	409,491.00	23,354.86	5.70%	546,000.00	159,863.86
Repair Parts	2,763,503.35	2,415,015.00	(348,488.35)	-14.43%	3,220,000.00	456,496.65
Leased Batteries	146,512.00	105,003.00	(41,509.00)	-39.53%	140,000.00	(6,512.00)
Tires	861,735.37	845,928.00	(15,807.37)	-1.87%	1,127,900.00	266,164.63
Vehicle Liability	7,006,085.16	4,366,224.00	(2,639,861.16)	-60.46%	5,821,600.00	(1,184,485.16)
Bus Contract Repairs-Maintenance	986,493.21	994,721.00	8,227.79	0.83%	1,326,300.00	339,806.79
Contract Repairs-Accidents	25,828.08	33,750.00	7,921.92	23.47%	45,000.00	19,171.92
Towing	188,785.00	137,241.00	(51,544.00)	-37.56%	183,000.00	(5,785.00)
Other Repair Parts	7,647.44	44,991.00	37,343.56	83.00%	60,000.00	52,352.56
Total Direct Variable (Vehicle)	18,160,643.28	16,987,370.00	(1,173,273.28)	-6.91%	22,649,800.00	4,489,156.72

Microtransit

	4,962,449.20	5,000,009.00	(462,440.20)	-10.28%	6,000,000.00	1,037,550.80
--	--------------	--------------	--------------	---------	--------------	--------------

Indirect Variable:

Fare Collection Costs	274,962.59	401,841.00	126,878.41	31.57%	535,800.00	260,837.41
Route Facilities Maint.	91,627.66	141,219.00	49,591.34	35.12%	188,300.00	96,672.34
Other-Operational	136,421.60	163,494.00	27,072.40	16.56%	218,000.00	81,578.40
Total Indirect Variable	503,011.85	706,554.00	203,542.15	28.81%	942,100.00	439,088.15

Facilities:

Utilities	995,058.42	1,232,913.00	237,854.58	19.29%	1,643,900.00	648,841.58
Contract Bldg Maint	536,114.84	642,024.00	105,909.16	16.50%	856,000.00	319,885.16
Building Maint	73,453.40	180,351.00	106,897.60	59.27%	240,500.00	167,046.60
Other-Maintenance	217,598.88	261,279.00	43,680.12	16.72%	348,400.00	130,801.12
Business Insurance	63,981.00	49,806.00	(14,175.00)	-28.46%	66,400.00	2,419.00
Total Facilities	1,886,206.54	2,366,373.00	480,166.46	20.29%	3,155,200.00	1,268,993.46

Total Operational Expenses	\$ 25,512,311	\$ 25,060,306	\$ (452,005)	-1.80%	\$ 32,747,100	\$ 7,234,789
-----------------------------------	----------------------	----------------------	---------------------	---------------	----------------------	---------------------

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months Ending March 31, 2023

Administration, Other, Contingency:

Administration

General Supplies	153,825.13	374,953.97	221,138.84	58.97%	499,900.00	346,074.87
Professional, Outside Serv	791,553.67	1,230,748.00	439,194.33	35.69%	1,641,000.00	849,446.33
Outside Counsel-non V/L & W/C	41,545.09	412,497.00	370,951.91	89.93%	550,000.00	508,454.91
Computer Maint	549,315.89	618,379.00	69,063.11	11.17%	824,500.00	275,184.11
Marketing Expense	1,750,130.62	1,505,548.00	(244,582.62)	-16.25%	2,007,400.00	257,269.38
Other Administration	365,352.23	513,668.00	159,624.31	31.08%	684,900.00	319,547.77
Total Administration	\$ 3,651,723	\$ 4,655,794	\$ 1,015,390	21.81%	\$ 6,207,700	\$ 2,555,977

Contingency

Contingency	\$ 310,138	\$ 1,350,000	\$ 1,039,862	77.03%	\$ 1,800,000	\$ 1,489,862
--------------------	-------------------	---------------------	---------------------	---------------	---------------------	---------------------

Other

Vehicle Purchase Expense		375,002.00	375,002.00	100.00%	500,000.00	500,000.00
Depreciation-Eligible	504,662.00		(504,662.00)	0.00%		(504,662.00)
Depreciation-Ineligible		187,498.00	187,498.00	100.00%	250,000.00	250,000.00
Interest Expense	12,732.00		(12,732.00)	0.00%		(12,732.00)
Total Other	\$ 517,394	\$ 562,500	\$ 45,106	8.02%	\$ 750,000	\$ 232,606

Community Partner

Community Credit Exp.	3,086,163.00	3,086,173.00	10.00	0.00%	4,114,900.00	1,028,737.00
POS, Comm Transit Svc & Alloc Overhead	668,897.36	663,525.00	(5,372.36)	-0.81%	884,700.00	215,802.64
Total Special Services	\$ 3,755,060	\$ 3,749,698	\$ (5,362)	-0.14%	\$ 4,999,600	\$ 1,244,540

Restricted Pass Through Expense (Rev. Match)	7,291,342.22	8,566,498.00	1,275,155.78	14.89%	11,422,000.00	4,130,657.78
--	--------------	--------------	--------------	--------	---------------	--------------

Total Community Partner	\$ 11,046,403	\$ 12,316,196	\$ 1,269,793	10.31%	\$ 16,421,600	\$ 5,375,197
--------------------------------	----------------------	----------------------	---------------------	---------------	----------------------	---------------------

TOTAL EXPENSES (Wages & Operational)	\$ 103,626,340	\$ 119,634,112	\$ 16,019,083	13.39%	\$ 158,934,600	\$ 55,308,260
---	-----------------------	-----------------------	----------------------	---------------	-----------------------	----------------------

NET INCOME (LOSS)	\$ 12,379,720	\$ 66,741	\$ 12,312,979			
--------------------------	----------------------	------------------	----------------------	--	--	--

SMART FUNCTIONAL INCOME STATEMENT	3rd Quarter FY 2022/23			
	ACTUAL	BUDGET	\$\$ VARIANCE FAV(UNFAV)	% VARIANCE
REVENUES				
FEDERAL OPERATING REVENUE				
Section 5307 & 5309	\$11,500,000.03	\$10,375,003.00	(1,124,997.03)	-10.84%
Other Federal Grants	287,530.06	554,256.00	266,725.94	48.12%
Total Federal Operating Revenue	11,787,530.09	10,929,259.00	(858,271.09)	18.56%
STATE OF MICHIGAN				
Act 51	24,654,017.89	32,625,000.00	7,970,982.11	24.43%
State PM Revenue	1,000,000.03	1,000,003.00	2.97	0.00%
Other State Grant	81,850.78	122,625.00	40,774.22	33.25%
Total State Operating Revenue	25,735,868.70	33,747,628.00	8,011,759.30	23.74%
LOCAL CONTRIBUTION				
Contribution From County Transit Authorities	61,625,004.00	59,100,003.00	2,525,001.00	4.27%
Contra Revenue - Local Contribution	(112,500.00)	(112,500.00)		0.00%
Total Local Contribution Revenue	61,512,504.00	58,987,503.00	0.00	0.00%
Local Comm Stabilization	1,658,582.66	1,500,003.00	(158,579.66)	-10.57%
OPERATIONS:				
Fixed Route	4,583,568.42	4,722,678.00	139,109.58	2.95%
Connector	380,454.71	428,274.00	47,819.29	11.17%
Mircotransit	158,440.48	37,503.00	(120,937.48)	-322.47%
Admin Fee Revenue	431,953.36	417,744.00	(14,209.36)	-3.40%
Interest Revenue	2,260,819.06	225,000.00	(2,035,819.06)	-904.81%
Fleet Maint Reimbursement	121,184.81	78,750.00	(42,434.81)	-53.89%
Other Revenues	83,810.83	60,003.00	(23,807.83)	-39.68%
Restricted Revenue	7,291,342.22	8,566,508.00	1,275,165.78	14.89%
Total Operating Revenues	\$ 116,006,059	\$ 119,700,853	\$ (3,694,794)	-3.1%
OPERATING EXPENSES				
FUNCTIONAL OPERATIONS:				
Fixed Route	56,558,283.10	66,608,351.00	10,050,067.90	15.09%
Connector	11,897,591.05	11,817,773.00	(79,818.05)	-0.68%
General Administration	18,168,050.89	21,979,282.97	3,811,232.08	17.34%
Microtransit	4,962,449.20	5,000,009.00	37,559.80	0.75%
Community Credits	3,086,163.00	3,086,173.00	10.00	0.00%
Vehcile Purchase Expense	-	375,002.00	375,002.00	100.00%
Purchase of Service	602,030.96	518,771.00	(83,259.96)	-16.05%
Community Transit Service	232,897.21	144,754.00	(88,143.21)	-60.89%
Depreciation	517,394.00	187,498.00	(329,896.00)	-175.95%
Contingency	310,137.89	1,350,000.00	1,039,862.11	77.03%
Restricted Expenses	7,291,342.22	8,566,498.00	1,275,155.78	14.89%
Total Operating Expenses	\$ 103,626,340	\$ 119,634,112	\$ 16,007,772	13.4%
Operating Revenues over (under) Expenses	\$ 12,379,720	\$ 66,741	\$ 12,312,979	

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

SMART BALANCE SHEET	FY2023	FY2022	Y/E FY2022
ASSETS			
Current Assets			
Cash and Cash Equivalents	154,228,950.59	91,783,447.93	143,935,102.12
Investments	16,865,568.92	17,992,069.27	17,062,918.35
Receivables:			
Accrued Interest Receivable	25,104.00	18,703.69	26,139.86
Grants Receivable	30,342,068.43	44,266,665.17	35,034,656.62
Local Contributions Receivable	3,969,842.51	35,394,338.18	368,300.00
Other Receivables	796,087.15	448,432.48	1,483,427.87
Materials and Supplies Inventory	3,037,984.96	3,602,059.78	2,822,250.01
Prepaid Expenses	1,258,766.16	1,633,717.00	500,005.08
Total Current Assets	210,524,372.72	195,139,433.50	201,232,799.91
Noncurrent Assets			
Cash Restricted for Re-Investment	121,707.70	101,638.82	121,707.70
Capital Assets, net	170,861,845.68	173,086,994.94	162,892,556.43
Total Noncurrent Assets	170,983,553.38	173,188,633.76	163,014,264.13
Total Assets	\$ 381,507,926	\$ 368,328,067	\$ 364,247,064
Deferred Outflows of Resources			
Deferred Outflows-Pension	17,868,658.00	17,102,393.00	17,868,658.00
Deferred Outflows-OPEB	15,994,171.00	19,075,656.00	15,994,171.00
Total Deferred Outflows	33,862,829.00	36,178,049.00	33,862,829.00
Total Assets and Deferred Outflows	\$ 415,370,755	\$ 404,506,116	\$ 398,109,893
LIABILITIES AND NET ASSETS			
Current Liabilities			
Municipal and Community Credits Payable	8,426,361.14	7,579,337.47	6,680,591.94
Accounts Payable under POS agreements	3,732,076.32	2,075,874.64	3,211,382.94
Accrued Self Insurance	14,444,380.23	14,352,851.33	14,755,528.23
Payable to the State of Michigan	3,742,124.49	2,018,600.00	3,742,124.49
A/P State Act 51 Prior Yr Adj	(2.00)	426.00	15,449.00
Accounts Payable and Accrued Expenses	8,280,927.63	7,519,671.83	13,089,333.10
Accrued Compensation	3,780,061.61	4,100,964.14	4,297,349.17
Total Current Liabilities	42,405,929.42	37,647,725.41	45,791,758.87
Noncurrent Liabilities			
Net OPEB Obligation	58,422,140.79	57,523,031.74	58,422,140.79
Net Pension Obligation	37,903,252.58	55,343,800.80	37,903,252.58
Lease Liability	1,751,513.00		1,973,198.00
Total Liabilities	140,482,835.79	150,514,557.95	144,090,350.24
Deferred Inflows of Resources			
Deferred Inflows-OPEB	35,409,767.00	58,688,895.00	35,409,767.00
Deferred Inflows-Pension	20,285,642.41	10,521,681.00	20,285,642.41
Deferred Inflows-Lessor	510,165.00		550,287.00
Total Deferred Inflows	56,205,574.41	69,210,576.00	56,245,696.41
Total Liabilities and Deferred Inflows	196,688,410.20	219,725,133.95	200,336,046.65
RETAINED EARNINGS			
Net Position:			
Invested in Capital Assets, net of related debt	170,861,845.68	173,086,994.94	162,892,556.43
Restricted	121,707.70	101,638.82	121,707.70
Unrestricted	47,698,791.52	11,592,348.55	34,759,582.26
Total Net Position	218,682,344.90	184,780,982.31	197,773,846.39
Total Liabilities and Net Position	359,165,180.69	335,295,540.26	341,864,196.63
Total Liabilities, Deferred Inflows and Net Position	\$ 415,370,755	\$ 404,506,116	\$ 398,109,893

impacts were removed. If SMART chooses not to alter the proposed changes, the agency may implement the service change if there is a substantial legitimate justification for the change AND the agency can show that there are no alternatives that would have less of an impact on the minority/low-income population and would still accomplish the agency's legitimate program goals.

SMART staff has conducted 3 in-person public hearings and 1 virtual public engagement session via Zoom. Staff posted the proposed changes and notified the public through SMART's website, on the inside of buses, and on social media (Twitter/Facebook/text messaging), all of which provided information to the public on the proposed service modifications. Staff also posted a narrated PowerPoint presentation on its website. The PowerPoint was viewed approximately 300 times.

In addition, comments were gathered via email at publichearing@smartbus.org and regular mail.

Following SMART Policy, a notice of these hearings was placed in the Detroit Free Press/Detroit News, the Michigan Chronicle, and in the SMART ticket sales office and website twenty days in advance of the first hearing. Dates, locations, and the number of people attending these hearings were:

PUBLIC MEETING

May 11, 2023, 5 P.M.
SMART Virtual Engagement
Public in attendance – 44

PUBLIC HEARINGS

May 15, 2023, 5 P.M.
Oakland University - Oakland Center
312 Meadow Brook Road
Rochester, MI 48309
Public in attendance - 28

May 16, 2023, 5:00 P.M.
Farmington Hills Community Center – The Hawk
29995 W. 12 Mile Road
Farmington Hills, MI 48334
Public in attendance - 12

May 18, 2023, 5 P.M.
Berkley City Hall
3338 Coolidge Hwy.
Berkley, MI 48072
Public in attendance - 19

FUNDING SOURCE:

The budget for the proposed service modifications is contained in the fiscal year 2024 budget.

ATTACHMENTS:

1. Resolution
2. Revised System Map
3. Service Equity Analysis
4. Public Hearing Notice (website & newspaper)
5. Public Input Materials (to be sent under separate cover)
 - a. Public Hearing Materials
 - i. Emailed Comments
 - ii. Facebook & Twitter Public Comments
 - iii. Virtual Public Hearing Comments
 - iv. Public Hearing Transcript

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
RESOLUTION

Approval of Oakland County Service Modifications and Service Equity Analysis

- Whereas, The Suburban Mobility Authority for Regional Transportation is charged with the planning, operation, and improvement of regional public transportation in southeastern Michigan; and
- Whereas, Staff is seeking approval to implement a series of route modifications outlined in this item; and
- Whereas, In order to remain eligible for federal funding, pursuant to the regulations outlined in Federal Circular C 4702.1B dated October 1, 2012, SMART’s Title VI Program must be followed with regard to major services changes by its board of directors who are responsible for the policy decisions at SMART; and
- Whereas, SMART must conduct a Service Equity Analysis on the routes that have had a major service change; and
- Whereas, The major service changes and reports must be approved by the governing body of SMART, and
- Whereas, According to Circular C4702.1B, once approved by SMART, the Service Equity Analysis must be submitted to the FTA; now, therefore, be it
- Resolved, That the Authority’s proposed route modifications and Major Service Change / Service Equity Analysis referred to herein are approved and the General Manager of the Suburban Mobility Authority for Regional Transportation is authorized to implement the changes and submit the Major Service Change / Service Equity Analysis to the FTA.

CERTIFICATE

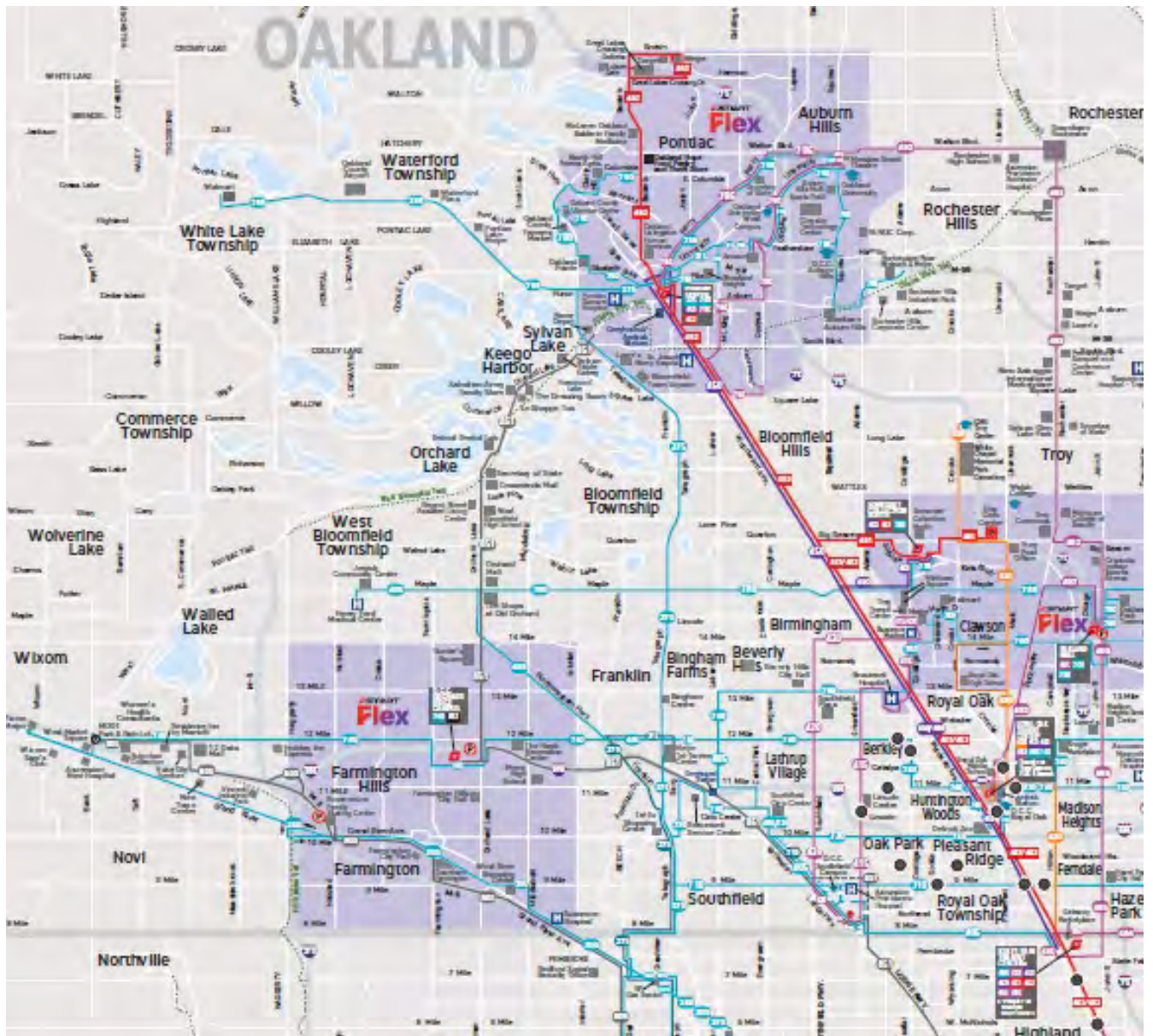
The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

New Oakland County Service Map – May, 2023





**Title VI Service Equity Analysis for
Oakland County Fixed Route Service Modifications**

May 2023

Purpose

In compliance with Title VI of the Civil Rights Act of 1964, the Federal Transit Administration (FTA) requires all transit agencies receiving federal funding to monitor the performance of their systems, ensuring services are made available and/or distributed equitably. Each transit agency must develop a Title VI Program to document its policies and procedures for meeting FTA requirements. The SMART Title VI Program stipulates that any major service change must be evaluated to determine its impact on minority (race, ethnicity) and low-income populations.

The Suburban Mobility Authority for Regional Transportation (SMART) has been Southeast Michigan's regional public transportation provider since 1967. SMART offers safe and convenient transportation for people to connect to work, school, medical appointments, shopping centers, entertainment, and cultural events. SMART provides a variety of transit services including standard fixed route, FAST (high frequency fixed route), Connector (demand response), ADA Paratransit, Flex (on-demand microtransit), and Community Partnership Programs.

In November 2022, Oakland County voters approved a new transit millage expanding service at the county level. As a result, SMART and other transit agencies will be able to provide a greater level of service to Oakland County residents. There will no longer be “opt-out” communities and SMART will be a full partner with the County, as well as other transit agencies serving communities throughout the County. SMART is currently planning fixed route service expansions in northern and western Oakland County, where service was previously nonexistent.

This Title VI analysis will perform the following functions:

- Describe the Oakland County service changes that will take effect in 2023 or early 2024,
- Determine whether the changes constitute a “major service change” or not,
- Evaluate how the changes may impact low-income and minority populations, and
- Identify strategies to avoid, minimize, or mitigate any disproportionate burdens, disparate impacts, or any potential outcomes.

Relevant Policies

SMART's Service and Fare Equity Policy outlines how Title VI analysis should be performed for any major service change. The following definitions apply to this service change Title VI analysis:

- *Major Service Change*: A major service change is when 25 percent or more of a route's revenue miles or route miles (route length) are added or reduced. (SMART Service and Fare Equity Policy)
- *Disparate Impact*: SMART will consider a proposed major service change to have a disparate impact if the affected route's minority population is more than 10 percentage points greater than the system average (56.01%, including Detroit service corridors).
- *Disproportionate Burden*: SMART will consider a proposed major service change to have a disproportionate burden if the affected route's low-income population is more than 10 percentage points greater than the system average (31.29%, including Detroit service corridors).

Oakland County Service Changes

All phase one of Oakland County service changes following the countywide opt-in millage vote are detailed below:

- 305 Grand River – Current route to be extended from Farmington Hills through Novi to Wixom.
- 400 Southfield – route to be discontinued.
- 430 Main Street – Operate peak service only.
- 450/462 Woodward/FAST – Operate new service on current route in Bloomfield Hills.
- 492 Rochester Road – New route on Rochester Rd from Troy through Rochester to Auburn Hills.
- 740 Twelve Mile – Extend current route from Farmington Hills through Novi to Wixom.
- 759 Highland Road – New route on M-59 from Auburn Hills through Pontiac, Waterford to White Lake Township.
- 760 Thirteen Mile/Fourteen Mile – Discontinue Saturday service.
- 790 Pontiac Crosstown – Modify current route to better serve Pontiac and Auburn Hills.
- 796 Pontiac/Perry Opdyke – Discontinue Saturday service.
- 805 Grand River Park & Ride – Extend current route from Farmington Hills to Novi.
- 851 West Bloomfield/Farmington Hills Park & Ride – Extend current route from West Bloomfield Township through Orchard Lake, Keego Harbor, and Sylvan Lake via Orchard Lake Road.

Five of these changes exceed the “major service change” threshold of 25% and are the subject of this analysis. These routes are summarized in Table 1 below:

Table 1: Summary of major service changes in Oakland County

Route	Change
305 Grand River	Route extended >25%
400 Southfield/Orchard Ridge	Route discontinued
430 Main Street	Service reduction >25%
492 Rochester Road	New route
759 Highland Road	New route

Impact of Service Changes

SMART policy requires that all major service changes be evaluated for any potential disproportionate burden or disparate impact. The impacts of proposed changes must be calculated to determine whether the change is a “major service change.”

Title VI Review

A route will be considered minority or low-income if the mileage in these (minority or low-income) census block groups exceeds 1/3 of the total route miles. Table 2 shows these statistics of the affected routes and determination of minority and/or low-income status.

Table 2 - Census Block Group Analysis Along Routes

Route	Route Miles	Minority Miles	Percent Minority Miles	Low-Income Miles	Percent Low-Income Miles	Minority and/or Low-Income Route
305	33.82	15.52	45.89%	8.20	24.25%	YES
400	44.0	18.33	41.66%	3.65	8.30%	YES
430	30.36	2.52	8.30%	0	0%	NO
492	39.17	1.33	3.40%	0.39	1%	NO
759	31.96	9.79	30.63%	7.73	24.19%	NO

Table 3 depicts the demographic statistics for expanded, reduced, or eliminated routes. As stated previously, any adverse effects of eliminating these routes will be alleviated through alternative fixed route, paratransit, or on-demand services.

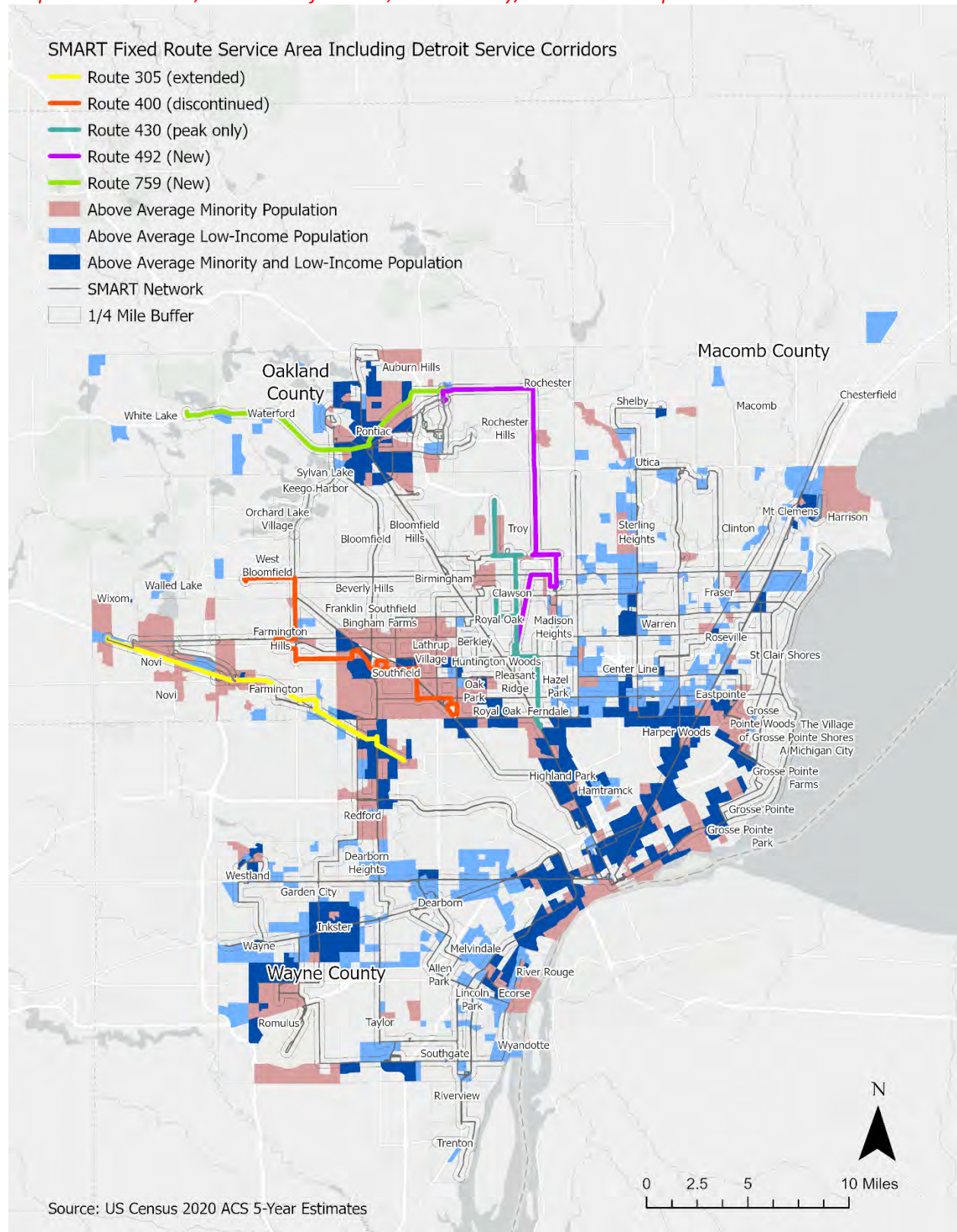
Census block groups are considered minority if the average minority population in any block group exceeds the SMART service area average of 56.01% (including Detroit service corridors).

Block groups are considered low-income if the average low-income population (<150% federal poverty) in any block group exceeds the SMART service area average of 31.29% (including Detroit service corridors).

Table 3 - Census Block Group Statistics Along Routes

Route	Population	Minority Population	% Minority	Low-income Population	% Low-income
305	27,900	16,740	60%	5,859	21%
400	27,500	17,875	65%	4,675	17%
430	25,200	5,544	22%	2,520	10%
492	28,100	9,835	35%	3,091	11%
759	22,600	12,656	56%	6,780	30%

Map 1 - Service Area, Route Modifications, and Minority/Low-Income Populations



Changes that will disproportionately impact minority and/or low-income populations

Route 305 – Grand River

The planned extension of Route 305 will serve thousands of residents, many in minority and low-income communities, who were previously outside the SMART service area. It will connect communities along the Grand River Avenue corridor to a high density of commercial, civic, and healthcare destinations that have been unreachable by any public transit. The 305 Grand River is a local service currently operating at 60-minute frequencies between Northwest Detroit and Haggerty Road in Farmington Hills. The 11.5-mile extension of this route into Novi and Wixom will serve approximately 3,400 additional residents in these communities within a quarter mile of the route. New connections will include a hospital, several large retail centers, and an event center. The extended route will total 33.82 miles and serve nearly 28,000 residents in six communities.

Census data indicates that the concentration of minority residents living in the vicinity of Route 305 is higher than SMART's fixed route service area as a whole, so while the proposed changes will have a disproportionate impact on minority residents, it is SMART's analysis this impact will be positive for the minority and low-income residents. This route extension will allow SMART to better serve this population with fixed route and other transit services.

Route 400 – Southfield/Orchard Ridge

Route 400 is a local service operating in Southfield, Farmington Hills, and West Bloomfield Township. The route will be discontinued due to low ridership. More than 90% of this route's service is duplicated by other SMART and DDOT routes, as well as SMART Flex on-demand service in Farmington and Farmington Hills. Alternatives include SMART routes 405, 415, 420, 851, and multiple DDOT routes from Northland Center; route 710 Nine Mile; SMART routes 405, 730, and DDOT route 60 on Evergreen Rd; 275 South Telegraph; SMART routes 740 and 851 from Oakland Community College's Orchard Ridge campus; SMART routes 405 and 851 on Orchard Lake Road; and SMART routes 405 and 780 on Maple Road.

Census data indicates that the concentration of minority residents living in the vicinity of Route 400 is higher than SMART's service area as a whole. Minority residents may be disproportionately impacted by the elimination of service on route 400. However, service levels on other SMART and DDOT routes will compensate for this service reduction.

Public Participation Plan and Outreach

SMART engaged the public regarding these proposed service adjustments by holding three in-person hearings and one virtual community engagement meeting. The in-person hearings were held in communities where service changes are planned, or in adjacent communities, depending on whether the locations were accessible via public transport. Advance notice of the hearings and meeting was published in both major Detroit newspapers and the Michigan Chronicle at least two weeks prior to the events. At the hearings, SMART staff presented the proposed service adjustments, received comments, and discussed the changes with community members and local officials. A narrated slideshow was also made available to the public and received approximately 300 views. Public input will be considered when finalizing each of the service adjustments.

Conclusion

With Oakland County's shift to an expanded countywide millage structure, SMART plans to maintain its current service in the county and improve the system by evaluating fixed route and microtransit expansions. The fixed route changes detailed in this report are part of the first phase of this expansion. The changes detailed in this report are considered "major service changes" under SMART's policy. Eliminated service on route 400 is identified as a "major service change" that represents a disparate impact on minority populations.

A mitigation to the disparate impacts and disproportionate burdens of reduced service and eliminated routes would be the utilization of alternate fixed route services as well as paratransit and on-demand services, where available. SMART monitors fixed route ridership on a regular basis and plans to implement service adjustments accordingly where warranted by changing ridership patterns.

APPENDIX

Methodology and Analysis

Title VI Service Equity Analysis

Data Sources and Definitions

Data from the American Community Survey (ACS) and SMART ridership reporting were used to perform the Title VI analysis.

2020 ACS five-year estimates provided block-group-level population data for the existing network demographic analysis. For purposes of this analysis, the following origin by race categories was defined as a minority:

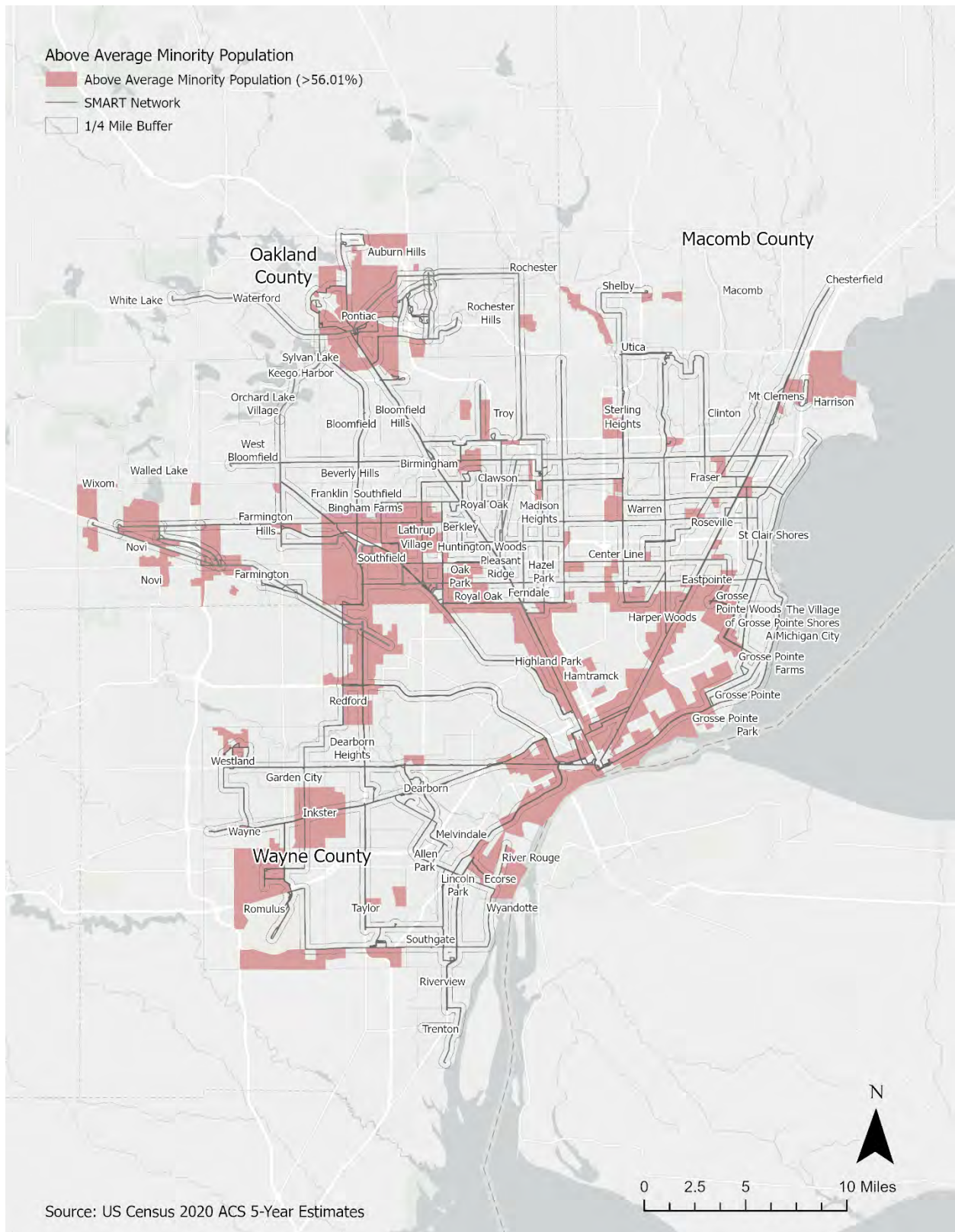
- Black or African American alone
- American Indian or Alaska Native alone
- Asian alone
- Native Hawaiian or Other Pacific Islander alone
- Hispanic or Latino alone
- "Other" race alone
- Two or more races

Individuals who reported in the ACS that their income over the previous 12 months fell below 150% of the federal poverty line were defined as low-income for the geographic analysis.

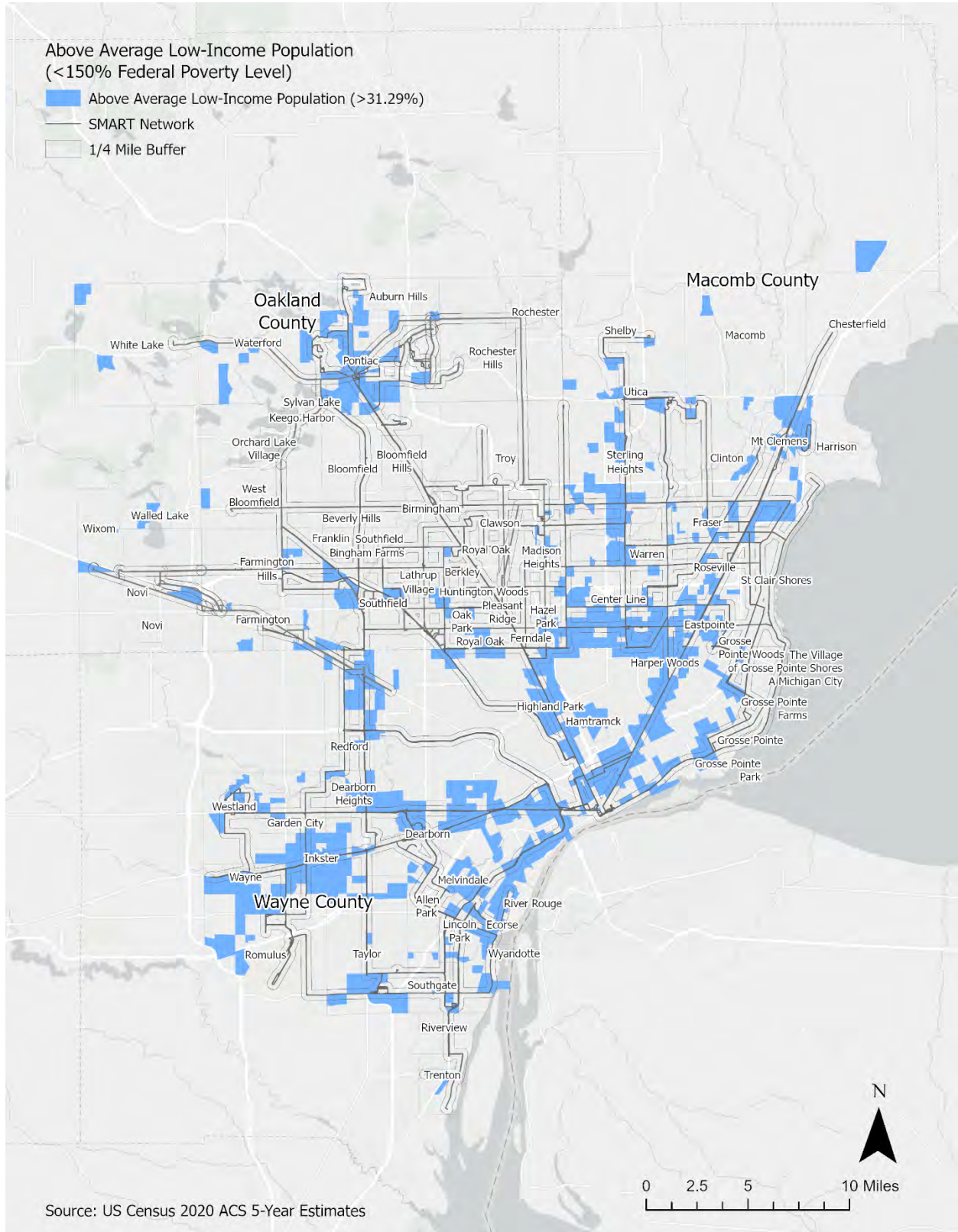
Geographic Concentrations of Minority and Low-Income Populations

Methodology: To evaluate which demographic groups would be impacted by the proposed service changes, geographic concentrations of minority and low-income populations were identified using Geographic Information Systems (GIS) analysis. All Census block groups were joined with 2020 ACS demographic data. All people living within a quarter mile of the SMART network were included in the analysis. The percentage of minority and low-income riders for each route were compared to the percentages for the total system, per SMART policy. A route with a major service change that serves a population that is 10 percentage points or more above the system average minority population or low-income population would indicate a disparate impact or disproportionate burden, respectively.

Map 3 - Service Area and Above Average Minority Population (>56.01% Service Area Average)



Map 3 - Service Area and Low-Income Population (>31.29% Service Area Average)



Attachment 1 – Notice of Public Hearings for Proposed Service Adjustments

NOTICE OF PUBLIC HEARING
SUBURBAN MOBILITY AUTHORITY
FOR REGIONAL TRANSPORTATION
(SMART)

Proposed Service Adjustments

Notice is hereby given that Public Hearings have been scheduled to consider the following proposals to modify service on the following routes:

- 305 Grand River – extend current route from Farmington Hills through Novi to Wixom.
- 400 Southfield/Orchard Ridge – discontinue route.
- 430 Main Street - operate peak service only.
- 450/462 Woodward/FAST – operate new service in Bloomfield Hills.
- 492 Rochester Road – new route on Rochester Road from Troy through Rochester to Auburn Hills.
- 740 Twelve Mile – extend current route from Farmington Hills through Novi to Wixom.
- 759 Highland Road – new route from Auburn Hills through Pontiac, Waterford and White Lake Twp. along M-59.
- 790 Pontiac Perry/Opdyke – modify current route to better serve Pontiac and Auburn Hills.
- 805 Grand River P&R – extend current service from Farmington Hills to Novi.
- 851 W. Bloomfield/Farmington Hills P&R – extend current route from W. Bloomfield through Orchard Lake, Keego Harbor and Sylvan Lake via Orchard Lake Road.
- 760 Thirteen Mile/Fourteen Mile - discontinue route on Saturdays only.
- 796 Pontiac Perry/Opdyke – discontinue route on Saturdays only.

Public Hearing – Monday, May 15, 2023, 5:00 p.m.

Oakland University Oakland Center – Gold Room
312 Meadow Brook Rd.
Rochester, MI 48309

Public Hearing – Tuesday, May 16, 2023, 5:00 p.m.

The Hawk - Farmington Hills Community Center – 3rd Floor
29995 W 12 Mile Rd,
Farmington Hills, MI 48334

Public Hearing – Thursday, May 18, 2023, 5:00 p.m.

Berkley City Hall – Council Chambers
3338 Coolidge Hwy.
Berkley, MI 48072

SMART will host a virtual community engagement session on Thursday, May 11, 2023, at 5:00 p.m. Please visit SMART's website for the link prior to the meeting.

An interpreter for the hearing impaired will be made available if SMART is contacted seven (7) days prior to the public hearings. Comments will also be accepted by telephone via Michigan Relay: 711 or calling 866-962-5515 option #2.

For those unable to attend the meetings, written comments will be accepted through May 18, 2023. Written comments should be addressed to "Public Hearing" and mailed to SMART Administrative Offices, 535 Griswold Street, Suite 600, Detroit, MI 48226. Comments may also be emailed to PublicHearing@smartbus.org.

Proposed service change information will be posted on SMART's website www.smartmovesus.org or you may call SMART Customer Care for details at (866) 962-5515, Monday – Friday from 5:30 a.m. – 7:30 p.m. and Saturday from 7:30 a.m. – 4:00 p.m.

SMART Public Hearing Information

**NOTICE OF PUBLIC HEARING
SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
(SMART)**

Proposed Service Adjustments

Notice is hereby given that Public Hearings have been scheduled to consider the following proposals to modify service on the following routes:

- **305 Grand River** – extend current route from Farmington Hills through Novi to Wixom.
- **400 Southfield/Orchard Ridge** – discontinue route.
- **430 Main Street** - operate peak service only.
- **450/462 Woodward/FAST** – operate new service in Bloomfield Hills.
- **492 Rochester Road** – new route on Rochester Road from Troy through Rochester to Auburn Hills.
- **740 Twelve Mile** – extend current route from Farmington Hills through Novi to Wixom.
- **759 Highland Road** – new route from Auburn Hills through Pontiac, Waterford and White Lake Twp. along M-59.
- **790 Pontiac Perry/Opdyke** – modify current route to better serve Pontiac and Auburn Hills.
- **805 Grand River P&R** – extend current service from Farmington Hills to Novi.
- **851 W. Bloomfield/Farmington Hills P&R** – extend current route from W. Bloomfield through Orchard Lake, Keego Harbor and Sylvan Lake via Orchard Lake Road.
- **760 Thirteen Mile/Fourteen Mile** - discontinue route on Saturdays only.
- **796 Pontiac Perry/Opdyke** – discontinue route on Saturdays only.

Public Hearing – Monday, May 15, 2023, 5:00 p.m.
Oakland University Oakland Center – Gold Room
312 Meadow Brook Rd.
Rochester, MI 48309

Public Hearing – Tuesday, May 16, 2023, 5:00 p.m.
The Hawk - Farmington Hills Community Center – 3rd Floor
29995 W 12 Mile Rd,
Farmington Hills, MI 48334

Public Hearing – Thursday, May 18, 2023, 5:00 p.m.
Berkley City Hall – Council Chambers
3338 Coolidge Hwy.
Berkley, MI 48072

SMART will host a virtual community engagement session on Thursday, May 11, 2023, at 5:00 p.m. Please visit SMART's website for the link prior to the meeting.

An interpreter for the hearing impaired will be made available if SMART is contacted seven (7) days prior to the public hearings. Comments will also be accepted by telephone via Michigan Relay: 711 or by calling 866-962-5515 option #2.

For those unable to attend the meetings, written comments will be accepted through May 18, 2023. Written comments should be addressed to "Public Hearing" and mailed to SMART Administrative Offices, 535 Griswold Street, Suite 600, Detroit, MI 48226. Comments may also be emailed to PublicHearing@smartbus.org.

Proposed service change information will be posted on SMART's website www.smartmovesus.org or you may call SMART Customer Care for details at (866) 962-5515, Monday – Friday from 5:30 a.m. – 7:30 p.m. and Saturday from 7:30 a.m. – 4:00 p.m. Announcement as appeared in the Detroit Free Press/Detroit News/Michigan Chronicle



Legal Notices

NOTICE OF PUBLIC HEARING SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION (SMART)

Proposed Service Adjustments

Notice is hereby given that Public Hearings have been scheduled to consider the following proposals to modify service on the following routes:

- * 305 Grand River - extend current route from Farmington Hills through Novi to Wixom.
- * 400 Southfield/Orchard Ridge - discontinue route.
- * 430 Main Street - operate peak service only.
- * 450/462 Woodward/FAST - operate new service in Bloomfield Hills.
- * 492 Rochester Road - new route on Rochester Road from Troy through Rochester to Auburn Hills.
- * 740 Twelve Mile - extend current route from Farmington Hills through Novi to Wixom.
- * 750 Highland Road - new route from Auburn Hills through Pontiac, Waterford and White Lake Twp. along M-39.
- * 790 Pontiac Perry/Opdyke - modify current route to better serve Pontiac and Auburn Hills.
- * 805 Grand River P&R - extend current service from Farmington Hills to Novi.
- * 831 W. Bloomfield/Farmington Hills P&R - extend current route from W. Bloomfield through Orchard Lake, Keego Harbor and Sylvan Lake via Orchard Lake Road.
- * 740 Thirteen Mile/Fourteen Mile - discontinue route on Saturdays only.
- * 796 Pontiac Perry/Opdyke - discontinue route on Saturdays only.

Public Hearing - Monday, May 15, 2023, 5:00 p.m.

Oakland University Oakland Center - Gold Room

312 Meadow Brook Rd.

Rochester, MI 48309

Public Hearing - Tuesday, May 16, 2023, 5:00 p.m.

The Hawk - Farmington Hills Community Center - 3rd Floor

29995 W 12 Mile Rd.

Farmington Hills, MI 48334

Public Hearing - Thursday, May 18, 2023, 5:00 p.m.

Berkley City Hall - Council Chambers

3338 Coolidge Hwy.



May 15, 2023

SMART Administrative Offices
PUBLIC HEARING Comments
535 Griswold Street
Suite 600
Detroit, MI 48226

Via Email: PublicHearing@smartbus.org

Dear SMART Administrators,

Please accept this letter of **public comment** from Rochester University in response to the Suburban Mobility Authority for Regional Transportation (SMART) "Proposed Service Adjustments" and request for comment to be received by May 18, 2023.

Rochester University is committed to serving southeast Michigan as a premier institution of higher education. The University's location on Avon Road in Rochester Hills, has been a blessing to the students, alumni, staff, and faculty since our founding in 1959. Accredited by the Higher Learning Commission, the University seeks to prepare students for professional and personal success as they serve in God's world. We do this through cultivation of a diverse and welcoming community of learners with a focus on serving in neighborhoods, businesses, and organizations with justice and mercy.

Rochester University is **fully supportive** of the proposed SMART service adjustments to add a new 429 Rochester Road route on Rochester Road from Troy through Rochester Hills and Rochester to Auburn Hills, with a stop at Winchester Plaza. The University is certain this new route will open access for our 1,170 students to the regional centers of Pontiac and Detroit.

With this letter Rochester University respectfully **requests SMART add a stop** on our campus to the proposed route. We recognize SMART must be diligent in its consideration of routes and stops in order to provide the best possible service to the community. Please know that Rochester University is committed to doing all it can to make sure a stop on campus is safe and accessible to our students and the general public. We imagine a design where a bus could make a quick and safe pick-up loop off Avon onto a campus road and reenter Avon from both the southbound and northbound routes. Existing campus entrances, exits, traffic pattern loops,

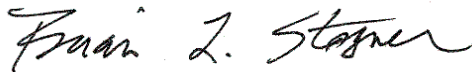
and lanes on Avon Road all would be conducive to a safe and convenient off-of-Avon Road bus stop.

Rochester University is committed to serving our regional centers. Over 10% of our enrolled students are from the cities of Detroit and Pontiac and nearly 80% of our students commute to campus. A public transportation option from places where college students are traveling from makes sense not just for RU, but for our region. Rochester University has specifically invested in supporting the nonprofit community in Pontiac with community service days, targeted internships, and experiential learning trips. In the fall of 2024, Rochester University looks forward to deepening its ties with the city and joining SMART in the Webster Community Center with a permanent teaching space for our students to more fully learn from the city and for the city to have access to the resources of the University.

Rochester University appreciates the City of Rochester Hills sharing information about the proposed new bus route so that we may provide this public comment. We would ask that SMART add Rochester University, 800 W Avon Road, Rochester Hills, 48307, email: jvettraino@rochesteru.edu, to future public notice distributions regarding the expansion of service in the Rochester Hills area.

Thank you for your consideration of these requests. If you have any questions or if we can provide any additional information, please let me know.

Sincerely,



Dr. Brian L Stogner
President
Rochester University

Cc:	Oakland County Executive Davide Coulter	coulterd@oakgov.com
	Oakland County Commissioner Dist. 4, Brendan Johnson	johnsonb@oakgov.com
	Oakland County Commissioner Dist. 6, Michael Gingell	gingellm@oakgov.com
	SEMCOG Chairperson Supervisor Chris Barnett	cbarnett@oriontownship.org
	SEMCOG Executive Director Amy O'Leary	oleary@semcog.org
	RTA Interim General Manager Ben Stupka	bstupka@rtamichigan.org
	City of Rochester Hills Mayor Bryan Barnett	barnettb@rochesterhills.org
	City of Rochester Manager Nik Banda	nbanda@rochestermi.org

Thorner, Andy

From: bradleymr@aol.com
Sent: Wednesday, May 10, 2023 8:47 PM
To: Public Hearing
Subject: No Service Cuts

I helped you campaign for the passage of the additional funds to expand. Services should not be cut at all. The areas you are proposing cuts to need the service as much as the new areas.

Thorner, Andy

From: Jared Boot <jwboot3@icloud.com>
Sent: Tuesday, May 9, 2023 10:02 PM
To: Public Hearing
Subject: Public Comment

Good evening,

I am opposed to the route eliminations and schedule cuts being proposed by SMART. This would be a step backward, and SMART needs to spend its time focusing on the no-show bus crisis by paying drivers competitive wages.

Jared Boot-Haury

West Bloomfield

Thorner, Andy

From: Anna <amshih1@gmail.com>
Sent: Thursday, May 4, 2023 9:26 AM
To: Public Hearing
Subject: Proposed 430 Route cuts

Dear SMART Board:

I am a Royal Oak resident who recently started incorporating bus travel into my life. I'm retired, so I take the 430 into Clawson and Troy during off-peak hours. I would ride it on weekends if that was an option.

I understand that there may not be demand for 430 service north of Big Beaver outside of commuting hours, but service to downtown Clawson, businesses on Maple and Livernois (such as the MJR movie theatre), and the Troy Community Center should still continue. If you need to trim service, please consider keeping or even increasing 430 service south of Big Beaver and limiting only the service north of Big Beaver to peak hours.

Also, as I wrote in an earlier email to SMART, **please stop getting distracted with Flex** and focus on providing fast, frequent, and reliable service on your fixed routes. Flex is not scalable and will get worse, not better, if demand increases -- see how rideshare services have actually made car congestion worse. Flex will also cannibalize fixed route service, leaving SMART with a terrible version of Uber/Lyft that no one will use by choice. You can't compete with Uber/Lyft, so don't even go there.

Contrast that with investing more resources into your fixed route bus service, which will get *better* as more people use it because the demand will (1) support more frequent service; (2) remove cars from the road, which will allow your buses to go faster; and therefore (3) entice more people to ride the bus, creating a virtuous cycle. If you want upper-middle class people like me to choose the bus over driving, make it competitive with car travel rather than an inferior choice. I've worked in Washington, DC, so I've experienced the freedom of a good fixed route transit system. People in metro Detroit deserve that freedom too.

Sincerely,
Anna Shih

Thorner, Andy

From: Joey Wilson <Joey_Wilson@mied.uscourts.gov>
Sent: Wednesday, May 3, 2023 7:51 AM
To: Public Hearing
Subject: Public hearing

How about a proposal to pay your drivers more money to start? If you are having that much trouble hiring enough drivers to fill the routes, that should tell you that your pay isn't competitive. You are putting too much money into improving and upgrading buses and technology, while so many buses that are scheduled never show up.

I've been riding the 255 for approximately 17 years. Pre-pandemic there were more buses going into downtown Detroit and more buses taking us home. Most of those buses were **standing room only**. We could actually depend on our bus being there when scheduled. In the rare instance that our bus didn't arrive, there was another bus 20 minutes later. Now, there are only 2 buses in and 2 buses out. Some days I have been the only person on the bus going home. Most times there are only 3 or 4 people on a bus- IF it shows up. The westbound 255 going out of Detroit at the end of the workday has gotten so unpredictable that there seem to be the same number of days that the first bus does and does NOT show up. There have even been several times when the second (last) bus was cut, which is completely unacceptable. Ridership is down because of the number of buses on schedule, and that number of riders keeps going lower because of the number of times that no bus has shown up. When our bus doesn't show up, SMART management should get in a SMART van or car or horse and buggy or bicycle built for two and come and pick up the stranded riders! Telling us some roundabout way to get home by taking 10 other buses or calling an Uber (if we're riding the bus, we can't afford an Uber) isn't providing the service you are supposed to provide. It's obvious that SMART doesn't feel any responsibility to provide a ride home. Imagine someone promising to drive you to and from work, but when you leave work they tell you "oh, I forgot to tell you, I can't drive you home, so you'll have to figure something else out... and sorry that it's snowing or raining on you". Well, that's what is happening to us.

If you can't provide the service, cut the route entirely. SMART is receiving money to run the park and ride service, but it's bordering on fraud for SMART to take that money and not provide the service. I will be making the City of Westland aware of this problem. Also, the Wayne County millage passed again, subsidizing SMART to provide a service that has not been provided. That too, is bordering on fraud. It appears that you have to keep the routes running just to continue to receive the money.

Whenever any of us (on other routes too...) contact SMART to complain or ask what is being done, we get the same old song and dance. SMART tells us they are sorry (empty apologies) and are working to hire more drivers. You are doing something wrong. Face the facts and rethink what you are doing. For at least 14 years of my riding, SMART was a great and reliable service to people who work in Detroit. In 2022 and 2023, SMART has appeared to be a failing company that is being mismanaged and unorganized. No more excuses. We're tired of them. DO SOMETHING.

Thorner, Andy

From: Ted Tansley <tdtansle@gmail.com>
Sent: Wednesday, May 10, 2023 9:20 PM
To: Public Hearing
Subject: New Oakland Service

Why create a new route with 1hr service instead of extending the FAST routes up to Rochester?

Thorner, Andy

From: kurisu7885 <hellfire7885@gmail.com>
Sent: Wednesday, May 10, 2023 9:45 PM
To: Public Hearing
Subject: Bike racks or other bike carrying methods on buses?

The new Highland Road route looks great to me, but I'm wondering if the buses do or will have the capacity to let someone carry a bike, namely a folding trike, because at that distance I could easily bike there, take the bus, then bike the rest of the way.

Thorner, Andy

From: kurisu7885 <hellfire7885@gmail.com>
Sent: Wednesday, May 10, 2023 10:00 PM
To: Public Hearing
Subject: White Lake to Great Lakes Crossing?

I live in White Lake, would any route or any connection of routes reach Great Lakes Crossing?

Thorner, Andy

From: Jeremy Whiting <jwhiting360@gmail.com>
Sent: Thursday, May 11, 2023 1:17 PM
To: Public Hearing
Subject: Route cuts in Oakland County

Hello - I want to submit public comment on the new route changes in Oakland County.

While it is AWESOME that you are proposing a new Rochester Rd. route, even running it on weekends, I think it is shortsighted to cut the 430 Main St. route.

If you insist on going back to peak hours only on the 430, I STRONGLY suggest you consider adding weekend service to that route as well. Imagine connecting the restaurant and bar areas of Clawson, Royal Oak, Ferndale, and the transfer point at State Fair on the weekend!

I understand why you are removing mid day service on the 430 but if you can run a Rochester route all day every day and give it weekends as well, there is no reason you can't cut a couple runs from the mid day on that route and allocate them to weekends on the 430.

Otherwise, I hope we can get some more drivers, pay the drivers more, and get some more frequent service!

Keep up the good work. I'll keep riding the 430 and 740 for my commute!

Jeremy Whiting

--

<http://www.jeremywhitingphotography.com/>

Thorner, Andy

From: kurisu7885 <hellfire7885@gmail.com>
Sent: Thursday, May 11, 2023 3:42 PM
To: Public Hearing
Subject: Part of the change REALLY concerns me.

I was looking at the proposed routes and, one of the changes did upset me personally. I noticed that the route from the Phoenix Center up Baldwin road to Great Lakes Crossing is to be eliminated.

For me that is the route I was really counting on to get to Great Lakes Crossing Outlet Mall. Having a bus route to Twelve Oaks is great and all, however all the things I was looking forward to being able to get to on my own are in Great Lakes Crossing as it has venues I really want to be able to visit more often.

I imagine a lot of people would like to take the bus to that Mall considering what's in it, including a Legoland, an arcade, an aquarium, and a theater, as well as some places in the surrounding area.

Another note I had is it MIGHT be nice if the new White Lake route could go as far as Cedar Brook Estates trailer park in the other direction. I know it might be a bit to ask but having grown up there having a bus stop there would be a huge help to those residents of the county. I know people can walk or bike to the stop by Walmart, but it seems hazardous to do so, especially along M59.

Thorner, Andy

From: Diane Warren <warrend679@gmail.com>
Sent: Friday, May 12, 2023 7:15 PM
To: Public Hearing
Subject: SMART bus transportation for the Rochester / Rochester hills area

I am a legally blind senior and have been involved in our community for 7 years now after losing my vision rapidly and suddenly please vote to pass this it is so so needed very much we struggle getting anywhere we cry we beg we pray and still can't get there we also need bus service going by the leader dogs of the blind definitely and other things in our community please please pass this thank you resident Rochester hills Michigan

Thorner, Andy

From: Jin Jia <jinjia724@yahoo.com>
Sent: Monday, May 15, 2023 8:38 PM
To: Public Hearing
Subject: I vote open a route through FLD camp

Hi , I m a volunteer on Fld camp. I totally agree the importance of open a route that would pass through Rochester/Rochester Hills and right by the Leader Dog campus!

Best regards,
Jin

Sent from my iPhone

Thorner, Andy

From: Charmaine Kettler-Schmult <CKettler@fhgov.com>
Sent: Wednesday, May 17, 2023 10:42 AM
To: Public Hearing
Subject: Proposed changes to the SMART bus routes

The City of Farmington Hills has reviewed the notice and proposed changes to the SMART bus routes within Farmington Hills. While we are disappointed with the short notice and limited community engagement, some of the changes are supported. We are generally supportive of expansion of services to Novi and Wixom.

However, there are gaps that need to be re-evaluated. The elimination of the route along Eleven Mile that removes service to the Costick Senior Center and Farmington Hills City Hall Campus leaves vulnerable populations without regular service. There should be additional considerations beyond number of riders. Seniors may not have regular access to transportation and the persons needing to transact business with City Hall, the 47th District Court and Police department may not have resources for other transportation options.

Also, the City of Farmington Hills has recently approved two new multifamily development projects at 14 Mile and Northwestern Hwy. Consideration needs to be made for a Bus Rapid Transit route along Northwestern Hwy to Downtown Detroit. The population of new residents will be a brand new population to increase ridership.

Charmaine Kettler-Schmult

Director of Planning and Community Development

O: (248) 871-2543

Email: ckettler@fhgov.com



City of Farmington Hills | www.FHgov.com

31555 W. Eleven Mile Rd. | Farmington Hills, MI 48336



Thorner, Andy

From: L Kaigler <smoothcay7@gmail.com>
Sent: Thursday, May 18, 2023 12:37 PM
To: Public Hearing
Subject: Discontinuation of Rt 400

My question is if this route is discontinued, how would one
get to/from the Farmington hills community library on 12 mile rd?

COMMENTS FROM SOCIAL POSTS CONCERNING PUBLIC HEARING

- If they gonna expand routes to Novi and Wixom they need to have a express route for grand river like the fast grand river to 12 oaks mall VIA Wixom that be cool Including 12 mile should go to 12 oaks and the local grand river should go to 12 oaks and Wixom - Marlon Moore
- I know I'm contradicting myself a little bit here compared to my past criticisms, but part of me wishes that the 305 would go back to using Haggerty to Schoolcraft College, and be extended to Laurel Park Place and Madonna University. But this is a good second option. - Anson Joey Hill
- But discontinuing service bad. - Casey Rakowski
- About time - Owen Chenault
- smartmovesus not the 255 consistently 🙄 - Mary Palmer
- When will the FLEX service be expanded to cover the entire City of Troy? - David Lambert
- You still didn't propose to bring back routes to Detroit during mornings & mid to late afternoon hours on select routes like 125. 🙄 - Rene Junior
- smartmovesus, correction--- 790 Pontiac Crosstown, don't rename route - Raphael Ralph Tirrell Harlan
- If 430 goes back to peak only, can you at least run it all day on Saturdays? Imagine connecting Clawson Royal Oak and Ferndale on the weekend!!! – jwhiting360
- The 740 needs FULL Sunday service - Anson Joey Hill
- How about adding the Detroit routes during peak hours on the weekdays for 125 & others. - Rene Junior
- Wow, NOTHING FOR VAN DYKE. get f***d. Mayor Mike Duggan Governor Gretchen Whitmer you are going to NOVI but I can't even get a bus from van dyke + 23 to downtown that is just ONE BUS and doesn't take 4 HOURS!?! F***k a novi and Bloomfield hills. THE Q LINE DOES NOTHING. - Abe Froman
- No help for van Dyke 510 route!??? Pathetic. Mayor Mike Duggan - Abe Froman
- Thanks? Kind of minimalistic in the announcement. – Stephen Boyle

Thorner, Andy

From: Steven Hammontree <me@steven-h.net>
Sent: Thursday, May 18, 2023 4:01 PM
To: Public Hearing
Subject: Comments on SMART Oakland Expansions
Attachments: 2023 Oakland County Service Presentation - Steven's Notes.pdf

I have gone through the PowerPoint detailing the service changes and made various notes on each route. The notated presentation is attached.



**Oakland County PROPOSED
Service Modifications**

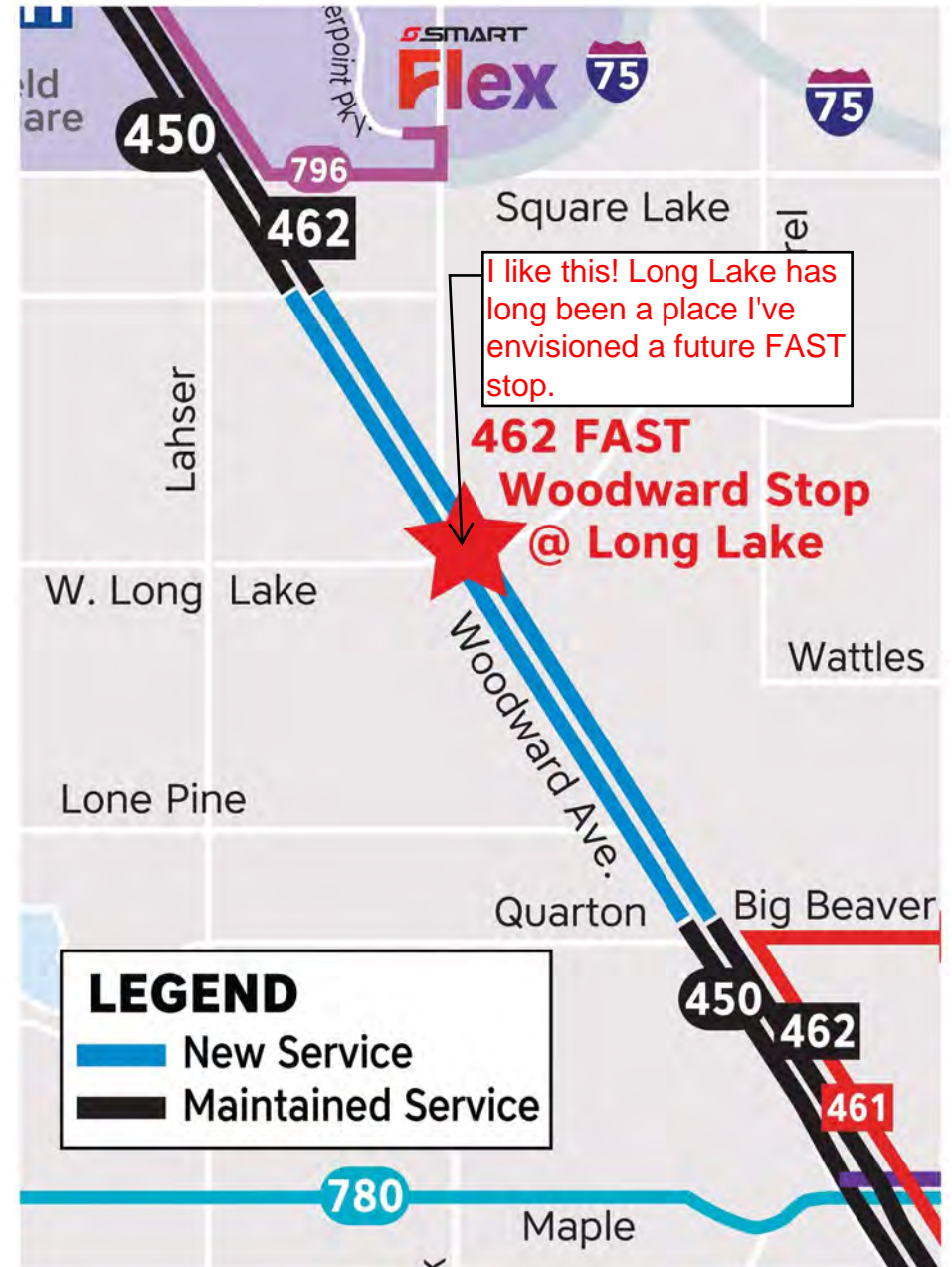
2023

450 Woodward Local 462 FAST Woodward

– NEW SERVICE –

Through Bloomfield Hills

- 450 runs hourly on weekdays and Saturdays from 5:30 a.m. to 11 p.m., and every other hour on Sundays from 8 a.m. to 10 p.m.
- 462 runs hourly from 5:30 a.m. to 10:30 p.m. on Weekdays and Saturdays, and every other hour from 6:30 a.m. to 8:30 p.m. on Sundays
- 450 Woodward Local will serve stops every quarter mile through Bloomfield Hills; 462 FAST Woodward will serve the new limited stop at Long Lake.
- Connects Bloomfield Hills with premium shopping and business destinations in Auburn Hills, Birmingham, Ferndale, Royal Oak, Midtown and Downtown Detroit 7 days a week

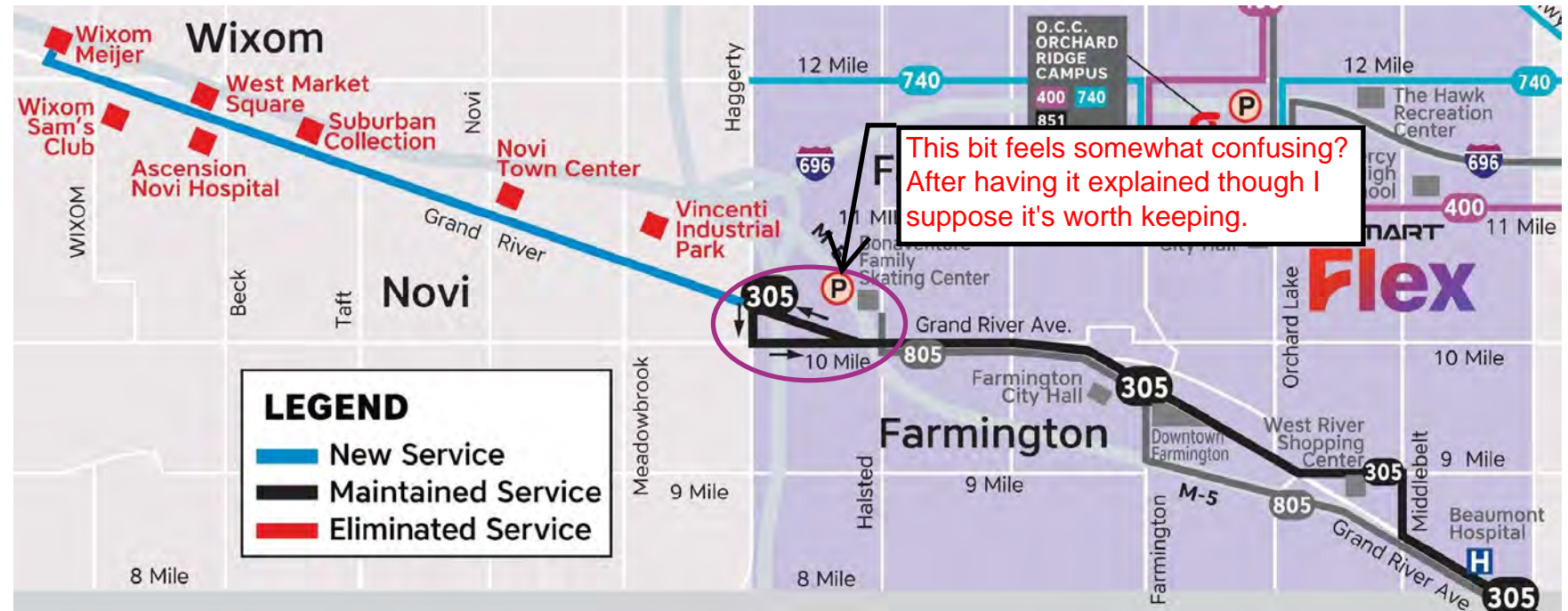


305 Grand River

- Operates 6:30 a.m. to 11 p.m. weekdays & Saturdays, 6 a.m. to 8 p.m. Sundays
- Reliable 60-minute frequency
- Destinations include: Suburban Collection, Novi Town Center, Wixom Meijer, Sam's Club, and Ascension Hospital
- Easy transfer connections at Wixom Meijer, 7 Mile & Telegraph, and Old Redford Meijer

– EXTEND CURRENT ROUTE –

From Farmington Hills to Novi and Wixom



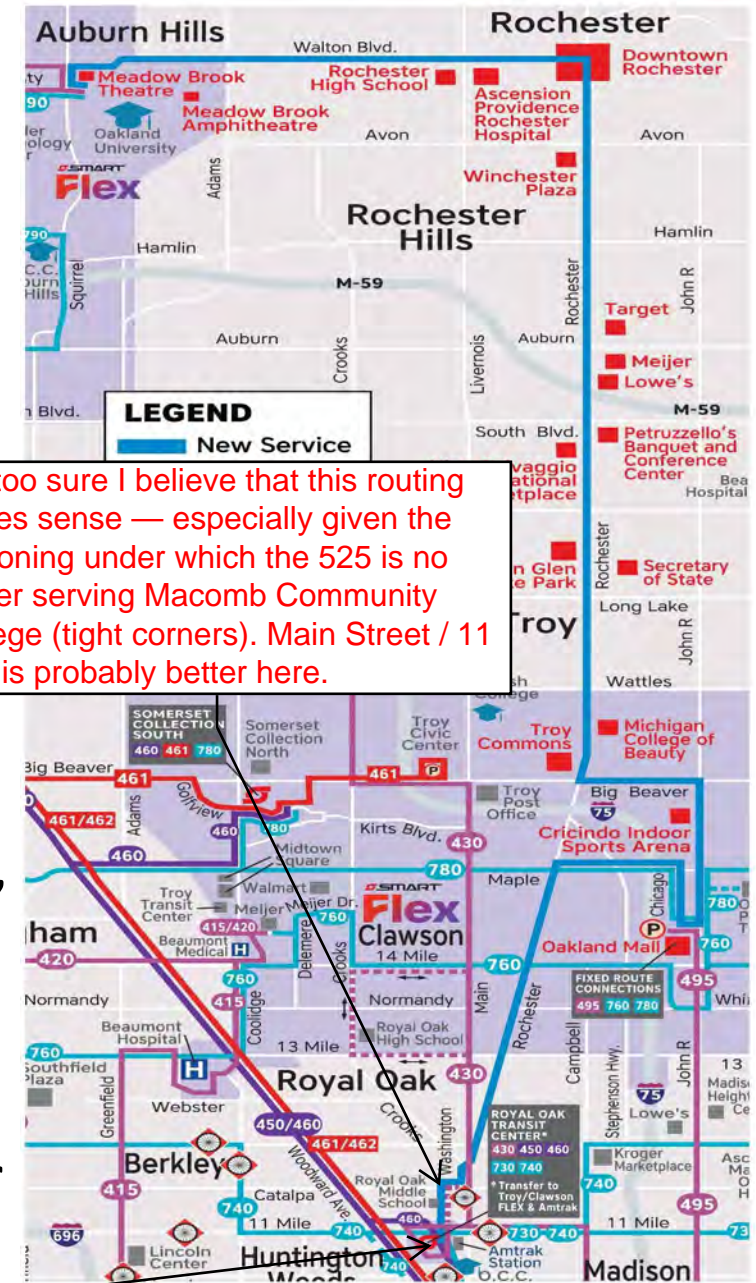
Why's this still listed here when the route won't even be going through this intersection any more? (For the record, I support straightening it out, even though that isn't mentioned in the slide.)

492 Rochester Road

– NEW ROUTE –

Rochester Road from Royal Oak through Rochester/Rochester Hills to Auburn Hills

- 6 a.m. to 10 p.m., on weekdays and Saturdays
- Hourly service on all days served
- From the Royal Oak Transit Center to Oakland University via Washington, Catalpa, Rochester, Maple, Chicago, Oakland Mall, John R, Big Beaver, Rochester, University/Walton, & Squirrel
- New destinations: Sylvan Glen Park, Nino Salvaggio, Hampton Village Centre, Winchester Plaza, Downtown Rochester, Ascension Rochester Hospital, Meadowbrook Hall



This route needs a connection to Woodward for a FAST transfer. So do early/late 730s and 740s that currently terminate at ROTC.



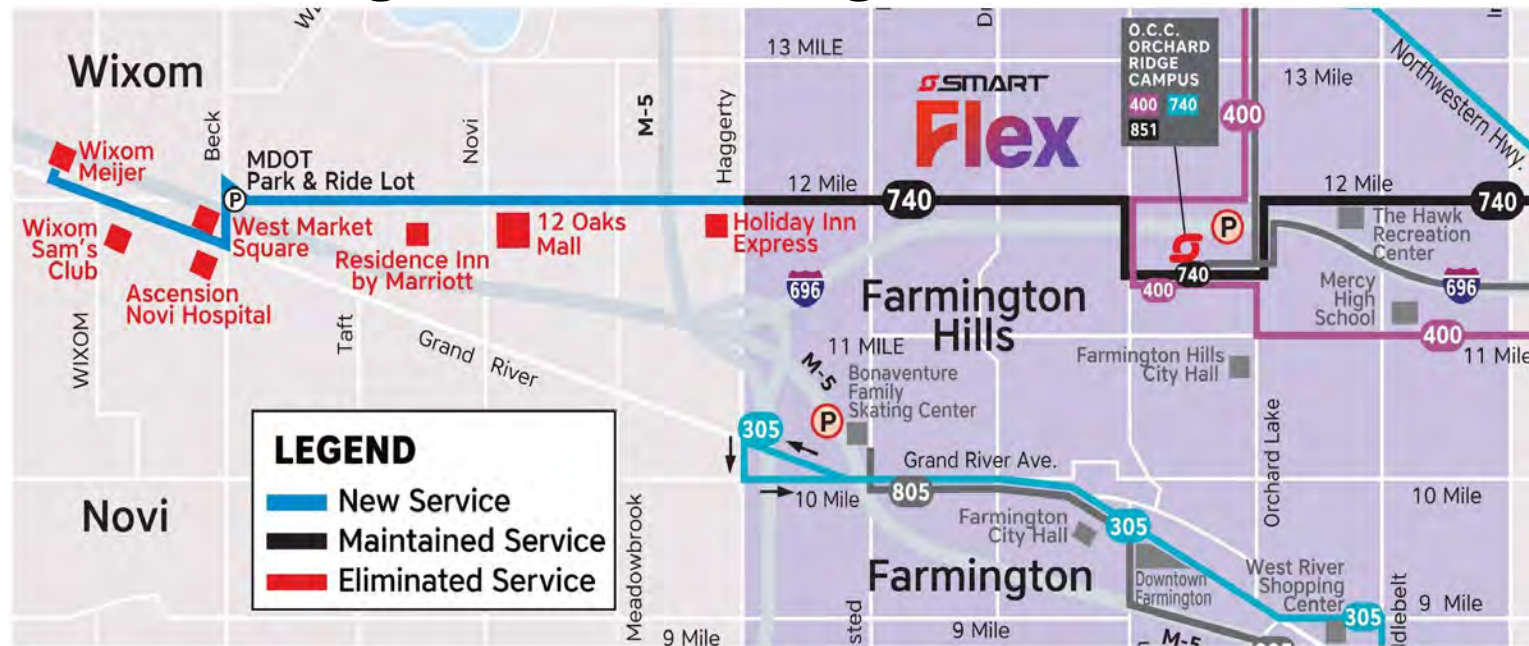
740 Twelve Mile

- Hourly service from 5 a.m. to 10 p.m. weekdays & Saturdays; short trips from Royal Oak to Roseville on Sundays
- New destinations: Twelve Oaks Mall, West Oaks Center, Ascension Hospital, West Market, and Wixom Meijer
- Connects Wixom, Novi, Farmington Hills, Southfield, Lathrup Village, Berkley, Huntington Woods, Royal Oak, Madison Heights, Warren, St Clair Shores, and Roseville

The idea of keeping this makes me sad.

– EXTEND CURRENT ROUTE –

From Farmington Hills through Novi to Wixom



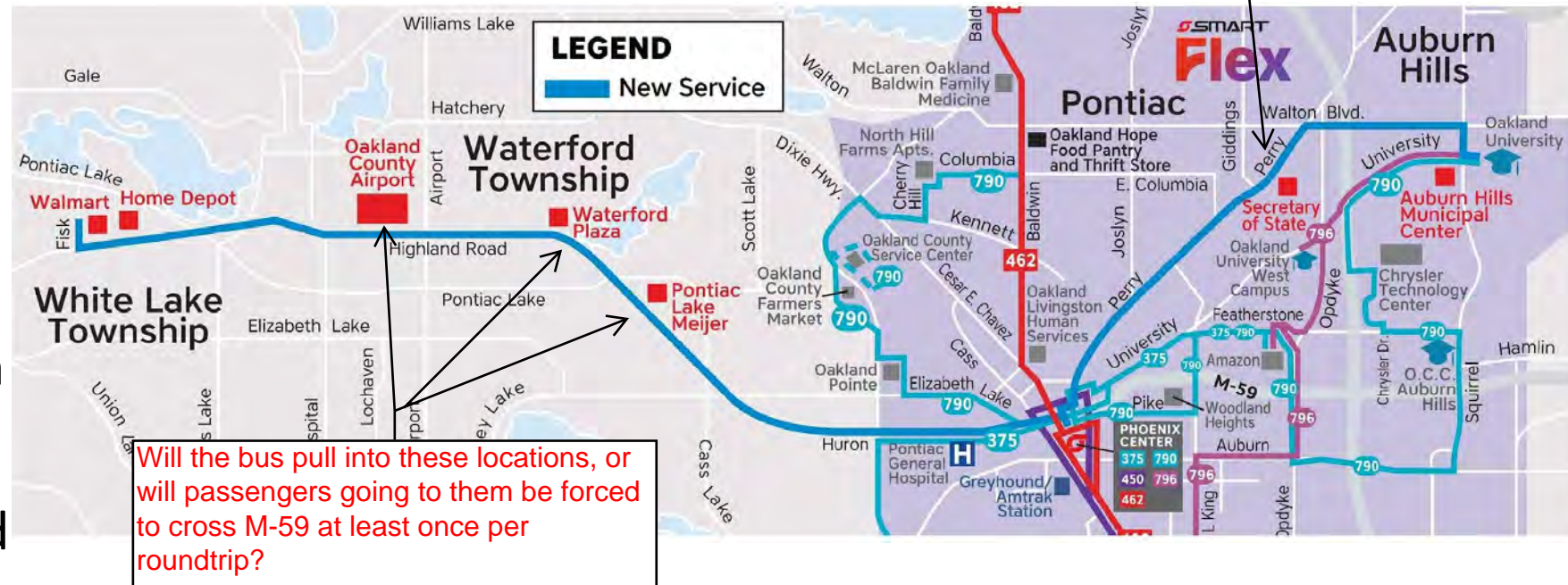
759 Highland Road

It's unclear whether you intend this to replace or supplement 796 service. Every time you talk about this route, you're calling it a replacement. Every time you talk about 796, that reduction in service is nowhere to be found.

– NEW ROUTE –

Auburn Hills through Pontiac, Waterford and White Lake Township along Perry and M-59

- Operates every 60 minutes on weekdays and Saturdays, 7 a.m. to 9 p.m.
- Provides service to: Oakland University, McLaren Hospital, Pontiac Lake Meijer, Oakland County Airport, White Lake Marketplace
- Creates a strong crosstown corridor with flexible transfers to Detroit at the Phoenix Center, Bloomfield Twp. at Telegraph, and Rochester Hills at O.U.



790 Pontiac Crosstown

– MODIFIED ROUTE –

To Better Serve Pontiac, Auburn Hills, and connect to Rochester Hills

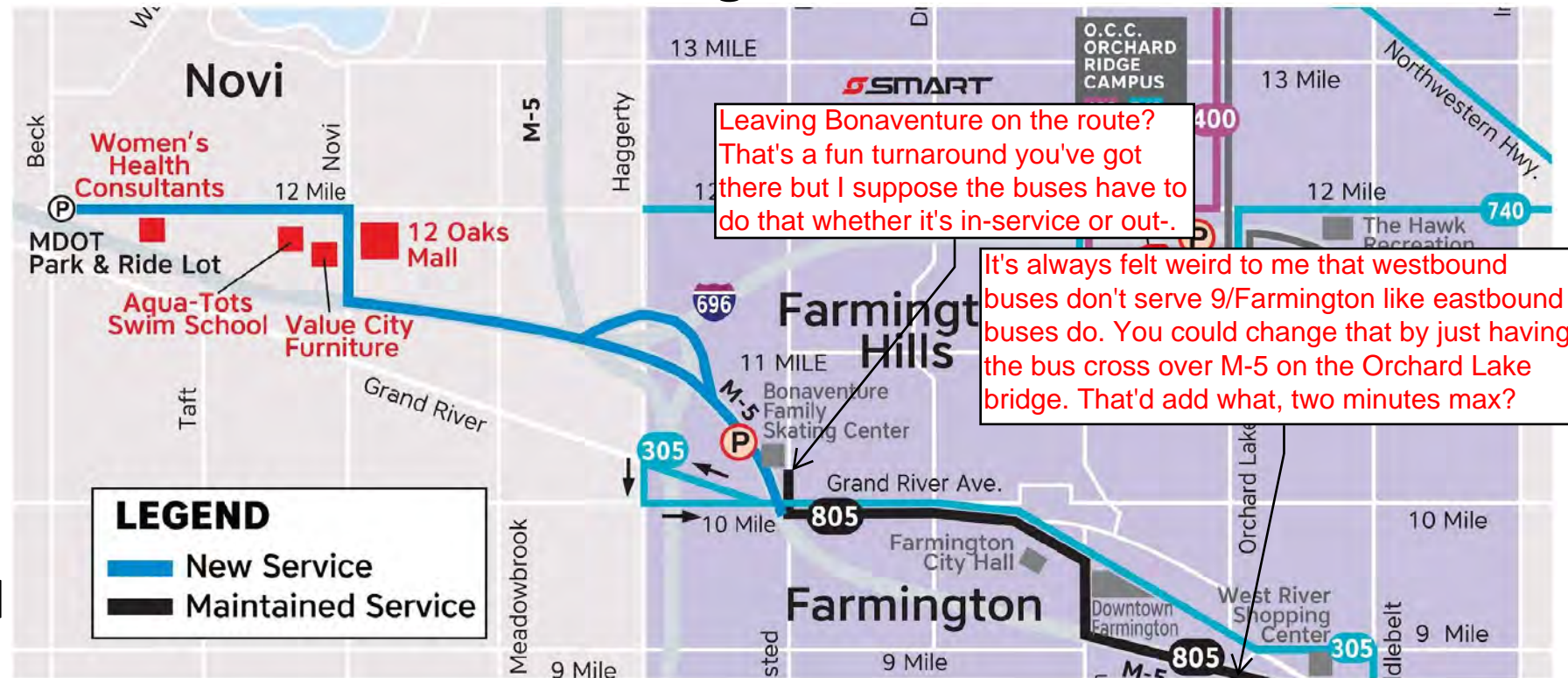
- Operates hourly 7 days a week; weekdays and Saturdays 5:30 a.m. to 9:30 p.m., Sundays 6:30 a.m. to 6:30 p.m.
- Connects neighborhoods of east & west Pontiac, Auburn Hills, & Rochester Hills
- From Amazon to Marketplace Plaza via Opdyke, OU-West, University, OU-Main, Squirrel, Featherstone, OCC, Squirrel, Auburn, & Adams
- Revised service east of Amazon Pontiac provides better & efficient connections.



805 Grand River Park & Ride

- Operates three morning and three afternoon trips into and out of Downtown Detroit
- Runs during peak hours on weekdays
- Express service that serves park & ride lots in Novi, Farmington Hills, and Redford, as well as local stops within the suburbs and Downtown Detroit

– EXTEND CURRENT ROUTE – From Farmington Hills to Novi

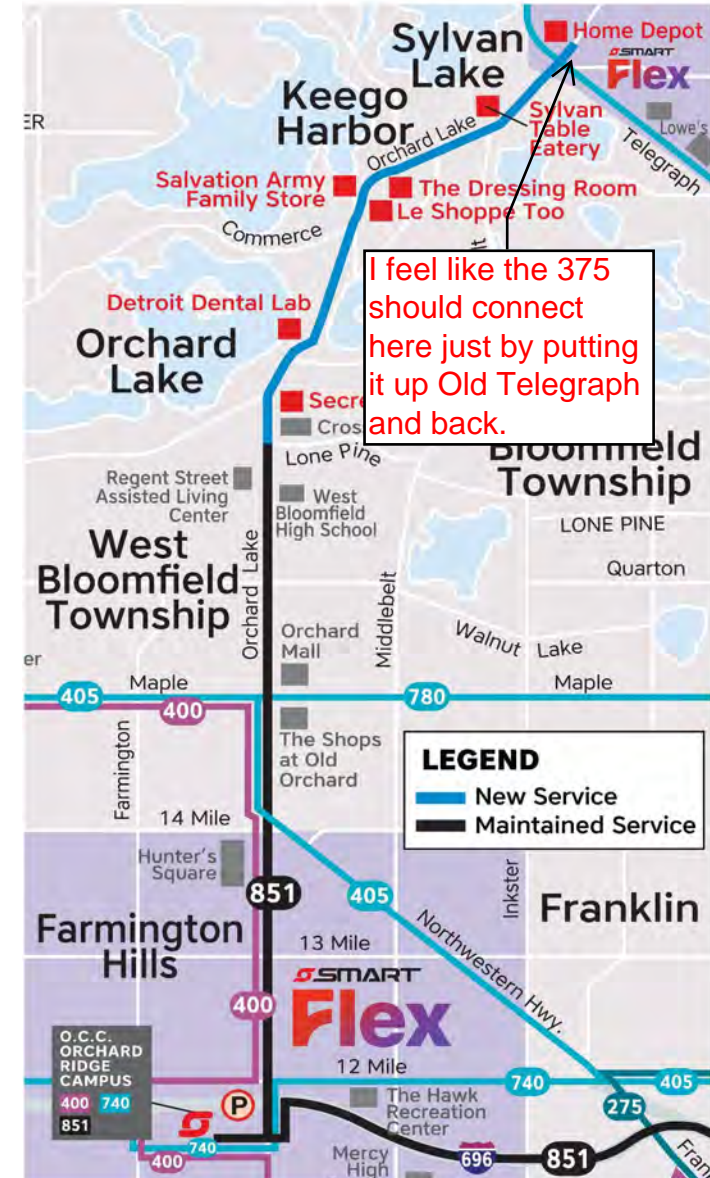


851 W. Bloomfield/Farmington Hills Park & Ride

– EXTEND CURRENT ROUTE –

From W. Bloomfield to Orchard Lake, Keego Harbor, and Sylvan Lake

- Operates three morning and three afternoon trips into and out of Downtown Detroit
- Runs during peak hours on weekdays
- Connect from Orchard Lake, Keego Harbor, and Sylvan Lake via Orchard Lake Road to West Bloomfield, Farmington Hills, and downtown Detroit
- Will connect to downtown Pontiac once the Woodward Loop reconstruction project is completed



400 Southfield/Orchard Ridge

- DISCON

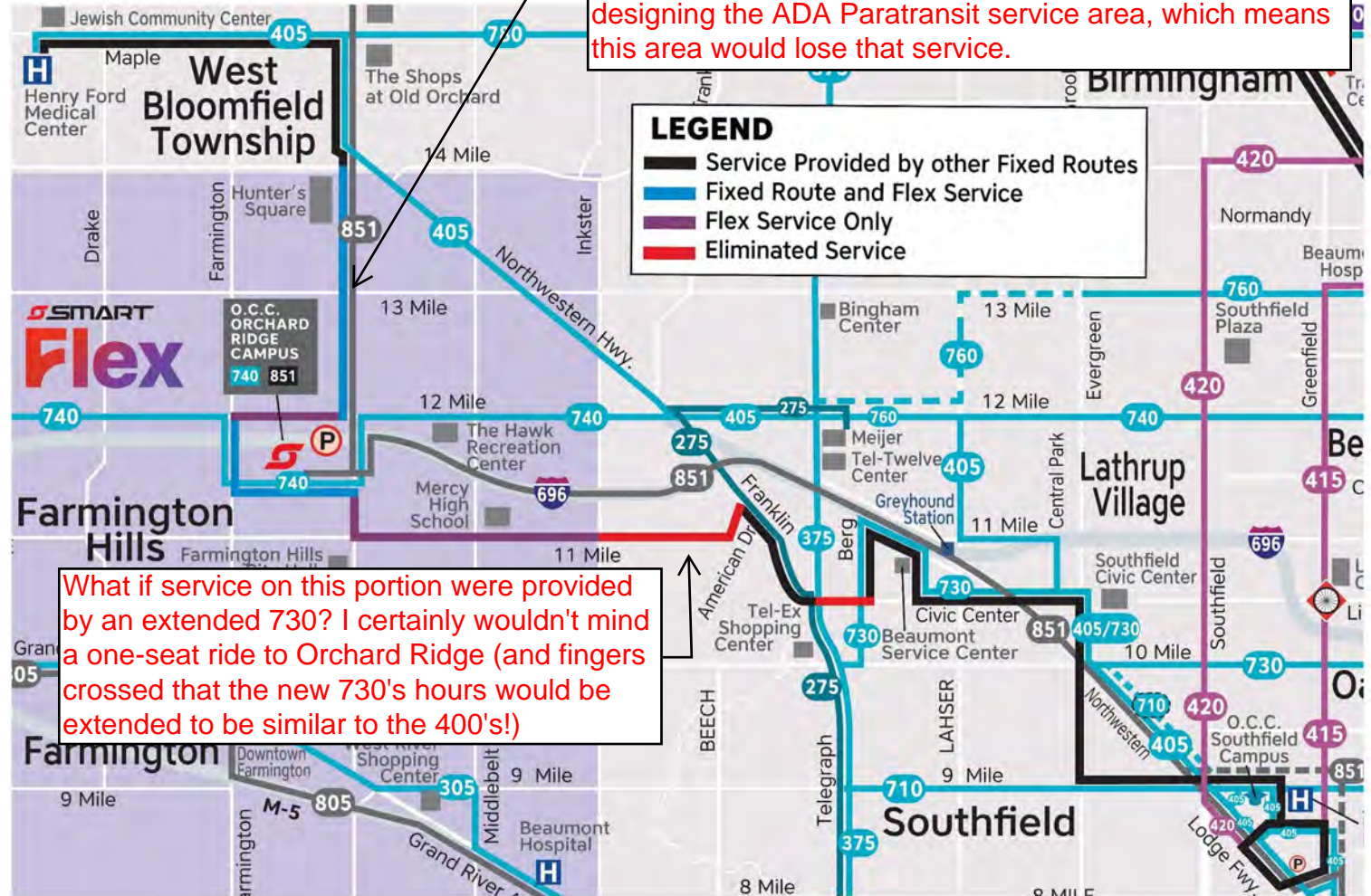
The route will be discontinued due to:

- Low ridership but high operating cost
- Duplication of other Fixed Route Services (over 90% of service is provided by other routes)

Access these routes as alternatives:

- Northland – 405 Northwestern, 415 Greenfield, 420 Southfield, 851 P&R, and multiple DDOT routes
- 9 Mile Rd - 710 9 Mile
- Evergreen - 405 Northwestern, 730 10 Mile, & DDOT 60 Evergreen
- Civic Center - 730 10 Mile
- Franklin - 275 South Telegraph
- Farmington Hills – Farmington Flex
- OCC Orchard Ridge - 740 12 Mile and 851 P&R
- Orchard Lake - 405 and 851 P&R
- Maple – 405 Northwestern

This portion should not be considered "served by another fixed route". One direction per peak hour is basically compared to nothing compared to both ways all day, and the 851 also costs more to ride. It's also my understanding that SMART doesn't consider the commuter routes when designing the ADA Paratransit service area, which means this area would lose that service.



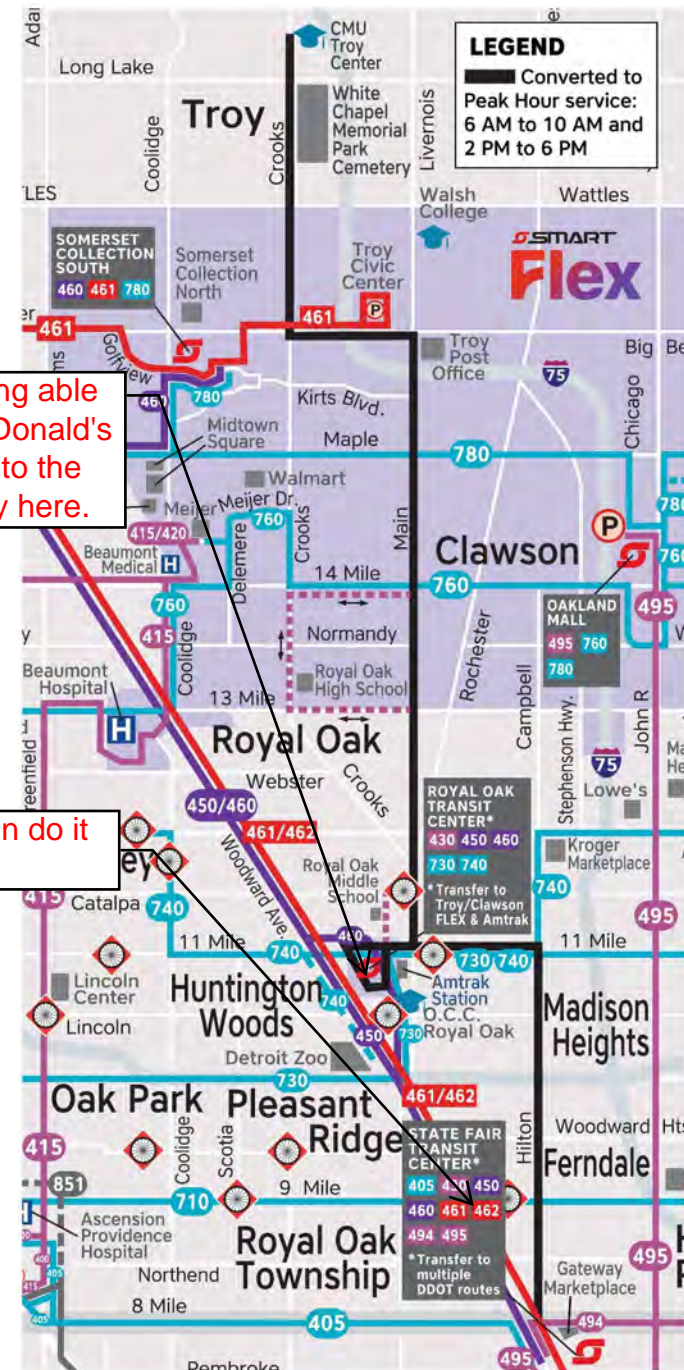
430 Main Street

Convert to Peak Hour Trips Only

- New hours: 60 minute frequency, weekdays 6 a.m. to 10 a.m., and 2 p.m. to 6 p.m.
- Service maintained during periods with strongest ridership
- Trips to Royal Oak Middle and High Schools will continue
- Service throughout Troy, Clawson, and to the Royal Oak Transit Center will be available seven days a week using SMART Flex Troy, and Monday-Saturday on Route 492 Rochester

I'll miss being able to grab McDonald's on the way to the Troy Library here.

I guess I can do it here.



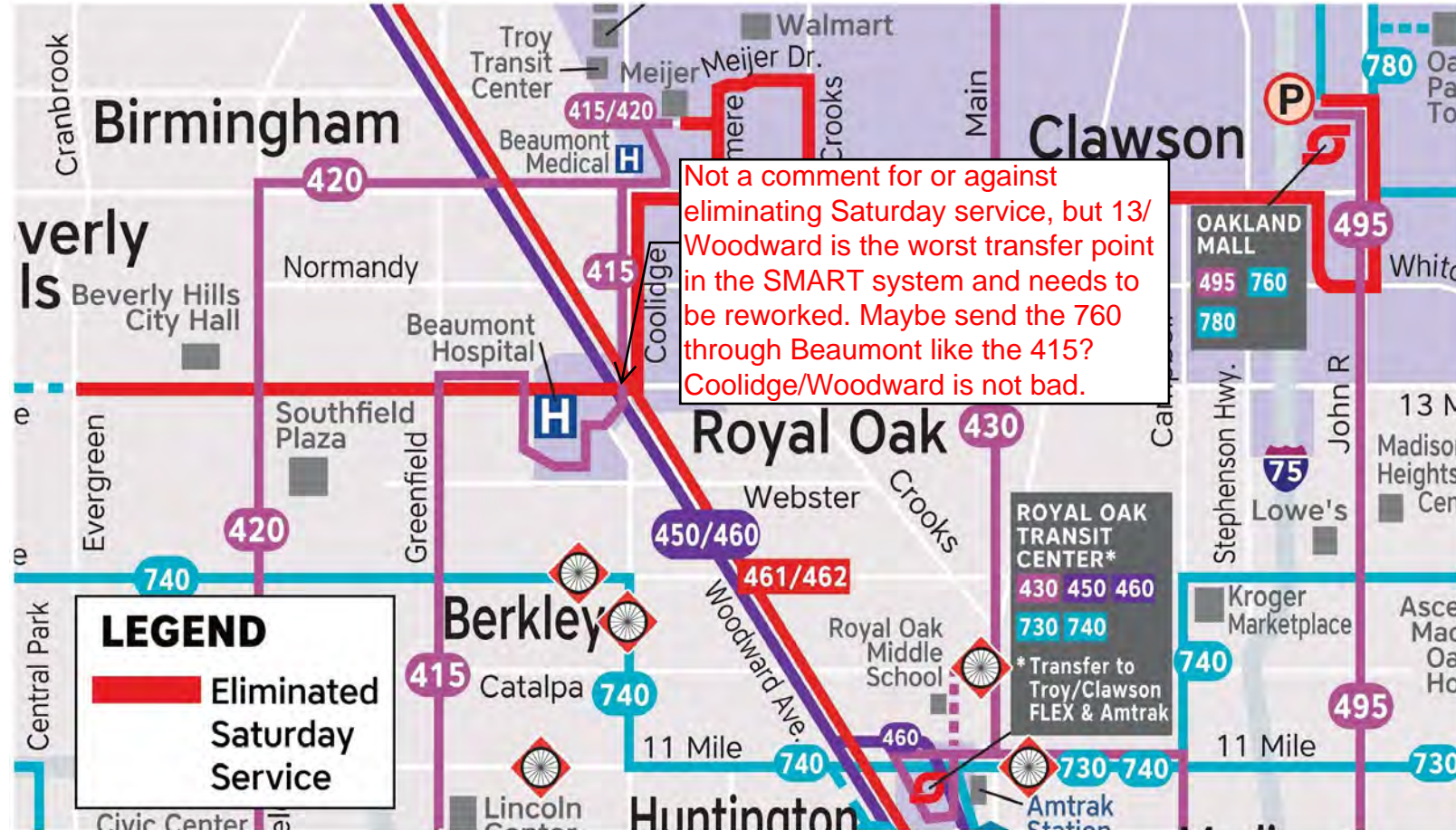
760 Thirteen Mile/Fourteen Mile

Weekday service will remain uninterrupted

- Discontinued on Saturdays, due to ongoing low ridership
- SMART Flex provides rides throughout Troy and Clawson, and covers the route from William Beaumont to Oakland Mall and beyond
- Fixed route alternatives include:
 - 415 Greenfield (to William Beaumont, Coolidge, and Royal Oak Meijer)
 - 420 Southfield (to Beverly Hills)
 - 780 15 Mile (to Oakland Mall)

– DISCONTINUED ROUTE –

Saturdays ONLY



796 Perry/Opdyke

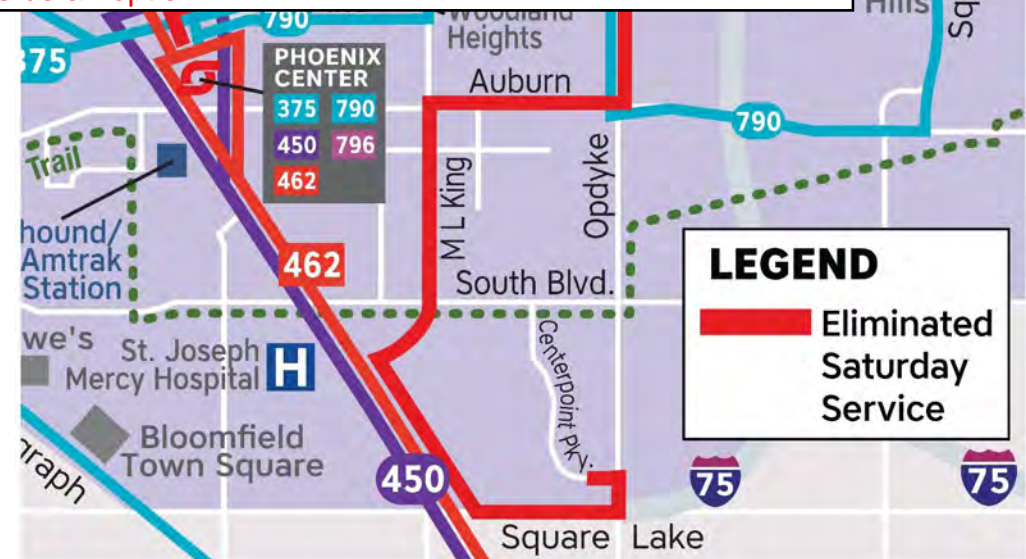
– DISCONTINUED ROUTE

Saturday ONLY

- Discontinued on Saturdays due to ongoing low ridership
- Service between OU-Main and OU will be provided along University by the reconfigured 790 Pontiac Crosstown
- Service on Perry and Walton will be available on the 759 Highland
- Opdyke, Auburn, MLK, Square Lake, and Centerpoint Parkway will be accessible from anywhere in Pontiac or Auburn Hills via the SMART Flex Pontiac

Flex will never be able to fully replace scheduled service, and SMART absolutely must not get in the habit of replacing fixed routes with it. Even if both services are operating at full, 100% reliability, fixed route is more user-friendly with a fare that will always be \$2.00 or covered under a transfer or pass. Fixed route vehicles are the only ones that can transport bicycles or always be able to carry wheelchairs. You don't need to have your own electronics and cell service to get a fixed-route bus — it will show up even if nobody (not even yourself) knows you're coming for it. You can plan your trip days or weeks in advance because you know what time the fixed-route bus will show up. You can pay for fixed-route rides in cash and *get* transfers. How do you transfer from a flex to a fixed route? Get going if you haven't activated a pass yet?

Eventually Flex will be able to replace some of SMART's small-bus services. If improved to meet the appropriate requirements (including greater oversight, maybe even in-house operations, and better scheduling), I believe it could eventually replace Paratransit and Connector, for example. But fixed-route must always be an option.





Thank you for riding SMART!

- SMART continues to evolve with the needs of Metro Detroit
- These service changes are the “phase one” of new, improving service in Oakland County
- As transit is introduced and expanded in the coming months and years, SMART will collaborate with the people and leadership of Oakland to meet everyone’s mobility needs
- SMART is on its way to the top as a mobility provider, and we look forward to bringing our passengers along for the ride!
- Stay tuned for future opportunities, and remember:

SMART MOVES US!

SMART

Additional Comments

Anne Hanhart - Pastor Shane

Anne.atlas@ssc

global.net

248 644-3678

Congregational Church of
B'ham U.C.C. 1000 Cranbrook
B' Field Hills

Need a bus stop

Cranbrook Rd & W.W

SMART

Additional Comments

Need stops on WW

between 16 mile & L.C.

Cranbrook Inst of Science
& our church

1000 Cranbrook Rd.

B'Hills, Mi.



Suggestions/Comments

Name: Maggie Winn

Address: 2164 Tyler Ave Berkeley

Email: margaretkunn@gmail.com Cell Phone: 48072 248-284-3024

Royal Oak High School
needs routes nearby. As
ROHS does not have bussing,
students rely on these routes
and not always just
peak hours.

Date: 5-18-23 (more space on other side)



Suggestions/Comments

Name: Joel Batterman

Address: 2520 W Euclid

Email: joelbatterman@gmail.com Cell Phone: 734-904-5548

Please provide bike racks
at all FAST stop
locations, including in
Detroit!

Date: _____ (more space on other side)



Suggestions/Comments

Name: Beth Brabbs
Address: 2038 Rosemont Rd. Berkley, MI 48072
Email: bethbrabbs@gmail.com Cell Phone: 248-520-7359

Please provide ADA service for
those who live near the 851 and 805
Park & Ride Routes. If 851 does
not offer ADA service, it will
make it impossible for people
with disabilities to benefit from

Date: _____ (more space on other side)



Additional Comments

these routes, especially w/ the
400 route being discontinued.

Thank you.



Suggestions/Comments

Name: Daniel McFarland

Address: 44 Putnam Ave Pontiac MI 48342

Email: dm132004@yahoo.com Cell Phone: 248-993-3815

This will bode well for when I
want to go to White Lake or Novi or
Rochester on Saturday

Date: _____

(more space on other side)

SMART**Suggestions/Comments**Name: Mozhasn RajaceAddress: 370 W Hazelhurst St, Ferndale, MI 48220Email: mzhasnrajace@gmail.com Cell Phone: 313-218-3952In regards to communicating route changes:

Flex + fixed routes should not be represented in the same line/color. They offer very different service options + reliability.

- Make sure other routes shown are in a different color than routes changes (for

Date: 5/15/2023

(more space on other side)

SMART**Additional Comments**

example, having red for a discontinued route AND a "neighboring" route - it makes it difficult to decipher).

SMART

Suggestions/Comments

Name: Elise Brown

Address: 2324 Mapledale St, Ferndale

Email: elise146@yahoo.com Cell Phone: 318-245-5205

SMART

Additional Comments

I would like a more direct route
from Hilton Road in Ferndale to
Oakland University. One idea is to
extend the 492 to State Fairgrounds
and delete the detour to Oakland
Mall.

SMART**Suggestions/Comments**Name: Mozhgan RajaecAddress: 370 W Hazelhurst St, Ferndale, MI 48220Email: mzghonrajaec@gmail.com Cell Phone: 313-218-3952

Overall, ^① increasing routes that run more frequently is important, ^② ensuring routes are timed appropriately to efficiently move riders, ^③ improving transit centers—especially the Phoenix Transit Center; and ^④ do not rely on Flex areas to equally replace fixed routes — these are all very important.

Date: 5/15/2023

(more space on other side)

SMART**Additional Comments**

Glad to see expanded routes, generally. For route 492, I would very much like to see it go south into Ferndale ~~and~~ and reach into the State Fair Grounds Transit Center / DDOT service. Routes 450/462: please ensure these are appropriately timed to align with other connecting routes, (to reduce waiting times).

Lastly, paying drivers more per hour is key - we need more drivers for routes stability + service expansion.

SMART**Suggestions/Comments**

Name: Thomas Yatzbeck
 Address: 1707 Devonwood Drive, Redness Hills
 Email: Yatzbeckt@msu.edu Cell Phone: 248-495-2870

I am very concerned about the elimination of fixed-route service (400, 760, 430/796)

Flex cannot accommodate the level of ridership it is being asked to. While these routes may have low ridership, they

~~are~~ have the potential to be popular in the future and elimination now makes over

(more space on other side)

SMART**Additional Comments**

future coverage unlikely. I also am deeply unsatisfied with the public engagement process SMART has adopted. It is not sufficient to hold 3 meetings and call it a day; you need to hold repeated meetings in new "off-in" cities like Novi and Grosse Pointe that don't have any experience with fixed route transit. ~~know that~~ SMART will lose public support if it is not responsive to people's concerns.

SMART Public Hearing Meeting

Question & Answer Report

11-May-23

Webinar ID 818 1984 9896

Actual Start Time: 5/11/23 05:03:00 PM, Actual Duration (minutes) 65

#	Question	Asker Name	Asker Email	Answer(s)
1	Is there a way to extend the 492 so it can allow easy transfers to FAST? Weekday 796 and 759 both serve stops on Perry? Adding stops on Opdyke and Squirrel. New stops should have shelters since they are hourly routes.	Thomas Yazbeck	Thomas@detroittransit.org	Live answered
2	Not happy with way 492 is set up. Why doesn't proposed route go to Woodward. Should be 2 busses not 3. Should go straight down rochester Rd; there are several busses that already go to Oakland Mall. Should extend Pontiac Flex zone into Rochester. One of the Pontiac Crosstowns should be extended to go where the Palace was for new factory.	Steven Hawring		will email SMART
3	Ferndale Resident. I don't think its right to cut 430 bus to peak hours. I pay the millage taxes and I need service on Hilton. Should connect with the 492.	Joseph Valdez		Live answered
4	Rep Leader dogs for the blind. The proposed service adjustments will allow residents access to area and bus training for clients	Kristy Plesscher		Live answered
5	Small bus service throughout Oakland. Will connector services be expanded in Oakland? Disappointed how much service shifting to Flex. It is not reliable.	Steven Hammontree		Live answered
6	22 day wait for a ride to a grocery store in Holly. Lady could not get small bus to Fenton for dialysis. No public transportation available in Holly.	Theresa Rogerson		Eli Cooper/Oakland County live answered
7	Live in Dearborn Hts. Right now takes 1.5 hrs or more. What is being done to facilitate service between Wayne and Oakland Counties.	Matt ??		Live answered
8	When will these changes take effect? Very concerning communities are facing service cuts. Only hourly service will not have high ridership. Cutting routes sends wrong message to the public.	Joel Batterman/TRU	joel@detroittransit.org	Live answered
9	Wheelchair user. In SMARTs system there are major accessibility issues. Stops are not accessible to disabled people; about 50%. What plans does SMART have to prioritize accessibility so disabled riders can use route extensions.	Ivy Rose		Live answered

10	Would like 492 to be more than hourly service. Would like to see timetable adjustments for Great Lakes Crossing so routes are aligned. Which SMART routes will be pulling into new state fair transit center?	Corey Rowe		Get in touch with you to contact Flint MTA
11	Extend 805 out to Suburban Showplace.	Spencer Betts		Live answered
12	Depends on Farmington Hills routes. Concerns about 400 route cut bc areas not served by other routes. Concern about pedestrian infrastructure. More investment in infrastruture is needed.	Lukas Lasecki		Live answered/ would like to get in touch with Danny Whitehouse

Hearing
05/15/2023

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24

SMART PUBLIC HEARING
on
OAKLAND COUNTY PROPOSED SERVICE MODIFICATIONS
held at
Oakland University
Oakland Center, Gold Center
2 Meadow Brook Road
Rochester Hills Michigan
on
Monday, May 15, 2023
at
5:00 p.m.

25 Reported by: Cynthia Ann Chyla, CSR-0092

1 PRESENT FROM SMART:
2 Harmony Lloyd, Vice-President of Planning
3 & Innovation
4 Sean Stayskal, Department of Services Development
5 Andrew Thorner, Manager of Planning
6 Jordan VonZynda, Planner
7 ALSO PRESENT:
8 Bret Rasegan, Oakland County Economic Development
9 Department

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 MS. LLOYD: We'll go ahead and get started.
2 Good afternoon, I would like to officially
3 call this public hearing to order. This public hearing
4 has been called to discuss the service changes proposed
5 to begin in the summer of 2023.
6 My name is Harmony Lloyd and I am the
7 Vice-President of Planning and Innovation -- I forgot my
8 own title -- at SMART.
9 It is now 5:02 on Monday, May 15th, 2023. I
10 would like to welcome you again and thank you for taking
11 the time out to come to this hearing.
12 For your information, this hearing is being
13 recorded via a court reporter creating a transcript.
14 SMART is also accepting written public comment through
15 May 18 via mail addressed to Public Hearing SMART,
16 Administrative Offices, 535 Griswold Street, Suite 600,
17 Detroit, Michigan 48226. Comments can also be emailed
18 to Public Hearing at SMARTbus.org.
19 Once the transcription is complete it and all
20 comments will be forwarded to the SMART Board of
21 Directors. I ask that all persons who request to speak
22 fill out a comment card and hand it to a staff member.
23 Once called upon please state your name and the city you
24 live in and please limit your comments to 3 minutes so
25 everyone has a chance to speak.

1 Also during the hearing, and I saw that most
2 of you took advantage of this, feel free to review the
3 information boards outlining the proposed service
4 changes that are located in the back.
5 I'd like to now introduce the SMART staff that
6 are here with us today.
7 Staff, can you introduce as I call on you.
8 Sean.
9 MR. STAYSKAL: Hi. My name is Sean Stayskal.
10 I'm with the Department of Service Development for
11 SMART.
12 MR. THORNER: Hi, I'm Andy Thorner, Manager of
13 Planning and I will be bringing the microphone to
14 individuals who would like to speak, so when it comes
15 time for that just raise your hand and I'll bring you a
16 microphone.
17 MR. VonZYNDA: Hi, everyone, I'm Jordan
18 VonZynda, I'm a planner with SMART.
19 MS. LLOYD: I think we have Kevin here?
20 No? I thought I saw him.
21 MR. STAYSKAL: I think he stepped out for a
22 moment.
23 MS. LLOYD: Okay. We also have Kevin, part of
24 our planning and scheduling team today.
25 So I'd like to thank Oakland University for

1 allowing SMART for hold this meeting here today. And,
2 then, before I start the presentation of changes I would
3 like to acknowledge the Oakland County staff here this
4 evening and invite Bret Rasegan to come up and say a few
5 words.
6 MR. RASEGAN: Good evening, everyone.
7 My name is Bret Rasegan. I work with the
8 Oakland County Economic Development --
9 THE COURT REPORTER: I'm sorry, I can't hear.
10 MS. LLOYD: Could we keep conversations down.
11 We're recording so we need it to be real quiet.
12 Thank you.
13 MR. RASEGAN: My name is Bret Rasegan.
14 I'm the planning manager. I work with Oakland County
15 Economic Development Department. I'm also one of two
16 Oakland reps on the SMART Board of Directors.
17 I'm thrilled to see people here tonight to
18 provide their input. Oakland County supports these
19 proposed changes but we definitely want to hear all your
20 input as well. I live in Rochester Hills in the Stony
21 Creek Village area, so I'm hoping to take my bus over to
22 Pontiac for work maybe later this year or early next
23 year.
24 So welcome everyone. Glad you're here. Thank
25 you.

1 MS. LLOYD: So now we'll move on to the
2 presentation and then I will open it up for comments
3 after I run through the whole proposed changes so we'll
4 hold the comments to the end.
5 All right. First this evening we have changes
6 proposed to the 450 Woodward Local Pontiac and the 462
7 FAST Woodward. 450 Woodward Local is a steady main
8 corridor route that serves the heart of Oakland County
9 operating on Woodward Avenue and Old Woodward between
10 the old State Fair Grounds and downtown Pontiac.
11 462 FAST Woodward is a high ridership limited
12 stop service with stops roughly every mile connecting
13 Great Lakes Crossing to Downtown Detroit. Both services
14 run 7 days a week. The 450 runs hourly on weekdays and
15 Saturdays from 5:30 to 11:00 p.m., and every other hour
16 on Sundays from 8:00 to 10:00 p.m.
17 The 462 runs every 45 minutes from 5:30 a.m.
18 to 10:30 p.m. on weekdays, hourly from 5:30 a.m. to
19 10:30 p.m. on Saturdays and every other hour from
20 6:30 a.m. to 8:30 p.m. on Sundays.
21 Proposed changes will add stops on Woodward
22 through Bloomfield Hills with a strong focus on the
23 Woodward and Long Lake intersection.
24 These routes will connect Bloomfield Hills
25 passengers to shopping and business destinations in

1 Auburn Hills, Birmingham, Royal Oak, Ferndale, Midtown
2 and Downtown Detroit.
3 Next we have the 305 Grand River. Grand River
4 is a community route that currently serves Farmington
5 Hills, Downtown Farmington, Redford Township and the
6 Northwest Detroit neighborhood of Old Redford, primarily
7 via Grand River Avenue.
8 This route operates 7 days a week from
9 6:30 a.m. to 11:00 p.m. Monday through Saturday and
10 6:00 a.m. to 8:00 p.m. on Sundays with a regular
11 60-minute frequency. The proposed changes include
12 extending the route past its western end of the line at
13 Haggerty to continue across the length of Novi to the
14 Wixom Meijer just west of Wixom Road.
15 The short stretch the bus operates on
16 Telegraph and Seven Mile will be realigned to use Grand
17 River instead to streamline the route and make riding
18 more intuitive.
19 Northbound trips will use Grand River between
20 Halstead and Haggerty while southbound trips will
21 continue using Haggerty at Ten Mile to minimize
22 confusion for current riders.
23 New destinations that will be served by the
24 305 include the Novi Town Center, The Suburban
25 Collection, Ascension Novi Hospital and Wixom Sam's Club

1 and Meijer.
2 Next we have the 492 Rochester. This is a
3 brand new community route that would connect Oakland
4 University, Auburn Hills, Downtown Rochester, Rochester
5 Hills, Troy and Royal Oak. Proposed service would run
6 hourly on weekdays and Saturdays from 6:00 a.m. to 10:00
7 p.m. Passengers will have access to a range of
8 transfers between routes on the 790, 759 and Pontiac
9 Flex at Oakland University, the 495, 760, 780 and Troy
10 Flex at Oakland Mall and the 430, 460, 730 and 740 at
11 the Royal Oak Transit Center.
12 Newly served destinations include Sylvan Glen
13 Park, Nino Salvaggio, Hampton Village Centre, Winchester
14 Plaza, Downtown Rochester, Ascension Rochester Hospital
15 and Meadowbrook Hall.
16 The next route is the 740 Twelve Mile
17 crosstown route. This is a long strong ridership
18 crosstown service that connects significant portions of
19 South Central Oakland and Macomb Counties via Eleven and
20 Twelve Mile Roads. It serves Farmington Hills,
21 Southfield, Berkley, Huntington Woods, Royal Oak,
22 Madison Heights, Warren, St. Clair Shores and Roseville.
23 The proposed expansion would operate hourly
24 into Novi and Wixom Monday through Saturday via Twelve
25 Mile, Beck and Grand River ending at the Meijer just

1 west of Wixom Road. Passengers will easily be able to
2 transfer to the 305 Grand River at stops between Meijer
3 and Beck Road.
4 This adds vital service across the entirety of
5 Novi and connects employees and customers to the Twelve
6 Oaks Mall area, West Oaks Plaza, West Market and
7 Ascension Hospital.
8 759 Highland Road is a new proposed crosstown
9 route. The 759 would connect Auburn Hills, Pontiac,
10 Waterford and White Lake Township ending at the Walmart
11 ending at Highland and Fisk. To start off this proposed
12 service would run hourly on weekdays and Saturdays from
13 7:00 a.m. to 9:00 p.m. with the potential to develop
14 service further as time and interest grow.
15 Destinations on this route include Oakland
16 University, McLaren Oakland Hospital, Pontiac General
17 Hospital, Pontiac Lake Meijer, Waterford Plaza, the
18 Oakland County International Airport and White Lake
19 Marketplace. This new route will take over service on
20 Squirrel, Walton and Perry from the 796 Perry/Opdyke and
21 supplements 375 Telegraph service on Huron. Passengers
22 will have numerous opportunities to transfer from this
23 route.
24 The 790 Pontiac crosstown is a community
25 crosstown route that connects east and west Pontiac

1 neighborhoods, Auburn Hills and Rochester Hills 7 days a
2 week. The proposed changes take over the cross campus
3 connection between Oakland University and the recently
4 opened Oakland University West on Opdyke and University
5 replacing the service formerly provided by the 796.

6 The new routing adjusts for improved
7 connections and better destinations. It will serve
8 Pontiac Amazon, travel to the OU west campus, the OU
9 main campus, Chrysler and then Downtown Auburn Hills.
10 Added service on Adams will include the Rochester Hills
11 Industrial Park, Forester Square Apartments and College
12 Heights and end the route at Marketplace Plaza, Meijer
13 and Walmart.

14 The 805 Grand River Park & Ride is an express
15 Park & Ride commuter service that connects workers to
16 Downtown Detroit serving convenient Park & Ride
17 facilities in Novi, Farmington Hills and Redford
18 Township. SMART currently runs three morning trips into
19 Detroit and three afternoon trips into the suburbs on
20 weekdays during peak hours.

21 Proposed new expanded routing would send the
22 route further west into Novi via M-5, I-96, Novi Road
23 and Twelve Mile with a new end of the line at the MDOT
24 Park & Ride lot at Twelve Mile and Beck. In addition to
25 the SMART and MDOT Park & Ride lots passengers may board

1 or de-board at any marked SMART stop along the route as
2 long as it's safe to do so.

3 The 851 Orchard Lake Park & Ride -- is that
4 right? It's a different name. Okay. We have two
5 names. So the Orchard Lake West Bloomfield, Farmington
6 Hills Park & Ride -- we'll have to tweak that name a
7 little bit -- is an express Park & Ride commuter service
8 that connects workers to Downtown Detroit serving
9 Orchard Lake Road from Old Telegraph to Oakland
10 Community College Orchard Ridge, then 696 and
11 Northwestern Highway to Detroit. SMART currently runs
12 three morning trips into Detroit and three afternoons
13 into the suburbs on weekdays during peak hours.

14 Proposed new expanded routing would send the
15 route further north along Orchard Lake Road and into the
16 communities of Orchard Lake Village, Sylvan Lake and
17 Keego Harbor ending at the Home Depot in Pontiac at Old
18 Telegraph.

19 Further down the line as service continues to
20 develop in newly served areas of Oakland County we will
21 research providing additional service to these
22 communities as well. This is just the first step in a
23 multi-phased plan.

24 In order to ensure our routes both current and
25 new operate reliably and effectively SMART proposes to

1 makes certain strategic reductions and realignment of
2 service in Oakland County beginning with the 400
3 Southfield/Orchard Ridge Road. This is a low performing
4 but high operating cost community route that winds
5 through Southfield, Bloomfield and West Bloomfield from
6 the closed Northland Mall to Henry Ford West Bloomfield.
7 This route is among the bottom ridership of routes in
8 the system and well over 90 percent of the route is
9 duplicated by other more effective lines.

10 Cutting this resource-intensive route can be
11 done without impacting the vast majority of passengers.
12 All portions of Route 400 within Farmington Hills city
13 limits would maintain service on the Farmington Flex
14 shuttle.

15 Areas that will continue to receive service on
16 a fixed route include the entire Northland complex area,
17 Nine Mile, Civic Center Drive, the Beaumont Tech Center,
18 Franklin, OCC Orchard Ridge, Orchard Lake and Maple.

19 The 430 Main Street is a community route that
20 serves Ferndale via Hilton, Royal Oak and Clawson via
21 Main Street, and Troy via Big Beaver and Crooks. To
22 level out inconsistent levels of ridership the strongest
23 performing periods of service will be maintained from
24 6:00 to 10:00 a.m. and 2:00 p.m. to 6:00 p.m. on
25 weekdays. Off peak Low performing service will be

1 suspended. Special trips that serve Royal Oak middle
2 and high schools will continue to operate as usual.
3 Service throughout Troy, Clawson and to the Royal Oak
4 Transit Center will be available 7 days a week on the
5 Troy Flex and Monday to Saturday on the 492 Rochester.

6 The Thirteen and Fourteen Mile 760 route
7 operates an abbreviated Saturday schedule operating as a
8 low frequency shuttle from Groves High School at
9 Thirteen Mile and Evergreen to Oakland Mall at Fourteen
10 Mile and John R. Due to ongoing low ridership Saturday
11 Service only will be eliminated. The Troy Flex
12 currently covers Troy and Clawson and will be available.
13 Fixed route alternatives include the 415 Greenfield, the
14 420 Southfield and the 780 Fifteen Mile. There will be
15 no interruptions to weekday service which remains
16 unchanged.

17 And, finally, the 796 Perry/Opdyke Road route
18 is a low Ridership but high operating cost community
19 route that currently serves East Pontiac neighborhood.
20 This reduction is due to the route having consistently
21 low ridership and the entire route being matched with
22 the Pontiac Flex zone with longer hours on all days of
23 the week.

24 Service on Woodward can be handled more
25 effectively by the 450. Crosstown service on Perry and

1 Walton can be utilized more by the 759. Cross campus
2 connections for Oakland University students are covered
3 by the 790 7 days a week, and connecting from downtown
4 Pontiac -- from downtown to Amazon Pontiac is handled by
5 both the 375 and the 790.

6 This concludes the presentation of the
7 proposed changes. I'd like to say thank you for riding
8 SMART. We continue to evolve with the needs of Metro
9 Detroit. As I said earlier, these service changes are
10 phase 1 of the new plan to improve service in Oakland
11 County. SMART has hired a consultant to work with us on
12 phase 2. They've already started their work contacting
13 stakeholders and learning the current route system to be
14 able to make recommendations on how we can continue to
15 increase services across Oakland County.

16 We'll continue to collaborate and do
17 everything we can to meet Oakland County's mobility
18 needs.

19 So we will open it up now to public comment.
20 Again, please keep your comments to 3 minutes so
21 everybody has a chance to say them. If you'd like to
22 make a comment please raise your hand and Andy will
23 bring the microphone over.

24 MR. WILLIAMS: Thank you, Andy.

25 Good evening, everybody. Kermit Williams,

1 Co-Director of Oakland Forward. We worked on the
2 transit millage for SMART. So I thank you all for doing
3 this. I hear a lot of great things for the improvement
4 of the routes.

5 I'm also in a former life City Council
6 President in Pontiac and, so, what I would implore this
7 particular group to do is to hold some public hearings
8 in the most effective places. You talked about
9 disconnecting of the 796 bus but you didn't mention the
10 three low income high rises that use that bus route in
11 order to get services.

12 And, so, what I would urge this group to do
13 and the people that are listening from SMART is to make
14 sure that we move toward expansion. We passed a large
15 millage in Oakland County history based on expanding
16 services, and some of these disconnections seems like
17 you're leaving people out. And, so, don't jump to phase
18 2 before you've done a true evaluation and true survey
19 with phase 1 with people who also currently ride the
20 system because there are problems with Flex, and, so,
21 that's not always the solution for ending a line.

22 So thank you so much. I do appreciate that
23 you all were thoughtful in putting this together but I
24 think that you need to listen to the people, and then
25 you also need to have the public hearings in places

1 where the most affected or ridership is. Oakland
2 University is one central place. I heard a lot of
3 conversation about getting to the Amazon Hub. Transit
4 cannot be based on corporations and not based on people.

5 MS. LLOYD: Thank you.

6 MR. McFARLAND: Daniel McFarland, Pontiac
7 north side. I live on the north side of Pontiac but as
8 far as the expanding of the routes go, that's going to
9 bode well for me on Saturdays since I'm off work on
10 Saturdays, and where I want to hang out in Novi,
11 Rochester, White Lake, Waterford, even. That's going to
12 bode well for me.

13 Well, I had -- well, you all answered the rest
14 of my questions.

15 MS. LLOYD: Okay. Thank you.

16 MR. RUNNING: All right.

17 MR. THORNER: Who's next?

18 MR. RUNNING: My name is Evan Running. I'm
19 from Rochester, Michigan.

20 I just wanted to make a comment about the
21 riding of the new Rochester Road bus route. I just want
22 -- I'd like to see this route envision like as fast as
23 possible kind of bus route, you know, where the route is
24 as straight as possible and unnecessary stops are
25 avoided as much as possible.

1 I think -- I think the transit is most
2 effective and most useful to most people when it is as
3 fast as possible. So I'd like to -- when I say that,
4 I'd like to contrast it with the Perry/Opdyke route
5 which is also trouble to keep -- you know, to capture
6 ridership for as long as I can remember. I've ridden
7 that route a lot. I think it struggles because it tries
8 to zigzag all over the place and nobody is going to ride
9 a bus that zigzags all over the place. People want to
10 get from point A to point B. I think it would be most
11 effective if we straighten the route out all from
12 Rochester to Royal Oak and don't bother to try to hit
13 Oakland Mall if that makes sense.

14 That's about it.

15 MS. LLOYD: Thank you.

16 MS. BROWN: Thank you. Elise Brown. I live
17 in northeast Ferndale, affectionately known as forgotten
18 Ferndale and I hope we're not forgetting in this
19 initiative and I believe that my comment piggybacks off
20 of -- you were talking about 492?

21 MALE SPEAKER: 492.

22 MS. BROWN: Yeah. So I was really hoping that
23 we would have a much more efficient route from Hilton
24 Road in Ferndale to Oakland University.

25 I think one idea was to delete the detour

1 towards Oakland Mall and extend the southern route down
 2 to the State Fairgrounds.
 3 And that's about it.
 4 MS. LLOYD: Thank you.
 5 MR. THORNER: Anybody else?
 6 MS. LLOYD: Any other public --
 7 MR. MICHAEL (SPEAKER): My name is Michael
 8 (Speaker). I'm a resident of Rochester.
 9 What I want to talk about is thinking about
 10 fixed routes, and expanding fixed routes is great but
 11 with a lack of pedestrian access to those fixed routes
 12 because they're going to continue to have low ridership
 13 because a lot of people just look at what it takes my
 14 body to get physically to a bus stop is too much.
 15 Thinking about we have 10 years of this
 16 millage and what are we going to do to truly transform
 17 our streets into not looking just for cars but looking
 18 for pedestrians, for bikers as well. And my
 19 understanding is that SMART doesn't have a lot of
 20 control in this area, very beholdng to local county
 21 and -- you know, officials like that, what is SMART
 22 doing to move forward on that, what are they trying to
 23 do to work towards with the state government on creating
 24 a different system.
 25 I'm sure that these are things on your mind

1 but I really want to stress it as, you know, I can talk
 2 to all these sorts of people about how I want to ride
 3 the bus and I love to ride the bus, but then I talk what
 4 it takes to ride the bus and it's struck down
 5 immediately.
 6 So it's a small thing that I think needs to
 7 become the focus in terms of how we look at what our
 8 transit system is. It's not just for cars and buses
 9 over here. It's for cars, buses, bikes, pedestrians all
 10 the same time. Thank you.
 11 MS. LLOYD: Thank you so much.
 12 MR. YAZBECK: Thank you. My name is Tom
 13 Yazbeck. I live in Rochester Hills.
 14 I like all the changes, or I like all the
 15 expansions that are being proposed, and I'm really
 16 concerned about these cutbacks to certain routes. I
 17 understand that low ridership is low ridership -- right?
 18 -- but I think if you take them away and you don't bring
 19 them back how do you know that if they were better they
 20 wouldn't have more ridership. A lot of times if you
 21 build they will come. Right?
 22 So I really want to -- I really hope that some
 23 of these changes are -- these cutbacks are temporary,
 24 that maybe sometime in the future that more service
 25 could be restored to them.

1 I also think that the public engagement
 2 process was great to see. I want to echo some of
 3 Kermit's comments because, you know, I don't think three
 4 public meetings at Oakland, Farmington Hills and Berkley
 5 are really enough. I think you guys need to be
 6 holding -- I think you not only have to be holding
 7 meetings in some of the communities where there's high
 8 ridership like Pontiac but you also need to be holding
 9 more meeting in the heart of the communities that are
 10 getting service for the first time.
 11 There are a lot of people in Novi, there are a
 12 lot of people in Rochester. 50 percent of those people
 13 voted for the millage but almost half the community
 14 didn't vote for it. So there's lots of people who are
 15 very skeptical about public transit and they're going to
 16 see SMART employees installing bus stops and they're
 17 going to say I didn't hear anything about this and
 18 they're going to get mad.
 19 But if you go into those communities and you
 20 have a conversation with the people and explain to them
 21 and take their input and stuff, they will -- even if
 22 they're still against the public transit, they'll feel
 23 like they were involved in the process, and that really
 24 builds trust. And, so, there's a very strong risk of
 25 losing trust.

1 So I really want to encourage SMART to think
 2 about the public engagement process and take it
 3 seriously because, you know, people are expecting that
 4 their tax dollars will be spent in a fashion that makes
 5 sense to them.
 6 So that's my comment.
 7 MS. LLOYD: Thank you.
 8 MS. WEISSE: Good evening, everyone. My name
 9 is Melissa Weisse. I'm the Vice-President and Chief
 10 Philanthropy Officer at Leader Dogs for the Blind. I'm
 11 also a resident of Rochester and I'm here to speak on
 12 behalf of Leader Dog.
 13 Firstly, as an organization we want to thank
 14 SMART for these proposed service adjustments and
 15 allowing us the opportunity this evening to voice our
 16 firm support of these initiatives.
 17 At Leader Dog for the Blind our mission is to
 18 empower people with the skills to travel safely and
 19 independently. We do this by providing highly trained
 20 guide dogs and also cane skills to enable that
 21 independence. But while our training supports these
 22 individuals in their daily independent travel they must
 23 have access to safe, reliable public transport to live
 24 the most fulfilling life.
 25 Let me be clear for everyone this evening that

1 Leader Dogs for the Blind is in full and complete
 2 support of these service adjustments and we will
 3 continue to advocate for public transportation
 4 expansion. Many, many of our clients are reliant on
 5 public transportation such as the buses we're discussing
 6 this evening for access to community events, family
 7 life, school, doctors' appointments. While we
 8 specifically work with individuals who are blind or
 9 visually impaired the same holds true for individuals
 10 with other disabilities so we're here to advocate for
 11 them as well this evening.

12 And I have to tell you you may not be aware
 13 ride share alternatives, Uber and Lyft are not at all
 14 substitutes for public transport, and I can't underscore
 15 this firmly enough. Many of our clients are frequently,
 16 frequently denied access, Uber and Lyft will drive right
 17 by them when they see a service dog. This is
 18 unacceptable, it's contrary to the ADA, the Americans
 19 with Disabilities Act, and something we are combatting
 20 nationwide as we seek to provide a better, more
 21 inclusive society for everyone.

22 In addition, these services are extremely
 23 costly. The proposed service adjustments that you're
 24 speaking about this evening would allow individuals with
 25 disabilities to access community life in Rochester

1 including Leader Dogs for the Blind for both employment
 2 and training opportunities.

3 There is significant benefits for Leader Dog
 4 as well with the addition of a route that passes by our
 5 campus we would be able to train our clients with bus
 6 routes. Currently we have to travel over 30 minutes to
 7 gain access to a bus route to have that inclusivity in
 8 our training. Having a bus route that passes by our
 9 campus would enable us to train Leader Dogs more
 10 effectively.

11 At Leader Dog our goal is to partner with
 12 individuals who are both deaf and blind and blind and
 13 visually impaired to be unstoppable. With expanded
 14 access to public transport we can take unstoppable to
 15 the next level and make our community more inclusive,
 16 and beyond that it is absolutely a most meaningfully and
 17 right thing to do.

18 So thank you on behalf of Leader Dog for this
 19 and we do have some someone else who would like to speak
 20 this evening.

21 May I introduce Raven.

22 MS. LLOYD: Thank you.

23 MS. TOLLIVER: Hello, my name is Raven
 24 Tolliver. I am a Rochester resident and I would like to
 25 express gratitude to SMART service and also express an

1 appreciation for the proposed service adjustments.

2 I do agree with the people who have voiced
 3 concerns about community outreach insofar as reaching
 4 low income areas and also considering what it does take
 5 to access the bus services, especially on a main road
 6 the way that the route is currently outlined.

7 You know, there's people like me at present
 8 because I don't have access to the bus I can walk a
 9 quarter mile, a half mile, a mile, a mile and a half, no
 10 issue. Everybody can't do that. A lot of people who
 11 are disabled, especially blind people like Leader Dog
 12 serves, they have multiple disabilities and sometimes
 13 there's other physical impairments and not to mention in
 14 Rochester we have the OPC, the Old Persons Commission
 15 and there are a lot of people in that community who not
 16 only do they not have access to vehicles or people who
 17 can just transport them, but they also -- their needs
 18 need to be taken into consideration insofar as how they
 19 will access these routes and these bus stops.

20 MS. LLOYD: Thank you so much.

21 Any other comment?

22 MS. RAJAE: Hi, Mozhgogon Rajee, a Ferndale
 23 resident. I just had a few comments. Most of them have
 24 been shared but I'm going to say them anyway.

25 I think for 492 route I think it's really

1 important we connect to Ferndale but also connecting to
 2 DDOT routes, making those connections so people can move
 3 into Wayne County and make that transition easily. So
 4 that's a really important piece.

5 The other piece -- two other thoughts is
 6 there's a lot of times where some of the changes are
 7 relying on the Flex service and I know that I've heard
 8 about particularly in this area around OU and in Pontiac
 9 that there's pretty significant delays when there's high
 10 demand. And, so, I would hope that as we thought about
 11 these that we don't rely on it too much in those phases
 12 because I heard about people waiting 45 minutes for that
 13 which maybe it's a fixed route once an hour but still
 14 not knowing when it's going to come. And on the maps
 15 they -- sometimes it says this is going to be a fixed
 16 route and/or Flex, but those are very different.

17 And then the last thing is the Phoenix Transit
 18 Center and other bus stops like what is going to be done
 19 to improve some of those stops to make people feel safe
 20 and welcome to those spaces.

21 MS. LLOYD: Thank you.

22 Any other public comments?

23 MR. HAMMONTREE: Hi, I'm Steven Hammontree
 24 from Eastpointe which, yes, that's Macomb County but I
 25 grew up a lot in Oakland.

1 I'm really excited to see these changes that
2 are coming in, but like other people I also want to
3 voice my opposition to replacing fixed routes with Flex.
4 I want schedules I can plan around and fares I know in
5 advance, and Flex is not either of those.

6 Some -- very often it will just say sorry, we
7 couldn't find a ride, and I'll be asked to take the
8 fixed route for 40 minutes anyway for where I want to
9 go.

10 And I even tried it earlier today because I
11 made this comment in the virtual public hearing and was
12 asked to give it another try. So I tried it today,
13 picked up some pizza on the way here, decided to see if
14 I could Flex. No, it just did not let me.

15 So I'm just not really a fan of Flex and I
16 don't want to see it being used to replace scheduled
17 service.

18 MS. LLOYD: Thank you.

19 MR. LAWRENCE: My name is Thomas Lawrence and
20 I'm from Pontiac as well.

21 I want to piggyback on what he was saying. A
22 lot of folks in Pontiac do complain about the Flex
23 services, they're not on schedule, also getting late to
24 work or not making it to work at all, it's causing
25 problems for people getting around the areas of the city

Page 27

1 as well as anywhere else they want to go.
2 So in regards to the route east and west of
3 Pontiac, so we're looking at no connection north and
4 south in Pontiac. Does it just go straight through on
5 that Baldwin route that I see? It's going down Baldwin,
6 Livingston Human Services area and all of that but not
7 any other area of Pontiac, is that how it's being set
8 up?

9 MS. LLOYD: If I can have you -- when we're
10 done with public comment I'll connect you with the
11 scheduler and he can go through the details of it with
12 you.

13 MR. LAWRENCE: Okay. Thank you.

14 MS. MORLAN: Carol Morlan, Rochester Hills.
15 How will this new system mesh with the system
16 that OPC already has in Rochester and Rochester Hills?

17 MS. LLOYD: So because this is public comment,
18 we're not doing kind of a question-and-answer session,
19 but we'll be happy to talk with you after the public
20 comment and discuss that. Those conversations will be a
21 big part of phase 2 to make sure this makes sense.

22 Anyone else?

23 All right. I do want to say and as I
24 indicated -- oh, we have one more.

25 MR. LASECKI: I'm Lukas Lasecki from

1 Farmington Hills.

2 I want to express again my excitement for
3 these new expansions, particularly the 740 and 305.
4 Probably had been saying that many times before, so I'm
5 glad it's happening following the millage. That's going
6 to be really nice to have.

7 But I also want to echo some of the concerns
8 previously made about overreliance on Flex and using
9 Flex in lieu of fixed routes because of the
10 aforementioned reliability concerns. I'm going to be in
11 some conversations with some SMART staff to discuss what
12 those are and find some resolutions, but at the moment
13 it's not really a suitable replacement for fixed routes.

14 MS. LLOYD: Thank you. Anyone else?

15 Okay. I just wanted to say one thing. As I
16 said because this is a public hearing with public
17 comment it's a little bit different than we did the
18 virtual session which was more of an engagement session.
19 However, I wanted to point out, because I feel the same
20 way that you do, to meet the requirements that the
21 Federal Transit Administration puts out regarding public
22 hearings you have to have the meetings where there is
23 transit, where it's transit accessible.

24 So we had to pick places to have these public
25 hearings in a place that was already transit accessible.

Page 29

1 We are very aware that -- of the irony of that and we
2 will -- we promise you that we will be engaging with all
3 of the communities that service will be coming to and
4 will be potentially coming to with the other providers
5 that exist in Oakland County. This summer you will see
6 SMART everywhere, hopefully the buses and the people
7 that make the decisions.

8 So we really thank you. We appreciate the
9 support you're giving us and we hope that we can work
10 together with you to make Metro Detroit have an
11 outstanding transit system.

12 Thank you.

13 (The public hearing concluded at 5:43 p.m.)

1 CERTIFICATE OF REPORTER
2
3 STATE OF MICHIGAN)
4) SS
5 COUNTY OF OAKLAND)
6
7 I, Cynthia Ann Chyla, hereby certify that I
8 reported stenographically the foregoing proceedings and
9 testimony under oath at the time and place hereinbefore
10 set forth; that thereafter the same was reduced to
11 computer transcription under my supervision; and that
12 this is a full, true, complete and correct transcription
13 of said proceedings.
14
15 
16
17 Cynthia Ann Chyla, CSR 0092
18 Notary Public
19 Oakland County, Michigan
20 My Commission expires: May 12, 2029
21
22
23
24
25

Hearing
05/15/2023

1

1

1 14:10 15:19
10 18:15
10:00 6:16 8:6 12:24
10:30 6:18,19
11:00 6:15 7:9
15th 3:9
18 3:15

2

2 14:12 15:18 27:21
2023 3:5,9
2:00 12:24

3

3 3:24 14:20
30 23:6
305 7:3,24 9:2 28:3
375 9:21 14:5

4

40 26:8
400 12:2,12
415 13:13
420 13:14
430 8:10 12:19
45 6:17 25:12
450 6:6,7,14 13:25
460 8:10
462 6:6,11,17
48226 3:17
492 8:2 13:5 17:20,21 24:25
495 8:9

5

50 20:12
535 3:16
5:02 3:9
5:30 6:15,17,18
5:43 29:13

6

60-minute 7:11
600 3:16
696 11:10
6:00 7:10 8:6 12:24
6:30 6:20 7:9

7

7 6:14 7:8 10:1 13:4 14:3
730 8:10
740 8:10,16 28:3
759 8:8 9:8,9 14:1
760 8:9 13:6
780 8:9 13:14
790 8:8 9:24 14:3,5
796 9:20 10:5 13:17 15:9
7:00 9:13

8

805 10:14
851 11:3
8:00 6:16 7:10
8:30 6:20

9

90 12:8

9:00 9:13

A

a.m. 6:17,18,20 7:9,10 8:6 9:13
12:24
abbreviated 13:7
absolutely 23:16
accepting 3:14
access 8:7 18:11 21:23 22:6,16,
25 23:7,14 24:5,8,16,19
accessible 28:23,25
acknowledge 5:3
Act 22:19
ADA 22:18
Adams 10:10
add 6:21
Added 10:10
addition 10:24 22:22 23:4
additional 11:21
addressed 3:15
adds 9:4
adjustments 21:14 22:2,23 24:1
adjusts 10:6
Administration 28:21
Administrative 3:16
advance 26:5
advantage 4:2
advocate 22:3,10
affected 16:1
affectionately 17:17
aforementioned 28:10
afternoon 3:2 10:19
afternoons 11:12
agree 24:2
ahead 3:1

Hearing
05/15/2023

2

Airport 9:18
allowing 5:1 21:15
alternatives 13:13 22:13
Amazon 10:8 14:4 16:3
Americans 22:18
and/or 25:16
Andy 4:12 14:22,24
Apartments 10:11
appointments 22:7
appreciation 24:1
area 5:21 9:6 12:16 18:20 25:8
27:6,7
areas 11:20 12:15 24:4 26:25
Ascension 7:25 8:14 9:7
Auburn 7:1 8:4 9:9 10:1,9
Avenue 6:9 7:7
avoided 16:25
aware 22:12 29:1

B

back 4:4 19:19
Baldwin 27:5
based 15:15 16:4
Beaumont 12:17
Beaver 12:21
Beck 8:25 9:3 10:24
begin 3:5
beginning 12:2
behalf 21:12 23:18
beholding 18:20
benefits 23:3
Berkley 8:21 20:4
big 12:21 27:21
bikers 18:18

bikes 19:9
Birmingham 7:1
bit 11:7 28:17
blind 21:10,17 22:1,8 23:1,12
24:11
Bloomfield 6:22,24 11:5 12:5,6
board 3:20 5:16 10:25
boards 4:3
bode 16:9,12
body 18:14
bother 17:12
bottom 12:7
brand 8:3
Bret 5:4,7,13
bring 4:15 14:23 19:18
bringing 4:13
Brown 17:16,22
build 19:21
builds 20:24
bus 5:21 7:15 15:9,10 16:21,23
17:9 18:14 19:3,4 20:16 23:5,7,8
24:5,8,19 25:18
buses 19:8,9 22:5 29:6
business 6:25

C

call 3:3 4:7
called 3:4,23
campus 10:2,8,9 14:1 23:5,9
cane 21:20
capture 17:5
card 3:22
Carol 27:14
cars 18:17 19:8,9
causing 26:24

Center 7:24 8:11 12:17 13:4
25:18
central 8:19 16:2
Centre 8:13
chance 3:25 14:21
Chief 21:9
Chrysler 10:9
city 3:23 12:12 15:5 26:25
Civic 12:17
Clair 8:22
Clawson 12:20 13:3,12
clear 21:25
clients 22:4,15 23:5
closed 12:6
Club 7:25
Co-director 15:1
collaborate 14:16
Collection 7:25
College 10:11 11:10
combatting 22:19
comment 3:14,22 14:19,22 16:20
17:19 21:6 24:21 26:11 27:10,
17,20 28:17
comments 3:17,20,24 6:2,4
14:20 20:3 24:23 25:22
Commission 24:14
communities 11:16,22 20:7,9,19
29:3
community 7:4 8:3 9:24 11:10
12:4,19 13:18 20:13 22:6,25
23:15 24:3,15
commuter 10:15 11:7
complain 26:22
complete 3:19 22:1
complex 12:16
concerned 19:16

concerns 24:3 28:7,10
concluded 29:13
concludes 14:6
confusion 7:22
connect 6:24 8:3 9:9 25:1 27:10
connecting 6:12 14:3 25:1
connection 10:3 27:3
connections 10:7 14:2 25:2
connects 8:18 9:5,25 10:15 11:8
consideration 24:18
consistently 13:20
consultant 14:11
contacting 14:12
continue 7:13,21 12:15 13:2
14:8,14,16 18:12 22:3
continues 11:19
contrary 22:18
contrast 17:4
control 18:20
convenient 10:16
conversation 16:3 20:20
conversations 5:10 27:20 28:11
corporations 16:4
corridor 6:8
cost 12:4 13:18
costly 22:23
Council 15:5
Counties 8:19
county 5:3,8,14,18 6:8 9:18
11:20 12:2 14:11,15 15:15 18:20
25:3,24 29:5
County's 14:17
court 3:13 5:9
covered 14:2
covers 13:12

creating 3:13 18:23
Creek 5:21
Crooks 12:21
cross 10:2 14:1
Crossing 6:13
crosstown 8:17,18 9:8,24,25
13:25
current 7:22 11:24 14:13
customers 9:5
cutbacks 19:16,23
Cutting 12:10

D

daily 21:22
Daniel 16:6
days 6:14 7:8 10:1 13:4,22 14:3
DDOT 25:2
de-board 11:1
deaf 23:12
decided 26:13
decisions 29:7
delays 25:9
delete 17:25
demand 25:10
denied 22:16
Department 4:10 5:15
Depot 11:17
destinations 6:25 7:23 8:12 9:15
10:7
details 27:11
detour 17:25
Detroit 3:17 6:13 7:2,6 10:16,19
11:8,11,12 14:9 29:10
develop 9:13 11:20
Development 4:10 5:8,15

Directors 3:21 5:16
disabilities 22:10,19,25 24:12
disabled 24:11
disconnecting 15:9
disconnections 15:16
discuss 3:4 27:20 28:11
discussing 22:5
doctors' 22:7
dog 21:12,17 22:17 23:3,11,18
24:11
dogs 21:10,20 22:1 23:1,9
dollars 21:4
downtown 6:10,13 7:2,5 8:4,14
10:9,16 11:8 14:3,4
drive 12:17 22:16
due 13:10,20
duplicated 12:9

E

earlier 14:9 26:10
early 5:22
easily 9:1 25:3
east 9:25 13:19 27:2
Eastpointe 25:24
echo 20:2 28:7
Economic 5:8,15
effective 12:9 15:8 17:2,11
effectively 11:25 13:25 23:10
efficient 17:23
Eleven 8:19
eliminated 13:11
Elise 17:16
emailed 3:17
employees 9:5 20:16
employment 23:1

empower 21:18
enable 21:20 23:9
encourage 21:1
end 6:4 7:12 10:12,23
ending 8:25 9:10,11 11:17 15:21
engagement 20:1 21:2 28:18
engaging 29:2
ensure 11:24
entire 12:16 13:21
entirety 9:4
envision 16:22
evaluation 15:18
Evan 16:18
evening 5:4,6 6:5 14:25 21:8,15,
25 22:6,11,24 23:20
events 22:6
Evergreen 13:9
evolve 14:8
excited 26:1
excitement 28:2
exist 29:5
expanded 10:21 11:14 23:13
expanding 15:15 16:8 18:10
expansion 8:23 15:14 22:4
expansions 19:15 28:3
expecting 21:3
explain 20:20
express 10:14 11:7 23:25 28:2
extend 18:1
extending 7:12
extremely 22:22

F

facilities 10:17

Fair 6:10
Fairgrounds 18:2
family 22:6
fan 26:15
fares 26:4
Farmington 7:4,5 8:20 10:17
11:5 12:12,13 20:4 28:1
fashion 21:4
fast 6:7,11 16:22 17:3
Federal 28:21
feel 4:2 20:22 25:19 28:19
Ferndale 7:1 12:20 17:17,18,24
24:22 25:1
Fifteen 13:14
fill 3:22
finally 13:17
find 26:7 28:12
firm 21:16
firmly 22:15
Firstly 21:13
Fisk 9:11
fixed 12:16 13:13 18:10,11
25:13,15 26:3,8 28:9,13
Flex 8:9,10 12:13 13:5,11,22
15:20 25:7,16 26:3,5,14,15,22
28:8,9
focus 6:22 19:7
folks 26:22
Ford 12:6
Forester 10:11
forgetting 17:18
forgot 3:7
forgotten 17:17
forward 15:1 18:22
forwarded 3:20
Fourteen 13:6,9

Franklin 12:18
free 4:2
frequency 7:11 13:8
frequently 22:15,16
fulfilling 21:24
full 22:1
future 19:24

G

gain 23:7
General 9:16
give 26:12
giving 29:9
glad 5:24 28:5
Glen 8:12
goal 23:11
Good 3:2 5:6 14:25 21:8
government 18:23
Grand 7:3,7,16,19 8:25 9:2 10:14
gratitude 23:25
great 6:13 15:3 18:10 20:2
Greenfield 13:13
grew 25:25
Griswold 3:16
Grounds 6:10
group 15:7,12
Groves 13:8
grow 9:14
guide 21:20
guys 20:5

H

Haggerty 7:13,20,21
half 20:13 24:9

Hearing
05/15/2023

5

Hall 8:15
Halstead 7:20
Hammontree 25:23
Hampton 8:13
hand 3:22 4:15 14:22
handled 13:24 14:4
hang 16:10
happening 28:5
happy 27:19
Harbor 11:17
Harmony 3:6
hear 5:9,19 15:3 20:17
heard 16:2 25:7,12
hearing 3:3,11,12,15,18 4:1
26:11 28:16 29:13
hearings 15:7,25 28:22,25
heart 6:8 20:9
Heights 8:22 10:12
Henry 12:6
high 6:11 12:4 13:2,8,18 15:10
20:7 25:9
Highland 9:8,11
highly 21:19
Highway 11:11
Hills 5:20 6:22,24 7:1,5 8:4,5,20
9:9 10:1,9,10,17 11:6 12:12
19:13 20:4 27:14,16 28:1
Hilton 12:20 17:23
hired 14:11
history 15:15
hit 17:12
hold 5:1 6:4 15:7
holding 20:6,8
holds 22:9
Home 11:17

hope 17:18 19:22 25:10 29:9
hoping 5:21 17:22
Hospital 7:25 8:14 9:7,16,17
hour 6:15,19 25:13
hourly 6:14,18 8:6,23 9:12
hours 10:20 11:13 13:22
Hub 16:3
Human 27:6
Huntington 8:21
Huron 9:21

I

I-96 10:22
idea 17:25
immediately 19:5
impacting 12:11
impaired 22:9 23:13
impairments 24:13
implore 15:6
important 25:1,4
improve 14:10 25:19
improved 10:6
improvement 15:3
include 7:11,24 8:12 9:15 10:10
12:16 13:13
including 23:1
inclusive 22:21 23:15
inclusivity 23:7
income 15:10 24:4
inconsistent 12:22
increase 14:15
independence 21:21
independent 21:22
independently 21:19

individuals 4:14 21:22 22:8,9,24
23:12
Industrial 10:11
information 3:12 4:3
initiative 17:19
initiatives 21:16
Innovation 3:7
input 5:18,20 20:21
installing 20:16
interest 9:14
International 9:18
interruptions 13:15
intersection 6:23
introduce 4:5,7 23:21
intuitive 7:18
invite 5:4
involved 20:23
irony 29:1
issue 24:10

J

John 13:10
Jordan 4:17
jump 15:17

K

Keego 11:17
Kermit 14:25
Kermit's 20:3
Kevin 4:19,23
kind 16:23 27:18
knowing 25:14

L

lack 18:11

Hearing
05/15/2023

6

Lake 6:23 9:10,17,18 11:3,5,9,15,
16 12:18 16:11
Lakes 6:13
large 15:14
Lasecki 27:25
late 26:23
Lawrence 26:19 27:13
Leader 21:10,12,17 22:1 23:1,3,
9,11,18 24:11
learning 14:13
leaving 15:17
length 7:13
level 12:22 23:15
levels 12:22
lieu 28:9
life 15:5 21:24 22:7,25
limit 3:24
limited 6:11
limits 12:13
lines 12:9
listen 15:24
listening 15:13
live 3:24 5:20 16:7 17:16 19:13
21:23
Livingston 27:6
Lloyd 3:1,6 4:19,23 5:10 6:1
16:5,15 17:15 18:4,6 19:11 21:7
23:22 24:20 25:21 26:18 27:9,17
28:14
local 6:6,7 18:20
located 4:4
long 6:23 8:17 11:2 17:6
longer 13:22
losing 20:25
lot 10:24 15:3 16:2 17:7 18:13,19
19:20 20:11,12 24:10,15 25:6,25
26:22

lots 10:25 20:14
love 19:3
low 12:3,25 13:8,10,18,21 15:10
18:12 19:17 24:4
Lukas 27:25
Lyft 22:13,16

M

M-5 10:22
Macomb 8:19 25:24
mad 20:18
made 26:11 28:8
Madison 8:22
mail 3:15
main 6:7 10:9 12:19,21 24:5
maintain 12:13
maintained 12:23
majority 12:11
make 7:17 14:14,22 15:13 16:20
23:15 25:3,19 27:21 29:7,10
makes 12:1 17:13 21:4 27:21
making 25:2 26:24
MALE 17:21
Mall 8:10 9:6 12:6 13:9 17:13
18:1
manager 4:12 5:14
Maple 12:18
maps 25:14
marked 11:1
Market 9:6
Marketplace 9:19 10:12
matched 13:21
Mcfarland 16:6
McLaren 9:16
MDOT 10:23,25

Meadowbrook 8:15
meaningfully 23:16
meet 14:17 28:20
meeting 5:1 20:9
meetings 20:4,7 28:22
Meijer 7:14 8:1,25 9:2,17 10:12
Melissa 21:9
member 3:22
mention 15:9 24:13
mesh 27:15
Metro 14:8 29:10
Michael 18:7
Michigan 3:17 16:19
microphone 4:13,16 14:23
middle 13:1
Midtown 7:1
mile 6:12 7:16,21 8:16,20,25
10:23,24 12:17 13:6,9,10,14
24:9
millage 15:2,15 18:16 20:13 28:5
mind 18:25
minimize 7:21
minutes 3:24 6:17 14:20 23:6
25:12 26:8
mission 21:17
mobility 14:17
moment 4:22 28:12
Monday 3:9 7:9 8:24 13:5
Morlan 27:14
morning 10:18 11:12
move 6:1 15:14 18:22 25:2
Mozhgon 24:22
multi-phased 11:23
multiple 24:12

Hearing
05/15/2023

7

N

names 11:5
nationwide 22:20
neighborhood 7:6 13:19
neighborhoods 10:1
newly 8:12 11:20
nice 28:6
Nino 8:13
north 11:15 16:7 27:3
Northbound 7:19
northeast 17:17
Northland 12:6,16
Northwest 7:6
Northwestern 11:11
Novi 7:13,24,25 8:24 9:5 10:17,
22 16:10 20:11
numerous 9:22

O

Oak 7:1 8:5,11,21 12:20 13:1,3
17:12
Oakland 4:25 5:3,8,14,16,18 6:8
8:3,9,10,19 9:15,16,18 10:3,4
11:9,20 12:2 13:9 14:2,10,15,17
15:1,15 16:1 17:13,24 18:1 20:4
25:25 29:5
Oaks 9:6
OCC 12:18
Officer 21:10
Offices 3:16
officially 3:2
officials 18:21
ongoing 13:10
OPC 24:14 27:16
Opdyke 10:4

open 6:2 14:19
opened 10:4
operate 8:23 11:25 13:2
operates 7:8,15 13:7
operating 6:9 12:4 13:7,18
opportunities 9:22 23:2
opportunity 21:15
opposition 26:3
Orchard 11:3,5,9,10,15,16 12:18
order 3:3 11:24 15:11
organization 21:13
OU 10:8 25:8
outlined 24:6
outlining 4:3
outreach 24:3
outstanding 29:11
overreliance 28:8

P

p.m. 6:15,16,18,19,20 7:9,10 8:7
9:13 12:24 29:13
Park 8:13 10:11,14,15,16,24,25
11:3,6,7
part 4:23 27:21
partner 23:11
passed 15:14
passengers 6:25 8:7 9:1,21
10:25 12:11
passes 23:4,8
past 7:12
peak 10:20 11:13 12:25
pedestrian 18:11
pedestrians 18:18 19:9
people 5:17 15:13,17,19,24 16:4
17:2,9 18:13 19:2 20:11,12,14,
20 21:3,18 24:2,7,10,11,15,16

25:2,12,19 26:2,25 29:6
percent 12:8 20:12
performing 12:3,23,25
periods 12:23
Perry 9:20 13:25
Perry/opdyke 9:20 13:17 17:4
persons 3:21 24:14
phase 14:10,12 15:17,19 27:21
phases 25:11
Philanthropy 21:10
Phoenix 25:17
physical 24:13
physically 18:14
pick 28:24
picked 26:13
piece 25:4,5
piggyback 26:21
piggybacks 17:19
pizza 26:13
place 16:2 17:8,9 28:25
places 15:8,25 28:24
plan 11:23 14:10 26:4
planner 4:18
planning 3:7 4:13,24 5:14
Plaza 8:14 9:6,17 10:12
point 17:10 28:19
Pontiac 5:22 6:6,10 8:8 9:9,16,
17,24,25 10:8 11:17 13:19,22
14:4 15:6 16:6,7 20:8 25:8
26:20,22 27:3,4,7
portions 8:18 12:12
potential 9:13
potentially 29:4
present 24:7
presentation 5:2 6:2 14:6

President 15:6
pretty 25:9
previously 28:8
primarily 7:6
problems 15:20 26:25
process 20:2,23 21:2
promise 29:2
proposed 3:4 4:3 5:19 6:3,6,21
7:11 8:5,23 9:8,11 10:2,21 11:14
14:7 19:15 21:14 22:23 24:1
proposes 11:25
provide 5:18 22:20
provided 10:5
providers 29:4
providing 11:21 21:19
public 3:3,14,15,18 14:19 15:7,
25 18:6 20:1,4,15,22 21:2,23
22:3,5,14 23:14 25:22 26:11
27:10,17,19 28:16,21,24 29:13
puts 28:21
putting 15:23

Q

quarter 24:9
question-and-answer 27:18
questions 16:14
quiet 5:11

R

raise 4:15 14:22
RAJAE 24:22
Rajee 24:22
range 8:7
Rasegan 5:4,6,7,13
Raven 23:21,23
reaching 24:3

real 5:11
realigned 7:16
realignment 12:1
receive 12:15
recently 10:3
recommendations 14:14
recorded 3:13
recording 5:11
Redford 7:5,6 10:17
reduction 13:20
reductions 12:1
regular 7:10
reliability 28:10
reliable 21:23
reliably 11:25
reliant 22:4
rely 25:11
relying 25:7
remains 13:15
remember 17:6
replace 26:16
replacement 28:13
replacing 10:5 26:3
reporter 3:13 5:9
reps 5:16
request 3:21
requirements 28:20
research 11:21
resident 18:8 21:11 23:24 24:23
resolutions 28:12
resource-intensive 12:10
rest 16:13
restored 19:25
review 4:2

ridden 17:6
ride 10:14,15,16,24,25 11:3,6,7
15:19 17:8 19:2,3,4 22:13 26:7
riders 7:22
ridership 6:11 8:17 12:7,22
13:10,18,21 16:1 17:6 18:12
19:17,20 20:8
Ridge 11:10 12:3,18
riding 7:17 14:7 16:21
rises 15:10
risk 20:24
River 7:3,7,17,19 8:25 9:2 10:14
road 7:14 9:1,3,8 10:22 11:9,15
12:3 13:17 16:21 17:24 24:5
Roads 8:20
Rochester 5:20 8:2,4,14 10:1,10
13:5 16:11,19,21 17:12 18:8
19:13 20:12 21:11 22:25 23:24
24:14 27:14,16
Roseville 8:22
roughly 6:12
route 6:8 7:4,8,12,17 8:3,16,17
9:9,15,19,23,25 10:12,22 11:1,
15 12:4,7,8,10,12,16,19 13:6,13,
17,19,20,21 14:13 15:10 16:21,
22,23 17:4,7,11,23 18:1 23:4,7,8
24:6,25 25:13,16 26:8 27:2,5
routes 6:24 8:8 11:24 12:7 15:4
16:8 18:10,11 19:16 23:6 24:19
25:2 26:3 28:9,13
routing 10:6,21 11:14
Royal 7:1 8:5,11,21 12:20 13:1,3
17:12
run 6:3,14 8:5 9:12
Running 16:16,18
runs 6:14,17 10:18 11:11

S

safe 11:2 21:23 25:19

Hearing
05/15/2023

9

safely 21:18
Salvaggio 8:13
Sam's 7:25
Saturday 7:9 8:24 13:5,7,10
Saturdays 6:15,19 8:6 9:12 16:9,
10
schedule 13:7 26:23
scheduled 26:16
scheduler 27:11
schedules 26:4
scheduling 4:24
school 13:8 22:7
schools 13:2
Sean 4:8,9
seek 22:20
send 10:21 11:14
sense 17:13 21:5 27:21
serve 10:7 13:1
served 7:23 8:12 11:20
serves 6:8 7:4 8:20 12:20 13:19
24:12
service 3:4 4:3,10 6:12 8:5,18
9:4,12,14,19,21 10:5,10,15 11:7,
19,21 12:2,13,15,23,25 13:3,11,
15,24,25 14:9,10 19:24 20:10
21:14 22:2,17,23 23:25 24:1
25:7 26:17 29:3
services 6:13 14:15 15:11,16
22:22 24:5 26:23 27:6
serving 10:16 11:8
session 27:18 28:18
set 27:7
share 22:13
shared 24:24
shopping 6:25
Shores 8:22

short 7:15
shuttle 12:14 13:8
side 16:7
significant 8:18 23:3 25:9
skeptical 20:15
skills 21:18,20
small 19:6
SMART 3:8,14,15,20 4:5,11,18
5:1,16 10:18,25 11:1,11,25 14:8,
11 15:2,13 18:19,21 20:16 21:1,
14 23:25 28:11 29:6
Smartbus.org. 3:18
society 22:21
solution 15:21
sorts 19:2
south 8:19 27:4
southbound 7:20
southern 18:1
Southfield 8:21 12:5 13:14
Southfield/orchard 12:3
spaces 25:20
speak 3:21,25 4:14 21:11 23:19
Speaker 17:21 18:7,8
speaking 22:24
Special 13:1
specifically 22:8
spent 21:4
Square 10:11
Squirrel 9:20
St 8:22
staff 3:22 4:5,7 5:3 28:11
stakeholders 14:13
start 5:2 9:11
started 3:1 14:12
state 3:23 6:10 18:2,23

Stayskal 4:9,21
steady 6:7
step 11:22
stepped 4:21
Steven 25:23
Stoney 5:20
stop 6:12 11:1 18:14
stops 6:12,21 9:2 16:24 20:16
24:19 25:18,19
straight 16:24 27:4
straighten 17:11
strategic 12:1
streamline 7:17
Street 3:16 12:19,21
streets 18:17
stress 19:1
stretch 7:15
strong 6:22 8:17 20:24
strongest 12:22
struck 19:4
struggles 17:7
students 14:2
stuff 20:21
substitutes 22:14
Suburban 7:24
suburbs 10:19 11:13
suitable 28:13
Suite 3:16
summer 3:5 29:5
Sundays 6:16,20 7:10
supplements 9:21
support 21:16 22:2 29:9
supports 5:18 21:21
survey 15:18

suspended 13:1
Sylvan 8:12 11:16
system 12:8 14:13 15:20 18:24
19:8 27:15 29:11

T

takes 18:13 19:4
taking 3:10
talk 18:9 19:1,3 27:19
talked 15:8
talking 17:20
tax 21:4
team 4:24
Tech 12:17
Telegraph 7:16 9:21 11:9,18
temporary 19:23
Ten 7:21
terms 19:7
thing 19:6 23:17 25:17 28:15
things 15:3 18:25
thinking 18:9,15
Thirteen 13:6,9
Thomas 26:19
Thorner 4:12 16:17 18:5
thought 4:20 25:10
thoughtful 15:23
thoughts 25:5
thrilled 5:17
time 3:11 4:15 9:14 19:10 20:10
times 19:20 25:6 28:4
title 3:8
today 4:6,24 5:1 26:10,12
Tolliver 23:23,24
Tom 19:12

tonight 5:17
Town 7:24
Township 7:5 9:10 10:18
train 23:5,9
trained 21:19
training 21:21 23:2,8
transcript 3:13
transcription 3:19
transfer 9:2,22
transfers 8:8
transform 18:16
transit 8:11 13:4 15:2 16:3 17:1
19:8 20:15,22 25:17 28:21,23,25
29:11
transition 25:3
transport 21:23 22:14 23:14
24:17
transportation 22:3,5
travel 10:8 21:18,22 23:6
trips 7:19,20 10:18,19 11:12 13:1
trouble 17:5
Troy 8:5,9 12:21 13:3,5,11,12
true 15:18 22:9
trust 20:24,25
tweak 11:6
Twelve 8:16,20,24 9:5 10:23,24

U

Uber 22:13,16
unacceptable 22:18
unchanged 13:16
underscore 22:14
understand 19:17
understanding 18:19
University 4:25 8:4,9 9:16 10:3,4

14:2 16:2 17:24
unnecessary 16:24
unstoppable 23:13,14
urge 15:12
usual 13:2
utilized 14:1

V

vast 12:11
vehicles 24:16
Vice-president 3:7 21:9
Village 5:21 8:13 11:16
virtual 26:11 28:18
visually 22:9 23:13
vital 9:4
voice 21:15 26:3
voiced 24:2
Vonzynda 4:17,18
vote 20:14
voted 20:13

W

waiting 25:12
walk 24:8
Walmart 9:10 10:13
Walton 9:20 14:1
wanted 16:20 28:15,19
Warren 8:22
Waterford 9:10,17 16:11
Wayne 25:3
week 6:14 7:8 10:2 13:4,23 14:3
weekday 13:15
weekdays 6:14,18 8:6 9:12 10:20
11:13 12:25

Weisse 21:8,9

west 7:14 9:1,6,25 10:4,8,22 11:5
12:5,6 27:2

western 7:12

White 9:10,18 16:11

Williams 14:24,25

Winchester 8:13

winds 12:4

Wixom 7:14,25 8:24 9:1

Woods 8:21

Woodward 6:6,7,9,11,21,23
13:24

words 5:5

work 5:7,14,22 14:11,12 16:9
18:23 22:8 26:24 29:9

worked 15:1

workers 10:15 11:8

written 3:14

Y

Yazbeck 19:12,13

year 5:22,23

years 18:15

Z

zigzag 17:8

zigzags 17:9

zone 13:22

DATE:	May 25, 2023	DISPOSITION SOUGHT:	Board Approval
TO:	SMART Board of Directors	SUBMITTED BY:	VP Finance
FROM:	Capital and Grant Programs	APPROVED BY:	General Manager

SUBJECT: Authorization to File and Execute the Applications, Contracts, and Amendments for the SMART FY 2024 Annual Application for Michigan Capital and Operating Financial Assistance

SUMMARY

Board authorization is requested to file the grant applications, and execute contracts and amendments for the FY 2024 Annual Application for state transportation capital and operating assistance to the Michigan Department of Transportation (MDOT). The Annual Application is the Suburban Mobility Authority for Regional Transportation's (SMART) application to MDOT for the estimated state capital and operating financial assistance required to operate public transportation during fiscal years 2024-2028.

DISCUSSION

Pursuant to Section 10e of Act 51 of the Public Acts of 1951, as amended, eligible transportation authorities are required to file an Annual Application describing the service, programs, and projects to be carried out in the ensuing fiscal year, together with specific requests for estimated capital and operating financial assistance. This application will be used by MDOT in the development of specific funding requests to the Michigan legislature for FY 2024 public transportation program appropriations for the SMART service area. Public notice was published in the Detroit News and Detroit Free Press on April 24, 2023, and Michigan Chronicle on April 26, 2023. The time frame to submit comments and/or a request for a public hearing closed Wednesday, May 24, 2023; no comments or requests were received and therefore the estimated budgets are final.

For SMART Sections 5307 and 5339 Federal Formula funds, the funding levels in this application are based on funding targets set by SEMCOG and the RTA's approved split for FY 2024: SMART will receive 50% (5307) and (5339) of the Detroit UZA apportionment. For SMART Section 5310 funds, which will be applied for through the RTA once FY 2024 apportionment levels are published by the FTA, we requested the amount needed for various qualifying capital and operating assistance projects.

For all other funds, the application for FY 2024 is based on the following assumptions. First, the LETC 5307 Governor's Apportionment, the LETC 5339 Governor's Apportionment, and LETC share of Toledo's 5307 and 5339 Formula funds are based on funding targets set by SEMCOG. Second, SMART and LETC FY2023 Congestion Mitigation Air Quality (CMAQ) have been awarded by SEMCOG. Third, Section 5311, Specialized Services operating assistance and Act 51 operating assistance funds are requested based on the past MDOT funding distribution levels and on the proposed State reimbursement rates.

Per MDOT instructions, capital line items reflect a 20% State match. At the time of appropriation/allocation, MDOT will determine what funding source is available for the match. SMART, communities, and agencies are responsible for up to the full 20% match when MDOT does not participate.

Program funding is subject to change upon receipt of federal appropriations or budget and/or scope amendments or revisions. The budget for the local transportation program is balanced.

Changes in eligibility documentation have not occurred during the past state fiscal year.

RECOMMENDATION

That the Board of Directors adopts the attached resolution authorizing the Board Chairperson to file the grant application and execute the contract and amendments for the FY 2024 Annual Application with MDOT. The Board Chairperson is the official representative of the applicant for all public transportation matters and is authorized to provide such information as deemed necessary by the commission or department for its administration of Act 51.

ATTACHMENTS:

1. FY 2024 Budget Summary
2. FY 2024 Annual Application: Capital Requests
3. Resolution

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorizing the Submittal of the Authority's FY 2024 Annual Application, the Execution of Grant Contracts and Amendments for Financial Assistance under Act No. 51 of the Public Acts of 1951

- Whereas, Pursuant to Michigan Department of Transportation (MDOT) guidelines, it is necessary for the Authority to make known, by formal resolution, its intent to apply for State financial assistance under provisions of Section 10e of Act No. 51 of the Public Acts of 1951, as amended; and
- Whereas, Act No. 51 of the Public Acts of 1951, as amended, requires that the Authority prepare and submit an Annual Application each year; and
- Whereas, The Annual Application for FY 2024 includes the request for the State capital and operating financial assistance for FY 2024; and
- Whereas, The budget for the local transportation program is balanced, and estimated revenues are \$171,068,600 (Route Revenue \$5,555,000, Federal \$14,900,000, State \$49,163,500, Local \$94,735,000, Other \$6,715,100) and support the proposed expenditures of \$171,068,600; and
- Whereas In its Master Agreement with Public Transportation Providers of July 9, 2013, the Regional Transit Authority (RTA) provided approval for SMART to work directly with MDOT to finalize and submit an FY 2024 funding application; and
- Whereas, Performance indicators have been reviewed and approved by the governing body, and
- Whereas, Changes in eligibility documentation have not occurred during the past state fiscal year; now, therefore, be it
- Resolved, SMART does hereby make its intentions known to provide transportation services and to apply for state financial assistance with this annual application, in accordance with Act 51. SMART does hereby establish the intent to file an application, execute contracts and amendments allowing for execution of Sections 5307 and 5339 Formula Capital including the Governor’s Apportionments for Monroe, Congestion Mitigation and Air Quality (CMAQ), Section 5310, Section 5311, and Specialized Services for financial assistance under the provisions of Section 10e of Act No. 51 of the Public Acts of 1951, as amended; and be it further
- Resolved, That the Board of Directors of SMART authorizes the VP of Finance, Ryan Byrne, to provide such information as deemed necessary by MDOT to make an official determination of the eligibility for funds under the provision of Section 10e of Act no. 51 of the Public Acts of 1951, as amended; and be it further
- Resolved The Board of Directors of SMART authorizes SMART to submit the Annual Application for FY 2024 to MDOT in compliance with the requirements of Section 10e of Act No. 51 of the Public Acts of 1951, as amended, and provide such information as deemed necessary by the commission or MDOT for its administration.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

**SMART - FY 2024 Annual Plan
Estimated Budget Summary^{(A)(B)}
4/3/23**

Description	Eligible Total*	Federal 100%	Federal 80%	Federal 50%	MDOT 20%	MDOT 50%	MDOT Other	MDOT Act 51	Local 20%	Local 50%
CAPITAL^(A)										
I	5307 Formula^(B)									
	SMART (50% Detroit UZA)	40,472,004		32,377,603		8,094,401				
	Monroe (MI portion of Toledo UZA)	616,430		493,144		123,286				
	Subtotal 5307	41,088,434		32,870,747		8,217,687				
II	Monroe 5307 Governor's Apportionment^(B)									
	Operating	968,500			484,250					#484,250
	Capital	1,646,582		1,317,266		329,316				
	Subtotal 5307 GA (Capital and Capitalized Operating)	2,615,082		1,317,266	484,250	329,316				#484,250
III	5339 Formula^(B)									
	SMART (50% Detroit UZA)	4,472,624		3,578,099		894,525				
	Monroe (MI portion of Toledo UZA)	68,671		54,937		13,734				
	Subtotal 5339	4,541,295		3,633,036		908,259				
IV	Monroe 5339 Governor's Apportionment^(B)									
	Subtotal 5339 GA	204,379		163,503		40,876				
V	Congestion Mitigation Air Quality (CMAQ) & Carbon Reduction Program (CR)^(C)									
	Subtotal CMAQ & CR	6,350,000		5,080,000		370,000			#900,000	
VI	Section 5310- Elderly and Disabled Program^(B)									
	SMART	4,030,698		1,669,387	971,982	417,347				#971,982
	Monroe	800,000		640,000		160,000				
	North Oakland Transportation Authority (NOTA)	375,212			187,606					#187,606
	Subtotal 5310	5,205,910	0	2,309,387	1,159,588	577,347				#1,123,493
VII	Section 5311-Nonurban Job Access and Reverse Commute (JARC)^(B)									
	North Oakland Transportation Authority (NOTA)	623,298			311,649	0	311,649			
	Subtotal 5310	623,298	0	0	311,649	0	311,649			
TOTAL Capital		60,628,398	0	45,373,939	1,955,487	10,443,485	311,649	0	0	#900,000
OPERATING (Ref. line 411 operating revenue schedules)										
VIII	Act 51 Operating^(F)									
	- SMART Urban Metro	45,000,000						45,000,000		
	- Monroe Urban Small (Lake Erie)	1,459,000						1,459,000		
	- Bedford Urban Metro	146,000						146,000		
	- Monroe Nonurban	342,000						342,000		
	Subtotal Act 51 Operating	46,947,000						46,947,000		
IX	Section 5311 (formerly Section 18 FTA pass-thru)^(G) (Ref. Line 413 nonurban operating revenue sched.)	554,000					554,000			
X	Other State Subsidized Services									
	- Specialized Services Grant	922,294					922,294			
	- Royal Oak Township	16,000					16,000			
	Subtotal	938,294					938,294			
TOTAL Operating		48,439,294					1,492,294	46,947,000		
Grand total Estimated Funding for SMART & Lake Erie		109,067,692	0	45,373,939	1,955,487	10,443,485	311,649	1,492,294	46,947,000	#1,643,838

Footnotes

- (A) Per 2024 Annual Application Capital Grants Worksheet. The Detroit UZA Formula splits, where applicable, are based on RTA split from FY 2019. Based on MDOT Application Instructions, we have budgeted for MDOT match of 20% for capital and 0% for 5310 New Freedom and 5307 Governor's Apportionment Operating assistance (local match). Each local match dollar amount has been labeled with a # and has been backed out of the total amount budgeted.
- (B) FY 2024 Funding based on Semcog targets for Federal Formula Funding.
- (C) CMAQ & CR Funds approved by SEMCOG.
- (D) SMART's portion of 5310 funds are determined by the RTA after Detroit UZA apportionment is made available by FTA. Dollar amounts included in budget are estimates based on FY22 5310 allocation to SMART. An application for funds will be submitted to the FTA after a Call for Projects and Program of Projects is developed and NOTA Nonurban New Freedom Operating funds are administered by MDOT and have been requested in SMART's FY24 Annual Application to MDOT.
- (E) Nonurban JARC funds have been requested in SMART's FY24 Annual Application. We have budgeted for MDOT match of 50% for operating.
- (F) Act 51 Operating is based on SMART's adopted FY 2024 budget, found under "5) Revenue Assumptions."
- (G) Section 5311 and Other State Subsidized Services based on SMART's adopted FY 2024 budget, found under "3) Restricted."

5 Year Capital Plan: FY24-28
SMART/Monroe/NOTA

Description	2024			2025			2026			2027			2028		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
1. 5307 Formula Funding															
SMART**															
Preventive Maintenance	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000
Security & Safety Activities (1.75% Min)	0	0	0	0	0	0	0	0	0	0	-1	-1	0	0	0
Enhancement Activities	320,000	80,000	400,000	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	1,145,909	286,477	1,432,386	2,340,936	585,234	2,926,170	1,615,248	403,812	2,019,060	2,432,900	608,225	3,041,125	0	0	0
Bus Replacement- Community Operated	0	0	0	0	0	0	0	0	0	835,896	208,974	1,044,870	0	0	0
Bus Replacement- Set Aside	0	0	0	0	0	0	8,000,000	2,000,000	10,000,000	0	0	0	0	0	0
Bus Replacement- F/R	0	0	0	9,526,509	2,381,627	11,908,136	5,189,440	1,297,360	6,486,800	0	0	0	19,456,668	4,864,167	24,320,835
Bus Spare Parts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shop Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Information Technology Projects	4,480,000	1,120,000	5,600,000	1,000,000	250,000	1,250,000	1,160,000	290,000	1,450,000	960,000	240,000	1,200,000	920,000	230,000	1,150,000
Facility Renovation	18,431,694	4,607,924	23,039,618	11,957,710	2,989,428	14,947,138	9,520,970	2,380,243	11,901,213	21,930,575	5,482,644	27,413,219	6,469,890	1,617,473	8,087,363
Subtotal SMART	32,377,603	8,094,401	40,472,004	33,025,155	8,256,289	41,281,444	33,685,658	8,421,415	42,107,073	34,359,371	8,589,842	42,949,213	35,046,558	8,761,640	43,808,198
Monroe-5307 TARTA Apportionment															
Preventive Maintenance	193,802	48,451	242,253	196,079	49,020	245,099	133,600	33,400	167,000	120,768	30,192	150,960	120,768	30,192	150,960
Bus Replacement	0	0	0	294,082	73,521	367,603	134,288	33,572	167,860	392,314	98,080	490,394	402,781	100,695	503,476
Bus Equipment/Parts	10,246	2,562	12,808	10,246	2,562	12,808	10,246	2,562	12,808	10,246	2,562	12,808	10,246	2,562	12,808
Shop Equipment	16,000	4,000	20,000	0	0	0	0	0	0	0	0	0	0	0	0
Facility Renovations	185,082	46,271	231,353	0	0	0	232,333	58,083	290,416	0	0	0	0	0	0
Transit Security Upgrades	2,600	650	3,250	2,600	650	3,250	2,600	650	3,250	0	0	0	0	0	0
Support Vehicle Replacement	85,414	21,354	106,768	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Monroe	493,144	123,286	616,430	503,007	125,752	628,759	513,067	128,267	641,334	523,328	130,833	654,161	533,795	133,449	667,244
Total 5307 Formula Funding	32,870,747	8,217,687	41,088,434	33,528,162	8,382,041	41,910,203	34,198,725	8,549,681	42,748,406	34,882,699	8,720,675	43,603,374	35,580,353	8,895,088	44,475,441
2. Monroe 5307 Governor's Apportionment															
Facility Renovation	803,421	200,855	1,004,276	676,399	169,100	845,499	811,421	202,855	1,014,276	0	0	0	0	0	0
Replace AVL System	480,000	120,000	600,000	432,049	108,012	540,061	0	0	0	0	0	0	0	0	0
Information Technology Hardware/Software	33,845	8,461	42,306	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Replacement	0	0	0	206,626	51,657	258,283	0	0	0	986,352	246,588	1,232,940	898,134	224,534	1,122,668
Support Vehicle Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preventative Maintenance	0	0	0	0	0	0	0	0	0	441,181	110,295	551,476	441,181	110,295	551,476
<i>Operating (# Under Operating Budget)</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>	<i># 484,250</i>	<i># 484,250</i>	<i>#968,500</i>
Total 5307 Gvnr's Apportionment	1,317,266	329,317	1,646,583	1,315,074	328,769	1,643,843	811,421	202,855	1,014,276	1,427,533	356,883	1,784,416	1,339,315	334,829	1,674,144
3. 5339 Formula Funding															
SMART**															
Facility Renovation	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	3,873,050	968,263	4,841,313
Subtotal SMART	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	3,873,050	968,263	4,841,313
Monroe 5339 Gov's Appt. & TARTA															
Bus Replacement	0	0	0	0	0	0	0	0	0	173,510	43,378	216,888	0	0	0
Bus Replacement (from TARTA)	0	0	0	0	0	0	0	0	0	58,300	14,575	72,875	0	0	0
Preventive Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	176,980	44,245	221,225
Preventive Maintenance (from TARTA)	0	0	0	0	0	0	0	0	0	0	0	0	59,466	14,867	74,333
Facility Renovation	163,503	40,876	204,379	166,773	41,693	208,466	170,108	42,527	212,635	0	0	0	0	0	0
Facility Renovation (from TARTA)	54,937	13,734	68,671	56,036	14,009	70,045	57,157	14,289	71,446	0	0	0	0	0	0
Subtotal Monroe	218,440	54,610	273,050	222,809	55,702	278,511	227,265	56,816	284,081	231,810	57,953	289,763	236,446	59,112	295,558
Total 5339 Formula Funding	3,796,539	949,135	4,745,674	3,872,470	968,118	4,840,588	3,949,920	987,480	4,937,400	4,028,918	1,007,230	5,036,148	4,109,496	1,027,374	5,136,870

5 Year Capital Plan: FY24-28

SMART/Monroe/NOTA

Description	2024			2025			2026			2027			2028		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
4. CMAQ Funding +															
SMART															
Bus Replacement-F/R	0	0	0	0	0	0	1,037,888	259,472	1,297,360	0	0	0	0	0	0
Bus Replacement- DO	0	0	0	1,890,205	472,551	2,362,756	940,248	235,062	1,175,310	0	0	0	0	0	0
<i>b Select Route Service Expansion (#Oper Bdgt)</i>	#3,600,000	#900,000	#4,500,000	0	0	0	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	0	0	0	1,890,205	472,551	2,362,756	1,978,136	494,534	2,472,670	0	0	0	0	0	0
Monroe															
Facility Renovation-EV Charging Infrastructure	520,000	130,000	650,000	520,000	130,000	650,000	520,000	130,000	650,000	0	0	0	0	0	0
Purchase Vehicles	0	0	0	0	0	0	0	0	0	1,924,310	481,078	2,405,388	0	0	0
Subtotal Monroe	520,000	130,000	650,000	520,000	130,000	650,000	520,000	130,000	650,000	1,924,310	481,078	2,405,388	0	0	0
Total CMAQ Funding	520,000	130,000	650,000	2,410,205	602,551	3,012,756	2,498,136	624,534	3,122,670	1,924,310	481,078	2,405,388	0	0	0
5. Carbon Reduction Program +															
SMART															
Bus Replacement-F/R- Electric	0	0	0	0	0	0	960,000	240,000	1,200,000	0	0	0	0	0	0
Bus Replacement- DO-Electric	960,000	240,000	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0
Electric Bus Charging Infrastructure	0	0	0	0	0	0	560,000	140,000	700,000	0	0	0	0	0	0
Subtotal SMART	960,000	240,000	1,200,000	0	0	0	1,520,000	380,000	1,900,000	0	0	0	0	0	0
Monroe															
Facility Renovation-EV Charging Infrastructure	0	0	0	120,000	30,000	150,000	0	0	0	0	0	0	0	0	0
Electric Support Vehicle-Expansion	0	0	0	280,000	70,000	350,000	0	0	0	0	0	0	0	0	0
Subtotal Monroe	0	0	0	400,000	100,000	500,000	0	0	0	0	0	0	0	0	0
Total Carbon Reduction Program Funding	960,000	240,000	1,200,000	400,000	100,000	500,000	1,520,000	380,000	1,900,000	0	0	0	0	0	0
6. SMART 5310 Funding ++															
SMART															
5310 Capital Projects (vehicles)	1,231,285	307,821	1,539,106	1,248,499	312,125	1,560,624	1,292,198	323,050	1,615,248	1,337,434	334,359	1,671,793	1,337,434	334,359	1,671,793
5310 Mobility Management	438,102	109,526	547,628	448,715	112,179	560,894	458,900	114,725	573,625	468,626	117,157	585,783	468,626	117,157	585,783
<i>c NF Operating Assistance (#Oper Bdgt)</i>	#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	0	0	0	25,000	0	25,000	25,000	0	25,000	25,000	0	25,000	25,000	0	25,000
Subtotal SMART	1,669,387	417,347	2,086,734	1,722,214	424,304	2,146,518	1,776,098	437,775	2,213,873	1,831,060	451,515	2,282,575	1,831,060	451,515	2,282,575
Monroe TARTA & MDOT Nonurban															
Purchase Vehicles-TARTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Purchase Vehicles-Nonurban	640,000	160,000	800,000	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Monroe	640,000	160,000	800,000	0	0	0	0	0	0	0	0	0	0	0	0
NOTA^															
<i>d Nonurban NF Operating (#Oper Bdgt)</i>	#187,606	#187,606	#375,212	#151,511	#151,511	#303,022	#151,511	#151,511	#303,022	#151,511	#151,511	#303,022	#151,511	#151,511	#303,022
Subtotal NOTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 5310 Capital Funding	2,309,387	577,347	2,886,734	1,722,214	424,304	2,146,518	1,776,098	437,775	2,213,873	1,831,060	451,515	2,282,575	1,831,060	451,515	2,282,575
7. Nonurban 5311 JARC^^															
NOTA															
Purchase Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Purchase Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mobility Manager	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>e Nonurban JARC Operating (#Oper Bdgt)</i>	#311,649	#311,649	#623,298	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766
Total 5311 JARC Capital Funding	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total SMART, Monroe & NOTA	41,773,939	10,443,485	52,217,424	43,248,125	10,805,781	54,053,906	44,754,300	11,182,325	55,936,625	44,094,520	11,017,380	55,111,900	42,860,224	10,708,806	53,569,030

5 Year Capital Plan: FY24-28															
SMART/Monroe/NOTA															
Description	2024			2025			2026			2027			2028		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
8. Operating & Service Expansion															
a Operating (# Under Operating Budget)	484,250	484,250	968,500	522,472	522,472	1,044,944	1,062,876	1,062,876	2,125,752	484,250	484,250	968,500	484,250	484,250	968,500
b Select Route Service Expansion (#Oper Bdgt)	3,600,000	900,000	4,500,000	0	0	0	0	0	0	0	0	0	0	0	0
c NF Operating Assistance (#Oper Bdgt)	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964
d Nonurban NF Operating (#Oper Bdgt)	187,606	187,606	375,212	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022
e Nonurban JARC Operating(#Oper Bdgt)	311,649	311,649	623,298	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766
Total Operating & Service Expansion	5,555,487	2,855,487	8,410,974	1,863,848	1,863,848	3,727,696	2,404,252	2,404,252	4,808,504	1,825,626	1,825,626	3,651,252	1,825,626	1,825,626	3,651,252
Grand Total including Opr & Svc Expansion	47,329,426	13,298,972	60,628,398	45,111,973	12,669,629	57,781,602	47,158,552	13,586,577	60,745,129	45,920,146	12,843,006	58,763,152	44,685,850	12,534,432	57,220,282
Notes															
* Future Fiscal Years (2024-2028) 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 2024-2026 CMAQ & Carbon Reduction Programs Projects approved by SEMCOG. FY2027 CMAQ are anticipated applications based on application history.															
++ SMART's share of the 5310 Funding for the Detroit UZA is determined by the Regional Transit Authority. Projects shown in budget are anticipated requests for funding.															
^Nonurban New Freedom funds are allocated by MDOT and are separate and in addition to SMART's share of the 5310 funding for the Detroit UZA.															
^^Nonurban 5311 funds are administered by MDOT. SMART applies on behalf of eligible subrecipients in SMART's service area.															
# Governor's Apportionment, Section 5310 Funding and JARC can have some portion used for operating assistance (50% Federal with 50% Local Match, 50% Federal with 50% State Match, and 80% Federal with 20% Local). These numbers are shown on the table but not included in the sum of capital funds.															

DATE: May 25, 2023 DISPOSITION SOUGHT: Board Approval
 TO: SMART Board of Directors SUBMITTED BY: VP of Finance
 FROM: Finance Department APPROVED BY: Deputy GM

SUBJECT: Amendment to the FY2022/23 General Operating Budget – Increased Marketing Expenditures

SUMMARY

A budget amendment for the fiscal year 2022/2023 is proposed for additional funds for the SMART marketing and external communications budget due to additional advertising expenditures. SMART has unspent budgeted funds related to Driver Wages/Fringes, as a result of unfilled positions this fiscal year. This unspent budget will be utilized to fund the additional expenditures.

The proposed line item budget amendment for the marketing and external communications is as follows:

Account	Approved 2022/23 Budget	Proposed 2022/23 Amended Budget	Amendment or Change
<u>Expenditures:</u>			
Marketing and Advertising	\$1,067,400	\$1,467,400	\$400,000
Fixed Route Operator Wages	\$22,592,400	\$22,192,400	(\$400,000)

FINANCIAL CERTIFICATION

The VP of Finance and CFO certify there is sufficient appropriation available to fund the payment of marketing and external communication expenditures for FY 2022/23.

ATTACHMENTS

- Resolution

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Amendment to the FY 2022/23 General Operating Budget

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) pursuant to PA 204 of 1967, as amended, has been empowered to acquire, plan, contract, operate and maintain a transportation system, and facilities within its jurisdiction; and
- Whereas, Pursuant to PA 2 of 1968, as amended, is required to amend its operating budget when changes to the said budget are required and known; and
- Whereas, PA 2 of 1968 as amended also requires the SMART to maintain a balanced budget; and
- Whereas, SMART amends the FY2022/23 Operating Budget by increasing various operational line items as noted; now, therefore be it
- Resolved, That the Board of Directors of the Suburban Mobility Authority for Regional Transportation hereby approves the budget amendment outlined in the VP of Finance communication to the Board dated May 25, 2023, and hereby increases the line items as noted.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Approve Purchase Order Change Action (POCA) #1 for additional funding for
General Advertising Services

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) is requesting a Purchase Order Change Action for increased funding to cover the cost of additional advertising services for the External Affairs Department; and
- Whereas, On October 28, 2021, SMART’s Board approved a contract with the Berline Group, Inc. (“Berline”) for General Advertising Services for a 3-year contract at \$1.5 million dollars with two 1-year options. The 2022-2023 budget year was dedicated to several important initiatives: 1) Rebranding the organization; 2) Enhancing the brand perception in Oakland, Macomb, and Wayne counties; 3) Implementing an effective public education campaign to increase awareness of SMART services; and 4) supporting SMART as the regional leader in transit; and
- Whereas, The increased advertising and public education efforts in 2022 resulted in advancing dollars at a rate that would exhaust the funds in the contract prior to its expiration; and
- Whereas, SMART plans to continue to build upon the momentum in increasing its brand awareness; to continue the marketing, advertising, and brand awareness campaign, as well as the promotion of public engagement during the service evaluation and future service changes, additional monies are needed to cover General Advertising Services for the remainder of the 3-year contract base period that expires in October 2024; and
- Whereas, POCA #1 will be funded via SMART’s Operating Funds; and
- Whereas, The Vice President of Finance has reviewed Berline’s financial documents and is satisfied that Berline has the ability to perform under the contract; and
- Whereas, The EEO Department is satisfied that Berline is in compliance with the equal opportunity/affirmative action policies of the Federal and State government and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA #1 in the amount not to exceed \$1,540,000.00 to Berline.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

DATE:	May 25, 2023	DISPOSITION SOUGHT:	Board Approval
TO:	SMART Board of Directors	SUBMITTED BY:	VP of Finance
FROM:	Finance Department	APPROVED BY:	General Manager

SUBJECT: Adoption of the FY 2024 Operating Budget, Restricted Operating Budget, and the Proposed FY 2024 - FY 2028 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) 2024 Operating Budget, FY2024 Restricted Operating Budget, and the proposed FY2024 through FY2028 Capital Budget for the Suburban Mobility Authority for Regional Transportation (SMART). The budget is required to be considered and approved thirty (30) days prior to the beginning of the fiscal year in accordance with PA 204 of 1967.

DISCUSSION

The SMART Board Budget Committee met with staff on May 3, 2023, and reviewed the proposed FY 2024 Operating Budget, Restricted Operating Budget, and the proposed FY 2024 through FY 2028 Capital Budget. After in-depth discussion, the Budget Committee voted unanimously to move the three budgets forward to the full SMART Board for consideration.

The FY2024, SMART proposed operating budget is \$171.1 million, which includes \$1,800,000 in contingency. These operating funds will be utilized to provide for regular fixed route bus service, FAST fixed route bus service, Microtransit on demand zones, and all paratransit/Connector/Community Transit bus services in all participating Public Act 196 (of 1986) communities within Wayne County, and all of Oakland and Macomb Counties.

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 FY2024 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 \$130.7 million in federal and state grants which were awarded to SMART in prior fiscal years. Further, SMART estimates an additional \$81.9 million in federal and state grant revenues for FY2024. Within the estimated federal grant funding covering FY2024, \$10.0 million of grant funding is appropriated within the FY2024 operating budget for operations.

RECOMMENDATION

It is recommended that the SMART Board of Directors adopt the FY 2024 Operating Budget, Restricted Operating Budget, and the FY 2024 through FY 2028 Capital Budget as submitted by staff and reviewed by the SMART Board Budget Committee.

ATTACHMENT

- SMART FY2024 Operating Budget
- SMART FY2024 Restricted Operating Budget
- SMART FY2024 / FY2028 Capital Budget
- Resolution

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Board Adoption FY2024 Operating Budget, FY2024 Restricted Operating Budget and
FY2024 / FY2028 Capital Budget

-
- Whereas, It is the determination of the Suburban Mobility Authority for Regional Transportation (Authority) that an annual budget for Authority operation be enacted annually pursuant to Authority Board Policy Sixteen (16) and in accordance with the Uniform Budget and Accounting Act of the State of Michigan (PA 2 of 1968 as amended) to budget and appropriate money for Authority operation for FY 2024; 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 Oakland and Macomb Counties along with eligible non-profit organizations to assist in operating bus service on a local level; and
- Whereas, The Authority establishes every fiscal year a five-year Capital Budget which is utilized to plan Capital expenditures over a five-year period as well as plan for various operational grants over a five-year period; and
- Whereas, The Authority annually appoints three Board members to a special committee designated as a Budget Committee to review in detail the proposed Authority operating budget, restricted operating budget, and the five-year Authority Capital Plan which said Committee reviewed in detail within an open meeting on May 3, 2023; and
- Whereas, A public notice was published in two newspapers in the metropolitan area notifying the public that the proposed operating budgets and capital budget were available for review from April 26, 2023, to May 25, 2023; and
- Whereas, The Authority pursuant to the provisions of PA 204 of 1967 as amended will submit its FY2024 Operating Budgets and Capital Budgets to the RTA Board for review along with any comments; now, therefore be it
- Resolved, That the Board of Directors of Suburban Mobility Authority for Regional Transportation hereby adopts the FY 2024 Operating Budget, Restricted Operating Budget, and the FY 2024 through FY 2028 Capital Budget; and, be it further
- Resolved, That the SMART Board of Directors hereby adopts 10% of a line item as the limitation for line item amendments without Board Approval.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

LIFE | SMART | YOU



OPERATING AND CAPITAL BUDGET

FISCAL YEAR 2024
BUDGET
COMMITTEE



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
Tiffany Gunter, Deputy General Manager
Ryan Byrne, CPA, Chief Financial Officer





INDEX

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

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)

Capital Budget





EXECUTIVE SUMMARY



FY 2024 OPERATING & CAPITAL BUDGETS EXECUTIVE SUMMARY

OVERVIEW

The Suburban Mobility Authority for Regional Transportation (SMART) Fiscal Year 2024 (FY 24) 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 \$171.1 million, funded through a combination of local property tax revenue, fare collections, 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 \$11.5 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 \$4.3 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 \$130.7 million in active federal and state grants which were awarded to SMART in prior fiscal years but not yet fully expended, and an additional \$82.0 million in federal and state grants newly available in FY 24.

The Authority has experienced reduced Fare revenue as a result of reduced ridership throughout the year, resulting in lower expected fare revenue recovery for FY 24. Additionally, the Authority has experienced increased fuel expenses during FY 23, for both propane and diesel. The increase volatility in the fuel markets has created extraordinary uncertainty in the FY 24 budgeted fuel expenses.

OPERATING BUDGET:

For FY 24, SMART revenue budget amounts to \$171.1 million, with approximately 55 percent coming from local property tax proceeds (\$94.7 million), another \$45.0 (26%) funded by gas tax funds through State Act 51 of 1951, and the remainder through federal sources (\$14.9 million), farebox revenue (\$5.6 million), and other State grant dollars (\$4.2 million). The local property tax revenues (current rates at 0.95) are supported by county-wide millage in Oakland and Macomb Counties and through member communities of Public Act 196 authorities in Wayne County.

In SMART's balanced budget, operational expenditure appropriations amount to \$171.1 million, which funds the wide range of services provided and supported by SMART. Approximately two thirds of expenses (\$113.6 million) are budgeted to provide FAST and Fixed Route bus services within Oakland and Macomb Counties and the participating communities Wayne County. Another 11.5% (\$19.6 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% (\$6.7 million) of SMART's budget has been allocated for the pilot Microtransit program. The budget includes \$4.3 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 \$22.2 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 \$4.0 million OPEB employer contribution for FY 24. This amount is in addition to a \$9.0 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:

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 24 include needed facility rehabilitation improvements at all three terminals. SMART is in the process of conducting a Capital Improvement Plan, to assess the long-term terminal needs. 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.

SMART has included estimates of outcome from new collective bargaining contracts in the FY 24 budgets.



FINANCIAL SECTION

- 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





SMART
FY2024 FUNCTIONAL OPERATING BUDGET

	FY2023 BUDGET	FY2024 BUDGET	\$ Variance FAV(UNFAV)	% Variance FAV(UNFAV)
REVENUE				
FEDERAL OPERATING REVENUE:				
SECTION 5307	\$ 8,000,000	\$ 8,000,000	-	
SECTION 5307 FEDERAL RELIEF	4,500,000	5,000,000	500,000	
OTHER FEDERAL GRANTS	739,000	1,900,000	1,161,000	157.1%
TOTAL FEDERAL OPERATING REVENUE	13,239,000	14,900,000	1,661,000	12.5%
STATE OF MICHIGAN				
ACT 51 - LOCAL BUS OPERATING ASSISTANCE	43,500,000	45,000,000	1,500,000	3.4%
OTHER STATE GRANTS	4,163,500	4,163,500	-	
TOTAL STATE OPERATING REVENUE	47,663,500	49,163,500	1,500,000	3.1%
CONTRIBUTION FROM COUNTY TRANSIT AUTHORITIES	78,650,000	94,735,000	16,085,000	20.5%
OPERATING REVENUE				
FIXED ROUTE	5,095,000	4,970,000	(125,000)	-2.5%
CONNECTOR	405,000	385,000	(20,000)	-4.9%
MICROTRANSIT	50,000	200,000	150,000	300.0%
OTHER INCOME				
LOCAL COMM TRANSIT OPERATING REVENUE	2,139,100	6,383,100	4,244,000	198.4%
	271,000	332,000	61,000	22.5%
TOTAL REVENUE	147,512,600	171,068,600	23,556,000	16.0%
EXPENSES				
OPERATIONS:				
FIXED ROUTE	98,798,700	114,194,515	(15,395,815)	-15.6%
CONNECTOR	14,302,700	18,999,567	(4,696,867)	-32.8%
MICROTRANSIT	6,000,000	6,695,000	(695,000)	-11.6%
GENERAL ADMINISTRATION	18,861,600	22,222,173	(3,360,573)	-17.8%
COMMUNITY CREDITS	4,114,900	4,320,645	(205,745)	-5.0%
TRI COUNTY POS ASSISTANCE	691,700	691,700	-	
COMMUNITY BASED SERVICE	193,000	495,000	(302,000)	-156.5%
DEPRECIATION EXPENSE	250,000	250,000	-	
EQUIPMENT PURCHASE EXPENSE	500,000	1,400,000	(900,000)	-180.0%
CONTINGENCY	800,000	1,800,000	(1,000,000)	-125.0%
COVID-19 EXPENSES	3,000,000	-	3,000,000	100.0%
TOTAL EXPENSES	147,512,600	171,068,600	(23,556,000)	-16.0%
REVENUES OVER (UNDER) EXPENSES	-	-	-	-



FY2024 OPERATIONAL BUDGET

		FY 2023 Budget	FY 2024 Budget	\$\$ Variance FAV(UNFAV)	% Variance
REVENUE					
Route Revenue:					
Fare Revenue		5,525,000	5,530,000	5,000	0.1%
Agency Revenue		25,000	25,000		
Total Route Revenue		5,550,000	5,555,000	5,000	0.1%
	<i>% Of Total Revenue</i>	4%	3%		
Federal Sources:					
Section 5307		8,000,000	8,000,000		
Section 5307 Cares Revenue		4,500,000	5,000,000	500,000	
Federal Grant-UWP/TAM		639,000	1,850,000	1,211,000	189.5%
Other Federal Grants		100,000	50,000	(50,000)	-50.0%
Total Federal Sources		13,239,000	14,900,000	1,661,000	12.5%
	<i>% Of Total Revenue</i>	9%	9%		
State Sources:					
State ACT 51 SMART - LBOA		43,500,000	45,000,000	1,500,000	3.4%
State Prev Maint Rev		2,000,000	2,000,000	-	
Other State Grants		2,163,500	2,163,500	-	
Total State Sources		47,663,500	49,163,500	1,500,000	3.1%
	<i>% Of Total Revenue</i>	32%	29%		
Local Sources:					
Contributions From Local Transit Authorities		78,800,000	94,885,000	16,085,000	20.4%
Allowance For MTT		(150,000)	(150,000)		
Total From Local Sources		78,650,000	94,735,000	16,085,000	20.5%
	<i>% Of Total Revenue</i>	53%	55%		
Other Income:					
Interest Income		300,000	4,500,000	4,200,000	1400.0%
Advertising		900,000	1,000,000	100,000	11.1%
Admin Fee Revenue		557,000	571,000	14,000	2.5%
Miscellaneous		382,100	312,100	(70,000)	-18.3%
Total Other Income		2,139,100	6,383,100	4,244,000	198.4%
	<i>% Of Total Revenue</i>	1%	4%		



FY2024 OPERATIONAL BUDGET

FY 2023 Budget

FY 2024 Budget

\$\$ Variance FAV(UNFAV)

% Variance

Other Operating Revenue:

Local Community Transit Operating Revenue

166,000

177,000

11,000

6.6%

Fleet Maintenance Reimbursement

105,000

155,000

50,000

47.6%

Total Other Operating Revenue

271,000

332,000

61,000

22.5%

% Of Total Revenue

0%

0%

TOTAL REVENUES

\$ 147,512,600

\$ 171,068,600

\$ 23,556,000

16.0%



FY2024 OPERATIONAL BUDGET

FY 2023 Budget

FY 2024 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 1 of 3)

WAGE AND WAGE RELATED EXPENSES:

ACTIVE EMPLOYEES:

Active Salaries, Wages & Taxes:

Administrative	8,602,400	11,408,604	(2,806,204)	-32.6%
Operations	40,702,200	48,568,084	(7,865,884)	-19.3%
Maintenance	9,990,800	12,009,171	(2,018,371)	-20.2%

Total Active Salaries, Wages, Taxes	59,295,400	71,985,859	(12,690,459)	-21.4%
--	-------------------	-------------------	---------------------	---------------

<i>% Of Total Revenue</i>	40%	42%		
---------------------------	------------	------------	--	--

Active Employee Benefits:

Hospitalization/Medical	8,668,500	9,645,200	(976,700)	-11.3%
Life, AD&D, Dental, & Optical	1,307,600	1,358,999	(51,399)	-3.9%
Other Employee Benefits	282,100	282,000	100	0.0%
Health Care Saving Plan	1,049,700	1,579,255	(529,555)	-50.4%
Workers Compensation	933,800	1,676,000	(742,200)	-79.5%
FICA	4,820,900	5,506,900	(686,000)	-14.2%
Pension Funding	9,719,800	9,718,050	1,750	0.0%

Total Active Employee Benefits	26,782,400	29,766,405	(2,984,005)	-11.1%
---------------------------------------	-------------------	-------------------	--------------------	---------------

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

<i>% Of Total Active Wages</i>	45%	41%		
--------------------------------	------------	------------	--	--

Total Active Employee Wages & Benefits:	86,077,800	101,752,264	(15,674,464)	-18.2%
--	-------------------	--------------------	---------------------	---------------

<i>% Of Total Revenue</i>	58%	59%		
---------------------------	------------	------------	--	--

RETIRED EMPLOYEES:

Post Employment Benefits:

OPEB Net Unfunded Obligation	4,494,600	4,000,000	494,600	11.0%
Retiree Medical, Life & Presc Premiums	8,435,800	8,999,826	(564,026)	-6.7%

Total Post Retirement Benefits	12,930,400	12,999,826	(69,426)	-0.5%
---------------------------------------	-------------------	-------------------	-----------------	--------------

<i>% Of Total Revenue</i>	9%	8%		
---------------------------	-----------	-----------	--	--

Total Wage and Wage Related Expenses	99,008,200	114,752,090	(15,743,890)	-15.9%
---	-------------------	--------------------	---------------------	---------------

<i>% Of Total Revenue</i>	67%	67%		
---------------------------	------------	------------	--	--



FY2024 OPERATIONAL BUDGET

FY 2023 Budget

FY 2024 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 2 of 3)

Operations:

Operational Expenses

Direct Variable (Vehicle):

Fuels - Diesel, Propane	10,180,000	9,384,824	795,176	7.8%
Gas, Oil, Lubricants, Etc.	546,000	546,000		
Repair Parts	3,220,000	3,500,000	(280,000)	-8.7%
Leased - Tires, Batteries	1,267,900	1,417,000	(149,100)	-11.8%
Vehicle Insurance	5,821,600	9,901,000	(4,079,400)	-70.1%
Bus Contract Repairs-Maintenance	1,326,300	1,566,200	(239,900)	-18.1%
Contract Repairs-Accidents	45,000	45,000		
Towing	183,000	183,000		

Total Direct Variable (Vehicle)	22,589,800	26,543,024	(3,953,224)	-17.5%
--	-------------------	-------------------	--------------------	---------------

% Of Total Revenue **15%** **16%**

Contract Transportation

Microtransit Opr Expenses	6,000,000	6,695,000	-695,000	-11.6%
---------------------------	-----------	-----------	----------	--------

Total Contract Transportation	6,000,000	6,695,000	-695,000	
--------------------------------------	------------------	------------------	-----------------	--

% Of Total Revenue **4%** **4%**

Indirect Variable:

Fare Collection Costs	535,800	542,800	(7,000)	-1.3%
Route Facilities Maint.	188,300	628,300	(440,000)	-233.7%
Other- Operational	334,400	622,400	(288,000)	-86.1%

Total Indirect Variable	1,058,500	1,793,500	(735,000)	-69.4%
--------------------------------	------------------	------------------	------------------	---------------

% Of Total Revenue **1%** **1%**

Facilities:

Utilities	1,617,900	1,735,540	(117,640)	-7.3%
Contract Bldg Maint.	933,200	1,269,200	(336,000)	-36.0%
Other- Facilities Expenses	455,300	448,100	7,200	1.6%
Business Insurance	66,400	98,400	(32,000)	-48.2%

Total Facilities	3,072,800	3,551,240	(478,440)	-15.6%
-------------------------	------------------	------------------	------------------	---------------

% Of Total Revenue **2%** **2%**

Total Operational Expense	32,721,100	38,582,764	(5,861,664)	-17.9%
----------------------------------	-------------------	-------------------	--------------------	---------------

% Of Total Revenue **22%** **23%**



FY2024 OPERATIONAL BUDGET

FY 2023 Budget

FY 2024 Budget

\$\$ Variance FAV(UNFAV)

% Variance

EXPENSES (Part 3 of 3)

Administration, Other, Spec. Serv, Contingency :

Administrative

General Supplies	715,900	509,950	205,950	28.8%
Professional, Consultant, Outside Serv.	1,636,000	3,146,300	(1,510,300)	-92.3%
Outside Counsel (Non V/L & W/C)	550,000	550,000		
Computer Maint.	824,500	937,000	(112,500)	-13.6%
Public Engagement & Marketing	1,817,400	2,553,000	(735,600)	-40.5%
Other- Administration	689,900	1,080,151	(390,251)	-56.6%

Total Administration	6,233,700	8,776,401	(2,542,701)	-40.8%
-----------------------------	------------------	------------------	--------------------	---------------

% Of Total Revenue

4%

5%

Other

Equipment Purchase Expense	500,000	1,400,000	(900,000)	-100.0%
Depreciation-Eligible	250,000	250,000		

Total Other	750,000	1,650,000		
--------------------	----------------	------------------	--	--

% Of Total Revenue

1%

1%

Special Services:

Community Credit Exp.	4,114,900	4,320,645	(205,745)	-5.0%
POS & Community Transit Serv.	884,700	1,186,700	(302,000)	-34.1%

Total Special Services:	4,999,600	5,507,345	(507,745)	-10.2%
--------------------------------	------------------	------------------	------------------	---------------

% Of Total Revenue

3%

3%

Contingency

Covid-19 Expenses	800,000	1,800,000	(1,000,000)	-125.0%
-------------------	---------	-----------	-------------	---------

	3,000,000		3,000,000	100.0%
--	-----------	--	-----------	--------

Total Operational Expenses	48,504,400	56,316,510	(6,912,110)	-14.3%
-----------------------------------	-------------------	-------------------	--------------------	---------------

% Of Total Revenue

33%

33%

TOTAL EXPENSES (Wages & Operational)	\$ 147,512,600	\$ 171,068,600	\$ (23,556,000)	-16.0%
---	-----------------------	-----------------------	------------------------	---------------

% Of Total Revenue

100%

100%

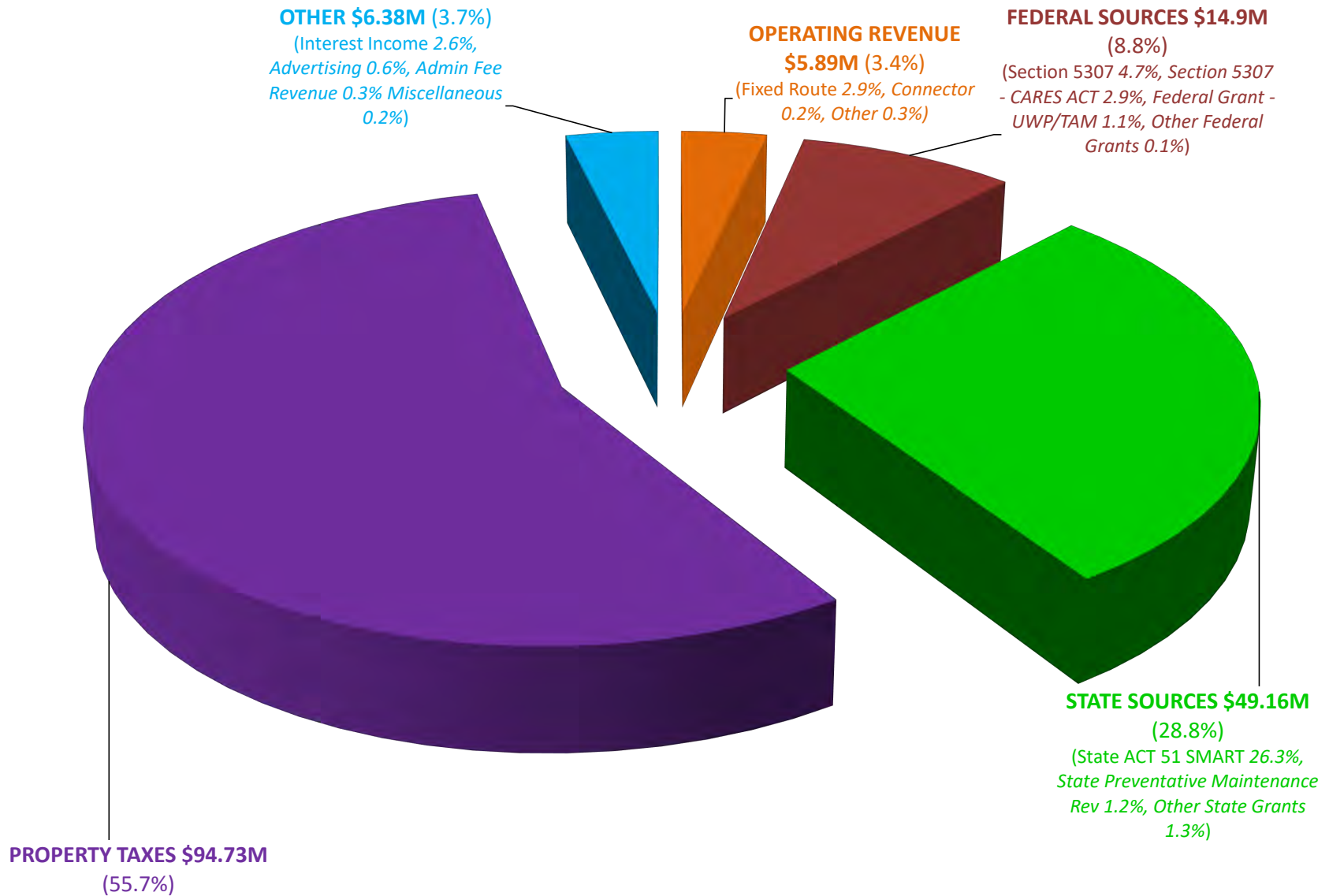
REVENUES OVER (UNDER) EXPENSES	\$ -	-		
---------------------------------------	-------------	----------	--	--



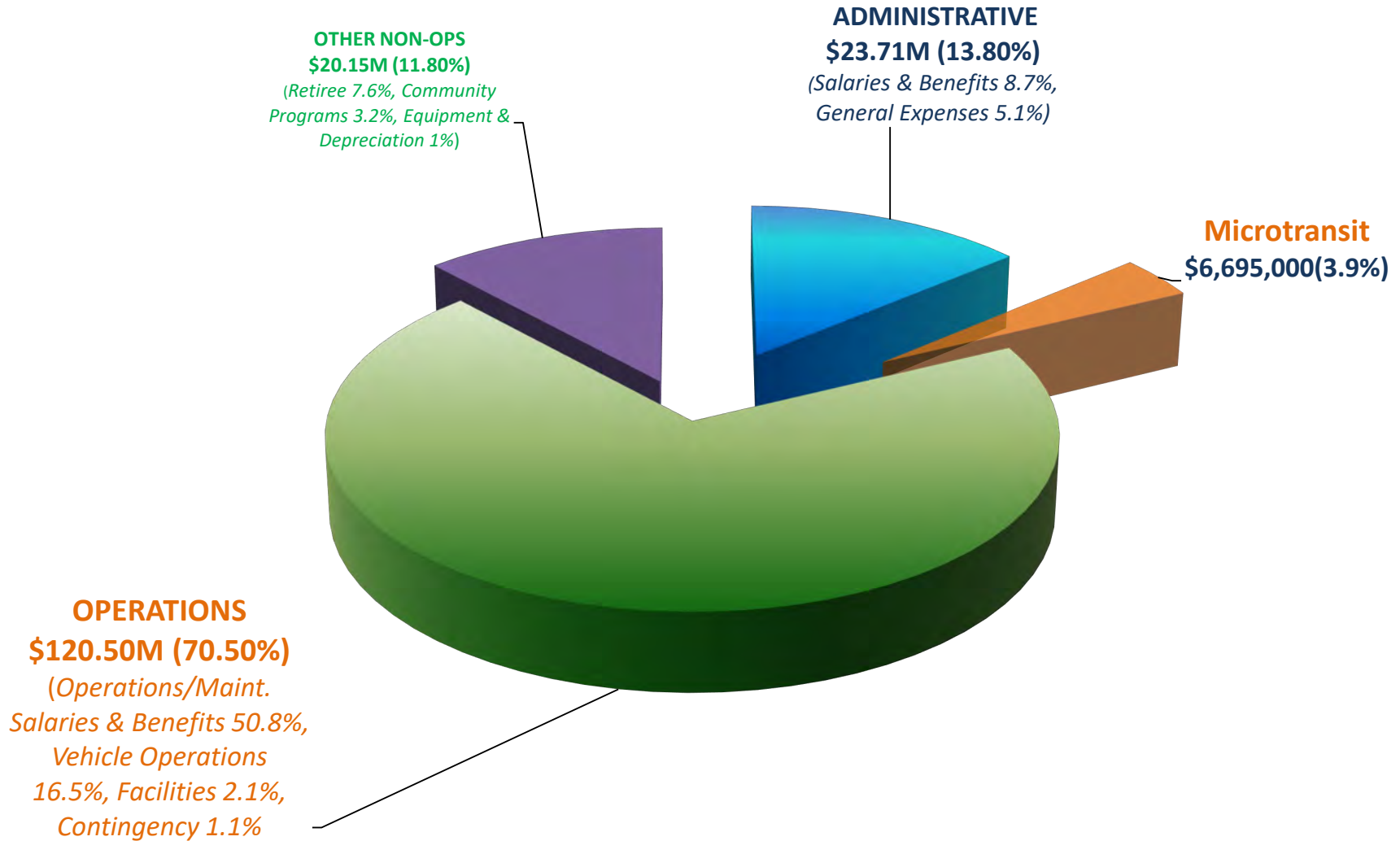
**FY2024 RESTRICTED BUDGET
RESTRICTED REVENUE**

	FY2023 BUDGET	FY2024 BUDGET	INCREASE (DECREASE)
MUNICIPAL CREDITS:			
MUNICIPAL CREDIT - ACT 51	\$ 1,630,500	\$ 1,630,500	\$ -
MUNICIPAL CREDIT - SPECIAL APPROPRIATION	1,630,500	1,630,500	-
TOTAL MUNICIPAL CREDITS	3,261,000	3,261,000	-
OUTER COUNTY POS:			
FTA SECTION 5307			
LAKE ERIE	1,450,000	984,000	(466,000)
LAKE ERIE PREVENTATIVE MAINTENANCE	99,000	194,000	95,000
LAKE ERIE TARTA	169,000	-	(169,000)
STATE ACT 51			
BEDFORD	107,000	146,000	39,000
MONROE	300,000	342,000	42,000
LAKE ERIE	1,400,000	1,459,000	59,000
STATE SECTION 5311			
MONROE	150,000	125,000	(25,000)
LAKE ERIE	80,000	53,000	(27,000)
WOTA	-	376,000	376,000
TOTAL OUTER COUNTY POS	3,755,000	3,679,000	(76,000)
OTHER STATE SUBSIDIZED SERVICES:			
SPECIALIZED SERVICES GRANT	922,000	922,000	-
ROYAL OAK TOWNSHIP - ACT 51	16,000	16,000	-
NORTH OAKLAND TRANSIT AUTHORITY - NEW FREEDOM	436,000	623,000	187,000
NORTH OAKLAND TRANSIT AUTHORITY - SEC 5311 JARC	152,000	190,000	38,000
JARC/NF MOB MGT/OPER	150,000	157,000	7,000
TOTAL OTHER STATE SUBSIDIZED SERVICES	1,676,000	1,908,000	232,000
SUB-AWARD GRANTEES:			
FTA SECTION 5310 GRANT	2,730,000	2,688,000	(42,000)
TOTAL OTHER STATE SUBSIDIZED SERVICES	2,730,000	2,688,000	(42,000)
TOTAL RESTRICTED REVENUE	11,422,000	11,536,000	114,000
RESTRICTED EXPENSES			
MUNICIPAL CREDITS	3,261,000	3,261,000	-
OUTER COUNTY POS	3,755,000	3,679,000	(76,000)
OTHER STATE SUBSIDIZED SERVICES	1,676,000	1,908,000	232,000
SUB-AWARD GRANTEES	2,730,000	2,688,000	(42,000)
TOTAL RESTRICTED EXPENSE	11,422,000	11,536,000	114,000
REVENUE OVER (UNDER) EXPENSE	\$ -	\$ -	\$ -

FY 2024 BUDGET REVENUE ALLOCATION



FY 2024 BUDGET EXPENSE ALLOCATION



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2024 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 24 distribution will be at the same rate as FY 23. 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 \$650,000 for FY2024. SMART will utilize this funding for long term planning initiatives.

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
FY2024 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	\$48,261,000	\$45,000,000	\$3,261,000
Detroit UZA: Royal Oak Twp. Subrecipient	16,000	-0-	16,000
Bedford UZA: LET Subrecipient	107,000	-0-	107,000
Monroe: LET Subrecipient	300,000	-0-	300,000
Lake Erie: LET Subrecipient	<u>1,400,000</u>	<u>-0-</u>	<u>1,400,000</u>
Total Act 51 Formula Funding	\$50,084,000	\$45,000,000	\$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 FY2024 reimbursement rate is 29%.

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
FY2024 OPERATING BUDGET
REVENUE ASSUMPTIONS**

LOCAL SOURCES:

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

On November 8, 2022, voters in participating Public Act 196 (of 1986) communities within Wayne, and as well as all of Oakland Counties and Macomb County voted on a new \$0.95/thousand property tax rate to operate transit within their respective communities. This levy will be for the period of FY 2023 through FY2032 for Oakland County, FY 2023 through FY 2027 for Macomb County, and FY 2023 through FY 2026 for communities participating in Wayne County. These tax rates are subject to be rolled back by the Headlee amendment and can vary by County.

For FY2024, it is estimated that 8% 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 \$0.95/thousand property tax rate net contribution by County is as follows:

<u>County</u>	<u>In Millions</u>	<u>Percent of Total</u>
Macomb	\$30.7	32.4%
Oakland	45.2	47.7%
Wayne	<u>18.9</u>	<u>19.9%</u>
Net Total Levy	\$94.8	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
FY2024 OPERATING BUDGET
REVENUE ASSUMPTIONS**

OPERATING SOURCES:

Fare Collections

	<u>Fixed Route Services</u>	<u>Connector Services</u>
Customers	5,021,505	241,020
Average Fare	x \$0.99	x \$ 1.50
	-----	-----
Total (rounded)	\$4,970,000	\$ 360,000

In addition, Agency revenues are anticipated to be \$25,000, and Micro-transit operations are anticipated to be \$200,000 for FY2024

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 FY2024, it is anticipated that investment revenues will increase to \$3,850,000 as compared to \$300,000 million for FY 2023. This is a result of increased interest rates over the last year.

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, FY2024 budgeted advertising revenue is estimated to be slightly higher than FY2023.



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2024 OPERATING BUDGET
EXPENSE ASSUMPTIONS**

EMPLOYMENT COSTS

Salaries Expense:

Non-represented employees

Wages Expense:

Estimated Drivers Hours

- Fixed Route – 1,070,112
- Connector – 341,084

SMART is engaged in negotiations with all union groups. The following contracts expired 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
FY2024 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 24, as calculated by the MERS actuary is approximately \$9.7 million based on an anticipated 7.35% return on investment and a phase in schedule. SMART management will analyze the budget to actual performance for FY 24 and determine if additional funding is available for excess contributions to the pension fund. As of 6/30/2022, the SMART net pension liability is \$37.9 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 24 budget to the MERS OPEB Trust is \$4.0 million plus an additional \$8.98 million in estimated retiree health care payments. The 6/30/2022 net OPEB liability is \$58.4 million.



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2024 OPERATING BUDGET
EXPENSE ASSUMPTIONS**

DIRECT VEHICLE COSTS

Estimated Miles

- Fixed Route – 14,282,928
- Connector – 3,821,167

Diesel Fuel:

	<u>Fixed Route</u>
Cost per gallon	\$3.30
Gallons	2,574,492

Propane Fuel:

	<u>Connector</u>
Cost per gallon	\$1.200
Gallons	741,045

Connector Fuel: 100% propane fuel

Gasoline:

	<u>Service Vehicle/Other</u>
Cost per gallon	\$3.00
Gallons	46,700



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FY2024 OPERATING BUDGET
EXPENSE ASSUMPTIONS**

Vehicle Insurance (Liability): Budgeted at .37 cents per mile based upon current experience.

Repair Parts:

	<u>Fixed Route</u>	<u>Connector</u>
Cost per mile	\$.22	\$.12

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 FY2023 TO FY2024

HEADCOUNT REPORT	FY2023 Bound Budget	FY2024 Bound Budget	FY2023 Budget Changes (+ / -)	Description of Position Changes
ATU (Fixed Route - 424 Full Time and 2 Part Time Drivers)	426	426	0	No Change
ATU CLERICAL (Clerical Support Personnel)	23	23	0	No Change
TEAMSTERS (Connector - 140 Full Time and 2 Part Time Drivers)	130	142	12	Added Twelve Connector Drivers
TEAMSTERS CLERICAL (15 Full Time and 6 Part Time CSO's)	20	21	1	Added One Full Time CSO II.
AFSCME	58	76	18	Added Nine Dispatch Inspector/Central and Nine Dispatcher
UAW (Maintenance - 154 Full Time and 3 Part Time Maintenance)	157	157	0	No Change
NONREPRESENTED (138 Full Time)	126	138	12	Added - Payables Specialist, Benefits & Compensation Division Assistant, HR Assistant (E&T), HR Recruiter, Government Affairs Liason, Community Contract Specialist, Supervisor of Fixed Route Customer Information, Planner, Payroll Accountant, Chief of Staff 4 Upgraded positions - Manager Grants Accounts/Accounts Payable to AVP, Capital General Ledger Accountant upgrade to Senior Capital General Ledger Accountant, Human Resources information systems reporting upgraded to Assistant to VP of HR, Manager of Labor & Employee Relations upgraded to AVP
Authority Total	940	983	43	



FUNCTIONAL SECTION

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





SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2024 OPERATING BUDGET
 SCHEDULE OF REVEUNE AND EXPENSE
 FIXED ROUTE

REVENUE	FY2023 BUDGET	FY2024 BUDGET	FAV(UNFAV)
FAREBOX	\$ 5,145,000	\$ 4,970,000	\$ (175,000)
ADVERTISING	900,000	1,000,000	100,000
RENTAL INCOME	60,000	30,000	(30,000)
OTHER	2,100	2,100	-
TOTAL REVENUE	6,107,100	6,002,100	(105,000)
EXPENSES			
TRANSIT OPERATIONS			
SALARIES	611,000	553,400	57,600
HOURLY WAGES	32,576,700	37,893,705	(5,317,005)
FUEL, LUBRICANTS & COOLANTS	9,736,000	9,041,824	694,176
TIRES & ELECTRIC BATTERIES	1,007,900	1,079,000	(71,100)
BATTERY LEASE	140,000	140,000	-
VEHICLE INSURANCE	4,715,500	8,658,000	(5,185,500)
OTHER OPERATIONAL	306,700	614,400	(307,700)
TOTAL	49,093,800	57,980,329	(10,129,529)
GENERAL ADMINISTRATION			
GENERAL SUPPLIES	457,900	442,400	15,500
PROFESSIONAL FEES	42,500	40,800	1,700
TOTAL	500,400	483,200	17,200
FARE COLLECTION			
FARE COLLECTION COSTS	514,800	542,800	(28,000)
TOTAL	514,800	542,800	(28,000)
SUB-TOTAL TRANSIT OPERATIONS	50,109,000	59,006,329	(10,140,329)
VEHICLE MAINTENANCE			
HOURLY WAGES	9,990,800	12,009,171	(2,018,371)
REPAIR PARTS	2,800,000	3,125,000	(325,000)
CONTRACT MAINT.	1,326,300	1,521,200	(194,900)
TOWING	160,000	160,000	-
TOTAL	14,277,100	16,815,371	(2,538,271)
BLDG. & GROUNDS			
UTILITIES/INSURANCE	1,065,700	1,143,800	(78,100)
CONTRACT MAINTENANCE	921,500	1,263,500	(342,000)
ROUTE FACILITIES MAINTENANCE	188,300	628,300	(440,000)
OTHER BLDG MAINTENANCE	110,300	110,300	-
TOTAL	2,285,800	3,145,900	(860,100)
SUB-TOTAL MAINTENANCE	16,562,900	19,961,271	(3,398,371)
EMPLOYEE BENEFITS AND RETIREES BENEFITS	32,126,800	33,983,916	(1,857,116)
TOTAL FIXED ROUTE EXPENSES	98,798,700	112,951,515	(15,395,815)
REVENUE OVER(UNDER) EXPENSE	\$ (92,691,600)	\$ (106,949,415)	\$ (15,500,815)



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2024 OPERATING BUDGET
 SCHEDULE OF REVEUNE AND EXPENSE
 CONNECTOR

REVENUES	FY2023 BUDGET	FY2024 BUDGET	FAV(UNFAV)
FAREBOX	\$ 380,000	\$ 360,000	\$ (20,000)
AGENCY	25,000	25,000	-
LOCAL COMM TRANSIT OPR REV	166,000	177,000	11,000
TOTAL REVENUE	571,000	562,000	(9,000)
EXPENSES			
TRANSIT OPERATIONS			
DISPATCH WAGES	711,300	1,286,300	(575,000)
DRIVER WAGES	5,702,400	8,304,080	(2,601,680)
FUEL, LUBRICANTS & COOLANTS	990,000	889,000	101,000
TIRES	120,000	198,000	(78,000)
VEHICLE INSURANCE	1,106,100	1,243,000	(136,900)
TOTAL	8,629,800	11,920,380	(3,290,580)
CUSTOMER SERVICE OPERATIONS			
WAGES	801,700	1,084,000	(282,300)
FARE COLLECTION COSTS	21,000	-	21,000
TOTAL	822,700	1,084,000	(261,300)
GENERAL ADMINISTRATION			
SALARIES	299,100	576,100	(277,000)
CONSULTANTS	-	850,000	(850,000)
OTHER	4,100	26,800	(22,700)
TOTAL	303,200	1,452,900	(1,149,700)
SUB TOTAL GENERAL ADMIN.	9,755,700	14,457,280	(4,701,580)
VEHICLE MAINTENANCE			
REPAIR PARTS	420,000	420,000	-
CONTRACT MAINT	45,000	50,700	(5,700)
OTHER	23,000	31,000	(8,000)
TOTAL	488,000	501,700	(13,700)
BLDG & GROUNDS			
UTILITIES & INSURANCE	21,700	16,000	5,700
OTHER	19,700	11,300	8,400
TOTAL	41,400	27,300	14,100
SUB-TOTAL MAINTENANCE	529,400	529,000	400
EMPLOYEE BENEFITS & TAXES	4,017,600	5,256,287	(1,238,687)
TOTAL CONNECTOR EXPENSE	14,302,700	20,242,567	(5,939,867)
REVENUE OVER(UNDER) EXPENSE	\$ (13,731,700)	\$ (19,680,567)	\$ (5,948,867)



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2024 OPERATING BUDGET
 SCHEDULE OF REVEUNE AND EXPENSE
 GENERAL ADMINISTRATION

EXPENSES	DEPARTMENTS									FY2024 TOTAL	FY2023 TOTAL	\$ Variance FAV(UNFAV)
	GENERAL MANAGER	ADMIN. SERVICES	GENERAL COUNSEL	GENERAL EXPENSES	FINANCE	HUMAN RESOURCES	EXTERNAL AFFAIRS	OPERATIONS ADMIN.	SERVICE DEVELOPMENT			
SALARIES	\$ 466,300	\$ 2,329,800	\$ 1,010,000	\$ -	\$ 1,562,000	\$ 1,307,800	\$ 1,080,500	\$ 1,904,000	\$ 1,047,000	\$ 10,279,104	\$ 8,602,400	\$ (1,676,704)
EMPLOYEE BENEFITS	94,447	787,058	346,307	-	629,648	535,201	409,271	283,341	440,754	3,526,028	3,568,400	42,372
SUPPLIES	-	48,350	15,200	109,800	4,300	105,300	38,300	700	72,100	394,050	611,000	216,950
CONSULTANTS	150,000	-	550,000	0	200,000	207,000	-	300,000	120,000	1,527,000	176,100	(1,350,900)
COMPUTER SERVICES	-	900,000	-	-	-	-	37,000	-	-	937,000	824,500	(112,500)
OUTSIDE SERVICES	-	216,000	-	583,700	7,000	461,300	-	1,000	10,500	1,279,500	1,970,100	690,600
TRAVEL & MEETINGS	45,200	108,200	17,200	-	30,951	20,800	38,400	12,600	28,400	301,751	90,900	(210,851)
TRAVEL - FUNDED & UWP	-	-	-	-	-	-	-	-	2,100	2,100	16,800	14,700
MILEAGE & TRAINING EXP	500	39,000	2,500	-	8,100	268,200	16,000	15,000	44,000	393,300	575,400	182,100
PUBLIC ENGAGEMENT & MKT	-	-	-	-	-	750,000	1,803,000	-	-	2,553,000	1,817,400	(735,600)
OTHER EXPENSES	30,000	121,500	106,000	10,500.00	3,000	8,000	75,500	-	700	355,200	13,200	(342,000)
UTILITIES & RENT	900	7,700	2,500	546,000	2,040	2,500	5,000	2,800	6,300	575,740	595,400	19,660
INSURANCE	-	-	91,200	7,200.00	-	-	-	-	-	98,400	196,800	98,400
TOTAL EXPENSES	787,347	4,557,608	2,049,707	1,250,000	2,447,039	3,666,101	3,502,971	2,519,441	1,771,854	22,222,173	19,058,400	(3,163,773)



COMMUNITY PROGRAM REVIEW

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



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2024 OPERATING BUDGET
MUNICIPAL CREDITS PROGRAM

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

(*) Includes Macomb Portion
 (**) Includes Oakland Portion
 (^) Communities make up Nankin Transit



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FY2024 OPERATING BUDGET
COMMUNITY CREDITS PROGRAM

MACOMB COUNTY		OAKLAND COUNTY		WAYNE COUNTY	
ARMADA	4,580.00	AUBURN HILLS	33,040.00	ALLEN PARK	52,020.00
ARMADA TWP	10,540.00	BERKLEY	27,970.00	DEARBORN	163,170.00
BRUCE TWP	18,360.00	BEVERLY HILLS	17,970.00	DEARBORN HEIGHTS	102,100.00
CENTER LINE	15,890.00	BINGHAM FARMS	1,710.00	ECORSE	20,170.00
CHESTERFIELD TWP	65,750.00	BIRMINGHAM	33,580.00	GARDEN CITY ^	53,170.00
CLINTON TWP	168,140.00	BLOOMFIELD TWP	72,600.00	GROSSE POINTE	9,670.00
EASTPOINTE	62,560.00	CLAWSON	22,890.00	GROSSE POINTE FARMS	17,000.00
FRASER	26,890.00	FARMINGTON	17,400.00	GROSSE POINTE PARK	21,660.00
HARRISON TWP	88,340.00	FARMINGTON HILLS	136,800.00	GROSSE POINTE SHORES *	5,040.00
LENOX TWP	15,390.00	FERNDALE	40,850.00	GROSSE POINTE WOODS	29,800.00
MACOMB TWP	144,940.00	FRANKLIN	4,880.00	HAMTRAMCK	38,350.00
MEMPHIS	2,580.00	HAZEL PARK	33,440.00	HARPER WOODS	25,000.00
MT. CLEMENS	32,330.00	HUNTINGTON WOODS	10,740.00	HIGHLAND PARK	32,220.00
NEW BALTIMORE	21,260.00	LATHRUP VILLAGE	5,300.00	INKSTER ^	52,040.00
NEW HAVEN	8,810.00	MADISON HEIGHTS	54,110.00	LINCOLN PARK	70,170.00
RAY TWP	10,740.00	OAK PARK	51,410.00	MELVINDALE	18,820.00
RICHMOND	14,060.00	PLEASANT RIDGE	4,600.00	REDFORD TWP	90,990.00
RICHMOND TWP	9,810.00	PONTIAC	118,140.00	RIVER ROUGE	18,420.00
ROMEO	10,680.00	ROYAL OAK	108,020.00	RIVERVIEW	23,290.00
ROSEVILLE	90,170.00	ROYAL OAK TWP	9,060.00	ROMULUS	39,070.00
SHELBY TWP	187,100.00	SOUTHFIELD	130,450.00	SOUTHGATE	52,050.00
STERLING HEIGHTS	218,800.00	TROY	134,880.00	TAYLOR	117,640.00
ST. CLAIR SHORES	119,030.00	WALLED LAKE	166,070.00	TRENTON	34,470.00
UTICA	8,800.00	W. BLOOMFIELD TWP	108,070.00	WAYNE ^	33,390.00
WARREN	255,780.00	TOTAL - OAKLAND	\$ 1,343,980	WESTLAND ^	145,530.00
WASHINGTON TWP	49,160.00			WYANDOTTE	50,930.00
TOTAL - MACOMB	\$ 1,660,490			TOTAL - WAYNE	\$ 1,316,180
				GRAND TOTAL	\$ 4,320,650

* INCLUDES MACOMB PORTION
 ^ COMMUNITIES MAKE UP NANKIN TRANSIT



**SUBURBAN MOBILITY AUTHORITY for REGIONAL TRANSPORTATION
FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET**

<u>ITEM</u>	<u>PAGE</u>
INTRODUCTION	1
FIVE-YEAR CAPITAL BUDGET SUMMARY	2
PRIOR YEARS CARRY-OVER SUMMARY	3
PRIOR YEARS CARRY-OVER DETAIL	4-9
FIVE-YEAR CAPITAL PLAN FY 2024 – FY 2028 CAPITAL BUDGET	10-12



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FISCAL YEARS 2024 to 2028 CAPITAL BUDGET**

INTRODUCTION

The FY 2024-FY 2028 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 2023, the FY 2024 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 (2024-2028) 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 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 2024 projects, while FY's 2025-2027 are anticipated applications.
- The 5310 Program, which now requires project funding requests to the Regional Transit Authority, reflects SMART's awarded projects in the "Carry Over" column of the five-year Capital Budget Summary and anticipated requests for funding for FY 2023-28. 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 2024 to 2028 CAPITAL BUDGET
 NEEDS BASED ON ELIGIBILITY AND FUNDING
 FIVE-YEAR CAPITAL BUDGET SUMMARY
 (000 OMITTED)

	CARRY OVER	FY 2023 (pending award) 09/30/2023	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	TOTAL
5307 Formula (SMART & Monroe) & 5307 LETC Governor's Apportionment * (^)	\$75,291	\$18,740	\$43,703	\$44,599	\$45,888	\$46,356	\$47,118	\$321,695
5307 Coronavirus Aid, Relief and Economic Security Act (CARES) SMART & Monroe	6,624	0	0	0	0	0	0	6,624
5307 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) SMART & Monroe	17,428	0	0	0	0	0	0	17,428
5307 American Rescue Plan Act (ARPA) SMART & Monroe	0	49,702	0	0	0	0	0	49,702
5339 Formula (SMART & Monroe) & 5339 LETC Governor's Apportionment (^)	11,952	173	4,746	4,840	4,937	5,036	5,136	36,820
Service Development and New Technology (SDNT)	13	0	0	0	0	0	0	13
Areas of Persistent Poverty Downtown Pontiac Equitable Mobility Hub	0	200	0	0	0	0	0	200
CMAQ (SMART & Monroe)*	9,434	2,187	5,150	3,013	3,123	2,405	0	25,312
Carbon Reduction Program (SMART & Monroe)	0	5,100	1,200	500	1,900	0	0	8,700
Carbon Reduction Program (WOTA, NOTA & OPC)*	0	1,847	0	0	0	0	0	1,847
5310 (SMART & Monroe)*	8,398	4,044	4,031	4,090	4,157	4,227	4,227	33,174
5310 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) SMART & Monroe	657	0	0	0	0	0	0	657
5310 American Rescue Plan Act (ARPA) SMART	652	0	0	0	0	0	0	652
5310 Monroe**	158	0	800	0	0	0	0	958
New Freedom-Non Urban (NOTA)*	45	0	375	303	303	303	303	1,632
JARC-Non Urban- NOTA	70	0	623	436	436	436	436	2,437
TOTAL	\$130,722	\$81,993	\$60,628	\$57,781	\$60,744	\$58,763	\$57,220	\$507,851

Assumptions:

Future Fiscal Years (2024 - 2028) federal formula funding based Semcog targets with an annual increase of 2%.

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 2024-2026 CMAQ & Carbon Reduction Programs Project approved by SEMCOG. FY2027 are anticipated applications based on application history.

SMART 5310 Projects Assume RTA Award of Requested Projects.

* SMART's 5307 Preventative Maintenance, CMAQ, LETC Governor's Apportionment, SMART 5310, New Freedom-Urban, New Freedom-Non Urban (NOTA), JARC Non-Urban & WOTA, NOTA & OPC Carbon Reduction Program 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.

(^) SMART Funding from the FY's 2020, 2022 and 2023 5307 & FY 2023 5339 grants remain unobligated due to Section 106 (NEPA) requirements



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET NEEDS BASED ON ELIGIBILITY
 PRIOR YEARS CARRY-OVER SUMMARY
 (000 OMITTED)

FISCAL YEAR	GRANT NO.	TOTAL	FUNDING
2013-2015	MI-90-X678	\$29	5307
2013-2014	MI-16-X007	253	5310
2015-2017	MI-2016-025-00	2,221	5307
2017/2018	MI-2018-020-00	928	5310
2018/2019	MI-2018-018-00	19,326	5307
2018/2019	MI-2018-018-00	4,391	5339
2018/2019	MI-2018-018-00	1,197	CMAQ
2018/2019	MI-2020-032-00	655	5310
2020	MI-2020-052-00	6,624	5307 CARES ACT
2020/2021	MI-2020-061-00	32,298	5307
2020/2021	MI-2020-061-00	4,351	5339
2020/2021	MI-2020-061-00	3,535	CMAQ
2020	2017-0130 P26	13	5303 & 5304 SDNT
2021	MI-2021-051	1,832	5310
2021	MI-2022-032	17,428	CRRSAA
2022	MI-2022-048	21,417	5307
2022	MI-2022-048	3,210	5339
2022	MI-2022-048	4,702	CMAQ
2021-2022	MI-2022-052	4,730	5310
2021	MI-2022-053	652	5310-APR
2021	MI-2022-054	657	5310-CRRSAA
2022	2022-0138 P7	158	5310-SMALL URBAN
2023	2022-0138 P10	45	5311-JARC-NOTA
2023	2022-0138 P6	70	5310-NF-NOTA
	TOTAL	<u>\$130,722</u>	



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2024 TO 2028 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	5307 2015/2016/2017 MI-2016-025-00	5310 2018 MI-2018-020	TOTAL
	SMART					
36380/36395	Facility Renovations/(1 % Security Requirement)/Construct Propane Fueling Stations	\$22				\$22
	LETC Gov Appt (GA) & Toledo Appt.					
36400	Facility Renovations	7				7
	5310 Sub-Recipients					
36790	Misc. Support Equipment-NOTA			\$3		3
	5310- SMART					
36810	Mobility Management		250			250
	5310 Sub-Recipients					
	SMART					
40250	Acquire- Support Vehicles			\$1,000		1,000
40270	Rehab/Renovate-Maintenance Facility			683		683
40290	Acquire-Mobile Surv/Security Equip			163		163
40305	Acquire Surveillance/Security Equipment			375		375
	5310 Sub-Recipients					
40700	Buy Replacement <30 Ft Bus				\$7	7
40750	Acquire IT Hardware				18	18
40760	Acquire IT Software				116	116
40520-40560	Mobility Management				115	115
40570-40670	Operating				672	672
TOTAL		\$29	\$253	\$2,221	\$928	\$3,431



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET
 PRIOR YEARS CARRY-OVER
 (000 OMITTED)

PROJECT NUMBER	PROJECT DESCRIPTION	5307	5339	CMAQ	5310	TOTAL
		2018-2019 MI-2018-018-00	2018-2019 MI-2018-018-00	2018-2019 MI-2018-018	2018-2017 MI-2020-032	
	SMART					
40800	Buy < 30 Ft Replacement Bus	\$630				\$630
40805	Purchase Landscaping/Scenic Beautification	75				75
40820	Eng/Design Bus Park & Ride Lots	715				715
40830	Acquire Surveillance/Security Equip 1% Security Req	645				645
40840	Acquire IT-Hardware	32				32
40850	Acquire IT Software	2,310				2,310
40860	Acquire Misc. Support Equipment	360				360
40870	Rehab/Renovate Maintenance Facility	13,277				13,277
TBD	Other- Consultant Zero Emission Fleet Plan	1,148				1,148
	LETC Gov Appt (GA) & Toledo Appt.					
40885	Buy Replacement Buses	19				19
40940	Rehab/Renovate Admin/Maintenance Facility	115				115
	SMART					
40790	Buy 40 Ft Expansion Buses		\$1,132			1,132
40795	Rehab/Renovate Admin/Maintenance Facility		3,259			3,259
40780	Purchase Control/Signal Equipment			\$1,197		1,197
	5310 Sub-Recipients					
41000	Buy Replacement <30- Ft Bus- Traditional 5310 Capital				\$8	8
41010	Acquire- IT Software Items				66	66
41020-41050	Mobility Management				97	97
41060-41180	Operating				484	484
TOTAL		\$19,326	\$4,391	\$1,197	\$655	\$25,569



**SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET
PRIOR YEARS CARRY-OVER
(000 OMITTED)**

PROJECT NUMBER	PROJECT DESCRIPTION	CARES ACT	5307	5339	CMAQ	TOTAL
		2020 MI-2020-052	2020-2021 MI-2020-061	2020-2021 MI-2020-061	2020-2021 MI-2020-061	
42010	Associated Capital Retrofit Items for 235 Fixed Route Buses	\$1,584				\$1,584
N/A	SMART-Operating Assistance	5,040				5,040
42090	Buy 40 Ft Replacement Buses-Electric		\$600			600
42191	Buy 40-Ft Replacement Buses		4,030			4,030
42193	Buy 40-Ft Expansion Buses		5,020			5,020
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		8,800			8,800
42194	Rehab/Renovate-Admin Maint		6,267			6,267
42160	Purchase Misc./Elec Power Equipment		654			654
42195	Construct Misc. Elect/Power Equipment		500			500
42196	Purchase Control/Signal Equipment-Collision Avoidance		2,000			2,000
42197	Purchase Bus Shelters		541			541
42170	Purchase Landscaping/Scenic Beautification		101			101
42180	Purchase PED Access/Walkways		5			5
	SMART					
42081	Rehab/Renovate Admin Maint Facility			\$4,285		4,285
42051	Buy 40-Ft Replacement Buses				\$3,535	3,535
	LETC Gov Appt (GA) & Toledo Appt.					
42230	Rehab/Renovate Bus Station			66		66
TOTAL		\$6,624	\$32,298	\$4,351	\$3,535	\$46,808



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET
 PRIOR YEARS CARRY-OVER
 (000 OMITTED)

PROJECT NUMBER	PROJECT DESCRIPTION	5303 & 5304	5310	CRRSAA	5307	TOTAL
		2020 2017-0130 P26	2019-2021 MI-2021-051	2021 MI-2022-032	2022 MI-2022-048	
36691	Operation and service policy/procedural development	\$13				\$13
	5310 Sub-Recipients					
42260	Buy Replacement Vans		\$6			6
42270	Buy Replacement 30-32 Ft Bus		130			130
42280-42370	Mobility Management		784			784
42400-42670	Operating Assistance		912			912
N/A	SMART-Operating Assistance			\$12,712		12,712
TBD	Sub Recipients- Operating Assistance			4,547		4,547
N/A	LETC-Operating Assistance			169		169
	SMART					
42720	Buy-40 Ft Replacement Buses				\$4,622	4,622
42730	Buy Replacement <30 FT Bus-Propane				6,024	6,024
42740	Buy Replacement <30 FT Bus-Community- Gasoline				628	628
42750	Replacement Vans-SMART				893	893
42760	Acquire-Hardware				3,451	3,451
42770	Acquire Software				5,078	5,078
42780	Purchase Bus Shelters				200	200
42790	Purchase Landscaping/Scenic Beautification				149	149
	LETC Gov Appt (GA) & Toledo Appt.					
42810	Buy Replacement Bus <30 Ft.				78	78
42820	Rehab/Renovate Admin/Maint facility				289	289
42840	Acquire Surveil/Security Equip				3	3
42830	Acquire-Radio Equipment				2	2
TOTAL		\$13	\$1,832	\$17,428	\$21,417	\$40,690



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET
 PRIOR YEARS CARRY-OVER
 (000 OMITTED)

PROJECT NUMBER	PROJECT DESCRIPTION	5339	CMAQ	5310	5310-APR	TOTAL
		2022	2022	2021-2022	2021	
		MI-2022-048	MI-2022-048	MI-2022-052	MI-2022-053	
42870	Rehab/Renovate-Bus Station	\$93				\$93
42880	Acquire Radio Equipment	4				4
	SMART					
42850	Buy 40 Ft. Replacement Buses	3,113				3,113
42700	Buy 40-Ft Replacement Buses		\$4,702			4,702
	5310 Sub-Recipients					
42890	Buy Replacement <30 ft. Bus Traditional 5310 Capital			\$2,440		2,440
42900	Buy Replacement Van-Traditional 5310 Capital			44		44
42910-42950	Mobility Management			559		559
42960-43060	Operating Assistance			1,687		1,687
	5310 Sub-Recipients					
43140-43200	Operating Assistance				\$652	652
TOTAL		\$3,210	\$4,702	\$4,730	\$652	\$13,294



SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
 FISCAL YEARS 2024 TO 2028 CAPITAL BUDGET
 PRIOR YEARS CARRY-OVER
 (000 OMITTED)

PROJECT NUMBER	PROJECT DESCRIPTION	5310-CRRSAA 2021 MI-2022-054	5310-Small Urban 2022 2022-0138 P7	5311-NOTA (JARC) 2023 2022-0138 P10	5310-NOTA (NF) 2023 2022-0138 P6	TOTAL
	<u>5310 Sub-Recipients</u>					
43080-43130	Operating Assistance Small Urban- Bedford & MCOP	\$657				\$657
36692	Two replacement vans w/lifts		\$77			77
36693	One <30-Ft replacement bus w/lift		81			81
36694	Operating Assistance-NOTA			\$45		45
70341	Operating Assistance-NOTA				\$70	70
TOTAL		<u>\$657</u>	<u>\$158</u>	<u>\$45</u>	<u>\$70</u>	<u>\$930</u>



5 Year Capital Plan: FY24-28
SMART/Monroe/NOTA

Description	2024			2025			2026			2027			2028		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
1. 5307 Formula Funding															
SMART**															
Preventive Maintenance	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000	8,000,000	2,000,000	10,000,000
Security & Safety Activities (1.75% Min)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Enhancement Activities	320,000	80,000	400,000	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	1,145,909	286,477	1,432,386	2,340,936	585,234	2,926,170	1,615,248	403,812	2,019,060	2,432,900	608,225	3,041,125	0	0	0
Bus Replacement- Community Operated	0	0	0	0	0	0	0	0	0	835,896	208,974	1,044,870	0	0	0
Bus Replacement- Set Aside	0	0	0	0	0	0	8,000,000	2,000,000	10,000,000	0	0	0	0	0	0
Bus Replacement- F/R	0	0	0	9,526,509	2,381,627	11,908,136	5,189,440	1,297,360	6,486,800	0	0	0	19,456,668	4,864,167	24,320,835
Bus Spare Parts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Shop Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Information Technology Projects	4,480,000	1,120,000	5,600,000	1,000,000	250,000	1,250,000	1,160,000	290,000	1,450,000	960,000	240,000	1,200,000	920,000	230,000	1,150,000
Facility Renovation	18,431,694	4,607,924	23,039,618	11,957,710	2,989,428	14,947,138	9,520,970	2,380,243	11,901,213	21,930,575	5,482,644	27,413,219	6,469,890	1,617,473	8,087,363
Subtotal SMART	32,377,603	8,094,401	40,472,004	33,025,155	8,256,289	41,281,444	33,685,658	8,421,415	42,107,073	34,359,371	8,589,843	42,949,214	35,046,558	8,761,640	43,808,198
Monroe-5307 TARTA Apportionment															
Preventative Maintenance	193,802	48,451	242,253	196,079	49,020	245,099	133,600	33,400	167,000	120,768	30,192	150,960	120,768	30,192	150,960
Bus Replacement	0	0	0	294,082	73,521	367,603	134,288	33,572	167,860	392,314	98,080	490,394	402,781	100,695	503,476
Bus Equipment/Parts	10,246	2,562	12,808	10,246	2,562	12,808	10,246	2,562	12,808	10,246	2,562	12,808	10,246	2,562	12,808
Shop Equipment	16,000	4,000	20,000	0	0	0	0	0	0	0	0	0	0	0	0
Facility Renovations	185,082	46,271	231,353	0	0	0	232,333	58,083	290,416	0	0	0	0	0	0
Transit Security Upgrades	2,600	650	3,250	2,600	650	3,250	2,600	650	3,250	0	0	0	0	0	0
Support Vehicle Replacement	85,414	21,354	106,768	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Monroe	493,144	123,286	616,430	503,007	125,752	628,759	513,067	128,267	641,334	523,328	130,833	654,161	533,795	133,449	667,244
Total 5307 Formula Funding	32,870,747	8,217,687	41,088,434	33,528,162	8,382,041	41,910,203	34,198,725	8,549,681	42,748,406	34,882,699	8,720,676	43,603,375	35,580,353	8,895,088	44,475,441
2. Monroe 5307 Governor's Apportionment															
Facility Renovation	803,421	200,855	1,004,276	676,399	169,100	845,499	811,421	202,855	1,014,276	0	0	0	0	0	0
Replace AVL System	480,000	120,000	600,000	432,049	108,012	540,061	0	0	0	0	0	0	0	0	0
Information Technology Hardware/Software	33,845	8,461	42,306	0	0	0	0	0	0	0	0	0	0	0	0
Vehicle Replacement	0	0	0	206,626	51,657	258,283	0	0	0	986,352	246,588	1,232,940	898,134	224,534	1,122,668
Support Vehicle Replacement	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Preventative Maintenance	0	0	0	0	0	0	0	0	0	441,181	110,295	551,476	441,181	110,295	551,476
<i>a Operating (# Under Operating Budget)</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>	<i># 484,250</i>	<i># 484,250</i>	<i>#968,500</i>
Total 5307 Gvnr's Apportionment	1,317,266	329,317	1,646,583	1,315,074	328,769	1,643,843	811,421	202,855	1,014,276	1,427,533	356,883	1,784,416	1,339,315	334,829	1,674,144
3. 5339 Formula Funding															
SMART**															
Facility Renovation	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	3,873,050	968,263	4,841,313
Subtotal SMART	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	3,873,050	968,263	4,841,313
Monroe 5339 Gov's Appt. & TARTA															
Bus Replacement	0	0	0	0	0	0	0	0	0	173,510	43,378	216,888	0	0	0
Bus Replacement (from TARTA)	0	0	0	0	0	0	0	0	0	58,300	14,575	72,875	0	0	0
Preventive Maintenance	0	0	0	0	0	0	0	0	0	0	0	0	176,980	44,245	221,225
Preventive Maintenance (from TARTA)	0	0	0	0	0	0	0	0	0	0	0	0	59,466	14,867	74,333
Facility Renovation	163,503	40,876	204,379	166,773	41,693	208,466	170,108	42,527	212,635	0	0	0	0	0	0
Facility Renovation (from TARTA)	54,937	13,734	68,671	56,036	14,009	70,045	57,157	14,289	71,446	0	0	0	0	0	0
Subtotal Monroe	218,440	54,610	273,050	222,809	55,702	278,511	227,265	56,816	284,081	231,810	57,953	289,763	236,446	59,112	295,558
Total 5339 Formula Funding	3,796,539	949,135	4,745,674	3,872,470	968,118	4,840,588	3,949,920	987,480	4,937,400	4,028,918	1,007,230	5,036,148	4,109,496	1,027,374	5,136,870





5 Year Capital Plan: FY24-28
SMART/Monroe/NOTA

Description	2024			2025			2026			2027			2028		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
4. CMAQ Funding +															
SMART															
Bus Replacement-F/R	0	0	0	0	0	0	1,037,888	259,472	1,297,360	0	0	0	0	0	0
Bus Replacement- DO	0	0	0	1,890,205	472,551	2,362,756	940,248	235,062	1,175,310	0	0	0	0	0	0
<i>b Select Route Service Expansion (#Oper Bdgt)</i>	#3,600,000	#900,000	#4,500,000	0	0	0	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	0	0	0	1,890,205	472,551	2,362,756	1,978,136	494,534	2,472,670	0	0	0	0	0	0
Monroe															
Facility Renovation-EV Charging Infrastructure	520,000	130,000	650,000	520,000	130,000	650,000	520,000	130,000	650,000	0	0	0	0	0	0
Purchase Vehicles	0	0	0	0	0	0	0	0	0	1,924,310	481,078	2,405,388	0	0	0
Subtotal Monroe	520,000	130,000	650,000	520,000	130,000	650,000	520,000	130,000	650,000	1,924,310	481,078	2,405,388	0	0	0
Total CMAQ Funding	520,000	130,000	650,000	2,410,205	602,551	3,012,756	2,498,136	624,534	3,122,670	1,924,310	481,078	2,405,388	0	0	0
5. Carbon Reduction Program +															
SMART															
Bus Replacement-F/R- Electric	0	0	0	0	0	0	960,000	240,000	1,200,000	0	0	0	0	0	0
Bus Replacement- DO-Electric	960,000	240,000	1,200,000	0	0	0	0	0	0	0	0	0	0	0	0
Electric Bus Charging Infrastructure	0	0	0	0	0	0	560,000	140,000	700,000	0	0	0	0	0	0
Subtotal SMART	960,000	240,000	1,200,000	0	0	0	1,520,000	380,000	1,900,000	0	0	0	0	0	0
Monroe															
Facility Renovation-EV Charging Infrastructure	0	0	0	120,000	30,000	150,000	0	0	0	0	0	0	0	0	0
Electric Support Vehicle-Expansion	0	0	0	280,000	70,000	350,000	0	0	0	0	0	0	0	0	0
Subtotal Monroe	0	0	0	400,000	100,000	500,000	0	0	0	0	0	0	0	0	0
Total Carbon Reduction Program Funding	960,000	240,000	1,200,000	400,000	100,000	500,000	1,520,000	380,000	1,900,000	0	0	0	0	0	0
6. SMART 5310 Funding ++															
SMART															
5310 Capital Projects (vehicles)	1,231,285	307,821	1,539,106	1,248,499	312,125	1,560,624	1,292,198	323,050	1,615,248	1,337,434	334,359	1,671,793	1,337,434	334,359	1,671,793
5310 Mobility Management	438,102	109,526	547,628	448,715	112,179	560,894	458,900	114,725	573,625	468,626	117,157	585,783	468,626	117,157	585,783
<i>c NF Operating Assistance (#Oper Bdgt)</i>	#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	0	0	0	25,000	0	25,000	25,000	0	25,000	25,000	0	25,000	25,000	0	25,000
Subtotal SMART	1,669,387	417,347	2,086,734	1,722,214	424,304	2,146,518	1,776,098	437,775	2,213,873	1,831,060	451,515	2,282,575	1,831,060	451,515	2,282,575
Monroe TARTA & MDOT Nonurban															
Purchase Vehicles-TARTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Purchase Vehicles-Nonurban	640,000	160,000	800,000	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Monroe	640,000	160,000	800,000	0	0	0	0	0	0	0	0	0	0	0	0
NOTA^															
<i>d Nonurban NF Operating (#Oper Bdgt)</i>	#187,606	#187,606	#375,212	#151,511	#151,511	#303,022	#151,511	#151,511	#303,022	#151,511	#151,511	#303,022	#151,511	#151,511	#303,022
Subtotal NOTA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total 5310 Capital Funding	2,309,387	577,347	2,886,734	1,722,214	424,304	2,146,518	1,776,098	437,775	2,213,873	1,831,060	451,515	2,282,575	1,831,060	451,515	2,282,575
7. Nonurban 5311 JARC^^															
NOTA															
Purchase Vehicle	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Purchase Equipment	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mobility Manager	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>e Nonurban JARC Operating (#Oper Bdgt)</i>	#311,649	#311,649	#623,298	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766
Total 5311 JARC Capital Funding	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total SMART, Monroe & NOTA	41,773,939	10,443,485	52,217,424	43,248,125	10,805,781	54,053,906	44,754,300	11,182,325	55,936,625	44,094,520	11,017,381	55,111,901	42,860,224	10,708,806	53,569,030





5 Year Capital Plan: FY24-28
SMART/Monroe/NOTA

Description	2024			2025			2026			2027			2028		
	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
8. Operating & Service Expansion															
a Operating (# Under Operating Budget)	484,250	484,250	968,500	522,472	522,472	1,044,944	1,062,876	1,062,876	2,125,752	484,250	484,250	968,500	484,250	484,250	968,500
b Select Route Service Expansion (#Oper Bdgt)	3,600,000	900,000	4,500,000	0	0	0	0	0	0	0	0	0	0	0	0
c NF Operating Assistance (#Oper Bdgt)	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964
d Nonurban NF Operating (#Oper Bdgt)	187,606	187,606	375,212	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022
e Nonurban JARC Operating(#Oper Bdgt)	311,649	311,649	623,298	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766
Total Operating & Service Expansion	5,555,487	2,855,487	8,410,974	1,863,848	1,863,848	3,727,696	2,404,252	2,404,252	4,808,504	1,825,626	1,825,626	3,651,252	1,825,626	1,825,626	3,651,252
Grand Total including Opr & Svc Expansion	47,329,426	13,298,972	60,628,398	45,111,973	12,669,629	57,781,602	47,158,552	13,586,577	60,745,129	45,920,146	12,843,007	58,763,153	44,685,850	12,534,432	57,220,282

Notes

- * **Future Fiscal Years (2024-2028) 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 2024-2026 CMAQ & Carbon Reduction Programs Projects approved by SEMCOG. FY2027 CMAQ are anticipated applications based on application history.**
- ++ SMART's share of the 5310 Funding for the Detroit UZA is determined by the Regional Transit Authority. Projects shown in budget are anticipated requests for funding.
- ^Nonurban New Freedom funds are allocated by MDOT and are separate and in addition to SMART's share of the 5310 funding for the Detroit UZA.
- ^^Nonurban 5311 funds are administered by MDOT. SMART applies on behalf of eligible subrecipients in SMART's service area.
- # Governor's Apportionment, Section 5310 Funding and JARC can have some portion used for operating assistance (50% Federal with 50% Local Match, 50% Federal with 50% State Match, and 80% Federal with 20% Local.)These numbers are shown on the table but not included in the sum of capital funds.



DATE:	May 25, 2023	DISPOSITION SOUGHT:	Board Approval
TO:	SMART Board of Directors	SUBMITTED BY:	VP of Finance
FROM:	Finance Department	APPROVED BY:	General Manager

SUBJECT: Fiscal Year 2024 Municipal Credit, Community Credit, and Purchase of Service Agreements
(Those receiving \$50,000 or greater)

SUMMARY

Board authorization is sought thereby permitting the execution of Municipal and Community Credit and Purchase of Service (POS) contracts with local communities and agencies entitled to receive total funding in excess of \$50,000. The agreement involves funds from the FY 2024 Act 51 Municipal Credit Program, SMART Community Credit Program, and federal pass-through funds for Monroe County.

DISCUSSION

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

Municipal Credit funds are allocated on a per capita basis to each municipality in Macomb, Oakland, and Wayne counties. The funding level is determined by the Michigan Legislature and is unchanged from the last year, consistent with the figures established using the 2020 census figures.

Community Credit funds are generated in the past by the tax collected in Macomb and Oakland County, and the opt-in communities in suburban Wayne counties. First implemented by the Board of Directors in 1996, the program was designed to support the expanded operation of local transportation programs by providing operating and capital funds to local units of government. The availability of Community Credits in 2024 is made possible due to the passage of the 2022 .95 mill, transit ballot proposals. Community Credit funds are only made available to local communities that participate in the collection of the transportation millage. Community Credits are included in the FY 2024 Operating Budget.

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

All funds are in the FY 2024 operating budget and the contracts are effective July 1, 2023.

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

RECOMMENDATION

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

ATTACHMENTS

- A. Resolution
- B. Listing of FY 2024 MC, CC, POS Contracts, and Monroe County Pass-Through Funds
(Communities Receiving More Than \$50,000)

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Execute FY 2024 Municipal Credit and Community Credit Agreements and Purchase of Service Contracts Fiscal Year 2024 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater)

- Whereas, That the SMART Board of Directors is responsible for the design, implementation, and oversight of public transportation in suburban Macomb, Oakland, and Wayne counties; and
- Whereas, SMART is the recipient of federal and state funds for certain transportation programs operated in Monroe County; and
- Whereas, The Authority has adopted an operating budget for the fiscal year 2024 utilizing available federal, state, and local funds; and
- Whereas, The SMART Board of Directors adopted a policy that would enhance locally provided services by returning a portion of the proceeds from each county's property tax back to local communities; and
- Whereas, Pursuant to State law, the Authority has established mechanisms for use of Act 51 Municipal Credit funds for each municipality in Macomb, Oakland, and Wayne Counties; and
- Whereas, The Authority has established a mechanism for the use of Community Credit funds; and
- Whereas, SMART acts as a "pass-through" agency for certain transportation programs operated in Monroe County; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is authorized to execute Municipal and Community Credit and Purchase of Service (POS) agreements in Fiscal Year 2024 with the communities and agencies in the amounts listed in the attached tables.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies 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 25, 2023.

Date

Board Secretary

No. _____

**FY 2024 MC, CC, POS Contracts, and Monroe County Pass-Through Funds
(Communities Receiving More Than \$50,000)**

MC/CC Contracts (>\$50,000)						
County	Communities	Municipal Credits	Community Credits	Special Subsidies	Totals	
Macomb	Charter Township of Chesterfield	\$ 42,475	\$ 65,750	\$ -	\$ 108,225	
	Charter Township of Clinton	94,079	168,140	-	\$ 262,219	
	City of Eastpointe	32,120	62,560	-	\$ 94,680	
	Charter Township of Harrison	22,753	88,340	-	\$ 111,093	
	Macomb Township	85,785	144,940	-	\$ 230,725	
	Richmond Lenox	-	-	375,000	\$ 375,000	
	City of Roseville	44,660	90,170	-	\$ 134,830	
	Charter Township of Shelby	74,319	187,100	-	\$ 261,419	
	City of Sterling Heights	125,742	218,800	-	\$ 344,542	
	City of St. Clair Shores	55,100	119,030	-	\$ 174,130	
	City of Warren	130,464	255,780	-	\$ 386,244	
	Washington Township	24,577	49,160	-	\$ 73,737	
	Oakland	City of Auburn Hills	22,800	33,040	-	\$ 55,840
		City of Birmingham	20,416	33,580	-	\$ 53,996
Charter Township of Bloomfield		41,420	72,600	85,000	\$ 199,020	
City of Farmington Hills		78,613	136,800	-	\$ 215,413	
City of Ferndale		17,965	40,850	-	\$ 58,815	
City of Madison Heights		26,648	54,110	-	\$ 80,758	
City of Novi		61,997		-	\$ 61,997	
City of Oak Park		27,664	51,410	-	\$ 79,074	
City of Pontiac		57,665	118,140	-	\$ 175,805	
City of Rochester Hills		71,412	-	-	\$ 71,412	
City of Royal Oak		54,483	108,020	-	\$ 162,503	
City of Southfield		71,716	130,450	-	\$ 202,166	
City of Troy		81,700	134,880	-	\$ 216,580	
City of Walled Lake		6,783	166,070	-	\$ 172,853	
Charter Township of Waterford		66,063	108,070	-	\$ 174,133	
Charter Township of W. Bloomfield		61,665		35,000	\$ 96,665	
Wayne		City of Allen Park	26,800	52,020		\$ 78,820
		Charter Township of Canton	92,340		-	\$ 92,340
		City of Dearborn	102,933	163,170		\$ 266,103
	City of Dearborn Heights	59,242	102,100		\$ 161,342	
	Garden City	25,631	53,170		\$ 78,801	
	City of Hamtramck	26,610	38,350		\$ 64,960	
	Charter Township of Huron	15,856	52,040		\$ 67,896	
	City of Lincoln Park	37,668	70,170		\$ 107,838	
	City of Livonia	89,424			\$ 89,424	
	City of Romulus	23,570	39,070		\$ 62,640	
	City of Southgate	28,092	52,050		\$ 80,142	
	City of Taylor	9,044	117,640		\$ 126,684	
	City of Trenton	59,347	34,470		\$ 93,817	
	City of Westland	79,952	145,530		\$ 225,482	
	City of Wyandotte	23,456	50,930		\$ 74,386	
	TOTAL MC/CC CONTRACTs (>\$50,000)	2,201,037	3,608,500	\$ 495,000	\$ 6,304,537	

**FY 2024 MC, CC, POS Contracts, and Monroe County Pass-Through Funds
(Communities Receiving More Than \$50,000)**

POS Contractor Contracts (>\$50,000)					
County	Communities	Municipal Credits	Community Credits	Special Subsidies	TOTALS
Wayne	Nankin	\$ -	\$ -	\$ 328,000	\$ 328,000
	Charter Township of Redford	46,332	90,990	-	137,322
TOTAL POS CONTRACTOR Contracts (>\$50		46,332	90,990	328,000	465,322
Summary: MC/CC AND POS Contractor Contracts (>\$50,000)					
	Subtotal MC/CC Contracts (>\$50,000)	\$ 2,201,037	\$ 3,608,500	\$ 495,000	\$ 6,304,537
	Subtotal POS Contractor Contracts (>\$50k)	\$ 46,332	\$ 90,990	\$ 328,000	\$ 465,322
	TOTAL MC/CC/POS (>\$50,000/Community)	\$ 2,247,368	\$ 3,699,490	\$ 823,000	\$ 6,769,858

Monroe County Federal and State Pass-Through Funds (Operating Funds Only)					
County		Section 5307	Section 5311	Act 51	TOTALS
Monroe	Monroe	\$ -	\$ 125,000	\$ 342,000	\$ 467,000
	Bedford	-	-	146,000	\$ 146,000
	Lake Erie	1,178,000	53,000	1,459,000	\$ 2,690,000
TOTAL Monroe County Pass-Through Funds		\$ 1,178,000	\$ 178,000	\$ 1,947,000	\$ 3,303,000

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to approve a contract with DTE Electric Company

Whereas, DTE Electric Company has extended their Charging Forward eFleet program to SMART, which will financially assist SMART with expenditures related to electric fleet charging infrastructure; and

Whereas, SMART has installed charging infrastructure at the Oakland Terminal, which is eligible for participation in the DTE Charging Forward program; now, therefore be it

Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation hereby is authorized to execute a contract with DTE Electric Company for participation Charging Forward eFleet program.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Approve a Purchase Order Change Action (POCA #4) for
Financial Audit Services Contract

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) is requesting a Purchase Order Change Action for additional financial audit services; and
- Whereas, A POCA #4 submitted in the amount not to exceed \$44,675.00 is needed by the Finance Department to cover additional time incurred for financial statement audit for the Fiscal Year of 2022. Pricing has been determined fair and reasonable; and
- Whereas, Funding for POCA #4 will be funded via Operating Funds; and
- Whereas, The VP of Finance is satisfied that Plante & Moran has performed under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that Plante & Moran is in compliance with the equal opportunity/affirmative action policies of the Federal and State government and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA #4 in the amount not to exceed \$44,675.00 to Plante & Moran.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION RESOLUTION

RESOLUTION

Authorization to Approve a Purchase Order Change Action (POCA) #1
for additional funding for Bus Simulator Project

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) is requesting a Purchase Order Change Action (POCA) for additional funding to cover the cost of all labor, material, and equipment to complete the requested additional low voltage work on the HEIN building bus simulator project; and
- Whereas, A POCA #1 submitted in the amount not to exceed \$10,106.00 is needed by the Maintenance Department to cover additional funding for the HEIN building Bus Simulator Project. Pricing has been determined fair and reasonable; and
- Whereas, Funding for POCA #1 will be funded via Capital Funds Project 40270; Federal Grant MI-2016-025 (5307); State Grant 2012-0170 P42; and
- Whereas, The Director of Finance is satisfied that La Salle Group has performed under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that La Salle Group is in compliance with the equal opportunity/affirmative action policies of the Federal and State government and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA #1 in the amount not to exceed \$10,106.00 to La Salle Group.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Approve a Purchase Order Change Action (POCA) #1 – Fire Extinguishers and Maintenance Contract – Additional Funds

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) has a contract with Gallagher Fire Equipment for Fire Extinguishers and Maintenance; and
- Whereas, The SMART Maintenance Department has a need for additional funds for Oakland Fire Suppression System Repair and Inspection and requires a POCA; and
- Whereas, POCA #1 submitted in the amount not to exceed \$21,143.20. The cost exceeds the allowable change order threshold, as stipulated in SMART’s Board Policy No. 1; and
- Whereas, Funding for this POCA in the amount not to exceed \$21,143.20 will be funded via: operating funds; and
- Whereas, The Director of Finance is satisfied that Gallagher Fire Equipment has performed under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that Gallagher Fire Equipment is in compliance with the equal opportunity/affirmative action policies of the Federal and State government and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve POCA # 1 in the amount not to exceed \$21,143.20 to Gallagher Fire Equipment.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Award a Contract for Bus Wraps

- Whereas, SMART has a need for bus wraps of some of its fleet that requires a contractor for design, installation, and maintenance; and
- Whereas, A Request for Proposal (RFP) was advertised and published on Michigan Intergovernmental Trade Network (MITN) for which two proposals were received; and
- Whereas, An evaluation and selection committee was appointed by the General Manager to evaluate the two proposals according to the criteria in the RFP; and
- Whereas, The proposal submitted by Turbo Images was determined to be most advantageous to SMART with price and other specified evaluation factors being considered. Price was determined to be fair and reasonable; and
- Whereas, Adequate funding is available in the Authority's general fund; and
- Whereas, The Director of Finance is satisfied that Turbo Images has the potential to perform under the terms and conditions of the contract; and
- Whereas, The EEO Department is satisfied that Turbo Images is in compliance with the equal opportunity and affirmative action laws and policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract for installation, removal, and maintenance/repair of SMART buses for a one-year contract with two, one-year option renewals not to exceed \$937,203.00.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

Bid Tabulation

RFP 23-3668A Bus Wraps

Due Date: February 27, 2023

PA: Marie Bouchard

TURBO IMAGES	
YEAR ONE COST	Price
Wrap Production for 40-foot bus	\$2,183
Wrap Production for 60-foot bus	\$2,754
23-foot Cutaway bus	\$2,054
20-foot Transit Vans	\$1,362
Installation for 40-foot bus	\$2,565
Installation for 60-foot bus	\$2,850
Installation for 23-foot Cutaway bus	\$3,135
Installation 20-foot Transit Vans	\$1,615
Wrap Removal for 40-foot bus	\$774
Wrap Removal for 60-foot bus	\$1,013
Wrap Removal 23-foot Cutaway bus	\$719
Wrap Removal 20-foot Transit Vans	\$451
Total	\$21,475
Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$100 per hour

TURBO IMAGES	
OPT YEAR ONE COST	Price
Wrap Production for 40-foot bus	\$2,292
Wrap Production for 60-foot bus	\$2,892
23-foot Cutaway bus	\$2,157
20-foot Transit Vans	\$1,431
Installation for 40-foot bus	\$2,693
Installation for 60-foot bus	\$2,993
Installation for 23-foot Cutaway bus	\$3,292
Installation 20-foot Transit Vans	\$1,696
Wrap Removal for 40-foot bus	\$813
Wrap Removal for 60-foot bus	\$1,063
Wrap Removal 23-foot Cutaway bus	\$755
Wrap Removal 20-foot Transit Vans	\$474
Total	\$22,551
Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$105 per hour

TURBO IMAGES	
OPT YEAR TWO COST	
Wrap Production for 40-foot bus	
Wrap Production for 60-foot bus	
23-foot Cutaway bus	
20-foot Transit Vans	
Installation for 40-foot bus	
Installation for 60-foot bus	
Installation for 23-foot Cutaway bus	
Installation 20-foot Transit Vans	
Wrap Removal for 40-foot bus	
Wrap Removal for 60-foot bus	
Wrap Removal 23-foot Cutaway bus	
Wrap Removal 20-foot Transit Vans	
Total	
Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	

Design Services

\$100

Design Services

\$105

Design Services

Total **\$21,575**

Total **\$22,656**

Total

Alternative #1 No window	
Alternative Pricing Schedule # 1 – No Window Coverage YEAR ONE COST	PRICE
Wrap Production for 40-foot bus	\$2,000
Wrap Production for 60-foot bus	\$2,572
23-foot Cutaway bus	\$1,902
20-foot Transit Vans	\$1,210
Installation for 40-foot bus	\$2,470
Installation for 60-foot bus	\$2,755
Installation for 23-foot Cutaway bus	\$3,040

35 \$70,000

3 \$5,706

Installation 20-foot Transit Vans	\$1,520
Wrap Removal for 40-foot bus	\$689
Wrap Removal for 60-foot bus	\$927
Wrap Removal 23-foot Cutaway bus	\$648
Wrap Removal 20-foot Transit Vans	\$380
Total	\$20,113

Alternative Pricing #2 Full window

Alternative Pricing Schedule # 2 – Full Window Coverage with Perforated Material YEAR ONE COST	PRICE
Wrap Production for 40-foot bus	\$3,457
Wrap Production for 60-foot bus	\$4,485
23-foot Cutaway bus	\$2,445
20-foot Transit Vans	\$1,686
Installation for 40-foot bus	\$3,040
Installation for 60-foot bus	\$3,420

Installation for 23-foot Cutaway bus	\$3,230
Installation 20-foot Transit Vans	\$1,710
Wrap Removal for 40-foot bus	\$995
Wrap Removal for 60-foot bus	\$1,329
Wrap Removal 23-foot Cutaway bus	\$762
Wrap Removal 20-foot Transit Vans	\$480
Total	\$27,039

GES

Price
\$2,406
\$3,036
\$2,265
\$1,502
\$2,828
\$3,142
\$3,456
\$1,781
\$854
\$1,117
\$793
\$498
\$23,678

\$110 per hour

\$110

\$23,788

\$68,019

25

Score

Bid Tabulation

RFP 23-3668A Bus Wraps

Due Date: February 27, 2023

PA: Marie Bouchard

Larger Than Life	
YEAR ONE COST	Price
Wrap Production for 40-foot bus	\$3,000
Wrap Production for 60-foot bus	\$3,760
23-foot Cutaway bus (3m 180cv3)	\$3,175
20-foot Transit Vans (3m 180cv3)	\$3,025
Installation for 40-foot bus	\$1,800
Installation for 60-foot bus	\$2,000
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375
Wrap Removal for 40-foot bus	\$600
Wrap Removal for 60-foot bus	\$600
Wrap Removal 23-foot Cutaway bus	\$500
Wrap Removal 20-foot Transit Vans	\$500
Total	\$23,710
Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$200/per hour

Design Services

\$200

Total	\$23,910
--------------	-----------------

Larger Than Life	
YEAR ONE COST	Price
Wrap Production for 40-foot bus	\$3,000
Wrap Production for 60-foot bus	\$3,760
23-foot Cutaway bus (3m 180cv3)	\$3,175
20-foot Transit Vans (3m 180cv3)	\$3,025
Installation for 40-foot bus	\$1,800
Installation for 60-foot bus	\$2,000
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375
Wrap Removal for 40-foot bus	\$600
Wrap Removal for 60-foot bus	\$600
Wrap Removal 23-foot Cutaway bus	\$500
Wrap Removal 20-foot Transit Vans	\$500
Total	\$23,710
Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$200/per hour

Design Services

\$200

Total	\$23,910
--------------	-----------------

Alternative #1 No window

Alternative Pricing Schedule # 1 – No Window Coverage YEAR ONE COST	PRICE
Wrap Production for 40- foot bus	\$2,000
Wrap Production for 60- foot bus	\$2,572
23-foot Cutaway bus	\$1,902
20-foot Transit Vans	\$1,210
Installation for 40-foot bus	\$2,470
Installation for 60-foot bus	\$2,755
Installation for 23-foot Cutaway bus	\$3,040
Installation 20-foot Transit Vans	\$1,520
Wrap Removal for 40- foot bus	\$689
Wrap Removal for 60- foot bus	\$927
Wrap Removal 23-foot Cutaway bus	\$648
Wrap Removal 20-foot Transit Vans	\$380
Total	\$20,113

Alternative Pricing #2 Full

Alternative Pricing Schedule # 2 – Full Window Coverage with Perforated Material YEAR ONE COST	PRICE
Wrap Production for 40-foot bus	\$3,457
Wrap Production for 60-foot bus	\$4,485
23-foot Cutaway bus	\$2,445
20-foot Transit Vans	\$1,686
Installation for 40-foot bus	\$3,040
Installation for 60-foot bus	\$3,420
Installation for 23-foot Cutaway bus	\$3,230
Installation 20-foot Transit Vans	\$1,710
Wrap Removal for 40-foot bus	\$995
Wrap Removal for 60-foot bus	\$1,329
Wrap Removal 23-foot Cutaway bus	\$762
Wrap Removal 20-foot Transit Vans	\$480
Total	\$27,039

Larger Than Life

YEAR ONE COST	Price
Wrap Production for 40-foot bus	\$3,000
Wrap Production for 60-foot bus	\$3,760
23-foot Cutaway bus (3m 180cv3)	\$3,175
20-foot Transit Vans (3m 180cv3)	\$3,025
Installation for 40-foot bus	\$1,800
Installation for 60-foot bus	\$2,000
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375
Wrap Removal for 40-foot bus	\$600
Wrap Removal for 60-foot bus	\$600
Wrap Removal 23-foot Cutaway bus	\$500
Wrap Removal 20-foot Transit Vans	\$500
Total	\$23,710

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$200/per hour
---	-----------------------

Design Services

\$200

Total	\$23,910
--------------	-----------------

\$71,730

****Pricing comparison is based on (35) non window 40ft, (3) non-window 23ft cut-away**

Year 1

TURBO IMAGES - No window coverage

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$2,000	35	\$70,000
Wrap Production for 60-foot bus	\$2,572		\$0
23-foot Cutaway bus	\$1,902	3	\$5,706
20-foot Transit Vans	\$1,210		\$0
Installation for 40-foot bus	\$2,470	35	\$86,450
Installation for 60-foot bus	\$2,755		\$0
Installation for 23-foot Cutaway bus	\$3,040	3	\$9,120
Installation 20-foot Transit Vans	\$1,520		\$0
Wrap Removal for 40-foot bus	\$689	35	\$24,115
Wrap Removal for 60-foot bus	\$927		\$0
Wrap Removal 23-foot Cutaway bus	\$648	3	\$1,944
Wrap Removal 20-foot Transit Vans	\$380		\$0
Sub Total			\$197,335

TURBO IMAGES - window coverage

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,457	6	\$20,742
Wrap Production for 60-foot bus	\$4,485	3	\$13,455
23-foot Cutaway bus	\$2,445	3	\$7,335
20-foot Transit Vans	\$1,686		\$0
Installation for 40-foot bus	\$3,040	6	\$18,240
Installation for 60-foot bus	\$3,420	3	\$10,260
Installation for 23-foot Cutaway bus	\$3,230	3	\$9,690
Installation 20-foot Transit Vans	\$1,710		\$0

Wrap Removal for 40-foot bus	\$995	6	\$5,970
Wrap Removal for 60-foot bus	\$1,329	3	\$3,987
Wrap Removal 23-foot Cutaway bus	\$762	3	\$2,286
Wrap Removal 20-foot Transit Vans	\$480		\$0
Sub Total			\$91,965

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$100 per hour	80	\$8,000
---	----------------	----	---------

Yr 1 Total	\$297,300
-------------------	------------------

Opt Year 1

TURBO IMAGES - No window coverage			
YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$2,100	35	\$73,500
Wrap Production for 60-foot bus	\$2,700		\$0
23-foot Cutaway bus	\$1,997	3	\$5,991
20-foot Transit Vans	\$1,271		\$0
Installation for 40-foot bus	\$2,594	35	\$90,790
Installation for 60-foot bus	\$2,893		\$0
Installation for 23-foot Cutaway bus	\$3,192	3	\$9,576
Installation 20-foot Transit Vans	\$1,596		\$0
Wrap Removal for 40-foot bus	\$723	35	\$25,305
Wrap Removal for 60-foot bus	\$974		\$0
Wrap Removal 23-foot Cutaway bus	\$680	3	\$2,040
Wrap Removal 20-foot Transit Vans	\$399		\$0
Sub Total			\$207,202

TURBO IMAGES - window coverage

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,630	6	\$21,780
Wrap Production for 60-foot bus	\$4,710	3	\$14,130
23-foot Cutaway bus	\$2,568	3	\$7,704
20-foot Transit Vans	\$1,770		\$0
Installation for 40-foot bus	\$3,192	6	\$19,152
Installation for 60-foot bus	\$3,591	3	\$10,773
Installation for 23-foot Cutaway bus	\$3,392	3	\$10,176
Installation 20-foot Transit Vans	\$1,796		\$0
Wrap Removal for 40-foot bus	\$1,044	6	\$6,264
Wrap Removal for 60-foot bus	\$1,396	3	\$4,188
Wrap Removal 23-foot Cutaway bus	\$800	3	\$2,400
Wrap Removal 20-foot Transit Vans	\$504		\$0
Sub Total			\$96,567

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$105 per hour	80	\$8,400
---	----------------	----	---------

Opt Yr 1 Total **\$312,169**

Opt Year 2

TURBO IMAGES - No window coverage

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$2,205	35	\$77,175
Wrap Production for 60-foot bus	\$2,835		\$0
23-foot Cutaway bus	\$2,097	3	\$6,291

20-foot Transit Vans	\$1,335		\$0
Installation for 40-foot bus	\$2,723	35	\$95,305
Installation for 60-foot bus	\$3,037		\$0
Installation for 23-foot Cutaway bus	\$3,352	3	\$10,056
Installation 20-foot Transit Vans	\$1,676		\$0
Wrap Removal for 40-foot bus	\$759	35	\$26,565
Wrap Removal for 60-foot bus	\$1,022		\$0
Wrap Removal 23-foot Cutaway bus	\$714	3	\$2,142
Wrap Removal 20-foot Transit Vans	\$419		\$0
Sub Total			\$217,534

TURBO IMAGES - window coverage

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,812	6	\$22,872
Wrap Production for 60-foot bus	\$4,945	3	\$14,835
23-foot Cutaway bus	\$2,696	3	\$8,088
20-foot Transit Vans	\$1,858		\$0
Installation for 40-foot bus	\$3,352	6	\$20,112
Installation for 60-foot bus	\$3,771	3	\$11,313
Installation for 23-foot Cutaway bus	\$3,561	3	\$10,683
Installation 20-foot Transit Vans	\$1,885		\$0
Wrap Removal for 40-foot bus	\$1097	6	\$6,582
Wrap Removal for 60-foot bus	\$1,465	3	\$4,395
Wrap Removal 23-foot Cutaway bus	\$840	3	\$2,520
Wrap Removal 20-foot Transit Vans	\$529		\$0
Sub Total			\$101,400

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$110 per hour	80	\$8,800
---	----------------	----	---------

Opt Yr 2 Total

\$327,734

3 Yr Total

\$937,203

Pricing Score

23

y, (6) fully wrapped 40ft, (3) fully wrapped 60ft, (3) fully wrapped 23ft cut-away.

Larger Than Life			
YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,000	35	\$105,000
Wrap Production for 60-foot bus	\$3,760	0	\$0
23-foot Cutaway bus (3m 180cv3)	\$3,175	3	\$9,525
20-foot Transit Vans (3m 180cv3)	\$3,025		\$0
Installation for 40-foot bus	\$1,800	35	\$63,000
Installation for 60-foot bus	\$2,000	0	\$0
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375	3	\$7,125
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375		\$0
Wrap Removal for 40-foot bus	\$600	35	\$21,000
Wrap Removal for 60-foot bus	\$600	0	\$0
Wrap Removal 23-foot Cutaway bus	\$500	3	\$1,500
Wrap Removal 20-foot Transit Vans	\$500		\$0
Sub Total			\$207,150

Larger Than Life			
YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,000	6	\$18,000
Wrap Production for 60-foot bus	\$3,760	3	\$11,280
23-foot Cutaway bus (3m 180cv3)	\$3,175	3	\$9,525
20-foot Transit Vans (3m 180cv3)	\$3,025		\$0
Installation for 40-foot bus	\$1,800	6	\$10,800
Installation for 60-foot bus	\$2,000	3	\$6,000
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375	3	\$7,125
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375		\$0

Wrap Removal for 40-foot bus	\$600	6	\$3,600
Wrap Removal for 60-foot bus	\$600	3	\$1,800
Wrap Removal 23-foot Cutaway bus	\$500	3	\$1,500
Wrap Removal 20-foot Transit Vans	\$500		\$0
Sub Total			\$69,630

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$200/per hour	80	\$16,000
---	----------------	----	----------

Yr 1 Total	\$292,780		
-------------------	------------------	--	--

Larger Than Life

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,000	35	\$105,000
Wrap Production for 60-foot bus	\$3,760		\$0
23-foot Cutaway bus (3m 180cv3)	\$3,175	3	\$9,525
20-foot Transit Vans (3m 180cv3)	\$3,025		\$0
Installation for 40-foot bus	\$1,800	35	\$63,000
Installation for 60-foot bus	\$2,000		\$0
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375	3	\$7,125
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375		\$0
Wrap Removal for 40-foot bus	\$600	35	\$21,000
Wrap Removal for 60-foot bus	\$600		\$0
Wrap Removal 23-foot Cutaway bus	\$500	3	\$1,500
Wrap Removal 20-foot Transit Vans	\$500		\$0
Sub Total			\$207,150

Larger Than Life

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,000	6	\$18,000
Wrap Production for 60-foot bus	\$3,760	3	\$11,280
23-foot Cutaway bus (3m 180cv3)	\$3,175	3	\$9,525
20-foot Transit Vans (3m 180cv3)	\$3,025		\$0
Installation for 40-foot bus	\$1,800	6	\$10,800
Installation for 60-foot bus	\$2,000	3	\$6,000
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375	3	\$7,125
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375		\$0
Wrap Removal for 40-foot bus	\$600	6	\$3,600
Wrap Removal for 60-foot bus	\$600	3	\$1,800
Wrap Removal 23-foot Cutaway bus	\$500	3	\$1,500
Wrap Removal 20-foot Transit Vans	\$500		\$0
Sub Total			\$69,630

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$200/per hour	80	\$16,000
---	----------------	----	----------

Opt Yr 1 Total **\$292,780**

Larger Than Life

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,000	35	\$105,000
Wrap Production for 60-foot bus	\$3,760		\$0
23-foot Cutaway bus (3m 180cv3)	\$3,175	3	\$9,525

20-foot Transit Vans (3m 180cv3)	\$3,025		\$0
Installation for 40-foot bus	\$1,800	35	\$63,000
Installation for 60-foot bus	\$2,000		\$0
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375	3	\$7,125
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375		\$0
Wrap Removal for 40-foot bus	\$600	35	\$21,000
Wrap Removal for 60-foot bus	\$600		\$0
Wrap Removal 23-foot Cutaway bus	\$500	3	\$1,500
Wrap Removal 20-foot Transit Vans	\$500		\$0
Sub Total			\$207,150

Larger Than Life

YEAR ONE COST	Price	Qty	Total
Wrap Production for 40-foot bus	\$3,000	6	\$18,000
Wrap Production for 60-foot bus	\$3,760	3	\$11,280
23-foot Cutaway bus (3m 180cv3)	\$3,175	3	\$9,525
20-foot Transit Vans (3m 180cv3)	\$3,025		\$0
Installation for 40-foot bus	\$1,800	6	\$10,800
Installation for 60-foot bus	\$2,000	3	\$6,000
Installation for 23-foot Cutaway bus (3m 180cv3)	\$2,375	3	\$7,125
Installation 20-foot Transit Vans (3m 180cv3)	\$2,375		\$0
Wrap Removal for 40-foot bus	\$600	6	\$3,600
Wrap Removal for 60-foot bus	\$600	3	\$1,800
Wrap Removal 23-foot Cutaway bus	\$500	3	\$1,500
Wrap Removal 20-foot Transit Vans	\$500		\$0
Sub Total			\$69,630

Design Services cost for Non-Revenue SMART Ads (advertisement of SMART brand or outside partnerships), for exterior or interior decals etc.	\$200/per hour	80	\$16,000
---	----------------	----	----------

Opt Yr 2 Total

\$292,780

3 Yr Total

\$878,340

Pricing Score

25

Summary - Score sheet Evaluation
 RFP 23-3668A
 Bus Wraps

Consensus Scoring Method	Understanding and Approach to Scope of Work	Qualifications of Key Personnel	Firm's Technical Expertise	Price/Price Factors	Total
	25	25	25	25	100
VENDORS					
Turbo Images	25	25	25	23	98
Larger Than Life	15	15	20	25	75

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Award a Contract for Propane Auto Gas for Connector Fleet

- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) has a requirement for propane autogas for its Connector fleet; and
- Whereas, A Request for Quote (RFQ) was advertised and posted on MITN. Two bids were received; and
- Whereas, The bid submitted by Webster & Garner is the lowest, responsive, and responsible and the price has been determined to be fair and reasonable; and
- Whereas, Adequate funding is available in the Authority's general fund; and
- Whereas, The Vice President of Finance is satisfied Webster & Garner has the potential to perform under the terms and conditions of the contract; and
- Whereas, The EEO Department is satisfied that Webster & Garner is in compliance with the equal opportunity and affirmative action laws and policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a one-year contract for an amount not to exceed \$1,482,000.00 to Webster & Garner for Propane Auto Gas for Connector Fleet. There is no renewal option.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

Bid Tabulation
RFQ 23-3774A

Propane Auto Gas for Connector Fleet

Purchasing Agent:

Andre J. Baldwin

Description:

SMART is issuing a Request for Quote for Propane Auto Gas for Connector Fleet

<u>Ferrellgas</u>			
DESCRIPTION	MONT BELVIEU INDEX PRICING	BID FACTOR	TOTAL PRICE PER GALLON (MONT BELVIEU + BID FACTOR)
Liquefied Petroleum Gas (LPG)	\$1.045	\$0.575	\$1.620

<u>Webster & Garner</u>			
DESCRIPTION	MONT BELVIEU INDEX PRICING	BID FACTOR	TOTAL PRICE PER GALLON (MONT BELVIEU + BID FACTOR)
Liquefied Petroleum Gas (LPG)	\$1.0463	\$0.3740	\$1.4203

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Award a Contract for Barrel & Sludge/Wastewater Removal and Disposal Service

- Whereas, The maintenance facilities at all SMART locations require barrel & sludge/wastewater removal and disposal services; and
- Whereas, A Request for Proposal (RFP) was advertised and published on Michigan Intergovernmental Trade Network (MITN). Two proposals were received; and
- Whereas, The proposal submitted by Birks Works Environmental LLC was determined to be most advantageous to SMART with price and other specified evaluation factors being considered. Price was determined to be fair and reasonable; and
- Whereas, Adequate funding is available in the Authority's general fund; and
- Whereas, The Vice President of Finance is satisfied Birks Works Environmental LLC has the potential to perform under the terms and conditions of the contract; and
- Whereas, The EEO Department is satisfied that Birks Works Environmental LLC is in compliance with the equal opportunity and affirmative action laws and policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a one-year contract for an amount not to exceed \$103,500.00 to Birks Works Environmental LLC for Barrel & Sludge/Wastewater Removal and Disposal Services. There are two, one-year renewal options estimated not to exceed \$103,500.00 per year. If all three option years are renewed the total cost would be \$310,500.00.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

Bid Tabulation
RFP 23-3713

Barrel & Sludge/Wastewater Removal and Disposal Services for 1 Year at SMART's Oakland, Macomb, and Wayne Terminals with 2 - 1 year options.

Purchasing Agent: Andre J. Baldwin

Description: SMART is issuing a Request for Proposal for Barrel, & Sludge/Wastewater Removal and Disposal Services in accordance with the terms and conditions set forth in the solicitation. The current contract expires April 30, 2023.

Birks Works Environmental LLC

	Year 1		Option Year 1		Option Year 2	
	Unit Price	Unit Type	Unit Price	Unit Type	Unit Price	Unit Type
Standard Equipment Charge	\$125.00	HR	\$131.25	HR	\$139.00	HR
Overtime Equipment Charge	\$135.00	HR	\$141.75	HR	\$150.00	HR
Additional Equipment Charges:						
Pressure Washer	\$40.00	HR	\$42.00	HR	\$44.50	HR
Sewer Jet Unit	\$75.00	HR	\$78.75	HR	\$83.50	HR
PPE	\$20.00	MAN	\$23.00	MAN	\$25.00	MAN
Floor Scrubber	\$10.00	HR	\$10.50	HR	\$11.00	HR
Confined Space Entry Gear	\$175.00	DAY	\$183.75	DAY	\$195.00	DAY
(List any additional charges below)						
Operations Vehicle	\$15.00	HR	\$15.75	HR	\$16.75	HR
Labor Charge- Standard Time	\$40.00	HR	\$42.00	HR	\$44.50	HR
Labor Charge- Overtime	\$50.00	HR	\$52.50	HR	\$56.00	HR
Material Disposal Charge (VALICOR)	\$0.80	GAL	\$0.86	GAL	\$0.92	GAL
Truck Wash Out	\$185.00	EA	\$185.00	EA	\$185.00	EA
	\$870.80		\$907.11		\$951.17	

Removal Fee per 55- Gallon Drum:	Year 1		Option Year 1		Option Year 2	
Motor Oil	\$25.00	DR	\$25.00	DR	\$25.00	DR
Gasoline	\$60.00	DR	\$75.00	DR	\$90.00	DR
Diesel Fuel	\$25.00	DR	\$25.00	DR	\$25.00	DR
Grease	\$55.00	DR	\$55.00	DR	\$75.00	DR
Transmission Fluid	\$25.00	DR	\$25.00	DR	\$25.00	DR
Paint	\$150.00	DR	\$200.00	DR	\$250.00	DR
Paint Solvent	\$150.00	DR	\$200.00	DR	\$250.00	DR
Mixed Barrel	\$150.00	DR	\$200.00	DR	\$250.00	DR
Over-packing Fees	\$75.00	EA	\$90.00	EA	\$105.00	EA
Testing Fees, as required	\$750.00	EA	\$800.00	EA	\$850.00	EA
(List any additional charges below)						
Box Truck/Driver	\$80.00	HR	\$90.00	HR	\$100.00	HR
Fuel Charge	\$90.00	DAY	\$125.00	DAY	\$150.00	DAY
	\$1,635.00		\$1,910.00		\$2,195.00	

Safeway Transport, Inc

	Year 1		Option Year 1		Option Year 2	
	Unit Price	Unit Type	Unit Price	Unit Type	Unit Price	Unit Type
Standard Equipment Charge	\$65.00	HR	\$65.00	HR	\$65.00	HR
Overtime Equipment Charge	\$90.00	HR	\$90.00	HR	\$90.00	HR
Additional Equipment Charges:						
Pressure Washer	\$50.00	HR	\$50.00	HR	\$50.00	HR
Sewer Jet Unit	\$250.00	HR	\$250.00	HR	\$250.00	HR
PPE	\$30.00	DAY	\$30.00	HR	\$30.00	DAY
Floor Scrubber	\$80.00	HR	\$80.00	HR	\$80.00	HR
Confined Space Entry Gear	\$1,500.00	DAY	\$1,500.00	DAY	\$1,500.00	DAY
(List any additional charges below)						
Labor Charge- Standard Time	\$45.00	HR	\$45.00	HR	\$45.00	HR
Labor Charge- Overtime	\$70.00	HR	\$70.00	HR	\$70.00	HR
Material Disposal Charge	\$85.00		\$85.00		\$85.00	
	\$2,265.00		\$2,265.00		\$2,265.00	

Removal Fee per 55- Gallon Drum:	Year 1	Option Year 1	Option Year 2
Motor Oil	\$80.00		
Gasoline	\$250.00		
Diesel Fuel	\$160.00		
Grease	\$80.00		
Transmission Fluid	\$80.00		
Paint	\$395.00		
Paint Solvent	\$395.00		
Mixed Barrel	\$450.00		
Over-packing Fees	\$150.00		
Testing Fees, as required	\$650.00		
(List any additional charges below)			
STAKE TRUCK FLATE RATE	\$350.00		
	\$3,040.00		

DATE: May 25, 2023
TO: SMART Board of Directors
FROM: Purchasing Department

DISPOSITION SOUGHT: Board Approval
SUBMITTED BY: General Manager
APPROVED BY: Certification Committee

SUBJECT: Authorization to Award a contract for Motorola 800 MHz Radio System for Lake Erie Transit Commission (LETC)

RECOMMENDATION

That the Board adopts the attached resolution authorizing the award of a contract:

- for Motorola 800 MHz radio system
- to Motorola Solutions located at 500 W Monroe, Chicago, IL 60661
- at a cost not to exceed \$314,684.00

DISCUSSION

Lake Erie Transit Commission (LETC) is requesting to purchase radio equipment for the purpose of replacing age-eligible equipment currently in use. The sole source for the Motorola brand of radio is because Lake Erie Transit is a member of the Michigan Public Safety Communications System (MPSCS) and its members may only use MPSCS-approved radios, with authorized and validated serial numbers, talk groups, and radio IDs. LETC is affiliated with MPSCS due to its close proximity to the FERMI nuclear plant in Monroe and its involvement in assisting in the evacuation in case of an emergency.

PROCUREMENT PROCESS

Procurement Method: Sealed Bid Proposal Quotes Sole Source

Rationale for award: The Motorola Radio System can only be purchased from the sole owner Motorola Solutions. Procurement determined the purchase can only be made from one source and meets the sole source procurement method. Therefore, the purchase of Motorola Radio System is authorized as non-competitive for the following reasons allowed by FTA:

- FTA Circular 4220.1F "... Procurement by noncompetitive proposals may be used only when the award of a contract is infeasible under small purchase procedures, sealed bids...and at least one of the following circumstances apply:
(a) The items is available only from a single source.

FUNDING & COSTS

The purchase is funded via: Project 40840 Federal Grant MI-2018-018 (5307) State Grant 2017-0130 P11

The contract costs are summarized as follows:

Description	Cost
Purchase and Installation of Motorola 800 MHz radio system	\$314,684.00
Total	\$314,684.00

ATTACHMENTS:

- Resolution
- Motorola Solutions Price Page

/CB

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Award a Contract for Motorola 800 MHz Radio System for
Lake Erie Transit Commission

- Whereas, Lake Erie Transit Commission (LETC) is requesting to purchase radio equipment for the purpose of replacing age-eligible equipment currently in use; and
- Whereas, The sole source for the Motorola brand of radio is because Lake Erie Transit is a member of the Michigan Public Safety Communications System (MPSCS) and its members may only use MPSCS-approved radios, with authorized and validated serial numbers, talk groups, and radio IDs; and
- Whereas, The Suburban Mobility Authority for Regional Transportation (SMART) Procurement Department determined the purchase can only be made from one source, and meets the sole source procurement solicitation. Therefore, the purchase and installation of Motorola 800 MHz Radio System is authorized as non-competitive allowed by the FTA. Price was determined fair and reasonable; and
- Whereas, The project is funded via Project 40840 Federal Grant MI-2018-018 (5307) State Grant 2017-0130 P11; and
- Whereas, The Director of Finance is satisfied that Motorola Solutions has the potential to perform under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that Motorola Solutions is in compliance with the equal opportunity/affirmative action policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract in the amount not to exceed \$314,684.00 for Motorola 800 MHz Radio System to Motorola Solutions.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

3.01A Pricing Form

The Offeror hereby offers to furnish to SMART all goods and/or services at the prices as proposed below, pursuant to all requirements, terms, and conditions as stated in the Sole Source Procurement and response.

Rates provided must be inclusive of all costs and fees, including but not limited to those fees imposed by Federal, state, and local governments. **No additional fees will be accepted.**

NAME OF OFFEROR: Motorola Solutions

Motorola 800 mhz Radio System

Quantity	Description	Warranty	Total Price
44	APX 6500 Enhanced Mobile Radios (M25URS9PW1BN)	3 Years	\$228,879.00
8	APX 6000 Portable Radios (H98UCF9PW6BN)	3 Years	\$36,344.00
8	IMPRES 2 Single Unit Desktop Chargers (NNTN8863A)	1 year	\$1,017.36
8	IMPRES Remote Speaker Microphones (PMMN4083AL)	1 year	\$810.00
	Programming and Installation services	N/A	\$47,633.56

***Provide detailed price breakdown and description and estimated delivery time**

Total Cost \$314,683.92

F.O.B Delivered to:

Attention: Paul Vajcner
Lake Erie Transit Center
Center 1105 West 7th Street
Monroe, MI 48161

Estimated Delivery Date/Time TBD

FUNDING & COSTS

The project is funded via: Authority's Operating Funds

The contract costs are summarized as follows:

Description	Total Cost
Trapeze Software Licenses & Maintenance for five years	\$1,054,671.00
Trapeze Training & Consulting	\$ 175,000.00
Total Cost	\$1,229,670.00

ATTACHMENTS

- Resolution
- Trapeze Software Maintenance Price Sheet
- Trapeze Training Price Sheet

/CB

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Award a Contract for Trapeze Scheduling Software Maintenance and Trapeze Training and Consulting

- Whereas, SMART has a need for specialized transit scheduling and dispatching software as well as training and consulting; and
- Whereas, Trapeze Software Group Inc. has provided software to SMART since 1997 and is the only provider of software maintenance and upgrades for these software packages; and
- Whereas, The Trapeze software modules include: Bus Stop Manager (BSM), Malteze FX (Timekeeping, Interface) Mapmaker (Import/Export Map Data), FX MON - Mobile Data Terminal (MDT) Interface, FX – Fixed Route Scheduling, and the Enterprise Asset Management (EAM) System; and
- Whereas, This is proprietary software and a maintenance agreement is a justifiable source purchase. Therefore, the contract with purchase is authorized as non-competitive allowed by the FTA; and
- Whereas, Adequate funding is available in the Authority’s general fund; and
- Whereas, The Director of Finance is satisfied that Trapeze Software Group Inc. has the potential to perform under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that Trapeze Software Group Inc. is in compliance with the equal opportunity/affirmative action policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a five-year contract to Trapeze Software Group Inc. for Trapeze Software License and Maintenance for an amount not to exceed \$1,229,670.00. There are no renewal options.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

Trapeze Pricing
 SS Control No. 23-3654
 Suburan Mobility Authority Maintenance Schedule

Item No.	Operational Characteristics	Module Description	FY 2023	FY 2024	FY 2025	FY 2026	FY 2027	Total 5 years
1	Up to 195 Peak Vehicles	Bus Stop Manager (BSM)	\$ 12,252.00	\$ 12,865.00	\$ 13,508.00	\$ 14,184.00	\$ 14,893.00	\$ 67,702.00
2	Up to 300 Peak Vehicles	Malteze FX, Timekeeping Interface	\$ 9,308.00	\$ 9,774.00	\$ 10,263.00	\$ 10,776.00	\$ 11,314.00	\$ 51,435.00
3	Up to 300 Peak Vehicles	Mapmaker, Import/Export Map Data	\$ 8,347.00	\$ 8,597.00	\$ 8,855.00	\$ 9,121.00	\$ 9,394.00	\$ 44,314.00
4	Up to 300 Peak Vehicles	FX MON, MDT Interface	\$ 22,139.00	\$ 23,246.00	\$ 24,408.00	\$ 25,629.00	\$ 26,910.00	\$ 122,332.00
5	Up to 300 Peak Vehicles & 3 w/s	FX	\$ 47,466.00	\$ 49,839.00	\$ 52,331.00	\$ 54,947.00	\$ 57,695.00	\$ 262,278.00
6	Up to 1000 active equipment assets.	EAM FA	\$ 91,684.00	\$ 96,268.00	\$ 101,081.00	\$ 106,135.00	\$ 111,442.00	\$ 506,610.00
Total per year			\$ 191,196.00	\$ 200,589.00	\$ 210,446.00	\$ 220,792.00	\$ 231,648.00	\$ 1,054,670.00

Trapeze Training & Consulting Breakdown

SS 23-3812

Training & Consulting	Year 1	Year 2	Year 3	Year 4	Year 5
Total Cost per Year	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00	\$35,000.00
Total Cost for Five Years					\$175,000.00



agenda item

DATE: May 25, 2023
TO: SMART Board of Directors
FROM: Bus Operations

DISPOSITION SOUGHT: Board Approval
SUBMITTED BY: VP of Paratransit and On-Demand
APPROVED BY: General Manager

SUBJECT: Authorization to enter into an interlocal agreement with the City of Dearborn for a pilot program to provide subsidized SMART Flex microtransit rides within the City of Dearborn.

RECOMMENDATION

That the Board adopts the attached Resolution authorizing SMART to enter into an interlocal agreement with the City of Dearborn to provide a subsidized fare to SMART Flex microtransit riders for all rides originating and ending within the city limits of the City of Dearborn.

DISCUSSION

SMART Flex microtransit rides are provided within the City of Dearborn. During the term of the agreement, the City of Dearborn will subsidize each and all SMART Flex microtransit rides originating and ending within the city limits of the City of Dearborn. Riders pay a base fare for SMART Flex microtransit rides; the base fare will be subsidized by \$1.00 per ride by the City of Dearborn. SMART is requesting the Board to approve an interlocal agreement pursuant to which SMART will receive a \$1.00 per ride subsidy from the City of Dearborn for each and all SMART Flex microtransit rides that originate and end within the City of Dearborn. The subsidy will enable SMART Flex microtransit riders to travel within the city of Dearborn at a reduced rate. The term of the interlocal agreement shall begin on July 1, 2023, and end on December 15, 2023.

FUNDING & COSTS

The recommended interlocal agreement is not expected to have any effect on the SMART budget.

ATTACHMENTS

- Resolution

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to enter into an interlocal agreement with the City of Dearborn for a pilot program to subsidize SMART Flex microtransit rides within the city limits of the City of Dearborn

- Whereas, Board authorization is requested to enter into an interlocal agreement with the City of Dearborn; and
- Whereas, SMART has the ability to provide microtransit services to passengers within the City of Dearborn; and
- Whereas, The City of Dearborn will provide a \$1.00 per ride subsidy for each and all SMART Flex rides originating and ending within the city limits of the City of Dearborn; and
- Whereas, SMART will invoice the City of Dearborn for the SMART Flex subsidy within the first ten (10) days of each calendar month for rides taken in the previous month; and
- Whereas, The City of Dearborn will pay invoices within thirty (30) days of receipt from SMART; and
- Whereas, the term of the interlocal agreement will begin on July 1, 2023, and end on December 15, 2023; now, therefore be it
- Resolved, That the General Manager is hereby authorized to enter into an interlocal agreement with the City of Dearborn for the establishment of a pilot program to provide subsidized SMART Flex microtransit rides within the city limits of the City of Dearborn.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

INTERLOCAL AGREEMENT

BETWEEN

THE CITY OF DEARBORN

AND

**THE SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
(SMART)**

This Agreement (“Agreement”) is made between The City of Dearborn, 16901 Michigan Avenue, Dearborn, MI 48126, (“City”), and the Suburban Mobility Authority for Regional Transportation, Buhl Building, 535 Griswold Street Suite 600, Detroit, MI 48226 (“SMART”). In this Agreement, the City or SMART may also be referred to individually as “Party” or jointly as “Parties.”

Legal Authority.

The Parties are authorized to enter into this Agreement pursuant to P.A. 1967, No. 7 (MCL 124.501 et seq.).

Purpose of Agreement.

The purpose of this agreement is to establish a pilot program to provide subsidized SMART Flex microtransit rides currently administered by River North Transit (“Via”) within the City of Dearborn, to SMART riders, consistent with the Scope of Services attached as Exhibit A.

Agreement Documents mean the following documents, which this Agreement includes and incorporates:

Exhibit A: Scope of Services

Exhibit A, and any subsequent amendments thereto, shall be subject to the Terms and Conditions set forth below. In the event of any conflict between ***Exhibit A*** and the Terms and Conditions, the language of ***Exhibit A*** shall control.

In consideration of the mutual promises, obligations, representations, and assurances in this Agreement, the Parties agree as follows:

1. **Obligations of the Parties.**

A. **Responsibilities of the City:**

- i. The City shall reimburse SMART for a portion of every SMART Flex microtransit ride provided to SMART Flex riders within the City of Dearborn, as described and agreed upon in *Exhibit A*.
- ii. The City will assist and cooperate with SMART in the facilitation of this program.

B. **Responsibilities of SMART:**

- i. SMART agrees to render the services specified in the “Scope of Services,” attached hereto as *Exhibit A*

2. **No Indemnification.**

- A. Each Party shall be responsible for any Claims made against that Party and for the acts of its Employees or Agents in connection with the performance of this Agreement.
- B. In any Claim that may arise from the performance of this Agreement, each Party shall seek its own legal representation and bear the costs associated with such representation including any attorney fees.
- C. Except as otherwise provided in this Agreement, neither Party shall have any right under any legal principle to be indemnified by the other Party or any of its employees or Agents in connection with any Claim in connection with the performance of this Agreement.

3. **No Implied Waiver.** Except as otherwise expressly provided for in this Agreement:

- A. Absent a written waiver, no act, failure, or delay by a Party to pursue or enforce any rights or remedies under this Agreement shall constitute a waiver of those rights with regard to any existing or subsequent breach of this Agreement.
- B. No waiver of any term, condition, or provision of this Agreement, whether by conduct or otherwise, in one or more instances, shall be deemed or construed as a continuing waiver of any term, condition, or provision of this Agreement.
- C. No waiver by either Party shall subsequently affect its legal rights, including to require strict performance of this Agreement.

4. **Reservation of Rights.** This Agreement does not and is not intended to impair, divest, delegate, or contravene any constitutional, statutory, and/or other legal right, privilege, power, obligation, duty, immunity, or governmental immunity of the Parties. Nothing in this Agreement shall be construed as a waiver of governmental immunity for either Party.

5. **Costs.** The Parties shall not pay any fees, costs, fines, or demands arising out of the activities to be carried out pursuant to this Agreement, except as provided herein and described in the Scope of Services.

6. **Termination or Cancellation of Agreement.** Either Party may terminate or cancel this Agreement for any reason upon thirty (30) calendar days written notice to the other Party.
7. **Notice.** All notices or other communications shall be sent by first class mail to all Parties at the address set forth above or such other address as a Party may subsequently designate in writing. Any written notice required or permitted under this Agreement shall be considered delivered to a Party as of the date that such notice is deposited, with sufficient postage, with the U.S. Postal Service.

With a copy to CITY OF DEARBORN LEGAL COUNSEL:

Jeremy J. Romer, (or successor)
Corporation Counsel
City of Dearborn
16901 Michigan Avenue, Ste. 14
Dearborn, MI 48120
313.943.2035

And a copy to:

SMART
Ron Beier, General Counsel
535 Griswold Street Suite 600,
Detroit, MI 48226
313.223.2153

8. **Audits.** The Parties agree that financial records relating to this Agreement will be available upon request and reasonable notice for review or audit by the Parties or other appropriate officials for a period not to exceed seven (7) years from the completion of this Agreement.
9. **Compliance with Laws.** Each Party shall comply with all federal, state, and local statutes, ordinances, regulations, administrative rules, and requirements applicable to its activities performed under this Agreement.
10. **Delegation/Subcontract/Assignment.** Except as provided in this Agreement no Party shall delegate, subcontract, and/or assign any obligations or rights under this Agreement without the prior written consent of the other Party.
11. **Severability.** If a court of competent jurisdiction finds a term or condition of this Agreement to be illegal or invalid, then the term or condition shall be deemed severed from this Agreement. All other terms, conditions, and provisions of this Agreement shall remain in full force.
12. **Governing Laws.** This Agreement shall be governed, interpreted, and enforced by the laws of the State of Michigan, regardless of its conflict of laws provisions.

13. **Jurisdiction and Venue.** Except as otherwise required by law or court rule, any action brought to enforce, interpret, or decide any Claim(s) arising under or related to this Agreement shall be brought in the Third Judicial Circuit Court of the State of Michigan, or the United States District Court for the Eastern District of Michigan, Southern Division, as dictated by the applicable jurisdiction of the court. Except as otherwise required by law or court rule, venue is proper in the courts set forth above. The choice of forum set forth above shall not be deemed to preclude the enforcement of any judgment obtained in such forum or taking action under this Agreement to enforce such judgment in any appropriate jurisdiction.
14. **Discrimination.** The Parties shall not discriminate against their employees, agents, applicants for employment, or another person or entities with respect to hire, tenure, terms, conditions, and privileges of employment, or any matter directly or indirectly related to employment in violation of any federal, state or local law.
15. **Force Majeure.** Each Party shall be excused from any obligations under this Agreement during the time and to the extent that a Party is prevented from performing due to causes beyond the Party's control, including, but not limited to, an act of God, war, fire, strike, labor disputes, civil disturbances, reduction of power source, pandemic, or any other circumstances beyond the reasonable control of the affected Party. Reasonable notice shall be given to the other party of any such event.
16. **Use of SMART Logo.** The City shall not use, publish, or copy SMART's name and/or logo, separately or in any combination, or otherwise any similar names, trademarks, or trade names for any purpose without SMART's prior written approval.
17. **Breach.** If a Party or Parties are found to have breached this Agreement, and as a result of the breach, funds are required to be refunded, the breaching Party or Parties are responsible for the refunding of money.
18. **Effective Date and Duration of the Agreement.**

This Agreement shall begin on July 1, 2023, and remain in effect until, December 15, 2023, unless cancelled or terminated by either of the Parties as provided herein or as set forth in *Exhibit A*.
19. **Agreement Modification.** Any modifications, amendments, recessions, waivers, or releases to this Agreement must be in writing and signed to by both Parties.
20. **Entire Agreement.** This represents the entire agreement and understanding between the Parties. This Agreement supersedes all other oral or written agreements and memorandums between the Parties regarding this subject matter.
21. **Authorization and Completion of Agreement.** The Parties have taken all actions and secured all approvals necessary to authorize and complete this Agreement. The persons signing this Agreement on behalf of each Party have legal authority to sign this Agreement and bind the Parties to the terms and conditions contained herein.

City of Dearborn

Signature: _____ Date: _____

Name: _____

Title: _____

City of Dearborn

C.R. _____

Suburban Mobility Authority for Regional Transportation (SMART)

Signature: _____ Date: _____

Dwight Ferrell
General Manager
Suburban Mobility Authority for Regional Transportation

EXHIBIT A:

Scope of Services

The Scope of Services to be provided by the Suburban Mobility Authority for Regional Transportation (“SMART”) and the City of Dearborn (“City”) pursuant to the Interlocal Agreement (“Agreement”) for the purpose of establishing a pilot program to provide subsidized SMART Flex microtransit rides within the city limits of the City of Dearborn is set forth as follows:

1. The City of Dearborn shall reimburse SMART \$1.00 per ride for each and all SMART Flex rides taken within the Service Area. The Service Area shall constitute the geographical area within the Dearborn City limits.
2. SMART shall provide to the City an invoice for subsidized SMART Flex rides taken each calendar month within 10 days of the start of the following calendar month;
3. The City shall reimburse SMART within 30 days of receiving the invoice.
4. The program shall begin on the effective date of the Agreement and shall end on December 15, 2023, unless canceled, terminated, or extended by either of the Parties as provided in the Agreement.
5. This Scope of Services may be amended in writing by mutual consent of the parties. Any such amendments shall be incorporated by reference into the Agreement and shall be subject to the terms of the Agreement.

Name: _____

Title: _____

For: SMART

Date: _____

Name: _____

Title: _____

For: The City of Dearborn

C.R. _____

Date: _____

FUNDING & COSTS

The purchase is funded via: Project 40850; Federal Grant MI-2018-018 (5307); State Grant 2017-0130 P11

The contract costs are summarized as follows:

Description	Cost
StrataGen Software Upgrade, Training & Professional Services	\$1,108,950.00
Total MAX	\$1,108,950.00

ATTACHMENTS:

- Resolution
- StrataGen Price Page

/CJB

SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

RESOLUTION

Authorization to Award a Contract for StrataGen Software Upgrade, Training & Professional Services

- Whereas, The current paratransit scheduling system, StrataGen ADEPT 6 system, was implemented in 2013 and requires an upgrade to ADEPT IQ; and
- Whereas, The StrataGen ADEPT IQ is necessary to improve the functionality of all system components and can only be purchased from a sole owner, StrataGen Systems, Inc; and
- Whereas, The SMART Procurement department determined the purchase can only be made from one source that meets the sole source procurement solicitation. Therefore, the contract for StrataGen Software Upgrade, Training & Professional Services is authorized as non-competitive allowed by the FTA. Price was determined fair and reasonable; and
- Whereas, The project is funded via Project 40850; Federal Grant MI-2018-018 (5307); State Grant 2017-0130 P11
- Whereas, The Director of Finance is satisfied that StrataGen Systems, Inc. has the potential to perform under the contract terms and conditions; and
- Whereas, The EEO Department is satisfied that StrataGen Systems, Inc. is in compliance with the equal opportunity/affirmative action policies of the Federal and State governments and the affirmative action policies of SMART; now, therefore be it
- Resolved, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract in the amount not to exceed \$1,108,950.00 for StrataGen Software Upgrade, Training & Professional Services to StrataGen Systems, Inc.

CERTIFICATE

The undersigned duly qualified Board Secretary of the Suburban Mobility Authority for Regional Transportation certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Board of the Suburban Mobility Authority for Regional Transportation held on May 25, 2023.

Date

Board Secretary

No. _____

3.01A Pricing Form

The Offeror hereby offers to furnish to SMART all goods and/or services at the prices as proposed below, pursuant to all requirements, terms, and conditions as stated in the Sole Source Procurement and response.

Rates provided must be inclusive of all costs and fees, including but not limited to those fees imposed by Federal, state, and local governments. **No additional fees will be accepted.**

Pricing shall be valid for 90 days after the sole source solicitation due date.

Pricing shall be firm and fixed for the entire contract.

StrataGen Paratransit Scheduling Software Upgrade & Training

	Description	Total Cost
Year 1	Paratransit Scheduling Software Upgrade (Implementation & License Fee) & Training	\$378,950
Year 2	Annual Cost (License Fee)	\$165,000
Year 3	Annual Cost (License Fee)	\$165,000

Total Cost for Three (3) Years \$ \$708,950

Stratagen Professional Services

Description	Total Cost
Stratagen Professional Services	\$400,000

Total Contract Cost \$ 1,108,950.00

***Please provide pricing breakdown as an attachment.**

NAME OF OFFEROR: StrataGen Systems, Inc