## SMART Board Meeting



### <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Call to Order



### **MEMORANDUM**

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Pledge of Allegiance



I pledge allegiance to the flag of the United States of America and to The Republic for which it stands: one nation under God, indivisible with liberty and justice for all.



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

### **ROLL CALL**

**Date: May 22, 2025** 

CHAIRPERSON, MR. JOHN PAUL REA

MR. ELI COOPER

MS. SHEILA COTE

DR. CURTIS IVERY

MR. ROYCE MANIKO

MS. DIANA MCBROOM

MR. ASSAD TURFE



### **SMART Board Meeting Agenda**

June 26, 2025 2:00 PM Buhl Building 535 Griswold, Suite 600 Detroit, MI 48226

	ITEM	ACTION	PRESENTED BY
1.	Call to Order		John Paul Rea
2.	Pledge of Allegiance		John Paul Rea
3.	Roll Call		John Paul Rea
4.	Adoption of Agenda	Approval	John Paul Rea
5.	Certification of Public Notice	Information	Tiffany Martin
6.	Minutes  A. Board Meeting Minutes for April 25, 2025	Approval	John Paul Rea
7.	Nominating Committee Report	Information	Sheila Cote
8.	Election of Vice-Chairperson to the SMART Board of Directors for Remainder of 2024/2025 Term	Approval	John Paul Rea
9.	Public Participation	Discussion	
10.	Chairperson's Report	Information	John Paul Rea
11.	General Manager's Report	Information	Dwight Ferrell
12.	Board Briefings	Information	
	A. HR Hiring Update		Tianna Leapheart, Interim VP of Human Resources
	B. Quarterly Ridership Update – Fixed Route/ Paratransit/Flex/ADA/		Harmony Lloyd, VP of Planning and Innovation
			Danny Whitehouse, VP of Paratransit & On Demand
	C. Operator of the Year Presentation for Fixed Route and Paratransit		Dwight Ferrell General Manager

13. Fi	nancial Report	Information	Ryan Byrne,				
A.	A. 3rd Quarter Financial Report						
14. Ne	14. New Business						
A.	Resolution: FY2026 Board of Directors Meeting Schedule	Approval	Bonnie McInerney, Assistant General Counsel				
В.	Resolution: Appointments to the 2024 – 2025 Audit Committee of the SMART Board of Directors	Approval	Ryan Byrne VP of Finance/CFO				
C.	Resolution: Adoption of the FY 2026 Operating Budget, Restricted Operating Budget, and the Proposed FY 2026 - FY 2030 Capital Budget	Approval	Ryan Byrne VP of Finance/CFO				
D.	Resolution: Fiscal Year 2026 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater)	Approval	Ryan Byrne VP of Finance/CFO				
E.	Resolution: Approval of the Revised SMART Agency Safety Plan 2025	Approval	Amie May, VP of Safety & Training				
F.	Resolution: Authorization to Exercise Assigned Options for Three (3) Heavy Duty Tow Trucks, Training and Warranty	Approval	Le Juan Burt, VP of Maintenance				
G.	Resolution: Authorization to Award a Contract for Towing Services for Fixed Route, Paratransit and Support Vehicles	Approval	Le Juan Burt, VP of Maintenance				
Н.	Resolution: Authorization to Award a Contract for Fifteen (15) Road Supervisor and Ten (10) Support Vehicles	Approval	Le Juan Burt, VP of Maintenance				
I.	Resolution: Authorization to Award a Contract to Connectpoint for 13-Inch Digital Screen Licensing and Support	Approval	Le Juan Burt, VP of Maintenance				
J.	Resolution: Authorization to Award a Contract for Replacement Bus Stop Shelters and Amenities	Approval	Le Juan Burt, VP of Maintenance				
K.	Resolution: Ratification of Payment for Services Rendered and Authorization of Contract Amendment No. 1 to Increase Funds for Public Relations Services	Approval	Bernard Parker, VP of External Affairs				
L.	Resolution: Authorization to Award a Contract for the Trapeze Blockbuster Solution	Approval	Harmony Lloyd, VP of Planning & Innovation				
15. Bo	5. Board Member Business Information John Paul Rea						
16 4	6 Adjournment						

16. Adjournment



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### **PUBLIC NOTICE**

SMART will hold a Nominating Committee meeting at 1:45 P.M. and its Board of Directors meeting on Thursday, June 26, 2025 at 2:00 P.M. on the sixth floor of the Buhl Building, located at 535 Griswold Street, Suite 600, Detroit, MI. The agenda can be found on SMART's website: <a href="http://www.smartbus.org/About/Our-Organization/Board-of-Directors/Board-Meeting-Schedule">http://www.smartbus.org/About/Our-Organization/Board-of-Directors/Board-Meeting-Schedule</a>. Members of the public may attend in person or via zoom. The Meeting will be live streamed on YouTube and available at the following link: <a href="https://www.youtube.com/@MySMARTBus">https://www.youtube.com/@MySMARTBus</a>.

To attend virtually; on a smartphone, tablet, or computer; please enter this URL in a web browser:

- https://smartbus.zoom.us/j/86728758619
- Via phone only, please dial: +1 305 224 1968
- Webinar ID: 867 2875 8619 (no password required)
- One-tap mobile: +19292056099,,86728758619# US

Members of the public may also submit a written comment by emailing <u>SMARTBoard@smartbus.org</u> by 12:45 p.m. on the day of the meeting.

Requests for reasonable accommodations at SMART require advanced reservations. Individuals with disabilities requiring assistance should contact <a href="mailto:SMARTBoard@smartbus.org">SMARTBoard@smartbus.org</a> or 313-223-2110 as soon as possible. If you have difficulties joining the virtual session, contact <a href="mailto:SMARTBoard@smartbus.org">SMARTBoard@smartbus.org</a> and we will assist you to the best of our abilities. ASL interpreter services will be provided for the 2 p.m. Board Meeting. Should an individual require any other interpretation services for that 2 p.m. Meeting, please contact <a href="mailto:SMARTBoard@smartbus.org">SMARTBoard@smartbus.org</a> or 313-223-2110 at least 72 hours prior to the Meeting.

Public Comment will proceed as follows:

- All comments: 3-minute limit per member of the public.
- Public comments will be received in the following order:
  - 1. Members of the public who attend in person
  - 2. Members of the public present via Zoom
  - 3. Written comments via email.

Public comment shall be allowed for one participant at a time. Participants shall not speak until recognized by the Chairperson. Each participant, remote and in person, will be required to provide their name, county of residence, and the topic they would like to address. Online participants must also provide an email address, by sending the email address to SMARTBoard@smartbus.org. Online participants must also have camera access. Virtual participation will be facilitated through Zoom. (link provided) To register to speak via zoom, a comment participant must "raise hand." The meeting administrator will select individuals in the order received. Online participants will have 3 minutes to speak. Participants will be muted when the time expires. The Chairperson shall designate a timekeeper for purposes of enforcing the time limit.

Emailed public comment will not be read but printed, copied, and made available at the meeting.

### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### **BOARD OF DIRECTORS' MEETING**

### PROPOSED MINUTES -April 24, 2025

The Board of Directors of the Suburban Mobility Authority for Regional Transportation (SMART) met on Thursday, April 24, 2025, at 2:00 PM at the Buhl Building, located on 535 Griswold St. Suite 600 Detroit, MI 48226.

#### **ATTENDANCE**

SMART Board of Directors: Chairperson Mr. John Paul Rea

Vice-Chairperson Mr. Bret Rasegan

Ms. Diana McBroom Mr. Royce Maniko Mr. Assad Turfe

**Absent Board Members:** Ms. Sheila Cote

Dr. Curtis Ivery

SMART General Manager: Mr. Dwight Ferrell

SMART Deputy GM & COO: Ms. Tiffany J. Gunter

SMART Board Administrator: Ms. Tiffany Martin-Patterson

SMART Staff Present: Ms. Laura Bieniek

Ms. De'Shalon Brownlee

Mr. Le Juan Burt Mr. Ryan Byrne Ms. Beth Gibbons Ms. Harmony Lloyd Mr. Bernard Parker Mr. Sean Riopelle

Mr. D'Andrae Whitley Mr. Danny Whitehouse Ms. Cassandra Whitfield

### **Public Registered:**

**Brother Cunningham** 

Mx. Steven Hammontree

Ms. Karrie Hyatt

Mx. Lukas Laseki

Mr. Robert Pawlowski

Mr. Mike Rayner

Mr. Anthony Williams

Mr. Demico Williams

#### 1. Call to Order

#### 2. Pledge of Allegiance

#### 3. Roll Call

Present: Chairperson Mr. John Paul Rea, Vice-Chairperson Mr. Bret Rasegan, Ms. Diana

McBroom, Mr. Royce Maniko, Mr. Assad Turfe

**Absent:** Ms. Sheila Cote, Dr. Curtis Ivery

A quorum was present.

### 4. Adoption of Agenda

**MOTION:** Moved by Mr. Royce Maniko, seconded by Ms. Diana McBroom, to approve the Agenda for the Thursday, April 24, 2025 Board of Directors Meeting.

#### **DISCUSSION**

None

**VOTE: THE MOTION CARRIED.** 

#### 5. Certification of Public Notice

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

#### 6. Minutes

### A. Board Meeting Minutes for SMART's March 27, 2025 Board of Directors Meeting

**MOTION:** Moved by Ms. Diana McBroom, seconded by Mr. Assad Turfe, to approve the Board meeting minutes for the Board of Directors Meeting on Thursday, March 27, 2025.

### **DISCUSSION:**

None

#### VOTE: THE MOTION CARRIED.

### B. Board Meeting Minutes for SMART's April 17, 2025 Special Board Policy Committee Meeting

**MOTION:** Moved by Mr. Assad Turfe, seconded by Ms. Diana McBroom, to approve the Board meeting minutes for the Special Board Policy Committee Meeting on Thursday, April 17, 2025.

### **DISCUSSION:**

None

**VOTE: THE MOTION CARRIED.** 

### 7. Special Board Policy Committee Report

### A. Recommendation: Allow for Hybrid (Virtual/In-person) Public Participation

### **DISCUSSION:**

In Special Board Policy Committee Chairperson Ms. Sheila Cote's absence, Board Chairperson John Paul Rea, ex officio, recapped the Special Board Policy Committee and mentioned the importance of accessibility, as this has been mentioned frequently by members of the public. There will be a dedicated timeframe for in-person and virtual speakers. Each speaker should provide a name, county of residence, and a way to allow for follow-up, as recommended by Tiffany Gunter, SMART's Deputy General Manager.

### B. Amendment: Authorization to Amend SMART Board of Directors Policy No. 1

**MOTION:** Moved by Mr. Bret Rasegan, seconded by Mr. Royce Maniko, that the SMART Board of Directors hereby amends Board Policy No. 1 to state that "The Authority may enter into other State or Intergovernmental agreements for procurements or use of common or shared goods and services, provided that, where applicable, all General Conditions of this Board Policy can be met." All other provisions remain unchanged.

### **DISCUSSION:**

Board Chairperson John Paul Rea explained the authorization, allowing the state to enter into state or intergovernmental agreements for the use of common or shared goods or services—sometimes, the state or other parties may receive items or services, and amending this policy allows the procurement process of those items or services to be easier.

**VOTE: THE MOTION CARRIED.** 

### 8. Public Participation

Chairperson Mr. John Paul Rea declared the meeting open for Public Participation.

The following participants voiced their concerns and made comments:

- ➤ Brother Cunningham of Wayne County thanked SMART for approving virtual public comment. He informed Jamie Jr., present at the last Board meeting, and they were excited, as it made things more accessible, as parking in downtown Detroit can be difficult. He mentioned being provided with input flyers from DDOT, which he disseminates. He requested something similar be given to him from SMART if possible, and if the various meetings, such as the SMART Sounding Board, could be advertised on DDOT and other areas, that would allow for new voices. Lastly, SMART could use more shelters.
- Mx. Steven Hammontree of Macomb County expressed gratitude for virtual public comment's restoration. They mentioned the bus they rode to the meeting in requiring three restarts before the driver ultimately had to stop. While still able to make it to the meeting on time, having a virtual public comment helps in situations such as that one.
- Ms. Karrie Hyatt stated that when waiting for some buses, they do not arrive. Upon calling customer service, they inform her there was no driver for her route of choice. She requests for any changes of that sort to be posted on the website to avoid being stranded. She brought up another issue taking place the Saturday before the meeting: the Telegraph bus wasn't driving in the correct lane and passed her due to driving too quickly. Due to Ms. Hyatt carrying a large amount of bottles, she was not let on the bus. This issue was reported the following Monday, though she has not received a resolution as of yet.
- ▶ Mx. Lukas Laseki of Oakland County thanked SMART for reapproving virtual public comment and listening to the public regarding outreach. They believe doing so is a much-needed step forward. Along with that, introducing sign-language interpretation will further increase meeting accessibility. Referring to the Special Board Policy Committee Meeting, they state I the other policy changes were positive, though something could limit public comments. However, it is good for those who have concerns to have additional ways to communicate with SMART.
- ➤ Ms. Donna Lowe alleges she has been discriminated against, as she used to get the dollar ride, but is no longer offered that anymore. Due to issues stemming from a car accident, she required physical therapy in the past, but does not anymore, but no longer can get the ride. She also has issues with drivers calling her "hon" and "babe," which makes her uncomfortable. Her ridership is limited, and her presence at the Board meeting forces her to leave her mother who battles with dementia. She also alleges profiling is taking place.
- ➤ Mr. Robert Pawlowski of Wayne County extended appreciation for approving public comment. He hopes that with this new change, SMART's Board of Directors Meetings can grow more accessible. He gave special thanks to mention goes to Ms. Diana McBroom and Mr. Assad Turfe for their transparency, and Ms. Tiffany Gunter for always willing to listen.
- Mr. Mike Rayner of Macomb County mentioned two ongoing concerns: the

poor conditions of the stops, though mentioned that Corey Rowe of the Planning team did a great job with Adopt-a-Stop, however, there's still more work to be done. He sees people standing outside of the shelters due to the insides being dirty. Corey is going to make it happen, as other groups will join to make it happen. His second issue was the routes need to take riders to where jobs are located.

- ➤ Mr. Anthony Williams of Oakland County stated that SMART removed the 400 line and the 405 doesn't go as far as he needs. It is good SMART hires new workers, but they should be provided contracts so SMART will have them longer.
- ➤ Mr. Demico Williams of Wayne County showed his gratitude to the Board for approving virtual public comment. The Board should be praised for allowing everyone to have their voice heard, as some are incapable of attending meetings in person. He also requested the process of logging in be made easy.

### 9. Chairperson's Report

#### **DISCUSSION:**

Chairperson John Paul Rea discussed route reliability with SMART's administration. While SMART has hired more drivers and been able to put more buses on the road, the digital notification tools need refinement. Rea stated that, as a Board, granting necessary information to all who rely in SMART is of paramount importance.

Oakland County began discussing modernization of community partners, something that Chairperson Rea of Macomb County also acknowledged was vital. Many investments were made to ensure community partners have resources of higher quantity and quality, and he has began conversing on ways to further modernize and expand responsibilities as Flex zones grow While budgets are being prepared, this will be a priority.

The staff also had the opportunity to attend a wheelchair restraint training at Macomb County Community College, meeting a number of personnel involved, along with those from other areas.

Open discussions with the advocacy community centered around transportation funding and how that will look in the future. He, Mr. Assad Turfe, and many others throughout the region are involved in conversations regarding solutions and possibilities.

#### 10. General Manager's Report

#### **DISCUSSION:**

SMART's General Manager, Dwight Ferrell, introduced Cassandra Whitfield, the new Interim Vice President of Information Technology. Lastly, he discussed tow truck purchases. Consistent with the Board's action, SMART will purchase three tow trucks, which should be in service by the end of the year.

### 11. Board Briefings

### A. HR Hiring Update

**MOTION:** Moved by Ms. Sheila Cote, seconded by Mr. Assad Turfe to receive and file the HR Hiring Update.

#### **DISCUSSION:**

Presented by Tianna Leapheart. SMART's Vice President of Human Resources. She provided the number of new hires and the total number of operators for fixed routes and paratransit, as well as mechanics. SMART hired ten fixed route operators, ten paratransit operators, and one new mechanic between March 1 and March 31. 425 of its 426 fixed route operator positions have been filled with additional operators hired and starting Monday (preemptively done to account for attrition). 140 of its 142 paratransit operator positions have been filled with additional hires starting that Monday (accounting for attrition) and 69 of 85 budgeted positions for mechanics are filled.

#### **VOTE: THE MOTION CARRIED.**

#### 12. New Business

### A. Authorization to Award a Contract for Propane Auto Gas

**MOTION:** Moved by Mr. Royce Maniko, seconded by Mr. Bret Rasegan, That the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract for propane auto gas to Webster & Garner for an amount not to exceed \$900,000.00 for one year, starting June 1, 2025, through May 31, 2026.

#### **DISCUSSION:**

Mr. Royce Maniko inquired about the cost of propane in comparison to diesel. The former costs SMART \$1.20 per gallon, as opposed to the latter's \$2.60 per gallon.

#### **VOTE: THE MOTION CARRIED**

### B. Authorization to Award a Contract for Payroll & Human Resource Information System Services

**MOTION:** Moved by Ms. Diana McBroom, seconded by Mr. Royce Maniko, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract for payroll and human resource information system services to ADP, Inc. for an amount not to exceed \$937,000.00 for three years, starting May 1, 2025, through April 30, 2028, with two, one-year renewal options for an aggregate amount not to exceed \$1,555,120.00.

### **DISCUSSION:**

None

**VOTE: THE MOTION CARRIED.** 

C. Authorization of Contract Amendment No. 3 to Increase Funding for Automated Dispatching and Scheduling Software System

**MOTION:** Moved by Mr. Royce Maniko, seconded by Ms. Diana McBroom, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve Contract Amendment No. 3 to increase funding at a cost not to exceed \$111,670.00 for the base five years to Trapeze Software Group, Inc. for an aggregate total that will not exceed \$2,135,715.00 for the five years.

#### **DISCUSSION:**

None

VOTE: THE MOTION CARRIED.

D. Authorization of Contract Amendment No. 1 to Increase Funding for General Planning Consultant Services

**MOTION:** Moved by Ms. Diana McBroom, seconded by Ms. Sheila Cote, that the General Manager of the Suburban Mobility Authority for Regional Transportation is hereby authorized to approve Contract Amendment No. 1 to increase funding at a cost not to exceed \$2,000,000.00 for the base three years to HNTB Michigan, Inc. for an aggregate total that will not exceed \$4,833,333.34 for the five years.

#### **DISCUSSION:**

Mr. Royce Maniko inquired about Item #3 with regard to economic analysis. General Manager Dwight Ferrell explained Item #3 pertains to all things revenue-related. Currently, there is a lot of research necessary for funding model changes. Furthermore, how transit impacts a region's GDP has yet to be quantified.

**VOTE: THE MOTION CARRIED.** 

### 13. Board Member Business

### **DISCUSSION:**

Vice-Chairperson Mr. Bret Rasegan announced his resignation from SMART's Board of Directors. His replacement will be present at SMART's May 2025 Board Meeting.

#### 14. Adjournment

There being no further business to come before the Board. The meeting was adjourned at 2:59 P.M. upon a motion made by Mr. Bret Rasgean, seconded by Ms. Diana

McBroom, and unanimously carried.

Respectfully submitted,

Tiffany Martin-Patterson Board Administrator

### <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Nominating Committee Report



### agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval
TO: SMART Board of Directors SUBMITTED BY: General Counsel
FROM: General Counsel APPROVED BY: General Manager

SUBJECT: Election of Vice-Chairperson to the SMART Board of Directors for Remainder of

2024/2025 Term

received from the floor) of the SMART Board of Directors.

### **RECOMMENDATION**

In accordance with the SMART Board's By-Laws, Article III Sections 3 and 4, a vacancy of an Officer of the Board is to be elected at a Regular or Special Board Meeting for the unexpired term of said office.

### **DISCUSSION**

a nominee for V	ice-Chair on Mr. B	rperson for th	ting Committee mee e remainder of the 2 The Committee me	024/2025 Board t	following	g the resign	nation of past
At its June 26, Board member	2025, Reg	gular meeting	t, the Board of Direct as	etors will discuss Vice-Chairperso			
Directors.							

### **ATTACHMENTS**

Resolution



### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

### RESOLUTION

Election	f Vice-Chairperson to the SMART Board of Directors for Remainder of 2024/2025 Term
Whereas,	Article III Sections 3 and 4 of the SMART Board of Directors' By-Laws require a vacancy of an Officer of the Board to be elected at a Regular or Special Board Meeting for the unexpired term of said office, and,
Whereas,	The Board previously approved the Chairperson's appointment of a Nominating Committee that has now met, conferred, and recommended nominees to the full Board; and,
Whereas,	The Board Chairperson has called for nominations from the floor; and,
Whereas,	The Board of Directors has accepted and considered all such nominations for Vice-Chairperson; now therefore be it
Resolved,	That the Board of Directors of the Suburban Mobility Authority for Regional Transportation hereby elects as Vice-Chairperson of the SMART Board of Directors, for the remainder of the 2024/2025 term per the By-Laws, Article III.
	CERTIFICATE
Transportation	ned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional n, certifies that the foregoing is a true and correct copy of the resolution adopted at a legally seting of the Board of the Suburban Mobility Authority for Regional Transportation 025.
Date	Board Administrator

### <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Public Participation

### $\underline{MEMORANDUM}$

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Chairperson's Report

### $\underline{MEMORANDUM}$

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26,2025

SUBJECT: General Manager's Report



### $\underline{MEMORANDUM}$

TO: SMART Board of Directors

FROM: SMART Staff

DATE: June 26, 2025

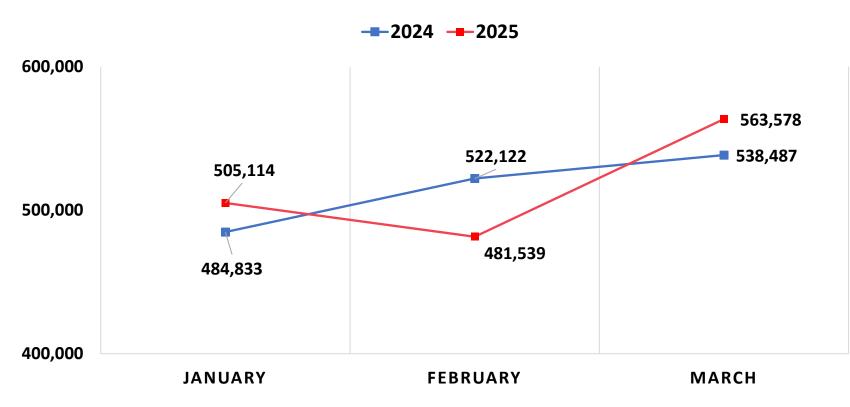
SUBJECT: Board Briefings

## 55MART.

FIXED ROUTE RIDERSHIP UPDATE-Q1 CY2025

# FIXED ROUTE TOTAL ////RIDERSHIP Q1- 2024 & 2025

### FIXED ROUTE TOTAL RIDERSHIP JAN-MARCH 2024 & 2025



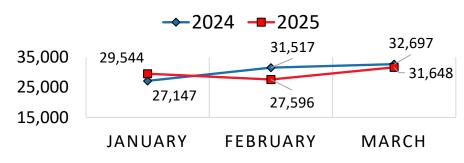






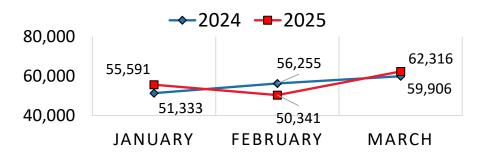
# TOP RIDERSHIP ROUTES BY COUNTY

### **261 FAST MICHIGAN**

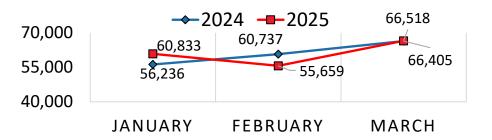




### **461 FAST WOODWARD**



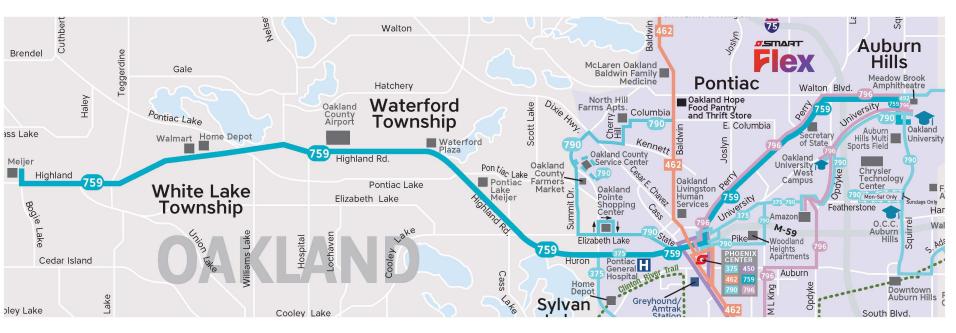
### **560 GRATIOT**

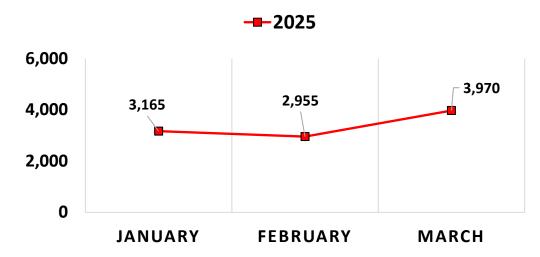




### NEW ROUTE PERFORMANCE







Service began June 25, 2024

Total Ridership Since Start of Service: 36,899 (through Q1 CY2025)





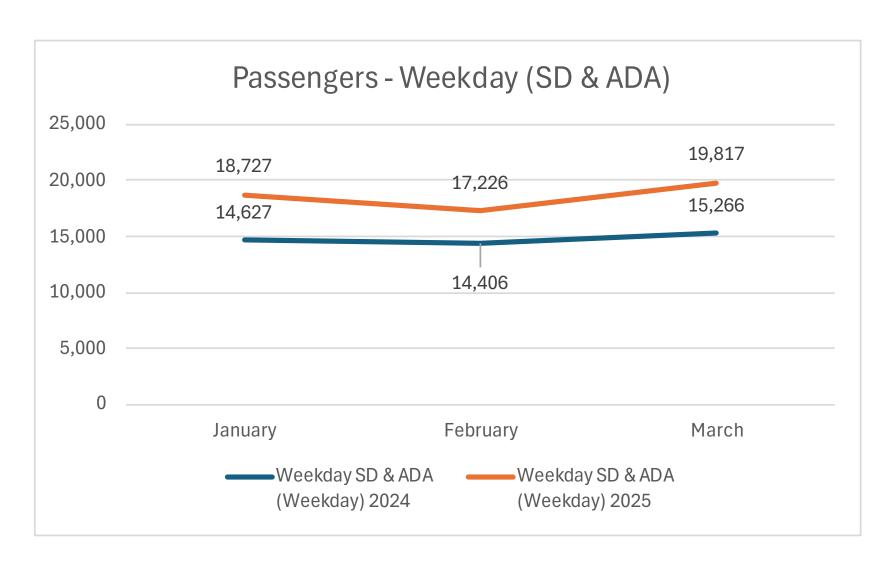
Q1 Paratransit Report

### PARATRANSIT



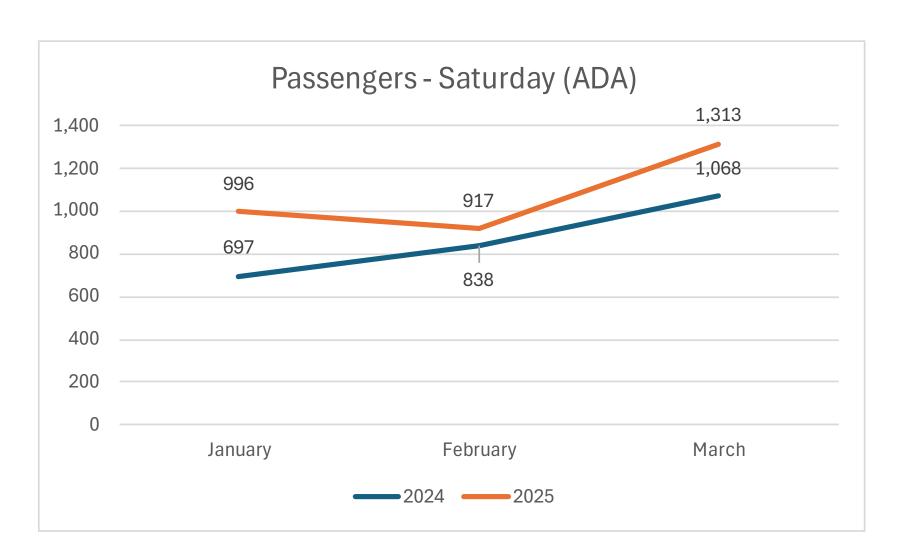


### Passengers Weekday



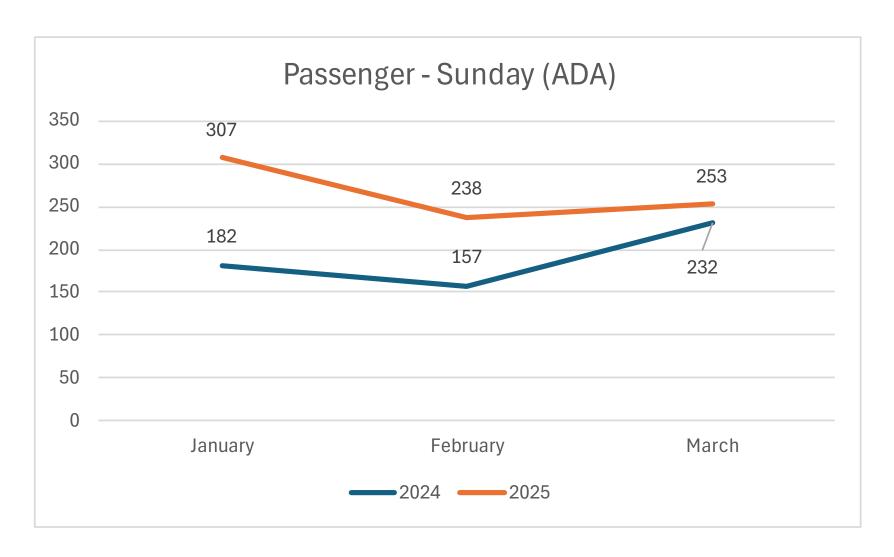


### Passengers Saturday





### Passengers Sunday



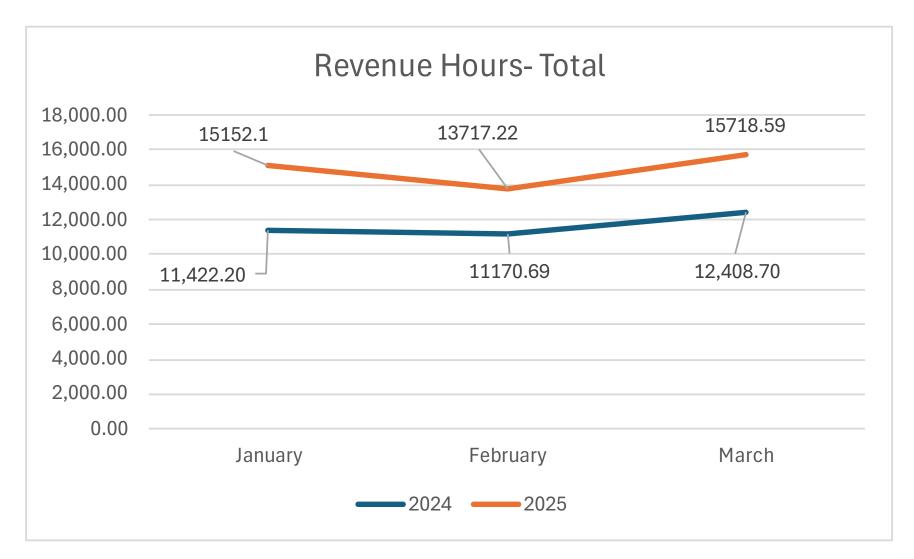


### Passengers Total



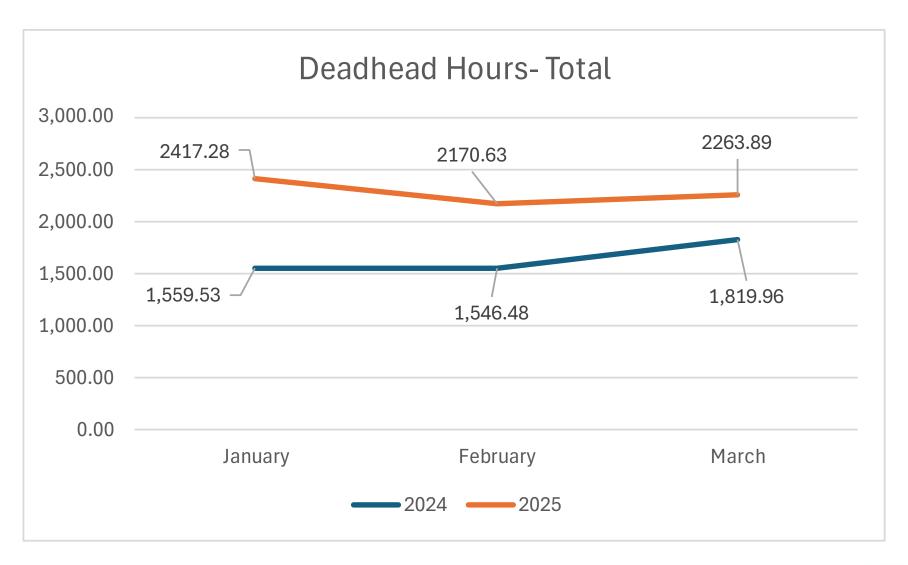


### Revenue Hours Total



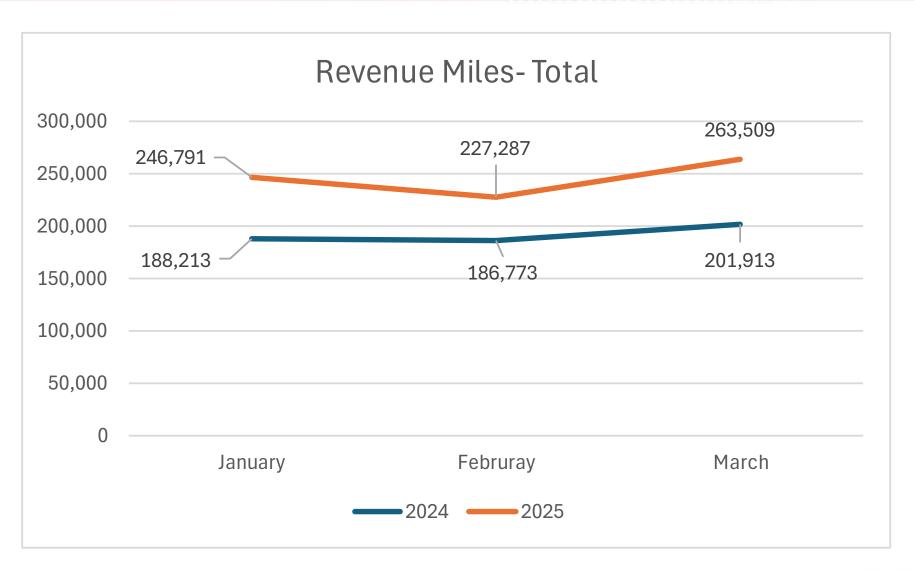


### Deadhead Hours Total



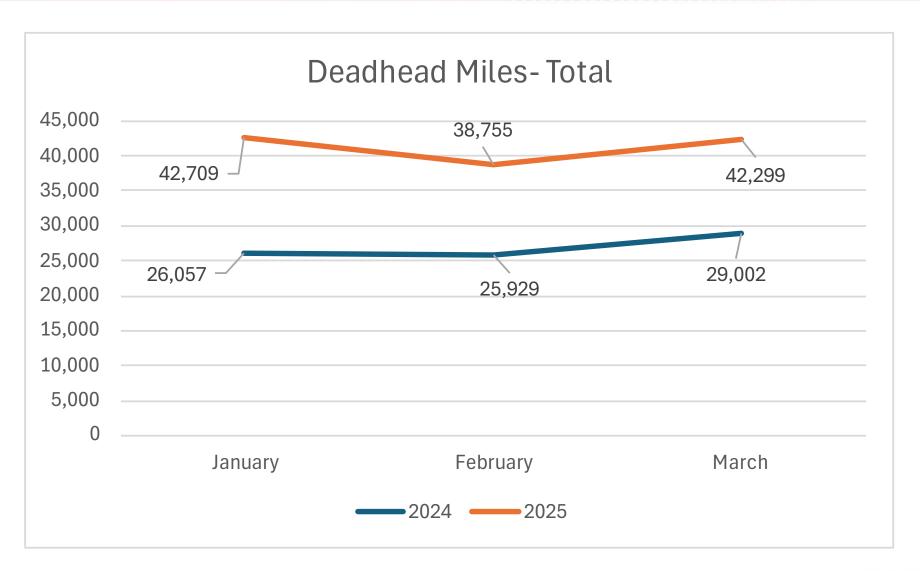


### Revenue Miles Total



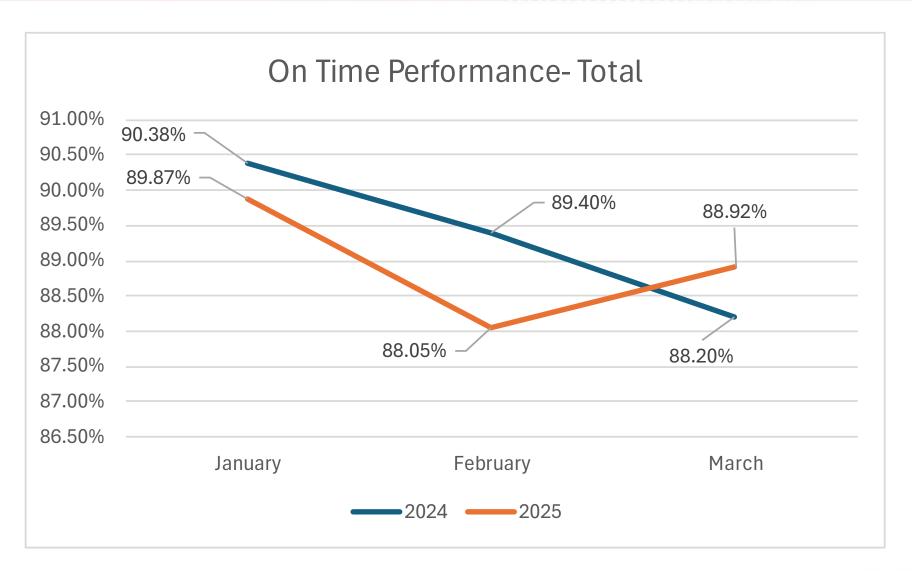


### Deadhead Miles Total





## On Time Performance Total





# 55MART.

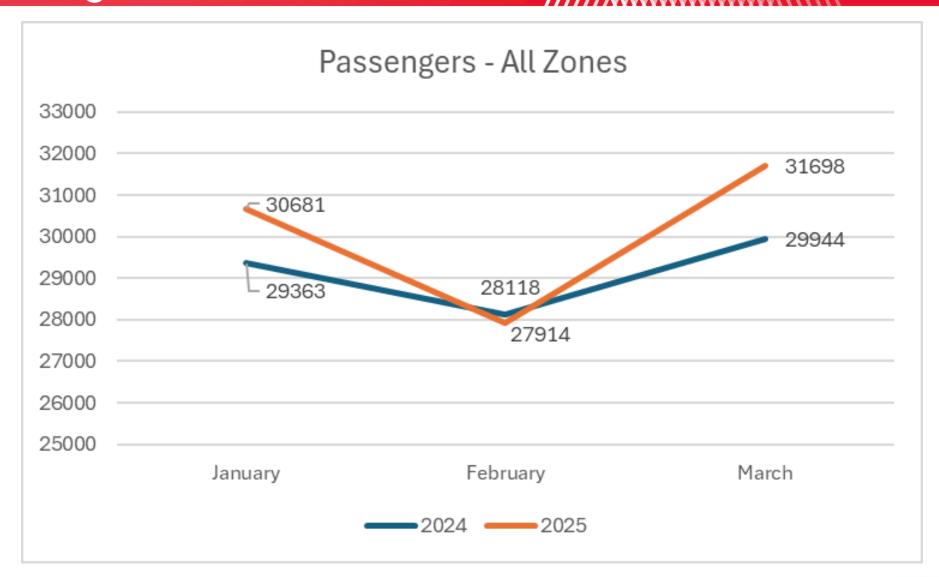
Q1 Flex Report

# SMART FLEX



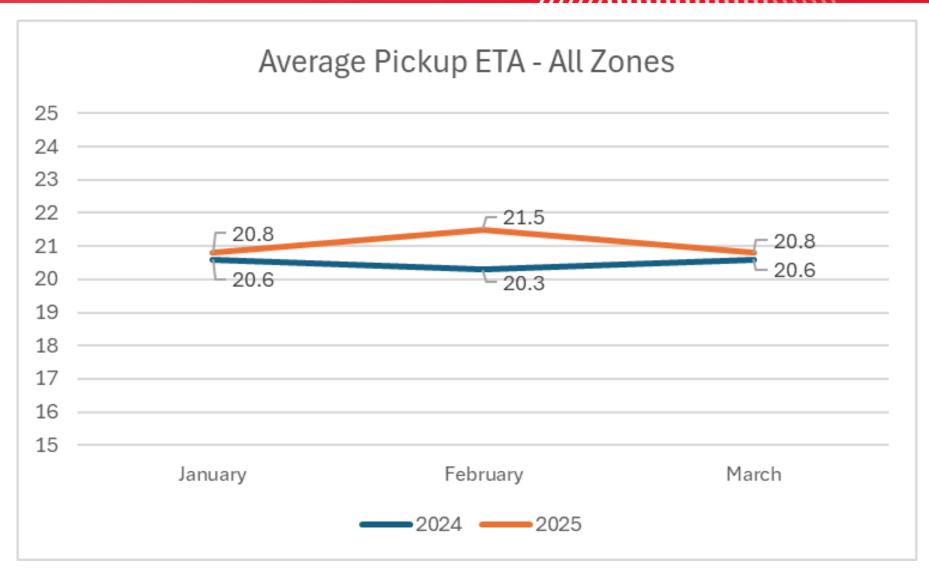


# Passengers



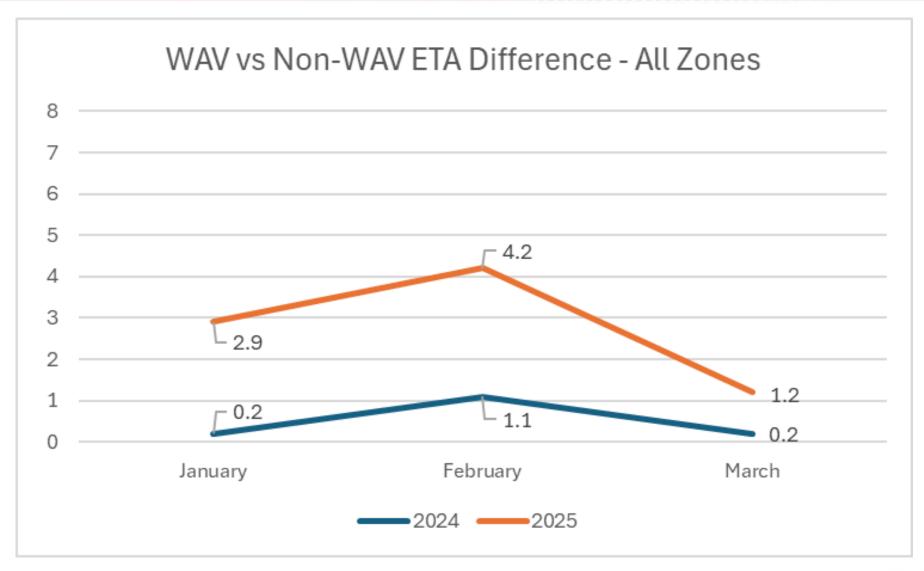


# Average Pickup ETA



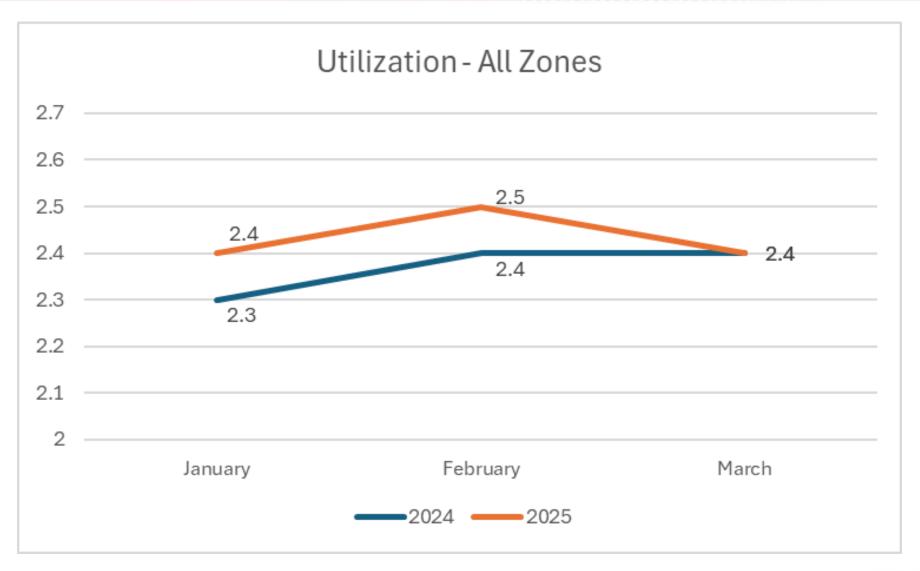


# WAV vs Non-WAV ETA Difference



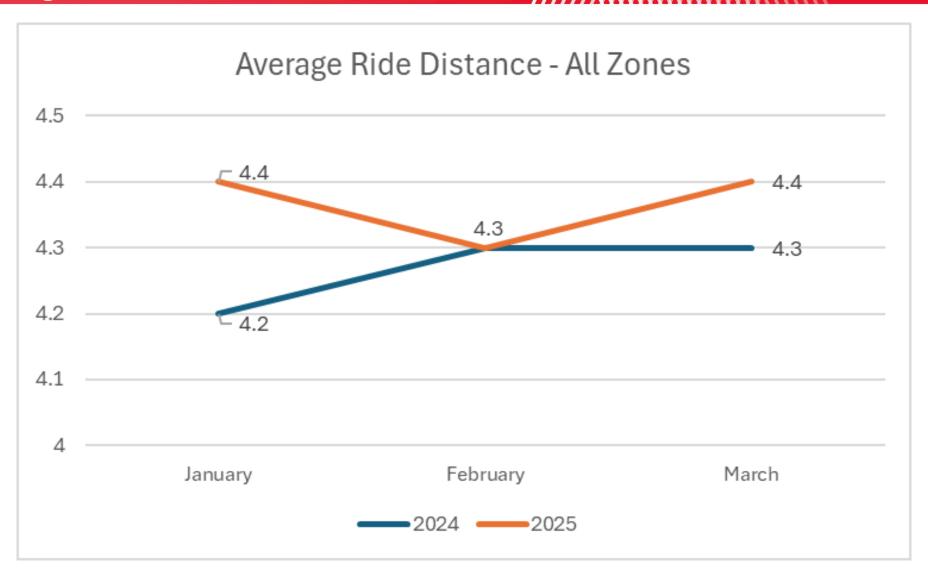


### Utilization



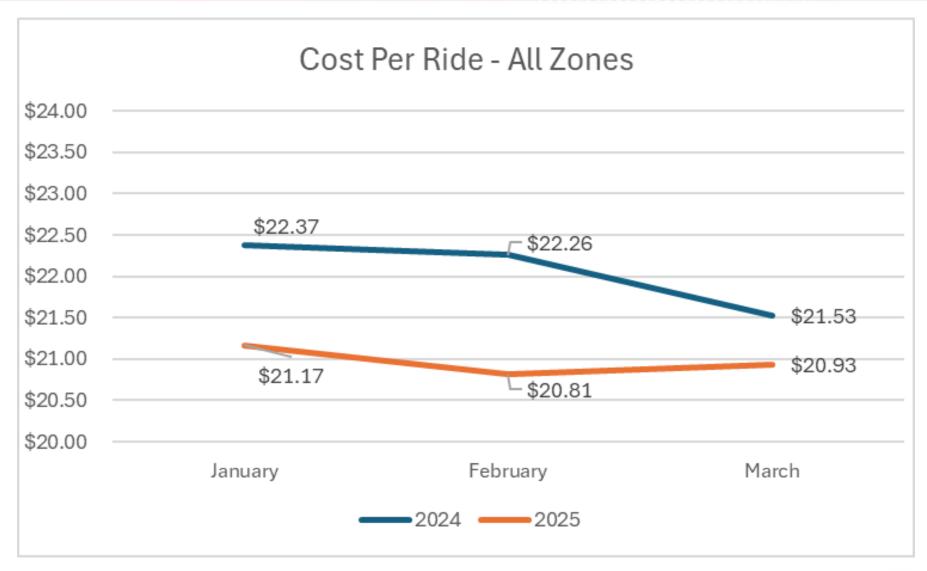


# Average Ride Distance





## Cost Per Ride





### <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: Chairperson

DATE: May 22, 2025

SUBJECT: Financial Report



#### SMART

Balance Sheet - Summary of All Funds For the Nine Months Ending March 31, 2025

OMART RALANCE CUEET				· 
SMART BALANCE SHEET		FY2025	FY2024	Y/E FY2024
ASSETS	1			
Current Assets				
Cash and Cash Equivalents		93,273,169.67	145,286,671.78	113,153,840.09
Investments		23,616,928.08	17,454,858.16	22,535,821.68
Receivables:				
Accrued Interest Receivable		53,684.00	37,543.72	71,139.47
Grants Receivable		37,651,248.36	25,582,471.35	41,036,483.00
Local Contributions Receivable		10,908,053.38	2,481,982.19	33,938.02
Other Receivables		966,794.63	1,211,542.52	873,367.00
Materials and Supplies Inventory		3,890,069.89	3,064,698.49	3,645,185.13
Prepaid Expenses		1,108,972.56	1,112,870.23	561,021.50
Total Current Assets		171,468,920.57	196,232,638.44	181,910,795.89
Noncurrent Assets				
Cash Restricted for Re-Investment		178,691.67	69,866.97	178,691.67
Capital Assets, net		148,428,944.34	168,829,288.17	169,421,504.00
Total Noncurrent Assets		148,607,636.01	168,899,155.14	169,600,195.67
Total Assets	\$	320,076,557	\$ 365,131,794	\$ 351,510,992
Defermed Outflows of December 1				
Deferred Outflows of Resources Deferred Outflows-Pension		00 400 454 05	12 704 606 04	89,429,151.35
Deferred Outflows-OPEB		89,429,151.35	43,704,696.01	
Total Deferred Outflows		2,954,088.00	7,828,435.00	2,954,088.00
Total Deferred Outflows		92,383,239.35	51,533,131.01	92,383,239.35
Total Assets and Deferred Outflows	\$	412,459,795	\$ 416,664,924	\$ 443,894,231
LIABILITIES AND NET ASSETS	1			
LIABILITIES AND INET ASSETS	J			
Current Liabilities				
Municipal and Community Credits Payable		9,538,495.67	10,011,348.35	9,173,494.51
Accounts Payable under POS agreements		2,915,285.35	4,681,131.55	1,217,257.79
Accrued Self Insurance		9,267,231.88	10,851,593.16	8,975,427.00
Payable to the State of Michigan		0.86	133,869.01	3,909,645.86
A/P State Act 51 Prior Yr Adj		1.00	61,934.00	
Accounts Payable and Accrued Expenses		7,680,017.56	10,407,091.04	11,915,392.73
Accrued Compensation		5,677,173.18	4,614,313.56	5,261,256.74
Total Current Liabilities		35,078,205.50	40,761,280.67	40,452,474.63
Noncurrent Liabilities				
Net OPEB Obligation		(16,705,515.79)	(1,980,814.53)	(16,705,515.79)
Net Pension Obligation		71,775,944.74	56,631,122.14	71,775,944.74
Lease Liability		2,115,292.00	2,615,390.00	2,526,313.00
Total Liabilities		92,263,926.45	98,026,978.28	98,049,216.58
		. , ,	,	,,
Deferred Inflows of Resources			40.000-00-00	05 001 010 ==
Deferred Inflows-OPEB		35,831,042.00	49,841,792.00	35,831,042.00
Deferred Inflows-Pension		16,216,288.08	15,592,907.08	16,216,288.08
Deferred Inflows-Lessor		453,281.00	474,121.00	468,911.00 52 516 241 08
Deferred Inflows-Lessor  Total Deferred Inflows		453,281.00 52,500,611.08	474,121.00 65,908,820.08	52,516,241.08
				52,516,241.08
Total Deferred Inflows  Total Liabilities and Deferred Inflows		52,500,611.08	65,908,820.08	52,516,241.08
Total Deferred Inflows  Total Liabilities and Deferred Inflows  Net Position:		52,500,611.08 144,764,537.53	65,908,820.08 163,935,798.36	52,516,241.08 150,565,457.66
Total Deferred Inflows  Total Liabilities and Deferred Inflows  Net Position: Invested in Capital Assets, net of related debt		52,500,611.08 144,764,537.53 148,428,974.34	65,908,820.08 163,935,798.36 168,829,288.17	52,516,241.08 150,565,457.66 149,685,808.00
Total Deferred Inflows  Total Liabilities and Deferred Inflows  Net Position: Invested in Capital Assets, net of related debt Restricted		52,500,611.08 144,764,537.53 148,428,974.34 178,691.67	65,908,820.08 163,935,798.36 168,829,288.17 69,866.97	52,516,241.08 150,565,457.66 149,685,808.00 16,884,207.46
Total Deferred Inflows  Total Liabilities and Deferred Inflows  Net Position: Invested in Capital Assets, net of related debt Restricted Unrestricted		52,500,611.08 144,764,537.53 148,428,974.34 178,691.67 102,382,075.60	65,908,820.08 163,935,798.36 168,829,288.17 69,866.97 81,849,155.56	52,516,241.08 150,565,457.66 149,685,808.00 16,884,207.46 110,053,242.00
Total Deferred Inflows  Total Liabilities and Deferred Inflows  Net Position: Invested in Capital Assets, net of related debt Restricted		52,500,611.08 144,764,537.53 148,428,974.34 178,691.67	65,908,820.08 163,935,798.36 168,829,288.17 69,866.97	52,516,241.08 150,565,457.66 149,685,808.00 16,884,207.46 110,053,242.00
Total Deferred Inflows  Total Liabilities and Deferred Inflows  Net Position: Invested in Capital Assets, net of related debt Restricted Unrestricted		52,500,611.08 144,764,537.53 148,428,974.34 178,691.67 102,382,075.60	65,908,820.08 163,935,798.36 168,829,288.17 69,866.97 81,849,155.56	

		Months ended March			FY 20	24/25
SMART OPERATIONAL INCOME STATEMENT	YTD ACTUAL	YTD BUDGET	VARIANCE	% VARIANCE	ANNUAL BUDGET	BUDGET REMAINING
REVENUES						
Route Revenue:	_					
Fare Revenue	\$4,207,284.55	\$4,208,917.00	(\$1,632.45)	0.04%	\$5,611,896.00	(\$1,404,611.45)
Mircotransit	413,354.72	168,750.00	244,604.72	-144.95%	225,000.00	188,354.72
Total Route Revenue	4,620,639.27	4,377,667.00	242,972.27	-5.55%	5,836,896.00	(1,216,256.73)
Federal Sources:						
Section 5307	9,463,112.09	7,500,004.00	1,963,108.09	100.00%	10,000,000.00	(\$536,887.91)
Other Federal Grants	360,406.27	2,999,999.00	(2,639,592.73)	81.98%	4,000,000.00	(\$3,639,593.73)
Total Federal Sources	9,823,518.36	10,500,003.00	(676,484.64)	6.44%	14,000,000.00	(4,176,481.64)
State Sources:						
State Act 51	31,038,110.00	31,500,000.00	(461,890.00)	1.47%	42,000,000.00	(10,961,890.00)
State PM Match	31,030,110.00	1,500,001.00	(1,500,001.00)	100.00%	2,000,000.00	(2,000,000.00)
Other State Revenue	73,825.22	113,249.00	(39,423.78)	34.81%	151,000.00	(77,174.78)
Total State Sources	31,111,935.22	33,113,250.00	(2,001,314.78)	6.04%	44,151,000.00	(13,039,064.78)
1						
Local Sources:	00 044 500 00	70 005 004 00	(7,000,500,07)	40.000/	404 400 000 00	(00.475.400.07)
Contributions from Local Transit Authorities Contra Revenue - Local Contribution	68,244,500.03 (225,000.00)	76,065,001.00 (225,000.00)	(7,820,500.97)	10.28% 0.00%	101,420,000.00 (300,000.00)	(33,175,499.97) 75,000.00
Total From Local Sources	68,019,500.03	75,840,001.00	(7,820,500.97)	10.31%	101,120,000.00	(33,100,499.97)
Other Income:	=== ===================================	450.000.00	400 000 00	00.070/		(47.000.00)
Advertising	552,036.38	450,003.00	102,033.38	-22.67%	600,000.00	(47,963.62)
Rental Income Interest Income	66,661.45 4,401,603.60	22,497.00 3,750,001.00	44,164.45 651,602.60	-196.31% -17.38%	30,000.00 5,000,000.00	36,661.45 (598,396.40)
Insurance Refund	79,328.00	3,730,001.00	79,328.00	0.00%	3,000,000.00	79,328.00
Fleet Maint Reimbursement	135,109.00	116,251.00	18,858.00	-16.76%	155,000.00	(19,891.00)
Admin Fees Revenue	449,708.35	428,249.00	21,459.35	-5.01%	571,000.00	(121,291.65)
Miscellaneous	396,332.72	181,572.00	214,760.72	-118.28%	242,100.00	154,232.72
Local Comm Transit Operating Rev	137,238.45	132,753.00	4,485.45	-3.38%	177,000.00	(39,761.55)
Local Comm Stabilization	1,688,885.25	1,125,000.00	563,885.25	-50.12%	1,500,000.00	188,885.25
Total Other Income	7,906,903.20	6,206,326.00	1,700,577.20	-27.40%	8,275,100.00	(368,196.80)
Restricted Pass Through Revenue (Exp Match):	12,554,875.55	10,530,000.00	2,024,875.55	-19.23%	14,040,000.00	(\$1,485,124.45)
	·				, ,	,
TOTAL REVENUES	134,037,371.63	140,567,247.00	(6,529,875.37)	4.65%	187,422,996.00	(53,385,624.37)

	For the Nin	e Months ended March	FY 2024/25			
SMART OPERATIONAL INCOME STATEMENT	YTD ACTUAL	YTD BUDGET	VARIANCE	% VARIANCE	ANNUAL BUDGET	BUDGET REMAINING
EXPENSES						
WAGE AND WAGE RELATED EXPENSES:						
ACTIVE EMPLOYEES:						
Active Salaries, Wages & Taxes						
Administrative	15,131,168.21	16,673,845.00	1,542,676.79	9.25%	22,480,419.00	7,343,824.68
Operations	31,126,366.88	29,590,136.00	(1,536,230.88)	-5.19%	39,567,742.00	9,687,241.54
Maintenance	8,395,055.98	9,401,782.00	1,006,726.02	10.71%	12,514,602.00	2,810,229.55
Total Active Salaries, Wages, Taxes	54,652,591.07	55,665,763.00	1,013,171.93	1.82%	74,562,763.00	19,841,295.77
% of Total Revenue						
Active Employee Benefits:						
Hospitalization/Medical	7,053,524.95	10,992,830.00	3,939,305.05	25.29%	14,657,111.00	7,603,586.05
Life, AD&D, Drug, Dental, Optical	994,826.74	1,002,320.00	7,493.26	0.75%	1,316,427.00	323,987.80
Other Employee Benefits	346,000.98	424,105.00	78,104.02	18.42%	565,467.00	520,770.06
Workers Compensation	1,257,003.00	961,509.00	(295,494.00)	-30.73%	1,282,014.00	25,011.00
Health Care Saving Plan	1,509,276.93	1,156,353.00	(352,923.93)	-30.52%	1,541,802.00	32,525.07
FICA	4,156,421.27	3,920,685.00	(235,736.27)	-6.01%	5,227,577.00	1,071,155.73
Pension Funding	4,453,954.50	5,381,224.00	927,269.50	17.23%	3,625,765.00	2,721,009.50
Premium Sharing Pension		(2,661,901.00)	(2,661,901.00)	100.00%		(3,549,199.00)
Total Active Employee Benefits	19,771,008.37	21,177,125.00	1,406,116.63	6.64%	28,216,163.00	8,748,846.21
% of Total Active Wages	36%	38%				
Total Active Employee Wages & Benefits:	74,423,599.44	76,842,888.00	2,419,288.56	3.15%	102,778,926.00	28,355,326.56
RETIRED EMPLOYEES:						
Post Employment Benefits:	0.700.004.00	5 005 400 00	(705 440 00)	40.040/	0.040.504.00	4 000 000 40
Retiree Medical & Drug Premiums	6,780,304.33	5,995,188.00	(785,116.33)	-13.01%	8,013,584.00	1,230,892.13

6,780,304.33 6,780,304.33	5,995,188.00 5,995,188.00	(785,116.33) (785,116.33)	-13.01% -13.10%	8,013,584.00 8,013,584.00	1,230,892.13 1,233,279.67
6,780,304.33	5,995,188.00	(785,116.33)	-13.01%	8,013,584.00	1,230,892.13
74,423,599.44	76,842,888.00	2,419,288.56	3.15%	102,778,926.00	28,355,326.56
36%	38%				
19,771,008.37	21,177,125.00	1,406,116.63	6.64%	28,216,163.00	8,748,846.21
	(2,661,901.00)	(2,661,901.00)	100.00%		(3,549,199.00)
4,453,954.50	5,381,224.00	927,269.50	17.23%	3,625,765.00	2,721,009.50
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	•	, , ,		, ,	32,525.07
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	<u> </u>	<u> </u>			19,841,295.77
* *	' '	· · · · · · · · · · · · · · · · · · ·		, ,	2,810,229.55
* *	' '	, ,		, ,	9,687,241.54
15 121 160 21	16 672 945 00	1 542 676 70	0.25%	22 490 440 00	7,343,824.68
	19,771,008.37 36%	31,126,366.88 29,590,136.00 8,395,055.98 9,401,782.00 54,652,591.07 55,665,763.00 7,053,524.95 10,992,830.00 994,826.74 1,002,320.00 346,000.98 424,105.00 1,257,003.00 961,509.00 1,509,276.93 1,156,353.00 4,156,421.27 3,920,685.00 4,453,954.50 5,381,224.00 (2,661,901.00) 19,771,008.37 21,177,125.00	31,126,366.88 29,590,136.00 (1,536,230.88) 8,395,055.98 9,401,782.00 1,006,726.02 54,652,591.07 55,665,763.00 1,013,171.93  7,053,524.95 10,992,830.00 3,939,305.05 994,826.74 1,002,320.00 7,493.26 346,000.98 424,105.00 78,104.02 1,257,003.00 961,509.00 (295,494.00) 1,509,276.93 1,156,353.00 (352,923.93) 4,156,421.27 3,920,685.00 (235,736.27) 4,453,954.50 5,381,224.00 927,269.50 (2,661,901.00) (2,661,901.00) 19,771,008.37 21,177,125.00 1,406,116.63	31,126,366.88       29,590,136.00       (1,536,230.88)       -5.19%         8,395,055.98       9,401,782.00       1,006,726.02       10.71%         54,652,591.07       55,665,763.00       1,013,171.93       1.82%         7,053,524.95       10,992,830.00       3,939,305.05       25.29%         994,826.74       1,002,320.00       7,493.26       0.75%         346,000.98       424,105.00       78,104.02       18.42%         1,257,003.00       961,509.00       (295,494.00)       -30.73%         1,509,276.93       1,156,353.00       (352,923.93)       -30.52%         4,156,421.27       3,920,685.00       (235,736.27)       -6.01%         4,453,954.50       5,381,224.00       927,269.50       17.23%         (2,661,901.00)       (2,661,901.00)       100.00%         19,771,008.37       21,177,125.00       1,406,116.63       6.64%	31,126,366.88       29,590,136.00       (1,536,230.88)       -5.19%       39,567,742.00         8,395,055.98       9,401,782.00       1,006,726.02       10.71%       12,514,602.00         54,652,591.07       55,665,763.00       1,013,171.93       1.82%       74,562,763.00         7,053,524.95       10,992,830.00       3,939,305.05       25.29%       14,657,111.00         994,826.74       1,002,320.00       7,493.26       0.75%       1,316,427.00         346,000.98       424,105.00       78,104.02       18.42%       565,467.00         1,257,003.00       961,509.00       (295,494.00)       -30.73%       1,282,014.00         1,509,276.93       1,156,353.00       (352,923.93)       -30.52%       1,541,802.00         4,156,421.27       3,920,685.00       (235,736.27)       -6.01%       5,227,577.00         4,453,954.50       5,381,224.00       927,269.50       17.23%       3,625,765.00         19,771,008.37       21,177,125.00       1,406,116.63       6.64%       28,216,163.00

	For the Nii	ne Months ended March	n 31, 2025		FY 2	024/25
SMART OPERATIONAL INCOME STATEMENT	YTD ACTUAL	YTD BUDGET	VARIANCE	% VARIANCE	ANNUAL BUDGET	BUDGET REMAINING
Operations:						
Operational Expenses						
Direct Variable (Vehicle):						
Diesel Fuels	4,400,637.38	6,262,495.00	1,861,857.62	29.73%	8,350,000.00	3,949,362.62
Gas, Oil, Lubricants, Etc.	345,818.98	422,253.00	1,861,857.62	18.10%	563,000.00	217,181.02
Repair Parts	4,091,090.07	3,292,507.00	(798,583.07)	-24.27%	4,390,000.00	298,384.99
Leased Batteries		105,001.00	105,001.00	100.00%	140,000.00	140,000.00
Tires	893,196.55	957,751.00	64,554.45	6.74%	1,277,000.00	383,803.45
Vehicle Liability	6,337,014.21	8,471,621.00	2,134,606.79	25.20%	11,295,500.00	4,958,485.79
Bus Contract Repairs-Maintenance	621,279.35	1,217,184.00	595,904.65	48.96%	1,622,900.00	1,001,620.65
Contract Repairs-Accidents	2,390.00	33,750.00	31,360.00	92.92%	45,000.00	42,610.00
Towing	165,352.00	119,999.00	(45,353.00)	-37.79%	160,000.00	(5,352.00)
Other Repair Parts	16,240.84	44,994.00	28,753.16	63.90%	60,000.00	43,759.16
Total Direct Variable (Vehicle)	16,873,019.38	20,927,555.00	4,054,535.62	19.37%	27,903,400.00	11,030,380.62
Microtransit	5,645,845.29	5,940,000.00	294,154.71	4.95%	7,920,000.00	2,274,154.71
Indirect Variable:						
Fare Collection Costs	244,732.22	442,422.00	197,689.78	44.68%	589,900.00	345,167.78
Route Facilities Maint.	216,815.33	493,726.00	276,910.67	56.09%	658,300.00	441,484.67
Other-Operational	53,861.23	511,998.00	458,136.77	89.48%	682,667.00	628,805.77
Total Indirect Variable	515,408.78	1,448,146.00	932,737.22	64.41%	1,930,867.00	1,415,458.22
Facilities:						
Utilities	863,259.07	1,301,249.00	437,989.93	33.36%	1,735,000.00	871,740.93
Contract Bldg Maint	825,282.06	893,996.00	68,713.94	7.69%	1,192,000.00	366,717.94
Building Maint	72,451.20	200,466.00	128,014.80	63.86%	267,300.00	194,848.80
Other-Maintenance	260,383.61	297,296.00	36,912.39	12.42%	396,400.00	136,016.39
Business Insurance	79,123.64	86,022.00	6,898.36	8.02%	114,700.00	35,576.36
Total Facilities	2,100,499.58	2,779,029.00	678,529.42	24.42%	3,705,400.00	1,604,900.42
Total Operational Expenses	\$ 25,134,773	\$ 31,094,730	\$ 5,959,957	19.17%	\$ 41,459,667	\$ 16,324,894

		For the Ni	ne N	Nonths ended March	า 31	, 2025			FY 2	2024	25
SMART OPERATIONAL INCOME STATEMENT		YTD ACTUAL		YTD BUDGET		VARIANCE	% VARIANCE		ANNUAL BUDGET		BUDGET REMAINING
Administration, Other, Contingency:											
Administration											
General Supplies		221,685.55		1,019,256.00		140,566.25	39.42%		475,450.00		259,417.25
Professional, Outside Serv		2,394,334.97		4,101,378.00		1,707,043.03	41.62%		5,468,500.00		3,074,165.03
Outside Counsel-non V/L & W/C		188,719.63		562,500.00		373,780.37	66.45%		750,000.00		561,280.37
Civil Settlements		22,303.00		74,999.00		52,696.00	70.26%		100,000.00		77,697.00
Computer Maint		1,549,303.10		780,001.00		(769,302.10)	-98.63%		1,040,000.00		(509,303.10)
Marketing Expense		614,005.90		2,004,753.00		1,390,747.10	69.37%		2,673,000.00		2,058,994.10
Other Administration		630,640.88		761,597.00		130,956.12	17.19%		1,015,455.00		384,814.12
Total Administration		5,620,993.03	\$	9,304,484	\$	3,026,487	32.53%	\$	11,522,405	\$	5,907,065
Total Administration		0,020,000.00	Ψ	3,004,404	Ψ	0,020,407	02.00 /0	Ψ	11,022,400	Ψ	0,001,000
Contingency		48,610.97	\$	1,350,000	\$	1,301,389	96.40%	\$	1,800,000	\$	1,751,389
		•		•	•	•					
Other											
Vehicle Purchase Expense				749,999.00		749,999.00	100.00%		1,000,000.00		1,000,000.00
Depreciation-Ineligible		855,030.00		450,000.00		405,030.00	100.00%		600,000.00		(255,030.00)
Interest Expense		33,188.00		7,499.00		(25,689.00)	-342.57%		10000		(23,188.00)
Total Other		888,218.00	\$	1,207,498	\$	1,129,340	93.53%	\$	1,610,000	\$	721,782
Community Partner											
Community Credit Exp.		3,402,495.00		3,402,504.00		9.00	0.00%		4,536,677.00		1 124 192 00
POS, Comm Transit Svc & Alloc Overhead		, ,		· ·							1,134,182.00
		1,005,683.35	œ.	983,780.00	<b>.</b>	(21,903.35)	-2.23%	\$	1,311,700.00	œ.	306,016.65
Total Special Services		4,408,178.35	\$	4,386,284	<b>\$</b>	(21,894)	-0.50%	<b>\$</b>	5,848,377	\$	1,440,199
Restricted Pass Through Expense (Rev. Match)		12,554,875.55		10,530,000.00		(2,024,875.55)	-19.23%	1	4,040,000.00		5,822,024.05
	-										
Total Community Partner	\$	16,963,054	\$	14,916,284	\$	(2,046,770)	-13.72%	\$	19,888,377	\$	2,925,323
TOTAL EXPENSES (Wages & Operational)	\$	129,859,553	\$	140,711,072	\$	11,004,575	7.82%	\$	187,072,959	\$	57,213,406
· • · · ·				, ,	-			-	•	-	, ,
NET INCOME (LOSS)	\$	4,177,819	\$	(143,825)	\$	4,321,644					

		3rd Quarter	FY 2024/25	
SMART FUNCTIONAL INCOME STATEMENT	ACTUAL	BUDGET	\$\$ VARIANCE FAV(UNFAV)	% VARIANCE
REVENUES				
FEDERAL OPERATING REVENUE				
Section 5307 & 5309 Other Federal Grants	\$360,406.27 9,463,112.09	\$9,000,002.00	823,516.36	99.46% 0.00%
Sec 5307 Relief Funding Total Federal Operating Revenue	9,823,518.36	1,500,000.00 10.500.002.00	(1,500,000.00)	100.00%
	9,023,310.30	10,300,002.00	(070,403.04)	0.44 /
STATE OF MICHIGAN Act 51	31,038,110.00	31,500,000.00	(461,890.00)	1.47%
State PM Revenue		1,500,001.00	(1,500,001.00)	100.00%
Other State Grant	73,825.22		(39,423.78)	34.81%
Total State Operating Revenue	31,111,935.22	33,113,250.00	(2,001,314.78)	-6.04%
LOCAL CONTRIBUTION	00 044 500 00	70 005 004 00	(7,000,500,07)	40.000/
Contribution From County Transit Authorities Contra Revenue - Local Contribution	68,244,500.03 (225,000.00)	76,065,001.00 (225,000.00)	(7,820,500.97)	10.28% 0.00%
Total Local Contribution Revenue	68,019,500.03	75,840,001.00	(7,820,500.97)	10.31%
Local Comm Stabilization	1,688,885.25	1,125,000.00	563,885.25	-50.12%
OPERATIONS:				
Fixed Route	3,917,641.49	3,929,916.00	(12,274.51)	0.31%
Connector	289,643.06	279,001.00	10,642.06	-3.81%
Mircotransit	413,354.72	168,750.00	244,604.72	-144.95%
Admin Fee Revenue	449,708.35	428,249.00	21,459.35	-5.01%
Interest Revenue	4,401,603.60	3,750,001.00	651,602.60	-17.38%
Fleet Maint Reimbursement	135,109.00	116,251.00	18,858.00	-16.22%
Other Revenues	1,231,597.00	786,825.00	444,772.00	-22.67%
Restricted Revenue	12,554,875.55	10,529,991.00	2,024,884.55	340.64%
Total Operating Revenues	\$ 134,037,372	\$ 140,567,237	\$ (6,529,865)	-4.6%
OPERATING EXPENSES				
FUNCTIONAL OPERATIONS:	47 570 004 04	50.044.400.00	0.705.000.40	45.500
Fixed Route	47,579,204.81		8,765,283.19	15.56%
Connector Microtransit	4,981,813.44 5,645,845.29	4,966,337.00 5,940,000.00	(15,476.44) 294,154.71	-0.31% 4.95%
General Administration	53,752,806.29		1,626,536.74	2.94%
Community Credits	3,402,495.00	3,402,504.00	9.00	0.00%
Vehcile Purchase Expense		749,999.00	749,999.00	100.00%
Purchase of Service	576,407.93	518,771.00	10,952.50	-0.50%
Community Transit Service	429,275.42	465,009.00	10,951.00	-21.54%
Depreciation	855,030.00	450,000.00	(13,940,621.95)	-3097.92%
Interest Expense	33,188.00	7,499.00	(25,689.00)	-342.57%
Contingency	48,610.97	1,350,000.00	1,301,389.03	96.40%
Restricted Expenses	12,554,875.55	10,530,000.00	(2,024,875.55)	-19.23%
Total Operating Expenses	\$ 129,859,553	\$ 140,711,062	\$ (3,247,388)	-2.3%
Operating Revenues over (under) Expenses	\$ 4,177,819	\$ (143,825)	\$ 4,321,644	
Operating Nevertues Over (uniter) Expenses	Ψ 4,177,019	Ψ (143,023)	¥ 7,321,044	

### <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: SMART Staff

DATE: June 26, 2025

SUBJECT: New Business



### agendaitem

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Counsel FROM: General Counsel APPROVED BY: General Manager

SUBJECT: FY2026 Board of Directors Meeting Schedule

#### RECOMMENDATION

That the Board adopt the attached resolution designating the time and place for FY2026 meetings as per the Open Meetings Act, MCLA 15.261 et seq and Article II, Section 3 of the SMART Board's By-Laws.

#### **DISCUSSION**

Under Section 5 of the Open Meetings Act (MCLA 15.265(2)) a public notice stating the dates, times, and places of this Board's regular meetings must be posted. In addition, the SMART Board of Director's By-Laws require a standing resolution that sets forth the Board's place and time for all meetings. Article II, Section 3 states:

Section 3. Regular Meetings. Regular meetings of the Board shall be held a minimum of quarterly at such times and places as shall be designated from time to time by standing resolution of the Board. In all respects, each shall be identical in format. At such meetings the Board may transact such business as may be brought before the meetings. The Annual Meeting will be held in the month of October.

The SMART Board currently meets at 2:00 p.m. Eastern Standard Time on the fourth Thursday of each month, excluding November and December. Most sessions will be held at the SMART offices in the Board Room located at 535 Griswold, Suite 600, Detroit, Michigan 48226. The exceptions are the meetings scheduled for July 24th, August 28th, and September 25<sup>th</sup>.

The July 24, 2025, Board meeting will take place at Ferndale City Hall, located at 300 E. 9 Mile Rd., Ferndale, MI 48220, at 2:00 P.M. The August 28, 2025, Board meeting will take place at the Grosse Pointe War Memorial, located at 32 Lake Shore Drive, Grosse Pointe Farms, MI 48236, at 2:00 P.M. The September 25, 2025, Board meeting will take place at Sterling Heights City Hall, located at 40555 Utica Rd, Sterling Heights, MI 48313, at 2:00 P.M.

Since the SMART Board of Directors meeting schedule conflicts with both the Thanksgiving and Christmas holidays, and given that past practice has been to combine these meetings to take place during the first Thursday of December (December 4, 2025), the attached resolution reflects that practice. Should the SMART Board wish to change the time or location of a meeting, or hold a special meeting, notice will be provided accordingly on an as-needed basis.

#### **FUNDING & COSTS**

The adoption of the FY2026 Board meeting schedule is expected to have no effect on the SMART budget.

#### **ATTACHMENTS**

- Resolution
- Board Secretary Memo



#### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### RESOLUTION

Author	ization to Approve a Standing Resolution Designating the Time and Place for Meetings
Whereas,	The Open Meetings Act and the By-Laws of the Suburban Mobility Authority for Regional Transportation (SMART) require a standing resolution designating the time and place for meetings in Article II, Section 3; and,
Whereas,	the SMART Board intends its meetings to take place at 2:00 p.m. Eastern Standard Time, on the fourth Thursday of each month excluding November and December, which meetings shall be combined and take place on the first Thursday of December; and,
Whereas,	the SMART Board intends its regular meeting place to be the SMART administrative offices located at 535 Griswold, Suite 600, Detroit, MI, 48226, subject to law and policy amendments; and,
Whereas,	The July 24, 2025 Board meeting will take place at Ferndale City Hall, located at 300 E. 9 Mile Rd., Ferndale, MI 48220, at 2:00 P.M.; the August 28, 2025 Board meeting will take place at the Grosse Pointe War Memorial, located at 32 Lake Shore Drive, Grosse Pointe Farms, MI 48236, at 2:00 P.M; and the September 25, 2025 Board meeting will take place at Sterling Heights City Hall, located at 40555 Utica Rd, Sterling Heights, MI 48313, at 2:00 P.M; now, therefore be it
Resolved,	That the SMART Board of Directors hereby adopts the foregoing schedule as its own for FY2026.
	CERTIFICATE
-	gned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional

al 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 June 26, 2025.

Date	Board Secretary

#### **MEMORANDUM**

DATE: June 26, 2025

TO: SMART Board of Directors

FROM: Tiffany C. Martin-Patterson, Board Secretary

SUBJECT: FY2026 Board of Directors Meetings

Listed below are the SMART Board of Directors meetings scheduled for FY2026. Most sessions will be held at the SMART offices in the Board Room at 535 Griswold, Suite 600, Detroit, Michigan 48226. The exceptions are the meetings scheduled for July 24th, August 28th, and September 25th, which will take place at the community locations listed below.

Due to the Holiday Season, the Board meetings for November and December will be combined and are currently scheduled for Thursday, December 4, 2025.

The July 24, 2025, Board meeting will take place at Ferndale City Hall, located at 300 E. 9 Mile Rd., Ferndale, MI 48220, at 2:00 P.M.

The August 28, 2025, Board meeting will take place at the Grosse Pointe War Memorial, located at 32 Lake Shore Drive, Grosse Pointe Farms, MI 48236, at 2:00 P.M.

The September 25, 2025, Board meeting will take place at Sterling Heights City Hall, located at 40555 Utica Rd, Sterling Heights, MI 48313, at 2:00 P.M.

If there are any cancellations or changes in the schedule, related correspondence will be mailed, posted, and/or e-mailed. If you have any questions or concerns, please call me at 313.223.2110. Thank you.

#### <u>Board Meetings</u>

JULY 24, 2025 AUGUST 28, 2025 SEPTEMBER 25, 2025 OCTOBER 23, 2025 DECEMBER 4, 2025 JANUARY 22, 2026 FEBRUARY 26, 2026 MARCH 26, 2026 APRIL 23, 2026 MAY 28, 2026 JUNE 25, 2026



### agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: VP of Finance FROM: VP of Finance APPROVED BY: Deputy GM

SUBJECT: Appointments to the 2024 – 2025 Audit Committee of the SMART Board of Directors

#### **SUMMARY**

In accordance with the SMART Board's By-Laws, Article V Section 1, the SMART Board of Directors is to annually appoint Committee members to the Authority's sole permanent, standing committee, the Audit Committee.

#### **DISCUSSION**

The SMART Board's By-Laws establish a standing Audit Committee in Article V Section 1, whose members serve for a term of one year. Pursuant to Article IV Section 1, the committee is responsible for the oversight of the work of the accounting firm employed (including resolution of disagreements between management and the auditor), as well as retention of the audit firm itself.

As set forth in the By-Laws, committees are to be composed of at least three members of the Board, and the Board Chairperson is an *ex officio* member as well. As such, the Board should appoint at least three members to this permanent committee.

#### **ATTACHMENT**

Resolution



#### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### RESOLUTION

Approval of Audit Committee Appointments for 2024 – 2025

Whereas,	Article V Section 1(A)(1) of the SMART Board of Directors By-Laws requires the appointment of an Audit Committee; and,
Whereas,	The SMART Board Chairman has appointed
	(Chair)
	now therefore be it,
RESOLVED,	that the Board of Directors of the Suburban Mobility Authority for Regiona Transportation, hereby approves the appointment of the Audit Committee for the 2024-25 term.
	CERTIFICATE
Transportation legally conve	ned duly qualified Board Secretary of the Suburban Mobility Authority for Regional net certifies that the foregoing is a true and correct copy of the resolution adopted at sened meeting of the Board of the Suburban Mobility Authority for Regional non June 26, 2025.
Date	Board Administrator



### agenda item

DATE: June 26, 2025 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 2026 Operating Budget, Restricted Operating Budget, and the Proposed FY 2026 - FY 2030 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) 2026 Operating Budget, FY2024 Restricted Operating Budget, and the proposed FY2026 through FY2030 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 21, 2025, and reviewed the proposed FY 2026 Operating Budget, Restricted Operating Budget, and the proposed FY 2026 through FY 2030 Capital Budget. After an in-depth discussion, the Budget Committee voted unanimously to move the three budgets forward to the full SMART Board for consideration.

The FY2026 SMART proposed operating budget is \$183.9 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 FY2026 restricted operating budget is recommended to be \$20.1 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 \$167.1 million in federal and state grants, which were awarded to SMART in prior fiscal years. Further, SMART estimates an additional \$54.0 million in federal and state grant revenues for FY2026. Within the estimated federal grant funding covering FY2026, \$10.0 million of grant funding is appropriated within the FY2025 operating budget for operations.

#### **RECOMMENDATION**

It is recommended that the SMART Board of Directors adopt the FY 2026 Operating Budget, Restricted Operating Budget, and the FY 2026 through FY 2030 Capital Budget as submitted by staff and reviewed by the SMART Board Budget Committee.

#### **ATTACHMENT**

- SMART FY2026 Budget
  - SMART FY2026 Operating Budget Page 5
  - SMART FY2026 Restricted Operating Budget Page 11
  - SMART FY2026 / FY2030 Capital Budget Page 30
- Resolution



#### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### RESOLUTION

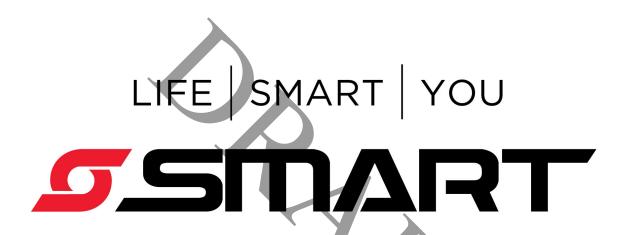
Board Adoption FY2026 Operating Budget, FY2026 Restricted Operating Budget and FY2026 / FY2030 Capital Budget

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 2026; 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 21, 2025; 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 21, 2025, to May 22, 2025; and
Whereas,	The Authority pursuant to the provisions of PA 204 of 1967 as amended, will submit its FY2026 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 2026 Operating Budget, Restricted Operating Budget, and the FY 2026 through FY 2030 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 June 26, 2025.

Date	Board Secretary



**OPERATING AND CAPITAL BUDGET** 

FISCAL YEAR 2026 BUDGET COMMITTEE



# Suburban Mobility Authority for Regional Transportation Board of Directors

**WAYNE COUNTY** 

Assad Turfe Dr. Curtis Ivery

**OAKLAND COUNTY** 

Diana McBroom

**MACOMB COUNTY** 

John Paul Rea Sheila Cote

MONROE COUNTY

Royce Maniko

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











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FY2026 FUNCTIONAL OPERATING BUDGET	FY2025 BUDGET	FY2026 BUDGET	\$ Variance FAV(UNFAV)	% Variance FAV(UNFAV)
REVENUE				
EDERAL OPERATING REVENUE:				
SECTION 5307	\$ 8,000	0,000 \$ 8,000	,000 -	
SECTION 5307 FEDERAL RELIEF	2,000	0,000 5,000	3,000,000	
OTHER FEDERAL GRANTS	4,000	0,000 1,538	<b>5,800</b> (2,461,200)	-61.
OTAL FEDERAL OPERATING REVENUE	14,00	0,000 14,538	538,800	3.
FATE OF MICHIGAN				
ACT 51 - LOCAL BUS OPERATING ASSISTANCE	42,000	0,000 49,675	<b>,000</b> 7,675,000	18.
OTHER STATE GRANTS	3,65			9.
OTAL STATE OPERATING REVENUE	45,65			17.
ONTRIBUTION FROM COUNTY TRANSIT AUTHORITIES	101,120	,000 102,885	<b>,500</b> 1,765,500	1.7
PERATING REVENUE				
FIXED ROUTE	5,23	9,900 5,593	<b>,000</b> 353,100	6.
CONNECTOR			<b>5,300</b> 6,304	1.
MICROTRANSIT		•	<b>,000</b> 275,000	122.
THER INCOME	6,44	- 3,100 6,009	,000 (434,100)	-6.
OCAL COMM TRANSIT OPERATING REVENUE			<b>,500</b> 10,500	3.
TOTAL REVENUE	173,38	2,996 183,902	,100 10,519,104	6.
EXPENSES				
PERATIONS:				
IXED ROUTE	110,78	2,395	<b>5,806</b> (4,934,411)	-4
CONNECTOR	19,30			-26.
MICROTRANSIT	7,920			-2
GENERAL ADMINISTRATION	25,71			0
OMMUNITY CREDITS		6,677 4,677		-3
I COUNTY POS ASSISTANCE	69	1,700 741	,000 (49,300)	-7
DMMUNITY BASED SERVICE			,000 (100,000)	-16
PRECIATION EXPENSE - Act 51 Eligible		•	,000 59,000	9
QUIPMENT PURCHASE EXPENSE	1,40			-
ONTINGENCY	1,80		•	_
OVID-19 EXPENSES	1,000	-		-
TOTAL EXPENSES	173,38	2,996 183,902	,100 (10,519,104)	-6

<b>5</b> SMA	DT				
FY2026 OPERATIONA		FY 2025 Budget	FY 2026 Budget	\$\$ Variance FAV(UNFAV)	% Variance
REVENUE					
Route Revenue:					
Fare Revenue		5,796,896	6,471,000	674,104	11.6%
Agency Revenue		40,000		(39,700)	-99.3%
Total Route Revenue		5,836,896	6,471,300	634,404	10.9%
	% Of Total Revenue	3%	4%		
Federal Sources:					
Section 5307		8,000,000	8,000,000		
Section 5307 Federal Relief		2,000,000	-	3,000,000	
Federal Grant-UWP/Planning		4,000,000		(2,461,200)	-61.5%
Other Federal Grants		,,,,,,,,,	_,,	( , , , ,	#DIV/0!
Total Federal Sources		14,000,000	14,538,800	538,800	3.8%
	% Of Total Revenue	8%	8%		
			1		
State Sources:					
State ACT 51 SMART - LBOA		42,000,000	49,675,000	7,675,000	18.3%
State Prev Maint Rev		2,000,000	2,000,000	-	
Other State Grants		1,651,000	1,980,000	329,000	19.9%
Total State Sources		45,651,000	53,655,000	8,004,000	17.5%
	% Of Total Revenue	26%	29%		
Local Sources:					
Contributions From Local Trans	it Authorities	101,420,000		1,565,500	1.5%
Allowance For MTT		(300,000)		200,000	
Total From Local Sources		101,120,000		1,765,500	1.7%
	% Of Total Revenue	<i>58%</i>	56%		

	70 Of Total Neverlae	36/6	30%		
Other Income:					
Investment Income		5,000,000	5,000,000		
Advertising		600,000		(600,000)	-100.0%
Admin Fee Revenue		571,000	588,000	17,000	3.0%
Miscellaneous		272,100	421,000	148,900	54.7%
Total Other Income		6,443,100	6,009,000	(434,100)	-6.7%
	% Of Total Revenue	4%	3%		

	_				
FY2026 OPERATION	AL BUDGET	FY 2025 Budget	FY 2026 Budget	\$\$ Variance FAV(UNFAV)	% Variance
Other Operating Revenue:					
Local Community Transit Ope	erating Revenue	177,000	182,500	5,500	3.1%
Fleet Maintenance Reimburs	=	155,000	160,000	5,000	3.2%
<b>Total Other Operating Revenue</b>	_	332,000	342,500	10,500	3.2%
	% Of Total Revenue	0%	0%		
TOTAL REVENUES		\$ 173,382,996	\$ 183,902,100	\$ 10,519,104	6.1%

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FY2026 OPERATIONAL BUDGET	FY 2025 Budget	FY 2026 Budget	\$\$ Variance FAV(UNFAV)	% Variance
EXPENSES (Part 1 of 3)				
WAGE AND WAGE RELATED EXPENSES:				
ACTIVE EMPLOYEES:				
Active Salaries, Wages & Taxes:				
Administrative	13,391,578	14,527,555	(1,135,977)	-8.5%
Operations	47,435,720		(2,775,531)	-5.9%
Maintenance	13,287,923	15,409,694	(2,121,771)	-16.0%
Total Active Salaries, Wages, Taxes	74,115,221	80,148,500	(6,033,279)	-8.1%
% Of Total Revenu	ue 43%	44%		
Active Employee Benefits:				
Hospitalization/Medical	12,807,895	15,093,500	(2,285,605)	-17.8%
Life, AD&D, Dental, & Optical	1,440,391	1,446,900	(6,509)	-0.5%
Other Employee Benefits	282,001		(190,649)	-67.6%
Health Care Saving Plan	1,541,802	1,803,800	(261,998)	-17.0%
Workers Compensation	1,676,010	2,268,571	(592,561)	-35.4%
FICA	6,033,600	6,185,100	(151,500)	-2.5%
Pension Funding	4,732,043	4,857,108	(125,065)	-2.6%
Total Active Employee Benefits	28,513,742	32,127,629	(3,613,887)	-12.7%
% Of Total Revent		17%	, , , ,	
% Of Total Active Wag	es <b>38%</b>	40%		
Total Active Employee Wages & Benefits:	102,628,963	112,276,129	(9,647,166)	-9.4%
% Of Total Revent	ue <b>59%</b>	61%		
RETIRED EMPLOYEES:				
Post Employment Benefits:  OPEB Net Unfunded Obligation				#DIV/0!
Retiree Medical, Life & Presc Premiums	8,013,584	9,120,000	(1,106,416)	-13.8%
Total Post Retirement Benefits	8,013,584	9,120,000	(1,106,416)	-13.8%
% Of Total Revenu		5%	,,,,	
Total Wage and Wage Related Expenses	110,642,547	121,396,129	(10,753,582)	-9.7%
% Of Total Revenu	<i>64</i> %	66%		



FY 2025 Budget FY 2026 Budget \$\$ Variance

\$\$ Variance FAV(UNFAV)

% Variance

### EXPENSES (Part 2 of 3)

_	<b></b>
	naratione
•	perations:

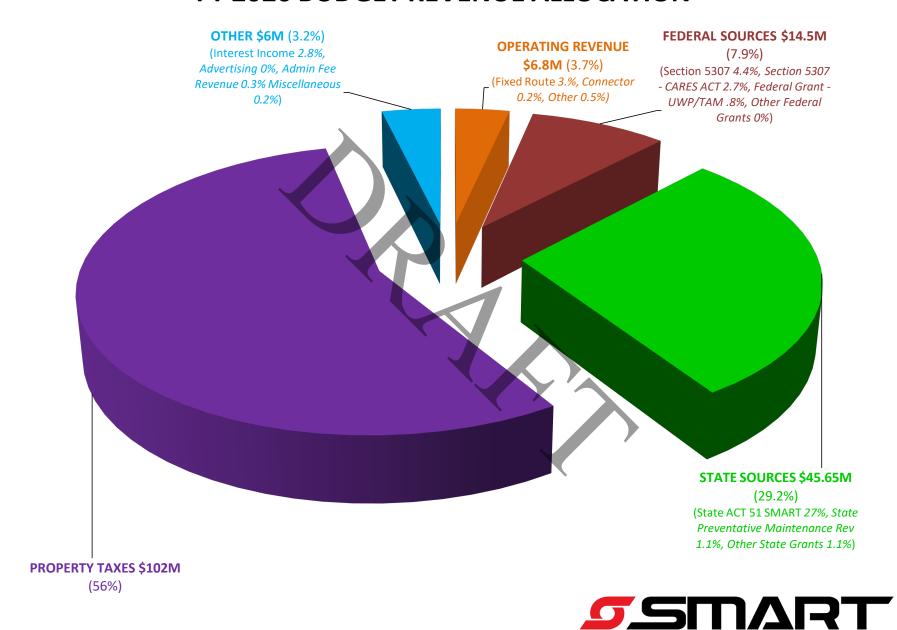
Operational	Expenses
-------------	----------

	% Of Total Revenue	24%	23%		
al Operational Expense		41,452,807	42,477,054	(1,024,247)	-2.5%
	% Of Total Revenue	2%	2%	·	
Total Facilities		3,693,640	3,881,057	(187,417)	-5.1%
Business Insurance		114,700	112,687	2,013	1.8%
Other- Facilities Expenses		538,800	358,500	180,300	33.5%
Contract Bldg Maint.		1,264,500	1,731,200	(466,700)	-36.9%
Utilities		1,775,640	1,678,670	96,970	5.5%
Facilities:	70 Oj TOLUTNEVETILE	1/0	1/0		
i otai iliuli ett vallable	% Of Total Revenue	1,547,767	1,895,100	(347,333)	-22.470
Other- Operational  Total Indirect Variable		299,567 1,547,767	755,233 1,895,166	(455,666) (347,399)	-152.1% -22.4%
Route Facilities Maint.		658,300	661,933	(3,633)	-0.6%
Fare Collection Costs		589,900	478,000	111,900	19.0%
Indirect Variable:			/ A		
	% Of Total Revenue	5%	4%		
Total Contract Transportation		7,920,000	8,100,000	-180,000	
Microtransit Opr Expenses		7,920,000	8,100,000	-180,000	-2.3%
Contract Transportation	-				
, ,	% Of Total Revenue	16%	16%	· · · · · ·	_
Total Direct Variable (Vehicle)		28,291,400	28,600,831	(309,431)	-1.1%
Towing		160,000	180,000	(20,000)	-12.5%
Bus Contract Repairs-Maintenance		1,667,900	1,951,487	(283,587)	-17.0%
Vehicle Insurance		11,295,500	9,002,606	2,292,894	20.3%
Leased - Tires, Batteries		1,717,000	1,590,500	126,500	7.4%
Repair Parts		4,538,000	6,829,000	(2,291,000)	-13.5% -50.5%
Gas, Oil, Lubricants, Etc.		563,000	638,000	( <i>39,238)</i> ( <i>75,000</i> )	-0.7% -13.3%
Direct Variable (Vehicle): Fuels - Diesel, Propane		8,350,000	8,409,238	(59,238)	-0.7%

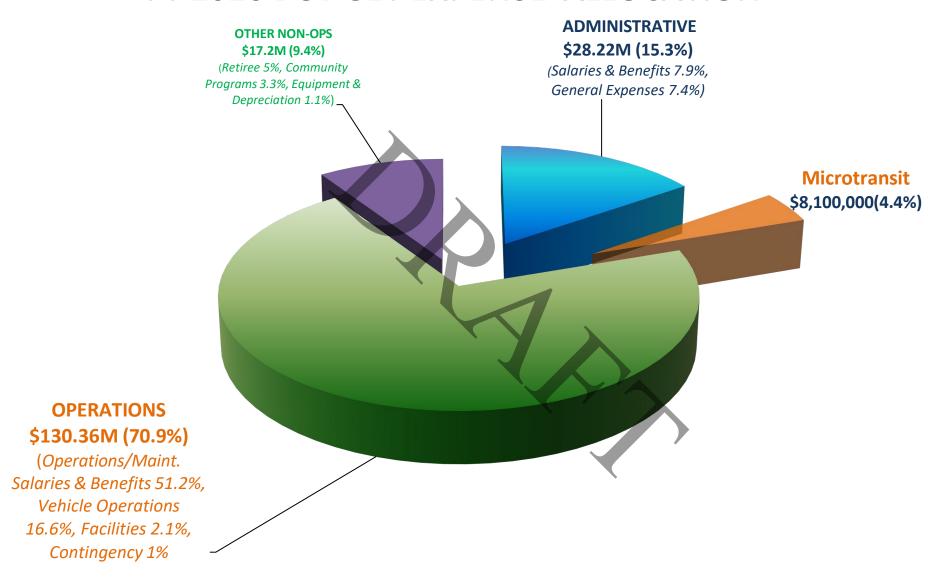
COADT					
FY2026 OPERATIONAL BUDGET	F	Y 2025 Budget	FY 2026 Budget	\$\$ Variance FAV(UNFAV)	% Variance
EXPENSES (Part 3 of 3)					
Administration, Other, Spec. Serv, Contingency:					
Administrative					
General Supplies		609,950	724,320	(114,370)	-18.8%
Professional, Consultant, Outside Serv.		5,468,500	4,479,350	989,150	18.1%
Outside Counsel (Non V/L & W/C)		750,000	750,000		
Computer Maint.		1,088,000	1,199,319	(111,319)	-10.2%
Public Engagement & Marketing		2,673,000	1,160,000	1,513,000	56.6%
Other- Administration		1,039,815	1,826,580	(786,765)	-75.7%
Total Administration		11,629,265	10,139,569	1,489,696	12.8%
% Of Total Rev Other	renue	7%	6%		
Equipment Purchase Expense		1,400,000	1,400,000		
Depreciation-Eligible		610,000		59,000	9.7%
Total Other		2,010,000	1,951,000	59,000	2.9%
% Of Total Rev	enue	1%	1%	·	
Special Services:		<b>'</b>			
Community Credit Exp.		4,536,677	4,677,348	(140,671)	-3.1%
POS & Community Transit Serv.		1,311,700	1,461,000	(149,300)	-11.4%
Total Special Services:		5,848,377	6,138,348	(289,971)	-5.0%
% Of Total Rev	renue	3%	3%		
Contingency		1,800,000	1,800,000		
Total Operational Expenses		62,740,449	62,505,971	234,478	0.4%
% Of Total Rev	enue	36%	34%		
TOTAL EXPENSES (Wages & Operational)	\$	173,382,996	\$ 183,902,100	\$ (10,519,104)	-6.1%
% Of Total Rev	enue	100%	100%		
REVENUES OVER (UNDER) EXPENSES	\$	_	-		
<u> </u>	•				

<b>5</b> SMART					
FY2026 RESTRICTED BUDGET	FY2025		FY2026	INCREASE	
RESTRICTED REVENUE	BUDGET		BUDGET	(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	-	
COUNTY POS:					
FTA SECTION 5307					
LAKE ERIE	984,000	)	869,000	(115,000	
LAKE ERIE PREVENTATIVE MAINTENANCE	194,000	)	194,000	-	
LAKE ERIE TARTA	-		-	-	
STATE ACT 51					
BEDFORD	146,000	)	151,000	5,000	
MONROE	342,000	)	342,000	-	
LAKE ERIE	1,459,000	)	1,418,000	(41,00	
SMART Community Partner	4,721,000	)	6,925,000	2,204,000	
STATE SECTION 5311					
MONROE	125,000	)	566,000	441,000	
LAKE ERIE	53,000		53,000	-	
WOTA	376,000	_	<u>15,600</u>	(360,40	
TOTAL COUNTY POS	8,400,000		10,533,600	2,133,600	
OTHER STATE SUBSIDIZED SERVICES:					
SPECIALIZED SERVICES GRANT	1,312,000		1,312,000	-	
NORTH OAKLAND TRANSIT AUTHORITY - NEW FREEDOM	282,000		1,192,200	910,20	
NORTH OAKLAND TRANSIT AUTHORITY - SEC 5311 JARC	181,000		554,000	373,000	
JARC/NF MOB MGT/OPER	157,000		438,000	281,00	
TOTAL OTHER STATE SUBSIDIZED SERVICES	1,932,000	)	3,496,200	1,564,20	
SUB-AWARD GRANTEES:					
FTA SECTION 5310 GRANT	447,000	)	2,875,000	2,428,00	
TOTAL OTHER STATE SUBSIDIZED SERVICES	447,000	)	2,875,000	2,428,000	
TOTAL RESTRICTED REVENUE	14,040,000	)	20,165,800	6,125,800	
RESTRICTED EXPENSES					
MUNICIPAL CREDITS	3,261,000	)	3,261,000	-	
COUNTY POS	8,400,000	)	10,518,000	2,118,000	
OTHER STATE SUBSIDIZED SERVICES	1,932,000	)	5,832,800	3,900,800	
SUB-AWARD GRANTEES	447,000	<u> </u>	554,000	107,00	
TOTAL RESTRICTED EXPENSE	14,040,000	)	20,165,800	6,125,80	
REVENUE OVER (UNDER) EXPENSE	\$ -	\$		\$ -	

### **FY 2026 BUDGET REVENUE ALLOCATION**



## **FY 2026 BUDGET EXPENSE ALLOCATION**





#### **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 26 distribution will be at the same rate as FY 25. 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 and Section 5307 Planning grants. These grants continues as historically awarded annually, with a budget of \$1,538,800 for FY2026. SMART will utilize this funding for long term planning and system improvement 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.



#### **STATE OF MICHIGAN SOURCES:**

		<u>Total</u>	<u>Unrestricted</u>	<u>Restricted</u>							
State of Michigan- Act 51											
Detroit UZA:	SMART	\$52,936,000	\$49,675,000	\$3,261,000							
Detroit UZA:	SMART Community Partners	6,925,000	-0-	6,925,000							
Bedford UZA:	LET Subrecipient	151,000	-0-	151,000							
Monroe:	LET Subrecipient	342,000	-0-	342,000							
Lake Erie:	LET Subrecipient	1,418,000	-0-	1,418,000							
	Total Act 51 Formula Funding	\$61,772,000	\$49,675,000	\$12,097,000							

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 SMART Community Partners. The Regional Transit Authority determined the FY2025 Act 51 urban reimbursement rate of 29.15%, based on member transit agencies budgeted expenses. SMART's estimated FY2026 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.



#### **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 FY2026, it is estimated that 3% 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 \$0.9436/thousand property tax rate net contribution by County is as follows:

Macomb	\$ 36,528,800.00 35.5%
Oakland	\$ 44,100,000.00 42.8%
Wayne	\$ 22,356,800.00 21.7%
Net Total Levy	\$ 102,985,600.00 100.0%

Operational expenditures for fixed and connector bus service are allocated in accordance with the percent total (within 5%) of the property tax levy allocation highlighted above.



#### **OPERATING SOURCES:**

#### **Fare Collections**

	Fixed Route Services	Connector Services
Customers	7,546,562	226,977
Average Fare	x \$0.74	x \$ 1.66
Total (rounded)	\$5,593,000	\$ 378,000

In addition, Agency revenues are anticipated to be \$300, and Micro-transit operations are anticipated to be \$500,000 for FY2026

#### **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 FY2026, it is anticipated that investment revenues will be \$5,000,000, consistent with FY2025.





#### **EMPLOYMENT COSTS**

#### Salaries Expense:

Non-represented employees

#### Wages Expense:

**Estimated Plateform Hours** 

- Fixed Route 687,072
- Connector 214,550



BASE MAX. RATE

Projected actual rate

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

Sick & Accident

### **Employee Benefits:**

Medicare -	Unlimited	1.45 %
Social Security	\$ 168,600	6.20 %
Dental	Projected	actual rate
Hospitalization:		
Active Employee	Projected a	actual rate
Retirees	Projected a	actual rate
Life Insurance	Projected a	actual rate
Optical	Projected	actual rate





#### 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, defined contribution 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 26, as calculated by the MERS actuary is approximately \$10.75 million based on an anticipated 7.25% return on investment and a phase in schedule. SMART management will analyze the budget to actual performance for FY 26 and determine if additional funding is available for excess contributions to the pension fund. As of 12/31/2024, the SMART net pension liability is \$71.8 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 26 budget to the MERS OPEB Trust is \$9.2 million in estimated retiree health care payments. No additional funding payments are projected for FY 2026. The 6/30/2024 net OPEB Asset is \$16.7 million.



#### **DIRECT VEHICLE COSTS**

#### **Estimated Revenue Miles**

• Fixed Route – 10,176,160

• Connector – 3,200,000

#### **Diesel Fuel:**

	<u>Fixed Route</u>
Cost per gallon	\$3.00
Gallons	2,338,000

### Propane Fuel:

	Connector
Cost per gallon	\$1.214

Gallons 586,400

Connector Fuel: 100% propane fuel

### Gasoline:

Service Vehicle/Other

Cost per gallon \$3.00 Gallons 46,700





<u>Vehicle Insurance (Liability):</u> Budgeted at .34 cents per mile based upon current experience.

**Repair Parts:** 

<u>Fixed Route</u> <u>Connector</u>

Cost per mile \$ .37 \$ .41

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.







#### Full Time Equivalent

#### CHANGES FROM FY2025 TO FY2026

FULL TIME EQUIVALENT	FY2025 FTE	FY2026 FTE	FY2026 Budget Changes (+/-)	Description of Positon Changes
ATU (Fixed Route )	426	426	0	No Change
ATO (Tixed Notice)	420	420		No onange
ATU CLERICAL ( Clerical Support Personnel)	24	24	0	No Change
TEAMSTERS (Connector )	142	142	0	No Change
TEAMSTERS CLERICAL (CSO's)	23	23	0	No Change
AFSCME	79	79	0	No Change
UAW ( Maintenance)	157	161	4	Added 3 CSSA positions
NONREPRESENTED	169	177	8	Added AVP of Strategic Initiatives, Manager of Procurement & Contracts, Contract Administrator, 2 Warranty Clerks, Community Mobility Specialist, Community Mobility Analyst, Clever, 2 Budget Analyst, AVP of Risk Management, Customer Service Dispatch/Coordinator, 3 Yard Management Supervisors, 2 Quality Assurance Supervisors, AVP of Facilities, 3 Facilities Techs, Public Policy and Planning Coordinator Eliminated DEI program specialist, 2 Stock Supervisors, Part-time Law Clerk, Government Affairs Liaison, Communication Coordinator/Martech, Community Contract Specialist, Warranty & Stockroom Supervisor, AVP of Electronic Services, VP of Capital Projects, Capital Projects, Capital Consultant Engineer, Mobility Services & ADA Supervisor Upgraded Support Analyst to Support Analyst Supervisor, Staff Attorney to Senior Staff Attomey, AVP of Strategic Planning, Schedule Writer to Senior Schedule Writer
Authority Total	1020	1032	12	



# **FUNCTIONAL SECTION**

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





# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION FY2026 OPERATING BUDGET SCHEDULE OF REVEUNE AND EXPENSE FIXED ROUTE

REVENUE	FY2025 BUDGET	FY2026 BUDGET	FAV(UNFAV)
FAREBOX	\$ 5,239,900	\$ 5,593,000	\$ 353,100
ADVERTISING	-	-	-
RENTAL INCOME	30,000	60,000	30,000
OTHER	2,100	1,000	(1,100)
TOTAL REVENUE	5,272,000	5,654,000	382,000
EXPENSES	1		
TRANSIT OPERATIONS			
SALARIES	1,324,804	1,239,895	84,909
HOURLY WAGES	37,229,920	37,850,691	(620,771)
FUEL, LUBRICANTS & COOLANTS	8,063,000	7,953,000	110,000
TIRES	1,079,000	1,145,000	(66,000)
BATTERY LEASE	140,000	140,000	-
VEHICLE INSURANCE	11,295,500	7,844,106	3,451,394
OTHER OPERATIONAL	589,567	1,050,733	(461,166)
TOTAL	59,721,791	57,223,425	2,498,366
CENERAL ADMINISTRATION			
GENERAL ADMINISTRATION	705 100	462.000	222 200
GENERAL SUPPLIES PROFESSIONAL FEES	796,100 (554,500)	463,900 217,250	332,200
TOTAL	241,600	681,150	(771,750) (439,550)
TOTAL	241,000	081,130	(433,330)
FARE COLLECTION			
FARE COLLECTION COSTS	589,900	473,000	116,900
TOTAL	589,900	473,000	116,900
SUB-TOTAL TRANSIT OPERATIONS	60,553,291	58,377,575	2,175,716
SOB-TOTAL TRANSPIT OF ERATIONS	00,333,231	30,377,373	2,173,710
VEHICLE MAINTENANCE			
HOURLY WAGES	13,287,923	15,409,694	(2,121,771)
REPAIR PARTS	3,535,000	4,179,000	(644,000)
CONTRACT MAINT.	1,622,900	1,626,487	(3,587)
TOWING	160,000	180,000	(20,000)
TOTAL	18,605,823	21,395,181	(2,789,358)
BLDG.& GROUNDS			
UTILITIES/INSURANCE	1,287,800	1,752,807	(465,007)
CONTRACT MAINTENANCE	1,264,500	1,731,200	(466,700)
ROUTE FACILITIES MAINTENANCE	658,300	661,933	(3,633)
OTHER BLDG MAINTENANCE	76,300	215,000	(138,700)
TOTAL	3,286,900	4,360,940	(1,074,040)
SUB-TOTAL MAINTENANCE	21,892,723	25,756,121	(3,863,398)
SSS . S E. IVI MITTER MICE	21,032,723	23,7 30,121	(3,303,330)
EMPLOYEE BENEFITS AND RETIREES BENEFITS	28,336,381	31,583,110	(3,246,729)
TOTAL FIXED ROUTE EXPENSES	110,782,395	115,716,806	(4,934,411)
REVENUE OVER(UNDER) EXPENSE	\$ (105,510,395)	\$ (110,062,806)	\$ (4,552,411)



# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION FY2026 OPERATING BUDGET SCHEDULE OF REVEUNE AND EXPENSE

#### CONNECTOR

FUEL, LUBRICANTS & COOLANTS TIRES 198,000 1,094,238 TIRES 198,000 1,1,158,500 ( TOTAL 9,922,199 13,229,227 (  CUSTOMER SERVICE OPERATIONS WAGES 1,331,600 1,384,071 FARE COLLECTION COSTS TOTAL 1,331,600 1,384,071 FARE COLLECTION COSTS 5,000 TOTAL 1,331,600 1,389,071  GENERAL ADMINISTRATION SALARIES 692,793 754,205 CONSULTANTS 050,000 5,000 TOTAL 2,147,793 759,205  SUB TOTAL GENERAL ADMIN. 13,401,592 15,377,503 (  VEHICLE MAINTENANCE REPAIR PARTS 1,048,000 2,975,000 ( CONTRACT MAINT 10,000 TOTAL 1,058,000 2,985,000 (  BLOG & GROUNDS UTILITIES & INSURANCE OTHER 1,000 TOTAL 1,058,000 1,000 TOTAL 1,0		REVENUES	FY2025 BUDGET	FY2026 BUDGET	FAV(UNFAV)
AGENCY TOTAL REVENUE  EXPENSES  TRANSIT OPERATIONS  DISPATCH WAGES  BY SEMENTS  TRANSIT OPERATIONS  DISPATCH WAGES  BY SEMENTS  TIRES  TIRES  TIRES  TIRES  TIRES  TOTAL SUBJECT OF THE SEMENT OF THE SEMENTS  TIRES  TOTAL  CUSTOMER SERVICE OPERATIONS  TOTAL  CUSTOMER SERVICE OPERATIONS  TOTAL  GENERAL ADMINISTRATION  SALARIES	FARFROX		\$ 331,996	\$ 378,000	\$ 46,004
IDCAL COMM TRANSIT OPR REV TOTAL REVENUE					(39,700)
TOTAL REVENUE   S48,996   560,800					5,500
TRANSIT OPERATIONS   S26,600   873,267   DISPATCH WAGES   S,047,599   10,103,222   (r)   FULL LUBRICIANTS & COOLANTS   S50,000   1,094,238   TIRES   198,000   -	TOTAL REVENUE				11,804
DISPATCH WAGES   826,600   873,267   DRIVER WAGES   8,047,599   10,103,222   (FUEL, LUBRICANTS & COOLANTS   198,000   1,094,238   198,000   1,094,238   198,000   1,094,238   198,000   1,094,238   198,000   1,094,238   198,000   1,094,238   198,000   1,094,238   198,000   1,00		EXPENSES	]		
DRIVER WAGES   \$,047,599   10,103,222   (7,100,100,100,100,100,100,100,100,100,10	TRANSIT OPERATIONS		_		
FUEL_LUBRICANTS & COOLANTS TIRES TOTAL TOT	DISPATCH WAGES		826,600	873,267	(46,667)
TIRES VEHICLE INSURANCE	DRIVER WAGES			10,103,222	(2,055,623)
VEHICLE INSURANCE TOTAL         -         1,158,500         (           CUSTOMER SERVICE OPERATIONS         39,922,199         13,229,227         (           WAGES         1,331,600         1,384,071         -         5,000           TOTAL         1,331,600         1,389,071         -         -         5,000         -	FUEL, LUBRICANTS & COOLANTS		850,000	1,094,238	(244,238)
TOTAL 9,922,199 13,229,227 ( CUSTOMER SERVICE OPERATIONS  WAGES 1,331,600 1,384,071 5,000 TOTAL 1,331,600 1,389,071  GENERAL ADMINISTRATION  SALARIES 692,793 754,205 CONSULTANTS 850,000 5,000 TOTAL 2,147,793 759,205  SUB TOTAL GENERAL ADMIN. 13,401,592 15,377,503 ( CUBICLE MAINTENANCE REPAIR PARTS 1,048,000 2,975,000 ( CONTRACT MAINT - TOTAL 1,058,000 2,985,000 ( CONTRACT MAINT - TOTAL 1,058,000 2,985,000 ( CONTRACT MAINT - TOTAL 1,058,000 2,985,000 ( CONTRACT MAINT - TOTAL 16,000 - TOTAL 1,074,000 2,985,000 ( CUBICLE MAINTENANCE 16,000 - TOTAL 1,074,000 2,985,000 ( CONTRACT MAINT - TOTAL 1,058,000 2,985,000 ( CONTRACT MAINT - TOTAL 1,058,000 2,985,000 ( CONTRACT MAINT - TOTAL 1,058,000 2,985,000 ( CONTRACT MAINTENANCE 1,074,000 2,085,000 ( CONTRACT MAINTENANCE 1,074,000 2,085,000 ( CONTRACT MAINTENANCE 1,074,000 ( CONTRACT MAINTE			198,000	-	198,000
CUSTOMER SERVICE OPERATIONS  WAGES  FARE COLLECTION COSTS  TOTAL  1,331,600 1,384,071 5,000 1,389,071   GENERAL ADMINISTRATION  SALARIES  692,793 754,205 CONSULTANTS  605,000 5,000 TOTAL  2,147,793 759,205  SUB TOTAL GENERAL ADMIN.  13,401,592 15,377,503 (3)  VEHICLE MAINTENANCE  REPAIR PARTS  1,048,000 2,975,000 (10,000 1	VEHICLE INSURANCE		-	1,158,500	(1,158,500)
WAGES       1,331,600       1,384,071         FARE COLLECTION COSTS       -       5,000         TOTAL       1,331,600       1,389,071         GENERAL ADMINISTRATION         SALARIES       692,793       754,205         CONSULTANTS       850,000       -         OTHER       605,000       5,000         TOTAL       2,147,793       759,205         SUB TOTAL GENERAL ADMIN.       13,401,592       15,377,503       (2         VEHICLE MAINTENANCE         REPAIR PARTS       1,048,000       2,975,000       (6         CONTRACT MAINT       -       -       -         OTHER       10,000       10,000       1         TOTAL       1,058,000       2,985,000       (7         BLDG & GROUNDS       UTILITIES & INSURANCE       16,000       -         OTHER       -       -       -         TOTAL       16,000       -         SUB-TOTAL MAINTENANCE       1,074,000       2,985,000       (7         EMPLOYEE BENEFITS & TAXES       4,828,242       6,105,610       (7	TOTAL		9,922,199	13,229,227	(3,307,028)
FARE COLLECTION COSTS	CUSTOMER SERVICE OPERATIONS	5			
TOTAL 1,331,600 1,389,071  GENERAL ADMINISTRATION SALARIES 692,793 754,205 CONSULTANTS 850,000 - OTHER 605,000 5,000 TOTAL 2,147,793 759,205  SUB TOTAL GENERAL ADMIN. 13,401,592 15,377,503 (  VEHICLE MAINTENANCE REPAIR PARTS 1,048,000 2,975,000 ( CONTRACT MAINT - OTHER 10,000 10,000 TOTAL 1,058,000 2,985,000 (  BLDG & GROUNDS UTILITIES & INSURANCE 16,000 - OTHER			1,331,600		(52,471)
SALARIES   692,793   754,205   754	FARE COLLECTION COSTS	•		5,000	(5,000)
SALARIES       692,793       754,205         CONSULTANTS       850,000       -         OTHER       605,000       5,000         TOTAL       2,147,793       759,205         SUB TOTAL GENERAL ADMIN.       13,401,592       15,377,503       (2         VEHICLE MAINTENANCE       REPAIR PARTS       1,048,000       2,975,000       (6         CONTRACT MAINT       -       10,000       10,000         TOTAL       10,000       1,058,000       2,985,000       (6         BLDG & GROUNDS       UTILITIES & INSURANCE       16,000       -       -         OTHER       -       -       -       -         TOTAL       16,000       -       -       -         SUB-TOTAL MAINTENANCE       1,074,000       2,985,000       (7         EMPLOYEE BENEFITS & TAXES       4,828,242       6,105,610       (7	TOTAL		1,331,600	1,389,071	(57,471)
CONSULTANTS OTHER         850,000         -           OTHER         605,000         5,000           TOTAL         2,147,793         759,205           SUB TOTAL GENERAL ADMIN.         13,401,592         15,377,503         (3           VEHICLE MAINTENANCE         1,048,000         2,975,000         (4           REPAIR PARTS         1,048,000         2,975,000         (6           CONTRACT MAINT         -         10,000         10,000           TOTAL         1,058,000         2,985,000         (7           BLDG & GROUNDS         UTILITIES & INSURANCE         16,000         -         -           OTHER         -         -         -         -           TOTAL         16,000         -         -         -           SUB-TOTAL MAINTENANCE         1,074,000         2,985,000         (3           EMPLOYEE BENEFITS & TAXES         4,828,242         6,105,610         (3					
OTHER TOTAL         605,000 S,000	SALARIES			754,205	(61,412)
TOTAL 2,147,793 759,205  SUB TOTAL GENERAL ADMIN. 13,401,592 15,377,503 (3)  VEHICLE MAINTENANCE  REPAIR PARTS 1,048,000 2,975,000 (6)  CONTRACT MAINT -  OTHER 10,000 10,000  TOTAL 1,058,000 2,985,000 (6)  BLDG & GROUNDS  UTILITIES & INSURANCE 16,000 -  OTHER -  TOTAL 16,000 -  SUB-TOTAL MAINTENANCE 1,074,000 2,985,000 (6)  EMPLOYEE BENEFITS & TAXES 4,828,242 6,105,610 (6)	CONSULTANTS			-	850,000
SUB TOTAL GENERAL ADMIN.       13,401,592       15,377,503       (C)         VEHICLE MAINTENANCE         REPAIR PARTS       1,048,000       2,975,000       (C)         CONTRACT MAINT       -       -       -         OTHER       10,000       10,000       (C)         TOTAL       16,000       -       -         OTHER       -       -       -         TOTAL       16,000       -       -         SUB-TOTAL MAINTENANCE       1,074,000       2,985,000       (C)         EMPLOYEE BENEFITS & TAXES       4,828,242       6,105,610       (C)					600,000
VEHICLE MAINTENANCE           REPAIR PARTS         1,048,000         2,975,000         (           CONTRACT MAINT         -         10,000         10,000           OTHER         10,000         1,058,000         2,985,000         (           BLDG & GROUNDS         UTILITIES & INSURANCE         16,000         - <td< td=""><td>TOTAL</td><td></td><td>2,147,793</td><td>759,205</td><td>1,388,588</td></td<>	TOTAL		2,147,793	759,205	1,388,588
REPAIR PARTS       1,048,000       2,975,000       (         CONTRACT MAINT       -       -         OTHER       10,000       10,000         TOTAL       1,058,000       2,985,000       (         BLDG & GROUNDS         UTILITIES & INSURANCE       16,000       -	SUB TOTAL GENERAL ADMIN.		13,401,592	15,377,503	(1,975,911)
REPAIR PARTS       1,048,000       2,975,000       (         CONTRACT MAINT       -       -         OTHER       10,000       10,000         TOTAL       1,058,000       2,985,000       (         BLDG & GROUNDS         UTILITIES & INSURANCE       16,000       -	VEHICLE MAINTENANCE				
CONTRACT MAINT OTHER TOTAL  BLDG & GROUNDS  UTILITIES & INSURANCE OTHER TOTAL  UTILITIES & INSURANCE OTHER TOTAL  SUB-TOTAL MAINTENANCE  EMPLOYEE BENEFITS & TAXES  10,000 1,058			1.048.000	2.975.000	(1,927,000)
OTHER TOTAL         10,000         10,000         10,000         10,000         10,000         10,000         (2,985,000)         (2,000)         (3,000)         (4,000)			<u>-</u>	3,210,100	-
TOTAL       1,058,000       2,985,000       (         BLDG & GROUNDS         UTILITIES & INSURANCE       16,000       -			10.000	10.000	_
UTILITIES & INSURANCE         16,000         -           OTHER         -         -           TOTAL         16,000         -           SUB-TOTAL MAINTENANCE         1,074,000         2,985,000         (2,985,000)           EMPLOYEE BENEFITS & TAXES         4,828,242         6,105,610         (2,985,000)					(1,927,000)
OTHER TOTAL         - <th< td=""><td>BLDG &amp; GROUNDS</td><td></td><td></td><td></td><td></td></th<>	BLDG & GROUNDS				
OTHER TOTAL         - <th< td=""><td>UTILITIES &amp; INSURANCE</td><td></td><td>16,000</td><td>-</td><td>16,000</td></th<>	UTILITIES & INSURANCE		16,000	-	16,000
TOTAL         16,000         -           SUB-TOTAL MAINTENANCE         1,074,000         2,985,000         (2           EMPLOYEE BENEFITS & TAXES         4,828,242         6,105,610         (2			-	-	-
EMPLOYEE BENEFITS & TAXES 4,828,242 6,105,610 (:			16,000	-	16,000
	SUB-TOTAL MAINTENANCE		1,074,000	2,985,000	(1,911,000)
TOTAL CONNECTOR EXPENSE 19,303,834 24,468,113 (5	EMPLOYEE BENEFITS & TAXES		4,828,242	6,105,610	(1,277,368)
	TOTAL CONNECTOR EXPENSE		19,303,834	24,468,113	(5,164,279)
REVENUE OVER(UNDER) EXPENSE \$ (18,754,838) \$ (23,907,313) \$	REVENUE OVER(UNDER) EXPENSE		\$ (18,754,838)	\$ (23,907,313)	\$ (5,152,475)



#### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION FY2026 OPERATING BUDGET SCHEDULE OF REVEUNE AND EXPENSE

#### **GENERAL ADMINISTRATION**

							DEPARTMI	ENTS				I			
	GENERAL	ADMIN.	SAFETY &	GENERAL	GENERAL		HUMAN	EXTERNAL	FACILITIES	OPERATIONS	MAINT	SERVICE	FY2026	FY2025	\$ Variance
	MANAGER	SERVICES	TRAINING	COUNSEL	<b>EXPENSES</b>	FINANCE	RESOURCES	AFFAIRS		ADMIN.	ADMIN.	DEVELOPMENT	TOTAL	TOTAL	FAV(UNFAV)
EXPENSES															
SALARIES	\$ 933,895	\$ 2,367,760	\$ 1,036,405	\$ 528,785	\$ -	\$ 1,787,500	\$ 1,407,260	\$ 926,500	\$ 330,565	\$ 1,117,070	\$ 915,620	\$ 1,182,095	\$ 12,533,455	\$ 13,391,578	\$ 858,123
EMPLOYEE BENEFITS	168,326	625,213	288,548	144,281	-	553,079	456,889	264,515	120,234	312,607	240,468	384,749	\$ 3,558,909	3,990,072	431,163
DIRECT VARIABLE	\$ -	-	-	-	-	-	-	-	-	-	-	-	\$ -	1,024,400	1,024,400
INDIRECT VARIABLE	\$ -	-	-	-	-	-	-	-	-	-	-	-	\$ -	60,000	60,000
SUPPLIES	70,000	120,100	-	17,500	40,000	10,450	85,400	135,900	77,500	40,870	5,500	45,700	\$ 648,920	514,250	(134,670)
CONSULTANTS	-	810,000	350,000	750,000	0	200,000	165,250	100,000	-	-	300,000	735,000	\$ 3,410,250	4,407,000	996,750
COMPUTER SERVICES	-	854,319	-	-	-	-	-	100,000	-	-	-	-	\$ 954,319	1,040,000	85,681
OUTSIDE SERVICES	-	206,000	-	-	236,500	228,000	597,600	428,000	-	-	-	3,000	\$ 1,699,100	1,811,500	112,400
TRAVEL & MEETINGS	44,000	161,745	16,900	18,700	-	29,285	36,500	40,750	-	45,200	3,000	11,400	\$ 407,480	395,065	(12,415)
TRAVEL - FUNDED & UWP	-	-	-	-	-	10,000	-	-	-	-	-	14,000	\$ 24,000	2,100	(21,900)
MILEAGE & TRAINING EXP	500	39,520	225,200	1,300		16,330	46,550	45,750	-	11,200	-	13,000	\$ 399,350	277,950	(121,400)
PUBLIC ENGAGEMENT & MKT	-	-	-	-	-		400,000	760,000	-	-	-	-	\$ 1,160,000	2,673,000	1,513,000
OTHER EXPENSES	-	3,000	-	753,500	-	22,000	7,500	95,000	-	-	2,500	10,000	\$ 893,500	364,700	(528,800)
UTILITIES & RENT	840	7,100	5,000	1,700	-	2,520	5,000	5,430	1,500	3,800	2,280	3,380	\$ 38,550	785,140	746,590
PURCH.OF SERV./MUNIC.						_							-	-	-
INSURANCE	-	-	-	-	-	_	-	-	-	-	-	-	-	7,200	7,200
TOTAL EXPENSES	1,217,561	5,194,757	1,922,053	2,215,766	276,500	2,859,164	3,207,949	2,901,845	529,799	1,530,747	1,469,368	2,402,324	25,727,833	30,743,955	5,016,122



# **COMMUNITY PROGRAM REVIEW**

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



## SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION FY2026 OPERATING BUDGET

#### **MUNICIPAL CREDITS PROGRAM**

ARMADA		MACOMB CO	DUNTY		BIRMINGHAM	21,490	OXFORD TWP	18,650	GROSSE POINTE PARK	11,420
BRUCE TWP	,	ARMADA	\$	1,660	BLOOMFIELD HILLS	4,390	PLEASANT RIDGE	2,590	GROSSE POINTE SHORES (*)	2,610
CHESTERFIELD TWP		ARMADA TWP	\$	3,580	BLOOMFIELD TWP	43,600	PONTIAC	60,700		16,240
CHESTERFIELD TWP \$ 44,710 CLAWSON 11,220 ROSE TWP 6,100 HIGHLAND PARK 8,840 CLINTON TWP \$ 99,000 COMMERCE TWP 37,940 ROYAL OAK TWP 2,340 HURON TWP 16,690 EASTPOINTE \$ 33,810 FARMINGTON 11,430 ROYAL OAK TWP 2,340 LINCOLN PARK 39,650 FARMINGTON HILLS 82,750 SOUTHFIELD 75,490 LINCOLN PARK 39,650 LINCOLN PARK 39,650 PARMINGTON HILLS 82,750 SOUTHFIELD 75,490 LINCOLN PARK 39,650 PARMINGTON WARRED 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 NORTHYILLE TWP 31,290 MT. CLEMENS \$ 15,470 HIGHLAND TWP 18,890 WALLED LAKE 7,140 PLYMOUTH 9,230 NORTHYILLE TWP 31,290 WALLED LAKE 7,140 PLYMOUTH WP 2,7530 NEW HAVEN \$ 6,010 HOLLY TWP 5,920 WALLED LAKE 7,140 PLYMOUTH TWP 2,7530 NEW HAVEN \$ 6,010 HOLLY TWP 5,920 WALLED LAKE TWP 69,540 PLYMOUTH TWP 2,7530 ROMEON STRINLING HIGHSTS \$ 13,490 KEEGO HARBOR 2,720 WALLED LAKE TWP 30,490 RIVER ROUGE 7,120 ROSEVILLE \$ 47,010 LAKE ANGELUS 280 TOTAL - OAKLAND \$ 1,2350 LATHRUP VILLAGE 4,030 STELLING HEIGHTS \$ 132,360 LEONARD 370 LATHRUP VILLAGE 4,030 WARREN \$ 15,730 MILFORD 6,420 DEARBORN \$ 10,430 WASHINGTON TWP \$ 5,570 OAKLAND TWP 10,410 DEARBORN \$ 10,430 ORCHARD TWP 10,410 DEARBORN \$ 10,390 WAYNE COUNTY STRINLING HIGHTS \$ 2,5870 MILFORD 6,420 DEARBORN HIGHTS \$ 22,930 MILFORD 6,420 CANTON TWP \$ 9,520 WASHINGTON TWP \$ 5,570 OAKLAND TWP 10,410 DEARBORN \$ 10,835 OWEN ALLED LAKE \$ 1,490 ORCHARD LAKE \$ 2,200 GIBRALTAR \$ 4,920 BERKLEY \$ 14,970 ORCHARD LAKE \$ 2,200 GIBRALTAR \$ 4,920 BERKLEY \$ 14,970 ORCHARD LAKE \$ 2,200 GIBRALTAR \$ 4,920 BERKLEY \$ 14,970 ORCHARD LAKE \$ 2,200 GIBRALTAR \$ 4,920 BERKLEY \$ 11,430 ORCHARD TWP 34,810 GROSSE ILET W \$ 10,630 BROWN TOTAL \$ 5,590 ORCHARD LAKE \$ 2,200 GIBRALTAR \$ 4,920 BERKLEY \$ 11,430 ORCHARD STRINLING BMacomb Portion \$ 1,410 TS 1,4		BRUCE TWP	\$	7,350	BRANDON TWP	13,800		12,840	HAMTRAMCK	28,010
CLINTON TWP		CENTER LINE	\$	8,430	CLARKSTON	910	ROCHESTER HILLS	75,170	HARPER WOODS	15,260
EASTPOINTE \$ 33,810 FARMINGTON 11,430 ROYAL OAK TWP 2,340 INKSTER (*) 25,700 ROYAL OAK TWP 2,340 INKSTER (*) 25,700 SOUTHINGTON HILLS 82,750 SOUTHINGTON 11,570 LENCX 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 MIT. CLEMENS \$ 15,470 HIGHLAND TWP 18,890 MIT. CLEMENS \$ 15,470 HIGHLAND TWP 18,890 MIT. CLEMENS \$ 15,470 HIGHLAND TWP 5,920 MIT. CLEMENS \$ 11,440 HOLLY TWP 5,910 WALLED LAKE 7,140 NORTHVILLE TWP 31,230 NORTHVILLE TWP 31,230 NORTHVILLE TWP 27,530 MIT. CLEMENS \$ 6,010 HOLLY TWP 5,920 WALLED LAKE 7,140 HUNTINGTON WOODS 6,290 WHITE LAKE TWP 30,490 RIVER ROUGE 7,120 ROSEVILLE \$ 47,010 LAKE ORION 2,830 STELLENG HEIGHTS \$ 132,360 LORNARD WALLED LAKE 4,480 NORTHVILLE TWP 9,520 STELLENG HEIGHTS \$ 132,360 LORNARD WALLED LAKE ANGELUS 2,800 TOTAL - OAKLAND TWP \$ 25,870 WASHINGTON TWP \$ 25,870 WASHINGTON TWP \$ 25,870 WASHINGTON TWP \$ 25,870 WASHINGTON TWP \$ 25,870 WALLEN PARK \$ 28,210 TOTAL - OAKLAND TWP 19,770 FLAT ROCK \$ 10,330 WASHINGTON TWP \$ 25,870 OAKLAND TWP 19,770 FLAT ROCK \$ 10,330 WASHINGTON TWP \$ 25,870 OAKLAND TWP 19,770 FLAT ROCK \$ 10,330 WOOLLAND TWP 19,770 FLAT ROCK \$ 10,330 WOOLLAND TWP 19,770 FLAT ROCK \$ 10,330 WOOLLAND TWP 19,770 FLAT ROCK \$ 10,330 WASHINGTON TWP \$ 5,400 ORION TWP 19,770 FLAT ROCK \$ 10,330 WASHINGTON TWP \$ 5,570 ORION TWP 19,770 FLAT ROCK \$ 10,330 WOOLLAND TWP 19,		CHESTERFIELD TWP	\$	44,710	CLAWSON	11,220	ROSE TWP	6,100	HIGHLAND PARK	8,840
FRASER		CLINTON TWP	\$	99,030	COMMERCE TWP	37,940	ROYAL OAK	57,350		16,690
HARRISON TWP   \$ 23,950   FERNDALE   18,910   SOUTH LYON   11,570   LIVONIA   94,130   LIVONX TWP   \$ 9,300   FRANKLIN   3,090   SPRINGFIELD TWP   14,490   MELVINDALE   12,660   MACOMB TWP   \$ 90,300   GROVELAND TWP   6,820   SYLVAN LAKE   1,700   NORTHVILLE (**)   6,030   MEMPHIS   \$ 760   HAZEL PARK   14,760   TROY   86,000   NORTHVILLE TWP   31,220   MT. CLEMENS   \$ 15,470   HIGHLAND TWP   18,890   WALLED LAKE   7,140   PLYMOUTH TWP   27,530   NEW BALTIMORE   \$ 11,940   HOLLY TWP   5,920   WALEEP CARE TO THE PLYMOUTH TWP   27,530   NEW HAVEN   \$ 6,010   HOLLY TWP   5,920   WALEEP CARE TO THE PLYMOUTH TWP   27,530   RICHMOND TWP   \$ 3,720   HUNTINGTON WOODS   6,290   WHITE LAKE TWP   30,490   RIVER ROUGE   7,120   RICHMOND TWP   \$ 3,490   KEEGO HARBOR   2,720   WOLVERINE LAKE   4,480   ROCKWOOD   3,190   ROSEVILLE   \$ 47,010   LAKE ANGELUS   280   TOTAL - OAKLAND   \$ 1,252,210   SOUTHGATE   29,570   STERLING HEIGHTS   \$ 132,360   LEONARD   370   ALLEN PARK   \$ 28,210   TAVLOR   62,470   WATNER ON TWP   2,930   BLEVERLY   17,000   CAKLAND TWP   19,770   FLAT ROCK   \$ 10,390   WOODHAVEN   12,750   WANNENGTON TWP   \$ 2,5870   NOVI TWP   160   ECORSE   \$ 9,770   WANNENGTON TWP   \$ 26,960   MALLEN PARK   \$ 2,200   GIBRALTAR   \$ 4,920   WOODHAVEN   \$ 1,7450   MACLAND TOTAL - MACOMB   \$ 5,790   OAKLAND TWP   19,770   FLAT ROCK   \$ 10,390   MOODHAVEN   \$ 1,7450   MOODHAVEN   \$ 1,2750   MOODHAVEN   \$ 1,2750   MADISON TWP   \$ 3,400   ORCHARD LAKE   2,200   GIBRALTAR   \$ 4,920   GROSSE POINTE   \$ 5,590   (*) includes Macomb Portion   \$ 1,400   MACHAND POrtion   \$ 1,800   MACHAND PORTION   \$ 1,600   MACHAND		EASTPOINTE	\$	33,810	FARMINGTON	11,430	ROYAL OAK TWP	2,340		•
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   MRT-VILLE 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   WHITE LAKE TWP   30,490   REDFORD TWP   48,770   RAY TWP   \$ 3,720   HUNTINGTON WOODS   8,290   WHITE LAKE TWP   30,490   RIVER ROUGE   7,120   RICHMOND   \$ 5,790   INDEPENDENCE TWP   36,140   WIXOM   16,940   RIVER ROUGE   7,120   ROSEVILLE   \$ 47,010   LAKE ANGELUS   280   TOTAL - OAKLAND   \$ 1,252,210   STERLING HEIGHTS   \$ 132,360   LEONARD   370   ALLEN PARK   \$ 28,210   STERLING HEIGHTS   \$ 132,360   LEONARD   370   ALLEN PARK   \$ 28,210   TAYLOR   62,470   STERLING HEIGHTS   \$ 137,330   MILFORD   6,420   CANTON TWP   \$ 32,770   VAN BURREN TWP   29,930   WASHINGTON TWP   \$ 25,870   MILFORD   6,420   CANTON TWP   \$ 32,770   VAN BURREN TWP   29,930   WASHINGTON TWP   \$ 25,870   MILFORD   6,420   CANTON TWP   \$ 32,770   VAN BURREN TWP   29,930   WASHINGTON TWP   \$ 25,870   MILFORD   6,420   CANTON TWP   \$ 32,770   VAN BURREN TWP   29,930   WASHINGTON TWP   \$ 25,870   MILFORD TWP   10,410   DEARBORN N   5 103,350   WOODHAVEN   12,750   VAN BURREN TWP   24,690   VAN BURRN TWP   34,810   GROSSE POINTE   5,590   (*) Includes Maccomb Portion		FRASER	\$	14,510	FARMINGTON HILLS	82,750	SOUTHFIELD	75,490	LINCOLN PARK	39,650
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   NORTHVILLE TWP   31,290   NORTHVILLE TWP   31,290   NORTHVILLE TWP   18,890   WALLED LAKE   7,140   PLYMOUTH   9,230   NEW BALTIMORE   \$ 11,940   HOLLY TWP   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   RICHMOND TWP   \$ 3,720   INDEPENDENCE TWP   36,140   WIXOM   16,940   RIVER ROUGE   7,120   RICHMOND TWP   \$ 3,490   KEEGO HARBOR   2,720   WOLVERINE LAKE   4,480   ROCKWOOD   3,190   ROSEVILLE   \$ 47,010   LAKE ANGELUS   280   TOTAL - OAKLAND   \$ 1,252,210   SUMPTER TWP   9,520   STERLING HEIGHTS   \$ 132,360   LEONARD   370   ST. CLAIR SHORES   \$ 58,000   LYON TWP   22,930   BELLEVILLE   \$ 3,950   TRENTON   18,270   UTICA   \$ 5,170   MADISON HEIGHTS   28,050   BROWNSTOWN TWP   \$ 32,700   WAYNE COUNTY   160   ECORSE   \$ 9,700   WAYNE (^*)   WAYNE (^*)   TRENTON   18,270   TOTAL - MACOMB   \$ 5,790   OAKLAND TWP   10,410   DEARBORN   \$ 108,350   WESTLAND (^*)   84,160   TOTAL - MACOMB   \$ 5,790   OAKLAND TWP   19,770   CARLAND TWP   19,770   CARLAND TWP   19,770   CARLAND TWP   29,930   WASHINGTON TWP   \$ 5,790   OAKLAND TWP   19,770   FLAT ROCK   \$ 10,330   MUFORD TWP   10,410   DEARBORN   EIGHTS   \$ 62,860   WOODHAVEN   12,750   WANDOTTE   24,690   DEARBORN   EIGHTS   \$ 5,690   ORCHARD LAKE   2,200   GIBRALTAR   \$ 4,920   GRADN TOTAL - WAYNE   \$ 1,460   TOTAL - WAYNE   \$ 1		HARRISON TWP	\$	23,950	FERNDALE	18,910	SOUTH LYON	11,570	LIVONIA	•
MEMPHIS   \$ 760		LENOX TWP	\$	5,930	FRANKLIN	3,090	SPRINGFIELD TWP	14,490	MELVINDALE	12,660
MT. CLEMENS   15,470		MACOMB TWP	\$	90,300	GROVELAND TWP	5,820	SYLVAN LAKE	1,700	NORTHVILLE (**)	6,030
NEW BALTIMORE   \$   11,940   HOLLY   5,910   WATERFORD TWP   69,540   NEW HAVEN   \$   6,010   HOLLY TWP   5,920   WBLOOMFIELD TWP   64,910   REDFORD TWP   48,770   48,770   RAY TWP   \$   3,720   HUNTINGTON WOODS   6,290   WHITE LAKE TWP   30,490   RIVER ROUGE   7,120   RIVER ROUGE   7,120   RIVER ROUGE   RI		MEMPHIS	\$	760	HAZEL PARK	14,760	TROY	86,000	NORTHVILLE TWP	•
NEW HAVEN   \$ 6,010		MT. CLEMENS	\$	15,470	HIGHLAND TWP			7,140	PLYMOUTH	9,230
RAYTWP \$ 3,720 HUNTINGTON WOODS 6,290 WHITE LAKE TWP 30,490 RICHMOND \$ 5,790 INDEPENDENCE TWP 36,140 WIXOM 16,940 RIVER NOUTH 12,310 RICHMOND TWP \$ 3,490 KEEGO HARBOR 2,720 WOLVERINE LAKE 4,480 ROCKWOOD 3,190 ROSEVILLE \$ 47,010 LAKE ANGELUS 280 TOTAL - OAKLAND \$ 1,252,210 ROMILUS 24,810 ROSEVILLE \$ 47,010 LAKE ORION 2,830 SHELBY TWP \$ 78,230 LATHRUP VILLAGE 4,030 WAYNE COUNTY ST. CLAIR SHORES \$ 58,000 LYON TWP 22,930 BELLEVILLE \$ 3,950 UTICA \$ 5,170 MADISON HEIGHTS 28,050 BROWNSTOWN TWP \$ 32,700 WARREN \$ 137,330 MILFORD 6,420 CANTON TWP \$ 32,700 WASHINGTON TWP \$ 25,870 MILFORD TWP 10,410 DEARBORN \$ 108,350 WESTLAND (*) WAYNE (*) 17,450 WASHINGTON TWP \$ 5,790 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 TOTAL - WAYNE \$ 1,40,750 WASHINGTON TWP \$ 5,790 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 ORCHARD LAKE 2,200 GIBRALTAR \$ 4,920 ORCHARD LAKE 2,200 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		NEW BALTIMORE	\$	11,940	HOLLY	5,910	WATERFORD TWP	69,540	PLYMOUTH TWP	27,530
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 SOUTHGATE 29,570 STERLING HEIGHTS \$ 132,360 LEONARD 370 ALLEN PARK \$ 28,210 STERLING HEIGHTS \$ 5,770 MADISON HEIGHTS 28,050 BROWNSTOWN TWP \$ 32,770 WAYNE COUNTY TOTAL - MACOMB \$ 137,330 MILFORD 6,420 CANTON TWP \$ 25,870 MILFORD TWP 10,410 DEARBORN \$ 103,350 WAYNE COUNTY TOTAL - MACOMB \$ 5,770 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 MODIAN MYANDOTTE 24,690 ORCHARD LAKE 29,120 GARDEN CITY (^) \$ 26,980 BEVERLEY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (^) Includes Macomb Portion		NEW HAVEN	\$	6,010	HOLLY TWP	5,920		64,910	_	•
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 SOUTHGATE 29,570 SHELBY TWP \$ 78,230 LATHRUP VILLAGE 4,030 WAYNE COUNTY STERLING HEIGHTS \$ 132,360 LEONARD 370 ALLEN PARK \$ 28,210 TAYLOR 62,470 ST. CLAIR SHORES \$ 58,000 LYON TWP 22,930 BELLEVILLE \$ 3,950 WARREN \$ 137,330 MILFORD 6,420 CANTON TWP \$ 32,700 WAYNE COUNTY 17,450 WASHINGTON TWP \$ 25,870 MILFORD TWP 10,410 DEARBORN \$ 108,350 WESTLAND (*) 84,160 TOTAL - MACOMB \$ 5,790 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 OAKLAND TWP \$ 4,970 ORION TWP 34,810 GROSSE POINTE \$ 10,630 BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		RAY TWP	\$	3,720				30,490		•
ROMEO \$ 3,710 LAKE ANGELUS 280 TOTAL - OAKLAND \$ 1,252,210 ROMULUS 24,810 ROSEVILLE \$ 47,010 LAKE ORION 2,830 SHELBY TWP \$ 78,230 LATHRUP VILLAGE 4,030 WAYNE COUNTY STERLING HEIGHTS \$ 132,360 LEONARD 370 ALLEN PARK \$ 28,210 TAYLOR 62,470 ST. CLAIR SHORES \$ 58,000 LYON TWP 22,930 BELLEVILLE \$ 3,950 UTICA \$ 5,170 MADISON HEIGHTS 28,050 BROWNSTOWN TWP \$ 32,700 WARREN \$ 137,330 MILFORD 6,420 CANTON TWP/Y) \$ 97,200 WAYNE (*) TOTAL - MACOMB \$ 868,120 NOVI 65,260 DEARBORN \$ 108,350 WESTLAND (*) 84,160 TOTAL - MACOMB \$ 5,790 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 OAKLAND TWP \$ 24,000 ORCHARD LAKE 22,200 GIBRALTAR \$ 4,920 BERKLEY \$ 14,970 ORION TWP 34,810 GROSSE ILE TWP \$ 10,630 BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		RICHMOND	\$	5,790	INDEPENDENCE TWP	36,140		•	RIVERVIEW	
ROSEVILLE \$ 47,010 LAKE ORION 2,830 SOUTHGATE 29,570 SHELBY TWP \$ 78,230 LATHRUP VILLAGE 4,030 WAYNE COUNTY STERLING HEIGHTS \$ 132,360 LEONARD 370 ALLEN PARK \$ 28,210 TAYLOR 62,470 ST. CLAIR SHORES \$ 58,000 LYON TWP 22,930 BELLEVILLE \$ 3,950 TRENTON 18,270 UTICA \$ 5,170 MADISON HEIGHTS 28,050 BROWNSTOWN TWP \$ 32,700 VAN BUREN TWP 29,930 WARREN \$ 137,330 MILFORD 6,420 CANTON TWP(*) \$ 97,200 WAYNE (*) 17,450 WASHINGTON TWP \$ 25,870 MILFORD TWP 10,410 DEARBORN \$ 108,350 WESTLAND (*) 84,160 TOTAL - MACOMB \$ 868,120 NOVI 65,260 DEARBORN HEIGHTS \$ 62,360 WOODHAVEN 12,750 NOVI TWP 160 ECORSE \$ 9,170 WYANDOTTE 24,690 OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 TOTAL - WAYNE \$ 1,140,750 BERKLEY \$ 14,970 ORION TWP 34,810 GROSSE ILE TWP \$ 10,630 BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		RICHMOND TWP	\$	3,490	KEEGO HARBOR	2,720			ROCKWOOD	3,190
SHELBY TWP         \$ 78,230         LATHRUP VILLAGE         4,030         WAYNE COUNTY         SUMPTER TWP         9,520           STERLING HEIGHTS         \$ 132,360         LEONARD         370         ALLEN PARK         \$ 28,210         TAYLOR         62,470           ST. CLAIR SHORES         \$ 58,000         LYON TWP         22,930         BELLEVILLE         \$ 3,950         TRENTON         18,270           UTICA         \$ 5,170         MADISON HEIGHTS         28,050         BROWNSTOWN TWP         \$ 32,700         VAN BUREN TWP         29,930           WARREN         \$ 137,330         MILFORD         6,420         CANTON TWP(*)         \$ 97,200         WAYNE (*)         17,450           WASHINGTON TWP         \$ 25,870         MILFORD TWP         10,410         DEARBORN         \$ 108,350         WESTLAND (*)         84,160           TOTAL - MACOMB         \$ 868,120         NOVI         65,260         DEARBORN HEIGHTS         \$ 62,360         WOODHAVEN         12,750           NOVI TWP         160         ECORSE         \$ 9,170         WYANDOTTE         24,690           ADDISON TWP         \$ 5,790         OAK PARK         29,120         GARDEN CITY (*)         \$ 26,980           AUBURN HILLS         \$ 24,000         ORCHARD LAKE </td <td></td> <td>ROMEO</td> <td>\$</td> <td>3,710</td> <td>LAKE ANGELUS</td> <td>280</td> <td>TOTAL - OAKLAND</td> <td>\$ 1,252,210</td> <td></td> <td>24,810</td>		ROMEO	\$	3,710	LAKE ANGELUS	280	TOTAL - OAKLAND	\$ 1,252,210		24,810
STERLING HEIGHTS         \$ 132,360         LEONARD         370         ALLEN PARK         \$ 28,210         TAYLOR         62,470           ST. CLAIR SHORES         \$ 58,000         LYON TWP         22,930         BELLEVILLE         \$ 3,950         TRENTON         18,270           UTICA         \$ 5,170         MADISON HEIGHTS         28,050         BROWNSTOWN TWP         \$ 32,700         VAN BUREN TWP         29,930           WARREN         \$ 137,330         MILFORD         6,420         CANTON TWP(*)         \$ 97,200         WAYNE (*)         17,450           WASHINGTON TWP         \$ 25,870         MILFORD TWP         10,410         DEARBORN         \$ 108,350         WESTLAND (*)         84,160           TOTAL - MACOMB         \$ 868,120         NOVI         65,260         DEARBORN HEIGHTS         62,360         WOODHAVEN         12,750           NOVI TWP         160         ECORSE         \$ 9,170         WYANDOTTE         24,690           ADDISON TWP         \$ 5,790         OAK PARK         29,120         GARDEN CITY (*)         \$ 26,980           AUBURN HILLS         \$ 24,000         ORCHARD LAKE         2,200         GIBRALTAR         4,920         GRAND TOTAL         \$ 3,261,080           BEVERLY HILLS         \$ 10,430		ROSEVILLE	\$	47,010	LAKE ORION	2,830			SOUTHGATE	29,570
ST. CLAIR SHORES \$ 58,000 LYON TWP 22,930 BELLEVILLE \$ 3,950 TRENTON 18,270 VAN BUREN TWP 29,930 WARREN \$ 137,330 MILFORD 6,420 CANTON TWP(*) \$ 97,200 WAYNE (*) 17,450 WASHINGTON TWP \$ 25,870 MILFORD TWP 10,410 DEARBORN \$ 108,350 WESTLAND (*) 84,160 TOTAL - MACOMB		SHELBY TWP	\$	78,230	LATHRUP VILLAGE	4,030	WAYNE COUN	TY	SUMPTER TWP	9,520
UTICA \$ 5,170 MADISON HEIGHTS 28,050 BROWNSTOWN TWP \$ 32,700 WAYNE (^) 17,450 WASHINGTON TWP \$ 25,870 MILFORD TWP 10,410 DEARBORN \$ 108,350 WESTLAND (^) 84,160 TOTAL - MACOMB		STERLING HEIGHTS	\$	132,360	LEONARD	370	ALLEN PARK	\$ 28,210	TAYLOR	62,470
WARREN         \$ 137,330         MILFORD         6,420         CANTON TWP(*)         \$ 97,200         WAYNE (*)         17,450           WASHINGTON TWP         \$ 25,870         MILFORD TWP         10,410         DEARBORN         \$ 108,350         WESTLAND (*)         84,160           TOTAL - MACOMB         \$ 868,120         NOVI         65,260         DEARBORN HEIGHTS         \$ 62,360         WOODHAVEN         12,750           NOVI TWP         160         ECORSE         \$ 9,170         WYANDOTTE         24,690           ADDISON TWP         \$ 5,790         OAK PARK         29,120         GARDEN CITY (*)         \$ 26,980           AUBURN HILLS         \$ 24,000         ORCHARD LAKE         2,200         GIBRALTAR         \$ 4,920         GRAND TOTAL         \$ 3,261,080           BERKLEY         \$ 14,970         ORION TWP         34,810         GROSSE ILE TWP         \$ 10,630           BEVERLY HILLS         \$ 10,430         ORTONVILLE         1,360         GROSSE POINTE         \$ 5,590         (*) Includes Macomb Portion		ST. CLAIR SHORES	\$	58,000	LYON TWP	22,930	BELLEVILLE	\$ 3,950	TRENTON	
WASHINGTON TWP TOTAL - MACOMB         \$ 25,870 NOVI         MILFORD TWP 65,260 DEARBORN         \$ 108,350 DEARBORN         WESTLAND (^)         84,160 WOODHAVEN         12,750 WOODHAVEN         12,750 WYANDOTTE         24,690 WYANDOTTE         24,690 WYANDOTTE         24,690 WYANDOTTE         24,690 WYANDOTTE         24,690 WYANDOTTE         31,140,750 WYANDOTTE         31,1		UTICA	\$	5,170	MADISON HEIGHTS	28,050	BROWNSTOWN TWP	\$ 32,700	VAN BUREN TWP	29,930
TOTAL - MACOMB         \$ 868,120         NOVI         65,260         DEARBORN HEIGHTS         \$ 62,360         WOODHAVEN WYANDOTTE         12,750           NOVI TWP         160         ECORSE         \$ 9,170         WYANDOTTE         24,690           OAKLAND COUNTY         OAKLAND TWP         19,770         FLAT ROCK         \$ 10,390         TOTAL - WAYNE         \$ 1,140,750           ADDISON TWP         \$ 5,790         OAK PARK         29,120         GARDEN CITY (^)         \$ 26,980         TOTAL - WAYNE         \$ 1,140,750           AUBURN HILLS         \$ 24,000         ORCHARD LAKE         2,200         GIBRALTAR         \$ 4,920         GRAND TOTAL         \$ 3,261,080           BERKLEY         \$ 14,970         ORION TWP         34,810         GROSSE ILE TWP         \$ 10,630           BEVERLY HILLS         \$ 10,430         ORTONVILLE         1,360         GROSSE POINTE         \$ 5,590         (*) Includes Macomb Portion		WARREN	\$	137,330	MILFORD	6,420	CANTON TWP(^)	\$ 97,200	WAYNE (^)	17,450
NOVI TWP 160 ECORSE \$ 9,170 WYANDOTTE 24,690  OAKLAND COUNTY OAKLAND TWP 19,770 FLAT ROCK \$ 10,390 TOTAL - WAYNE \$ 1,140,750  ADDISON TWP \$ 5,790 OAK PARK 29,120 GARDEN CITY (^) \$ 26,980 AUBURN HILLS \$ 24,000 ORCHARD LAKE 2,200 GIBRALTAR \$ 4,920 GRAND TOTAL \$ 3,261,080  BERKLEY \$ 14,970 ORION TWP 34,810 GROSSE ILE TWP \$ 10,630 BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		WASHINGTON TWP	\$	25,870	MILFORD TWP	10,410	DEARBORN	\$ 108,350	WESTLAND (^)	84,160
OAKLAND COUNTY         OAKLAND TWP         19,770         FLAT ROCK         \$ 10,390         TOTAL - WAYNE         \$ 1,140,750           ADDISON TWP         \$ 5,790         OAK PARK         29,120         GARDEN CITY (^)         \$ 26,980           AUBURN HILLS         \$ 24,000         ORCHARD LAKE         2,200         GIBRALTAR         \$ 4,920         GRAND TOTAL         \$ 3,261,080           BERKLEY         \$ 14,970         ORION TWP         34,810         GROSSE ILE TWP         \$ 10,630           BEVERLY HILLS         \$ 10,430         ORTONVILLE         1,360         GROSSE POINTE         \$ 5,590         (*) Includes Macomb Portion		TOTAL - MACOMB	\$	868,120	NOVI	65,260	DEARBORN HEIGHTS	\$ 62,360		
ADDISON TWP \$ 5,790 OAK PARK 29,120 GARDEN CITY (^) \$ 26,980 AUBURN HILLS \$ 24,000 ORCHARD LAKE 2,200 GIBRALTAR \$ 4,920 GRAND TOTAL \$ 3,261,080 BERKLEY \$ 14,970 ORION TWP 34,810 GROSSE ILE TWP \$ 10,630 BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion					NOVI TWP	160	ECORSE	\$ 9,170	WYANDOTTE	
AUBURN HILLS \$ 24,000 ORCHARD LAKE 2,200 GIBRALTAR \$ 4,920 GRAND TOTAL \$ 3,261,080  BERKLEY \$ 14,970 ORION TWP 34,810 GROSSE ILE TWP \$ 10,630  BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		OAKLAND CO	YTNUC		OAKLAND TWP	19,770	FLAT ROCK	\$ 10,390	TOTAL - WAYNE	\$ 1,140,750
BERKLEY         \$ 14,970 ORION TWP         34,810 GROSSE ILE TWP         \$ 10,630           BEVERLY HILLS         \$ 10,430 ORTONVILLE         1,360 GROSSE POINTE         \$ 5,590 (*) Includes Macomb Portion	,	ADDISON TWP	\$	5,790	OAK PARK	29,120	GARDEN CITY (^)	\$ 26,980		
BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		AUBURN HILLS	\$	24,000	ORCHARD LAKE	2,200	GIBRALTAR	\$ 4,920	GRAND TOTAL	\$ 3,261,080
BEVERLY HILLS \$ 10,430 ORTONVILLE 1,360 GROSSE POINTE \$ 5,590 (*) Includes Macomb Portion		BERKLEY	\$	14,970	ORION TWP	34,810	GROSSE ILE TWP			
BINGHAM FARMS \$ 1,110 OXFORD 3,440 GROSSE POINTE FARMS \$ 10,000 (**) Includes Oakland Portion		BEVERLY HILLS	\$	10,430	ORTONVILLE	1,360	GROSSE POINTE	\$ 5,590	(*) Includes Macomb Portion	
		BINGHAM FARMS	\$	1,110	OXFORD	3,440	GROSSE POINTE FARMS	\$ 10,000	(**) Includes Oakland Portion	



(^) Communities make up Nankin Transit

## SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION FY2026 OPERATING BUDGET

#### **COMMUNITY CREDITS PROGRAM**

MACOMB COUN	TY	OAKLAND C	COUNTY	WAYNE COUNTY		
ARMADA	4,956.00	AUBURN HILLS	35,771.00	ALLEN PARK	56,312.00	
ARMADA TWP	11,412.00	BERKLEY	30,282.00	DEARBORN	176,641.00	
BRUCE TWP	19,880.00	BEVERLY HILLS	19,448.00	DEARBORN HEIGHTS	110,531.00	
CENTER LINE	17,197.00	BINGHAM FARMS	1,853.00	ECORSE	21,837.00	
CHESTERFIELD TWP	71,179.00	BIRMINGHAM	36,351.00	GARDEN CITY ^	57,563.00	
CLINTON TWP	182,016.00	BLOOMFIELD TWP	78,590.00	GROSSE POINTE	10,470.00	
EASTPOINTE	67,723.00	CLAWSON	24,780.00	GROSSE POINTE FARMS	18,403.00	
FRASER	29,110.00	FARMINGTON	18,834.00	GROSSE POINTE PARK	23,450.00	
HARRISON TWP	95,628.00	FARMINGTON HILLS	148,097.00	GROSSE POINTE SHORES *	5,457.00	
LENOX TWP	16,664.00	FERNDALE	44,216.00	GROSSE POINTE WOODS	32,260.00	
MACOMB TWP	156,907.00	FRANKLIN	5,286.00	HAMTRAMCK	41,512.00	
MEMPHIS	2,796.00	HAZEL PARK	36,204.00	HARPER WOODS	27,065.00	
MT. CLEMENS	34,997.00	HUNTINGTON WOODS	11,629.00	HIGHLAND PARK	34,885.00	
NEW BALTIMORE	23,017.00	LATHRUP VILLAGE	5,741.00	INKSTER ^	56,333.00	
NEW HAVEN	9,538.00	MADISON HEIGHTS	58,573.00	LINCOLN PARK	75,963.00	
RAYTWP	11,629.00	OAK PARK	55,651.00	MELVINDALE	20,367.00	
RICHMOND	15,221.00	PLEASANT RIDGE	4,979.00	REDFORD TWP	98,503.00	
RICHMOND TWP	10,616.00	PONTIAC	127,888.00	RIVER ROUGE	19,935.00	
ROMEO	11,561.00	ROYAL OAK	116,941.00	RIVERVIEW	25,209.00	
ROSEVILLE	97,618.00	ROYAL OAK TWP	9,810.00	ROMULUS	42,295.00	
SHELBY TWP	202,545.00	SOUTHFIELD	141,221.00	SOUTHGATE	56,344.00	
STERLING HEIGHTS	236,861.00	TROY	146,017.00	TAYLOR	127,352.00	
ST. CLAIR SHORES	128,853.00	WALLED LAKE	179,777.00	TRENTON	37,320.00	
UTICA	9,525.00	W. BLOOMFIELD TWP	116,988.00	WAYNE ^	36,145.00	
WARREN	276,895.00	TOTAL - OAKLAND	\$ 1,454,927	WESTLAND ^	157,545.00	
WASHINGTON TWP	53,219.00			WYANDOTTE	55,128.00	
TOTAL - MACOMB	\$ 1,797,563			TOTAL - WAYNE	\$ 1,424,825	

<sup>\*</sup> INCLUDES MACOMB PORTION

GRAND TOTAL

\$ 4,677,315



<sup>^</sup> COMMUNITIES MAKE UP NANKIN TRANSIT

### **ITEM**

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#### **INTRODUCTION**

The FY 2026-FY 2030 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 2025, the FY 2026 SMART Annual Budget 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 (2026-2030) 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) and Carbon Reduction funding levels for SMART and LETC reflect approved SEMCOG FY 2026 projects, while FY's 2027-2029 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 2026 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 2026 to 2030 CAPITAL BUDGET NEEDS BASED ON ELIGIBILITY AND FUNDING FIVE-YEAR CAPITAL BUDGET SUMMARY (000 OMITTED)

	CARRY OVER	FY 2024 executed Jan. 2025	FY 2025 (pending award) 09/30/2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	TOTAL
5307 Formula (SMART & Monroe) & 5307 LETC Governor's Apportionment * (^)	\$91,769	\$0	\$44,598	\$39,736	\$39,182	\$40,036	\$40,911	\$40,879	\$337,111
5307 Coronavirus Aid, Relief and Economic Security Act (CARES) SMART & Monroe	989	0	0	0	0	0	0	0	989
5307 Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) SMART & Monroe	350	0	0	0	0	0	0	0	350
5307 American Rescue Plan Act (ARPA) SMART & Monroe	28,973	0	0	0	0	0	0	0	28,973
5339 Formula (SMART & Monroe) & 5339 LETC Governor's Apportionment (^)	12,098	0	4,840	3,156	3,226	3,444	3,369	3,369	33,502
Service Development and New Technology (SDNT)	613	0	0	300	0	0	0	0	913
Service Development and New Technology (SDNT) (WOTA)	0	0	0	173	0	0	0	0	173
CMAQ (SMART & Monroe)*	16,121	0	2,363	3,123	4,500	5,813	6,952	6,220	45,092
Carbon Reduction Program (SMART & Monroe) (^)	6,525	0	700	1,200	2,500	2,000	2,932	0	15,857
Carbon Reduction Program (WOTA, NOTA & OPC)*	1,847	0	0	0	0	0	0	0	1,847
5310 (SMART & Monroe)*	7,122	3,369	4,065	4,133	4,202	4,202	4,202	4,204	35,499
5310 American Rescue Plan Act (ARPA)	78	0	0	0	0	0	0	0	78
5310 Monroe**	3	0	800	0	0	0	0	0	803
New Freedom-Non Urban (NOTA)*	0	0	282	303	303	303	303	303	1,797
JARC-Non Urban- NOTA	0	0	181	436	436	436	436	436	2,361
TOTAL	\$166,488	\$3,369	\$57,829	\$52,560	\$54,349	\$56,234	\$59,105	\$55,411	\$505,345

#### **Assumptions**

Future Fiscal Years (2026- 2029) 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 2022, 2023 & 2024 5307 & 2023 & 2024 5339 and FY 2024 Carbon Reduction funds remain unobligated due to possible Section 106 (NEPA) requirements



## SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION FISCAL YEARS 2026 TO 2030 CAPITAL BUDGET NEEDS BASED ON ELIGIBILITY

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

FISCAL			
YEAR	GRANT NO.	TOTAL	FUNDING
2015-2017	MI-2016-025-00	66	5307
2017/2018	MI-2018-020-00	222	5310
2018/2019	MI-2018-018-00	10,158	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	490	5310
2020	MI-2020-052-00	989	5307 CARES ACT
2020/2021	MI-2020-061-00	30,392	5307
2020/2021	MI-2020-061-00	4,285	5339
2020/2021	MI-2020-061-00	3,535	CMAQ
2020	2017-0130 P26	13	5303 & 5304 SDNT
2021	MI-2021-051	548	5310
2021	MI-2022-032	350	5307- CRRSAA
2022	MI-2022-048	51,153	5307
2022	MI-2022-048	3,422	5339
2022	MI-2022-048	4,702	CMAQ
2021-2022	MI-2022-052	5,862	5310
2021	MI-2022-053	78	5310-APR
2021	MI-2023-011	28,973	5307-APR
2022	2022-0138 P7	3	5310-SMALL URBAN
2023	MI-2023-027	6,687	CMAQ
2023	MI-2023-027	6,525	CRP
2023	MI-2023-027	1,847	5310-CRP
2024	2022-0138 P25	600	5304- SDNT
	TOTAL	\$166,488	



PD 0 17 07	DD 0 M CT	5307	5310	5307	5339	
PROJECT	PROJECT	2015/2016/2017	2018	2018-2019	2018-2019	momit
NUMBER	DESCRIPTION	MI-2016-025-00	MI-2018-020	MI-2018-018-00	MI-2018-018-00	TOTAL
	<u>SMART</u>					
40250	Acquire- Support Vehicles	\$49				\$49
40305	Acquire Surveillance/Security Equip	17				17
	5310 Sub-Recipients					
40750	Acquire ADP Hardware		\$12			12
40570-40670	Operating		210			210
	SMART					
40800	Buy < 30 Ft Replacement Bus			\$18		18
40820	Eng/Design Bus Park & Ride Lots			465		465
40821	Wixom Park & Ride Lot- Surface replacement			11		11
40830	Acquire Surveillance/Security Equip 1% Security Req			645		645
40840	Acquire ADP-Hardware			45		45
40850	Acquire ADP Software			103		103
40860	Acquire Misc. Support Equipment			301		301
40870	Rehab/Renovate Maintenance Facility			7,811		7,811
40871	Other- Consultant Zero Emission Fleet Plan			647		647
40805	Purchase Landscaping/Scenic Beautification			75		75
	LETC Gov Appt (GA) & Toledo Appt.					0
40940	Rehab/Renovate Maintenance Facility		,	37		37
	<u>SMART</u>					
40790	Buy 40 Ft Expansion Buses				\$1,132	1,132
40795	Rehab/Renovate Admin/Maintenance Facility				3,259	3,259
TOTAL		\$66	\$222	\$10,158	\$4,391	\$14,837



PROJECT	PROJECT	CMAQ 2018-2019	5310 2018-2017	CARES ACT 2020	5307 2020-2021	
NUMBER	DESCRIPTION	MI-2018-018	MI-2020-032	MI-2020-052	MI-2020-061	TOTAL
40780	Purchase Control/Signal Equipment	\$1,197				\$1,197
	5310 Sub-Recipients					. ,
41005	Buy Replacement Van		\$12			12
41010	Acquire- ADP Software Items		66			66
41060-41180	Operating		412			412
42010	Associated Capital Retrofit Items for 235 Fixed Route Buses			\$989		989
42090	Buy 40 Ft Replacement Buses-Electric				\$600	600
42191	Buy 40-Ft Replacement Buses				3,408	3,408
42110	Acquire Surveil/Security Equip				268	268
42130	Acquire - Hardware				6,614	6,614
42140	Acquire-Software				2,936	2,936
42150	Acquire-Mobile Fare Coll Equipment				8,800	8,800
42194	Rehab/Renovate-Admin Maint				4,683	4,683
42160	Purchase Misc./Elec Power Equipment				654	654
42195	Construct Misc. Elect/Power Equipment				323	323
42196	Purchase Control/Signal Equipment-Collision Avoidance				2,000	2,000
42170	Purchase Landscaping/Scenic Beautification				101	101
42180	Purchase PED Access/Walkways				5	5
TOTAL		\$1,197	\$490	\$989	\$30,392	\$33,068



PROJECT NUMBER	PROJECT DESCRIPTION SMART	5339 2020-2021 MI-2020-061	CMAQ 2020-2021 MI-2020-061	5303 & 5304 2020 2017-0130 P26	5310 2019-2021 MI-2021-051	TOTAL
42080	Rehab/Renovate RO- Bus Station	\$3,434				\$3,434
42081	Rehab/Renovate Admin Maint Facility	851				851
42051	Buy 40-Ft Replacement Buses		\$3,535			3,535
36691	Operation and service policy/procedural development			\$13		13
	5310 Sub-Recipients					
42280-42370	Mobility Management				\$290	290
42400-42670	Operating Assistance				258	258
TOTAL		\$4,285	\$3,535	\$13	\$548	\$8,381



PROJECT	PROJECT	CRRSAA 2021	5307 2022	5339 2022	CMAQ 2022	
UMBER	DESCRIPTION	MI-2022-032	MI-2022-048	MI-2022-048	MI-2022-048	TOTAL
43210-44020	Sub Recipients- Operating Assistance	\$350				\$350
	SMART					
42720	Buy-40 Ft Replacement Buses		\$4,622			4,622
42730	Buy Replacement <30 FT Bus-Propane		255			255
42740	Buy Replacement <30 FT Bus-Community- Gasoline		500			500
42750	Replacement Vans-SMART		9			9
42761	Acquire - Shop Equipment		30			30
42760	Acquire-Hardware		4,672			4,672
42770	Acquire Software		7,235			7,235
42762	Acquire- Support Vehicles		50			50
42763	Communication Equipment		1,600			1,600
N/A	Preventative Maintenance		25,000			25,000
42780	Purchase Bus Shelters		350			350
42790	Purchase Landscaping/Scenic Beautification		370			370
42800	Purchase Signage- Replacement		309			309
42764	Purchase Signage- Expansion for new routes		46			46
42765	Ped Access/Walkways- Replacement		5			5
42767	Consultant Services- General Planning, Maintenance, and HR		4,298			4,298
	LETC Gov Appt (GA) & Toledo Appt.					
42811	Spare Parts		1			1
42820	Rehab/Renovate Admin/Maint facility		130			130
42840	Acquire Surveil/Security Equip	,	10			10
42844	Acquire- Support Vehicles		190			190
42845	Misc Electric Power Equip- A/E Infrastructure		231			231
42846	Misc Electric Power Equip- Acquire & Install EV Equipment		338			338
42847	Communication Equipment- AVL	`\	600			600
NA	Preventative Maintenance		302			302
	<u>SMART</u>					
42850	Buy 40 Ft. Replacement Buses			\$3,113		3,113
42700	Buy 40-Ft Replacement Buses				\$4,702	4,702
40.000	LETC Gov Appt (GA) & Toledo Appt.			/		
42870	Rehab/Renovate-Bus Station			173		173
42871	Misc Elect/Power Equip Acquire & Install			136		136
TOTAL		\$350	\$51,153	\$3,422	\$4,702	\$59,627



PROJECT NUMBER	PROJECT  DESCRIPTION 5310 Sub-Recipients	5310 2021-2022 MI-2022-052	5310-APR 2021 MI-2022-053	5310-Small Urban 2022 2022-0138 P7	5307-ARP 2021 MI-2023-011	TOTAL
42942	Buy Replacement <30 ft. Bus Traditional 5310 Capital-Propane	5				5
42900	Buy Replacement Van-Traditional 5310 Capital	1,222				1,222
42910-43061	Mobility Management	686				686
42960-43041	Operating Assistance	3,949				3,949
43140-43200	5310 Sub-Recipients Operating Assistance Small Urban- Bedford & MCOP		\$78			78
36693	One <30-Ft replacement bus w/lift			3		3
44030	Bus/Stations/Stops/Terminals				\$483	483
N/A	Operating Assistance-SMART				26,005	26,005
N/A	Operating Assistance- LETC				2,485	2,485
TOTAL		\$5,862	<u>\$78</u>	\$3	\$28,973	\$34,916



5307-CMAQ	&

PD 0 45 05	DD 0 ID GT	5307 & 5310 CRP	5304	
PROJECT	PROJECT	2023	2024	
NUMBER	DESCRIPTION	MI-2023-027	2022-0138 P25	TOTAL
	CMAQ-SMART			
44050	Buy 40 Ft Replacement Buses	\$1,622		\$1,622
44060	Buy < 30-Ft Replacement Buses-Propane	565		565
N/A	Operating Assistance - Expand SMART Fixed Routes 125 & 610	4,500		4,500
	CRP-SMART			
44070	Buy 40 Ft Replacement Buses	3,000		3,000
44080	Electrification Power Dist. (Bus)	1,000		1,000
44075	Buy-Replacement<30-Ft Carbon Reduction Replacement Buses	1,200		1,200
	<u>CRP-LETC</u>			
44090	Engineering & Design Bus Facility	100		100
44100	Acquire Misc. Support Equipment	1,000		1,000
44095	Support Vehicle: Acquire- Expansion SUV- Carbon Reduction	150		150
44105	Bus: Support Equip and Facilities: Eng/Design- Admin/Maintenance Fac.	75		75
	5310 CRP- Sub-Recipients WOTA, NOTA & OPC			
44110	Buy Van for Expansion	531		531
44120	Purchase Misc. Elect Power Equipment	68		68
44130-44150	Operating Assistance	1,248		1,248
36696	Bus Stop Management System		\$600	600
TOTAL		\$15,059	\$600	\$15,659



					•	SMART/Mon									
		2026			2027	SIVIAR I /IVIOII	I OE/NO I A	2028			2029			2030	
escription	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
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	1,600,000	400,000	2,000,000	8,000,000	2,000,000	10,000,
Security & Safety Activities (1.75% Min)	0	0	0	0	0	0	0	0	0	0	0	0	-,,	0	.,,
Enhancement Activities -(Shelters, Benches, Trash Cans,															
Bike Racks)	0	0	0	200,000	50,000	250,000	200,000	50,000	250,000	200,000	50,000	250,000	200,000	50,000	250,
Bus Replacement- DO	2,059,752	514,938	2,574,690	2,432,900	608,225	3,041,125	0	0	0	0	0	0		0	
Bus Replacement- Community Operated	0	0	0	835,896	208,974	1,044,870	0	0	0	0	0	0		0	
Bus Replacement- Set Aside	8,000,000	2,000,000	10,000,000	0	0	0	0	0	0	0	0	0		0	
Bus Replacement- F/R	630,813	157,703	788,516	0	0	0	18,900,763	4,725,191	23,625,954	25,015,716	6,253,929	31,269,645	19,219,152	4,804,788	24,023,
General Planning Consultant/Studies	0	0	0	0	0	0	0	0	0	0	0	0		0	
Information Technology Projects	320,000	80,000	400,000	960,000	240,000	1,200,000	920,000	230,000	1,150,000	3,200,000	800,000	4,000,000	1,000,000	250,000	1,250,
Paratransit Operations Garage	8,000,000	2,000,000	10,000,000	0	0	0	0	0	0	0	0	0		0	
Facility Renovation	1,624,524	406,131	2,030,655	16,967,555	4,241,889	21,209,444	2,022,308	505,577	2,527,885	688,302	172,076	860,378	2,284,866	571,217	2,856,
Project Administration	128,464	32,116	160,580	0	0	0	0	0	0	0	0	0		0	
Subtotal SMART	28,763,553	7,190,888	35,954,441	29,396,351	7,349,088	36,745,439	30,043,071	7,510,768	37,553,839	30,704,018	7,676,005	38,380,023	30,704,018	7,676,005	38,380,
Monroe-5307 TARTA Apportionment *															
Preventative Maintenance	213,600	53,400	267,000	120,768	30,192	150,960	120,768	30,192	150,960	120,768	30,192	150,960	120,768	30,192	150.
Bus Replacement	214,288	53,572	267.860	343,069	85,768	428.837	353,498	88.375	441.873	364.158	91,040	455.198	364,158	91.040	455.
Bus Equipment/Parts	10,246	2,562	12.808		2.562	12.808	10.246	2.562	12.808	10.246	2.562	12.808	10.246	2.562	12.
Facility Renovations	72,333	18,083	90,416		0	0	0	0	0	0	0	0	0	0	
Transit Security Upgrades	2,600	650	3,250	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Monroe	513,067	128,267	641,334	474.083	118,522	592,605	484,512	121,128	605.640	495,172	123,793	618.965	495.172	123,793	618,
	0.0,007	120,201	011,001	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	110,022	002,000	101,012	12.,120	555,515	100,112	120,100	0.0,000		120,700	0.0,
Total 5307 Formula Funding	29.276.620	7.319.155	36.595.775	29.870.434	7 467 610	37,338,044	30.527.583	7.631.896	38.159.479	31.199.190	7.799.798	38.998.988	31.199.190	7.799.798	38.998.9
Total 5307 Formula Funding	29,270,020	7,319,100	30,333,773	25,670,434	7,467,610	31,336,044	30,327,363	7,031,030	30, 135,475	31,133,130	1,199,190	30,330,300	31,133,130	1,199,190	30,330,
Monroe 5307 Governor's Apportionment *															
Facility Renovation	811,421	202,855	1,014,276	0	0	0	0	0	0	0	0	0		0	
Vehicle Replacement	011,421	202,655	1,014,276	259,406	64.852	324.258	285,473	71,368	356.841	312,112	78,028	390.140	286,537	71.634	358,
Preventative Maintenance	0	0	0	441.181	110.295	551.476	441,181	110,295	551,476	441.181	110.295	551.476	441.181	110.295	551.
Operating (# Under Operating Budget)	#1.062.876	#1.062.876	#2,125,752	# 484.250	# 484.250	#968.500	# 484,250	# 484.250	#968.500	# 484.250	# 484.250	#968.500	# 484.250	# 484.250	#968.3
, , , , , ,	7	7 7		. ,	. ,				,			,		- ,	
Total 5307 Gvnr's Apportionment	811,421	202,855	1,014,276	700,587	175,147	875,734	726,654	181,664	908,318	753,293	188,323	941,616	727,718	181,930	909,
5339 Formula Funding *						· ·									
SMART**													_		
Bus Replacement- FR	0	0	0	0	0	0	0	0	0	2,573,971	643,493	3,217,464	0	0	
Facility Renovation	2,411,298	602,825	3,014,123	2,464,347	616,087	3,080,434	2,518,563	629,641	3,148,204	0	0	0	2,573,971	643,493	3,217,
Subtotal SMART	2,411,298	602,825	3,014,123	2,464,347	616,087	3,080,434	2,518,563	629,641	3,148,204	2,573,971	643,493	3,217,464	2,573,971	643,493	3,217,
Monroe 5339 Gov's Appt. & TARTA *															
Bus Replacement	0	0	0	76,091	19,023	95,114	70	9	0	0	0	0	79,478	19,870	99,
Bus Replacement (from TARTA)	0	0	0	40,363	10,091	50,454	0	0	0	0	0	0	42,158	10,540	52,
Preventive Maintenance	0	0	0	0	0	0	176,980	44,245	221,225	79,476	19,869	99,345	0	0	
Preventive Maintenance (from TARTA)	0	0	0	0	0	0	59,466	14,867	74,333	42,158	10,540	52,698	0	0	
Facility Renovation	74,453	18,613	93,066	0	0	0	0	0	0	0	0	0	0	0	
Facility Renovation (from TARTA)	39,494	9,874	49,368	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Monroe	113,947	28,487	142,434	116,454	29,114	145,568	236,446	59,112	295,558	121,634	30,409	152,043	121,636	30,409	152,
Total 5339 Formula Funding	2.525.245	631,311	3,156,556	2.580.801	645,200	3.226.001	2.755.009	688.752	3,443,761	2.695.605	673.901	3.369.506	2.695.607	673.902	3.369.
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<u> </u>					5		Plan: FY26-30								
		2026			2027	SMART/Mo	nroe/NOTA	2028			2029			2030	
Description	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-Electric/Hydrogen Cell	1,037,888	259,472	1,297,360	0	0	0	4,000,000	1,000,000	5,000,000	4,000,000	1,000,000	5,000,000	4,447,238	1,111,810	5,559,048
Bus Replacement- DO	940,248	235,062	1,175,310	0	0	0	0	0	0	0	0	0	0	0	0
Hydrogen Fuel Cell Infrastructure- Wayne & Oakland															
Terminals	0	0	0	1,200,000		1,500,000	0	0	0	0	0	0	0	0	0
Subtotal SMART	1,978,136	494,534	2,472,670	1,200,000	300,000	1,500,000	4,000,000	1,000,000	5,000,000	4,000,000	1,000,000	5,000,000	4,447,238	1,111,810	5,559,048
Monroe															
Facility Renovation-EV Charging Infrastructure	520,000	130,000	650,000	0	0	0	0	0	0	0	0	0		0	0
Vehicle Replacement	0	0	0	2,400,000	,	3,000,000	650,458	162,615	813,073	1,561,278	390,320	1,951,598	529,061	132,265	661,326
Subtotal Monroe	520,000	130,000	650,000	2,400,000	600,000	3,000,000	650,458	162,615	813,073	1,561,278	390,320	1,951,598	529,061	132,265	661,326
Total CMAQ Funding	2,498,136	624,534	3,122,670	3,600,000	900,000	4,500,000	4,650,458	1,162,615	5,813,073	5,561,278	1,390,320	6,951,598	4,976,299	1,244,075	6,220,374
5. Carbon Reduction Program +															
SMART															
Bus Replacement-F/R- Electric/Hydrogen Cell	960,000	240,000	1,200,000	0	0	0	1,600,000	400,000	2,000,000	1,600,000	400,000	2,000,000	0	0	0
Hydrogen Fuel Cell Infrastructure- Macomb Terminal	0	0	0	1,200,000	300,000	1,500,000	0	0	0	0	0	0	0	0	0
Subtotal SMART	960,000	240,000	1,200,000	1,200,000		1,500,000	1,600,000	400,000	2,000,000	1,600,000	400,000	2,000,000	0	0	0
Monroe	,	.,		7			,,	,	,,	,,	,	,,			
Replace Hybrid	0	0	0	800,000	200,000	1,000,000	0	0	0	745,850	186,463	932,313	0	0	0
Subtotal Monroe	0	0	0	800,000	200,000	1,000,000	0	0	0	745,850	186,463	932,313	0	0	0
										.,	,	,			
Total Carbon Reduction Program Funding	960.000	240.000	1.200.000	2.000.000	500.000	2.500.000	1.600.000	400.000	2.000.000	2.345.850	586.463	2.932.313	0	0	
Total outson reduction riogram randing	500,000	240,000	1,200,000	2,000,000	000,000	2,000,000	1,000,000	400,000	2,000,000	2,040,000	000,400	2,002,010	,	Ü	
6. SMART 5310 Funding ++															
SMART															
5310 Capital Projects (vehicles)	1,292,198	323,050	1.615.248	1,337,434	334,359	1,671,793	1,337,434	334.359	1,671,793	1,337,434	334.359	1,671,793	1,337,434	334.359	1,671,793
5310 Capital Projects (verlides)	458.900	114.725	573.625	468.626	117.157	585.783	468.626	117,157	585.783	468.626	117.157	585.783	468.626	117.157	585.783
b NF Operating Assistance (#Oper Bdgt)	#971,982	#971,982	#1,943,964	#971,982	#971,982	#1,943,964	#971,982	#971,982	#1,943,964	#971,982	#971,982	#1,943,964	#971,982	#971,982	#1,943,964
New Freedom Administration	#971,902	#97 1,902	#1,943,904	#971,902	#911,902	#1,943,904	#971,902	#971,902	#1,343,304	#971,902	#971,902	#1,943,904	#971,902	#371,302	#1,343,304
Subtotal SMART	4.754.000	407.775	0.400.070	4 000 000	454 545	0.057.535	1 000 000	454 545	0.057.575	4 000 000	454 545	0.057.575	4 000 000	454 545	0.057.575
	1,751,098	437,775	2,188,873	1,806,060	451,515	2,257,575	1,806,060	451,515	2,257,575	1,806,060	451,515	2,257,575	1,806,060	451,515	2,257,575
Monroe TARTA & MDOT Nonurban	0	0								0			0	0	
Purchase Vehicles-TARTA Purchase Vehicles-Nonurban	U	0	U	0	U	* 0	0	0	0	0	0	0	0	0	U
	0	0	0	0	0	0	0	0	U	0	0	0	0	0	
Subtotal Monroe	0	0	0	U	0	0	0	0	0	0	0	0	0	0	C
NOTA^	#454.544	#454.544	#303,022	#454.544	#454.544	#202 022	#454.544	4454 544	#202.020	#454 544	#454.544	#303,022	#454544	#454.544	#303,022
c Nonurban NF Operating (#Oper Bdgt)	#151,511	#151,511	#303,022	#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	U	U	U	U	U	U	0	0	. 9	U	0	U	U	U	U
Total 5310 Capital Funding	1,751,098	437,775	2,188,873	1,806,060	451,515	2,257,575	1,806,060	451,515	2,257,575	1,806,060	451,515	2,257,575	1,806,060	451,515	2,257,575
7. Nonurban 5311 JARC^^								*							
NOTA															
d Nonurban JARC Operating (#Oper Bdgt)	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766	#217,883	#217,883	#435,766
Total 5311 JARC Capital Funding	0	0	0	0	0	0	0	0	0	<b>7</b> 0	0	0	0	0	0
8. SMART SDNT0															
SMART															
Pontiac Mobility Hub Phase II Study	240,000	60,000	300,000	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal SMART	240,000	60,000	300,000	0	0	0	0	0	0	0	0	0	0	0	C
														-	
9. WOTA SDNT0															
WOTA															
Facility Siting Study	138,000	34,500	172,500	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal WOTA	138,000	34,500	172,500	0	0	0	0	0	0	0	0	0	0	0	(
	/		,												
Total SDNT Funding	378,000	94,500	472,500	0	0	0	0	0	0	0	0	0	0	0	(
	-,	. ,	,												
Grand Total SMART. Monroe & NOTA	38.200.520	9.550.130	47,750,650	38,557,882	9.639.472	50.697.354	40.465.764	10.116.441	52.582.205	42,015,426	10.503.857	55,451,595	41,404,874	10,351,219	51,756,093
Giana Iotal Smart, Montoe & NOTA	30,200,320	3,550,150	-11,130,030	30,337,002	3,033,772	55,557,554	70,700,704	10, 110, 441	32,302,203	72,013,420	10,505,657	33,731,333	71,707,074	10,551,215	31,730,093

<i>S</i> SMART						Year Capital F									
	SMART/Monroe/NOTA  2026 2027 2028 2029 2030														
Description	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total	Federal	State/Local	Total
10. Operating & Service Expansion															
a Operating (# Under Operating Budget)	1,062,876	1,062,876	2,125,752	484,250	484,250	968,500	484,250	484,250	968,500	484,250	484,250	968,500	484,250	484,250	968,500
b NF Operating Assistance (#Oper Bdgt)	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964	971,982	971,982	1,943,964
c Nonurban NF Operating (#Oper Bdgt)	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022	151,511	151,511	303,022
d Nonurban JARC Operating(#Oper Bdgt)	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766	217,883	217,883	435,766
Total Operating & Service Expansion	2,404,252	2,404,252	4,808,504	1,825,626	1,825,626	3,651,252	1,825,626	1,825,626	3,651,252	1,825,626	1,825,626	3,651,252	1,825,626	1,825,626	3,651,252
Grand Total including Opr & Svc Expansion	40,604,772	11,954,382	52,559,154	40,383,508	11,465,098	54,348,606	42,291,390	11,942,067	56,233,457	43,841,052	12,329,483	59,102,847	43,230,500	12,176,845	55,407,345
Notes															
* Future Fiscal Years (2026-2030) federal formula fund	ding based o	n Semcog targ	ets with an	annual increa	se of 2%.										
** Funding levels for SMART 50% share of Detroit UZA funds for	or 5307 and 533	9.		4											
+ FY 2026 CMAQ & Carbon Reduction Programs Projects ap	proved by SEI	MCOG. FY2027	-2030 CMAQ a	re anticipated	applications ba	sed on applica	tion history.								
++ SMART's share of the 5310 Funding for the Detroit UZA is de	etermined by th	e Regional Trans	it Authority. P	rojects shown in	budget are ant	cipated reques	ts 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.														
	SDNT funds are administered by MDOT and are for Service Development and New Technology projects.														
	Governor's Apportionment, Section 5310 Funding and JARC can have some portion used for operating assistance (50% Federal with 50% Local Match,														
% 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.															



## agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: VP of Finance FROM: Finance Department APPROVED BY: General Manager

SUBJECT: Fiscal Year 2026 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 2026 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 County. 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 2026 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 2026 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 2026 operating budget, and the contracts are effective July 1, 2026.

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

#### RECOMMENDATION

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

#### **ATTACHMENT**

- Resolution
- Listing of FY 2026 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 2026 Municipal Credit and Community Credit Agreements and Purchase of Service Contracts Fiscal Year 2026 Municipal Credit, Community Credit, and Purchase of Service Agreements (Those receiving \$50,000 or greater)

	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 2026 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 2026 with the communities and agencies in the amounts listed in the attached tables.
	CERTIFICATE
Transportation,	ed, duly qualified Board Secretary of the Suburban Mobility Authority for Regional certifies that the foregoing is a true and correct copy of a resolution adopted at a legally ing of the Board of the Suburban Mobility Authority for Regional Transportation held 25.

**Board Secretary** 

Date

## FY 2026 MC, CC, POS Contracts, and Monroe County Pass-Through Funds (Communities Receiving More Than \$50,000)

	MC/CC Cont		s (>\$50,000)					
			Municipal		Community		Special	
County	Communities		Credits		Credits		ubsidies	Totals
Macomb	Charter Township of Chesterfield	\$	42,475	\$	69,039	\$	-	\$ 111,514
	Charter Township of Clinton	\$	94,079	\$	176,543	\$	-	\$ 270,622
	City of Eastpointe	\$	32,120	\$	65,687	\$	-	\$ 97,807
	Charter Township of Harrison	\$	22,753	\$	92,753	\$	-	\$ 115,506
	Macomb Township	\$	85,785	\$	152,189	\$	-	\$ 237,974
	Richmond Lenox	\$	-	\$	-	\$	600,000	\$ 600,000
	City of Roseville	\$	44,660	\$	94,683	\$	-	\$ 139,343
	Charter Township of Shelby	\$	74,319	\$	196,455	\$	-	\$ 270,774
	City of Sterling Heights	\$	125,742	\$	229,739	\$	-	\$ 355,481
	City of St. Clair Shores	\$	55,100	\$	124,979	\$	-	\$ 180,079
	City of Warren	\$	130,464	\$	268,569	\$	-	\$ 399,033
	Washington Township	\$	24,577	\$	51,619	\$	-	\$ 76,196
Oakland	City of Auburn Hills	\$	22,800	\$	34,695	\$	-	\$ 57,495
	City of Birmingham	\$	20,416	\$	35,258	\$	-	\$ 55,674
	Charter Township of Bloomfield	\$	41,420	\$	76,227	\$	85,000	\$ 202,647
	City of Farmington Hills	\$	78,613	\$	143,644	\$	-	\$ 222,257
	City of Ferndale	\$	17,965	\$	42,887	\$	-	\$ 60,852
	City of Madison Heights	\$	26,648	\$	56,812	\$	-	\$ 83,460
	City of Novi	\$	61,997	\$	-	\$	-	\$ 61,997
	City of Oak Park	\$	27,664	\$	53,987	\$	-	\$ 81,651
	City of Pontiac	\$	57,665	\$	124,043	\$	-	\$ 181,708
	City of Rochester Hills	\$	71,412	\$	-	\$	-	\$ 71,412
	City of Royal Oak	\$	54,483	\$	113,425	\$	-	\$ 167,908
	City of Southfield	\$	71,716	\$	136,975	\$	-	\$ 208,691
	City of Troy	\$	81,700	\$	141,627	\$	-	\$ 223,327
	City of Walled Lake	\$	6,783	\$	174,371	\$	-	\$ 181,154
	Charter Township of Waterford	\$	66,063	\$	-	\$	-	\$ 66,063
	Charter Township of W. Bloomfield	\$	61,665	\$	113,470	\$	35,000	\$ 210,135
Wayne	City of Allen Park	\$	26,800	\$	54,619		·	\$ 81,419
,	Charter Township of Canton	\$	92,340	\$	-	\$	-	\$ 92,340
	City of Dearborn	\$	102,933		171,330			\$ 274,263
	City of Dearborn Heights	\$	59,242		107,208			\$ 166,450
	Garden City	\$	25,631		55,832			\$ 81,463
	City of Hamtramck	\$	26,610	_	40,264			\$ 66,874
	City of Inkster	\$	24,415	\$	54,639			\$ 79,054
	City of Lincoln Park	\$	37,668	\$	73,679			\$ 111,347
	City of Livonia	\$		\$	-			\$ 89,424
	City of Romulus	\$	23,570		41,023			\$ 64,593
	City of Southgate	\$		\$	54,650			\$ 82,742
	City of Taylor	\$		\$	123,523			\$ 182,870
	City of Trenton	\$	17,357	\$	36,197			\$ 53,554
	City of Wayne	\$		<u> </u>	35,058			\$ 51,636
	City of Westland	\$	79,952	\$	152,808			\$ 232,760
	City of Wyandotte	\$		\$	53,470			\$ 76,926
	TOTAL MC/CC CONTRACTs (>\$50,000)		,234,485.50		3,823,976.00	¢ 7	20,000.00	,778,461.50

# FY 2026 MC, CC, POS Contracts, and Monroe County Pass-Through Funds (Communities Receiving More Than \$50,000)

	POS Contractor Cont	racts	s (>\$50,000)					
County	Communities		Municipal Credits		Community Credits		Special Subsidies	TOTALS
Wayne	Nankin	\$	-	\$	-	\$	328,000	\$ 328,000
	Charter Township of Redford		46,332		95,541		-	\$ 141,873
Oakland	WOTA					\$	2,186,000	\$ 2,186,000
	NOTA					\$	3,169,000	\$ 3,169,000
	OPC					\$	375,000	\$ 375,000
	PEX						1,195,000	1,195,000
	TOTAL POS CONTRACTOR Contracts (>\$50k)		46,332		95,541		7,253,000	7,394,873
	Summary: MC/CC AND POS	S Co	ntractor Cont	ract	s (>\$50,000)			
	Subtotal MC/CC Contracts (>\$50,000)	\$	2,234,486	\$	3,823,976	\$	720,000	\$ 6,778,462
	Subtotal POS Contractor Contracts (>\$50k)	\$	46,332	\$	95,541	\$	7,253,000	\$ 7,394,873
	TOTAL MC/CC/POS (>\$50,000/Community)	\$	2,280,817	\$	3,919,517	\$	7,973,000	\$ 14,173,334

	Monroe County Federal and State Pass-Through Funds (Operating Funds Only)								
County		Sect	ion 5307	Sect	tion 5311	Act	t <b>51</b>	TOT	TALS
Monroe	Monroe	\$	-	\$	125,000	\$	342,000	\$	467,000
	Bedford		-		-		151,000	\$	151,000
	Lake Erie		1,178,000		53,000		1,418,000	\$	2,649,000
	<b>TOTAL Monroe County Pass-Through Funds</b>	\$	1,178,000	\$	178,000	\$	1,911,000	\$	3,267,000



## agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: VP of Safety FROM: VP of Safety APPROVED BY: General Manager

SUBJECT: Approval of the Revised SMART Agency Safety Plan 2025

#### RECOMMENDATION

That the Board adopt the attached resolution approving the revised SMART Agency Safety Plan (ASP).

#### **DISCUSSION**:

The Federal Transit Administration (FTA) requires transit agencies to update their Agency Safety Plan (ASP) annually by December 31st. The SMART Board of Directors approved the plan in December 2024. However, during the FY25 FTA Triennial Review, it was identified certain areas that needed to improve and be addressed in the SMART ASP.

The SMART Safety Management System (SMS) committee, which includes equal representation from frontline Union representatives and management, collaborated to update the ASP to satisfy the issues highlighted during the Triennial Review. The revised plan has been reviewed and unanimously approved by the full SMS Committee, and it includes the following key updates:

- Clarified Authorities, Accountabilities, and Responsibilities
- A Detailed Risk Reduction Program
- A Dispute Resolution Process

#### **ATTACHMENT**

- Revised SMART Agency Safety Plan 2025
- Resolution



### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### RESOLUTION

	Approval of the Revised SMART Agency Safety Plan (ASP) 2024
Whereas,	In December 2024, the Suburban Mobility Authority for Regional Transportation (SMART) board approved the 2024 Agency Safety Plan as required by the Federal Transit Administration (FTA); and
Whereas,	The plan aims to minimize exposure to infectious diseases; reduce collisions and injuries; reduce visibility impairments for bus operators that contribute to vehicle & pedestrian accidents; and mitigate assaults on transit workers by optimizing bus operator barrier technology; and
Whereas,	Certain areas and issues were identified as needing improvement and addressed in the SMART ASP; and
Whereas,	In collaboration with the SMART Safety Management System committee, comprising an equal representation of frontline Union representatives and management, the SMART Agency Safety Plan has been updated to increase accountabilities, targets, and structures designed to ensure the safety of SMART systems, employees, and the public; and
Whereas,	The revised plan has undergone a thorough review and received unanimous approval from the SMART Safety Management System Committee; now, therefore be it
Resolved,	That the Suburban Mobility Authority for Regional Transportation Board of Directors adopt the revised SMART Agency Safety Plan.
	CERTIFICATE
Transportation	gned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional on, certifies that the foregoing is a true and correct copy of the resolution adopted at a legally leeting of the Board of the Suburban Mobility Authority for Regional Transportation 2025.

**Board Administrator** 

Date



# 1. Transit Agency Information

Transit Agency Name	Subur	ban Au	thority for Re	egional Tr	ansportation (SM	ART)
Transit Agency Address	535 G	535 Griswold St., Ste 600, Detroit, MI 48226				
Name and Title of Accountable Executive	Dwigh	Dwight Ferrell				
Name of Chief Safety Officer or SMS Executive	Amie	Amie May				
Mode(s) of Service Covered by This Plan	MB/D	MB/DO DR/DO List All FTA Funding Types (e.g., 5307, 5309, 5310, 5339) 5337, 5339) 5307, 5309, 5310, 5339				
Mode(s) of Service Provided by the Transit Agency (Directly operated or contracted service)		MB/DO DR/DO DR/PT (Subrecipients, managed via SMART oversight procedures and State of Michigan)				ed via SMART oversight
Does the agency provide transit services on behalf of another transit agency or entity?	Yes	No X	Description of Arrangement(s)			
Name and Address of Transit Agency(ies) or Entity(ies) for Which Service Is Provided	N/A					

# 2. Plan Development, Approval, and Updates

Name of Entity That Drafted This Plan	Suburban Mobility Authority for Regional Transportation (SMART)		
Signature by the	Signature of Accountable Executive	Date of Signature	
Accountable Executive			
Approval by the Board of Directors or an Equivalent Authority	Name of Individual/Entity That Approved This Plan	Date of Approval	
	SMART Board of Directors		
	Relevant Documentation (Title and Location)		
	A copy of the Board Resolution approving the Agency Safety Plan is maintained on file by Chief Safety Officer.		

### **Version Number and Updates**

Record the complete history of successive versions of this plan.

Version Number	Section/Pages Affected	Reason for Change	Date Issued
1		New Document	12/10/2020
2	3,4,8,12,23 & affected sections	Update FTA & Bipartisan Infrastructure Law Requirements	12/31/2022
3	2,4	New Chief Safety Officer, Update Safety Performance Targets	12/31/2023
4	2,4,6	Update Safety Performance Targets, Accountable Executive, Chair Board of Directors	12/31/2024
5	9,12,26,27	Update Authorities, Accountabilities, and Responsibilities; Voluntary Employee Safety Reporting Program; Risk Reduction Program; Dispute Resolution	

### Annual Review and Update of the Agency Safety Plan

SMART's Chief Safety Officer will coordinate the annual review and update of the ASP, beginning with a notification to all departments and Union leadership by March 1 of each year that they must review and provide any update recommendations to the ASP. The ASP review and update will be completed before December 31 of each year.

# 3. Safety Performance Targets

#### **Safety Performance Targets**

Specify performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

SMART's established safety performance targets for the period January 1, 2025, through December 31, 2025, are based on our review of the last three (3) years of SMART's safety performance data, vehicle revenue miles (VRM), and major mechanical system failures fatalities and injuries reported to the National Transit Database (NTD).

Mode of Transit Service	Fatalities Total	Fatalities /1M miles	Injuries Total	Injuries /1M miles	Safety Events Total	Safety Events /1M Miles	Mean Dist. Between Major Failures
Fixed Route	0	0	36.33	< 3.86	30	< 3.18	> 6,027
Connector	0	0	7.33	< 2.9	7.00	< 2.74	> 36,481

### **Safety Performance Target Coordination**

Describe the coordination with the State and Metropolitan Planning Organization(s) (MPO) in the selection of State and MPO safety performance targets.

SMART's Accountable Executive will share our ASP, including safety performance targets, with SEMCOG (MPO) each year.

In addition, SMART will coordinate with the State and MPO in the selection of State and MPO safety performance targets as requested and outlined in SMART's Metropolitan Planning Agreement.

Targets Transmitted to the	Metropolitan Planning Organization Name	Date Targets Transmitted
Metropolitan	0511000	0/40/0004
Planning Organization	SEMCOG	9/12/2024

# 4. Safety Management Policy

#### **Safety Management Policy Statement**

Use the written statement of safety management policy, including safety objectives.

Safety is a core value at SMART, embodied in everything we do. As documented in our ASP, we commit to developing, implementing, maintaining, and continuously improving processes to ensure the safety of our system, employees, and the public we serve. SMART's Safety Management System (SMS) encourages the open sharing of information on all safety issues throughout our organization. We will review and update these objectives, as needed, each year.

#### Responsibilities and Accountabilities for Safety

To remain consistent with the top-down, organization-wide nature of SMS, our Executives and Board of Directors ensure that organizational resources are allocated to further this commitment and achieve the highest level of transit safety performance. This accountability is supported by all agency employees, who ensure that management has access to the information necessary to strategically deploy resources based on identified safety concerns, establish and support accountability for safety decision-making, and address unacceptable safety risk.

Our overall safety objective is to proactively manage safety hazards and their associated safety risk, with the intent to eliminate unacceptable safety risk in our transit operations. To that end, we will continuously examine our operations for hazards. As required by the Federal Transit Administration, we have set annual safety performance targets to help us measure the safety of our transit service. In addition, to address our overall safety objective, we have established mandatory and voluntary employee safety reporting programs and will communicate these programs to all frontline, supervisory, and management personnel.

### **Safety Objectives**

SMART has established a set of safety objectives to help us assess our safety performance and the effectiveness of our SMS. Our objectives include the following:

- Continuously examining our operations for hazards, through active employee reporting and review and analysis of data;
- Clearly explaining to all staff their accountabilities and responsibilities for the development and operation of SMART's SMS;
- Ensuring that employees charged with implementing the agency's SMS processes, methods and activities are adequately trained and only assigned tasks commensurate with their skills and experience;
- Providing SMART employees and contractors with formal, ongoing SMS communications; and
- Continuously improving SMART's safety performance through the management of processes that ensure effective safety risk mitigations are implemented in a timely manner.

#### **Twice a Year Progress Report**

Twice a year, and as needed, the Chief Safety Officer will report to our entire agency regarding how well we are meeting our safety objectives.

#### **Signatures**

As required by 49 CFR Part 673 and Section 2 of this document, SMART's ASP, which describes our agency's commitment to continuously monitoring, measuring, and improving safety performance, has been approved by the Board of Directors and endorsed by the Accountable Executive

Dwight Ferrell, Accounta	able Executive	Date	
John Paul Rea, Chair Bo	pard of Directors	Date	
Safety Management Po	olicy Communication		
Describe how the safety	management policy is comn	nunicated throughout the agency.	
	nas issued a written Safety M	es and responsibilities for its SMS, and our lanagement Policy (SMP) statement that includes	
	, who leads SMART's SMS a opy to all employees and con	activities, ensures the SMP statement is distributed atractors operating service.	d via
supervisors, administrati	ive and frontline employees,	ment is readily available to all executives, manage union leadership. The Chief Safety Officer preparis meeting the safety objectives set forth in the SN	es
	es of the SMP statement and unication tools (e.g. ADP).	reports on bulletin boards at each SMART facility	as as
		ar, the Chief Safety Officer will redistribute it to ensure it is provided to all employees and	
	ection of this ASP outlines add formation on SMART's SMP	ditional mechanisms and processes available to su statement.	pport
Authorities, Accountab	oilities, and Responsibilities	5	
Describe the role of the s Safety Management Sys		levelopment and management of the transit agend	cy's
	accountable for complianc Agency Safety Plan (ASF	ecutive holds SMART's management and comme with the processes and procedures detailed it to ensure adequate safety performance and Transportation Agency Safety Plan (PTASP) regu	in the I fulfill
Accountable Executive •	The Accountable Executiv responsibilities under this p	e, has the following authorities, accountabilities lan:	s, and
	<ul> <li>maintain the ASP, SMS</li> <li>Designates a Chief S Accountable Executive</li> <li>Issues annual SMP sta</li> </ul>	tement and safety objectives;	o the
		SMS is effectively implemented throughout the system to address substandard performance in SMA	

SMS;

Monitors SMART's safety performance; Accepts safety risk associated with hazards or mitigates unacceptable safety Assumes ultimate responsibility for carrying out SMART's ASP and SMS. The Accountable Executive designates the Chief Safety Officer as the position with the authority and responsibility for day-to-day implementation and operation of SMART's SMS. SMART's Chief Safety Officer has direct access to, and coordination with, the Accountable Executive regarding Safety matters. The Chief Safety Officer has the following authorities, accountabilities, and responsibilities under this plan: Leads the development and update of SMART's ASP; Develops SMART's SMS policies and procedures; Monitors day-to-day implementation and operation of SMART's SMS; Establishes and maintains SMART's safety data information management and reporting systems; Chairs the SMS Committee and reviews Project Management Safety Implication Analyses (Management of Change) o Coordinates the activities of the committees with other members; Develops agendas and sets topics for discussion; Keeps and distributes minutes of committee meetings; **Chief Safety Officer** Maintains documentation and decisions made by committees. Develops and distributes reports on SMART's progress in meeting the safety objectives specified in the SMP statement; Develops and distributes reports that monitor and analyze trends in hazards and safety events; Develops and issues Safety Reporting Bulletins and manages SMART's mandatory and voluntary safety reporting programs; Provides information and analysis on reports made through the mandatory reporting program and voluntary employee safety reporting program (ESRP); Develops and issues SMART's annual safety performance targets (in coordination with the Accountable Executive); Identifies deficiencies and substandard performance in SMART's SMS, notifies the Accountable Executive, and works with the Accountable Executive to develop action plans to address the identified deficiencies; Advises the Accountable Executive on SMS progress and status; and Supports SMART departments in managing safety risk by providing Safety Risk Management (SRM) expertise and conducting and overseeing Safety Assurance activities. SMART Agency Leadership and Executive Management include staff who report directly to the General Manager: · Deputy General Manager • VP of Bus Operations, Agency Leadership and **Executive Management**  VP of Maintenance, VP of Human Resources, VP of Finance.

General Counsel

SMART's Agency Leadership and Executive Management have authorities and responsibilities for day-to-day implementation and operation of SMART's SMS. In addition, they support system wide SMS implementation as requested by the Chief Safety Officer and SMS Committee.

Specific authorities, responsibilities and accountabilities for Agency Leadership and Executive Management under this plan include, but are not limited to, the following:

- Allocating resources to accomplish safety objectives identified in the SMP statement and to address substandard performance in the SMS;
- Overseeing the safety of day-to-day operations and SMS implementation;
- Coordinating with the Safety Department on the implementation of SMS and providing subject matter expertise as requested; and
- Modifying departmental policies consistent with implementation of the SMS and other safety regulations.

#### **Key Staff**

SMART's Key Staff includes those positions that directly oversee SMART's Transportation, Maintenance, Human Resources, Finance, IT, Marketing, and Legal Departments. Specific authorities, responsibilities and accountabilities for Key Staff under this plan include, but are not limited to, the following:

- · Complying with SMS programs and processes;
- Supporting development, implementation, and operation of SMART's SMS;
- Maintaining documents that support SMS implementation;
- Reviewing and investigating employee reports, in coordination with the Chief Safety Officer and/or SMS Committee, and documenting results;
- Providing subject matter expertise to support implementation of SMART's SMS;
- Verifying compliance with safety requirements and reporting deviations to the Safety Department.

#### **Key Committees**

SMART uses committees and processes to support SMS implementation:

- SMS Committee
- Safety Committees
- Quarterly Terminal Inspection
- Project Management: Safety Implication Analysis (Management of Change)
- Driver Forums and Service Development Process
- Accident Review Board

Each of these committees and processes is briefly described below.

#### SMS Committee

SMART has established an SMS Committee to support and oversee implementation of our SMS and to promote interagency coordination and action. The committee will be chaired by the Chief Safety Officer. Committee members consist of an equal number of frontline employee representatives and management representatives. Each Union will appoint members to the committee, and the Chief Safety officer will appoint an equal number of Management members to the committee. These meetings may be in various format (i.e. in- person, virtual, etc.)

## **Key Staff**

The SMS Committee meets biannually and has the following responsibilities:

- Reviews and approves SMART's Public Transportation Agency Safety Plan and all updates prior to the Board of Directors;
- Reviews, sets, and approves annual safety performance targets prior to Board of Directors approval;
- Reviews the timely collection of information related to hazards, potential consequences, and safety events;
- Reviews reported hazards and supports the analysis of hazards;
- Investigates, analyzes, and identifies causal factors for safety events;
- Identifies and recommends safety risk mitigations strategies to reduce potential consequences identified through the safety risk assessment when safety performance targets are not met;
- · Monitors and analyzes trends in hazards and safety events;
- Monitors and evaluates the effectiveness of safety risk mitigations strategies implemented to address assessed safety risk and reports findings to the Accountable Executive:
- Monitors and evaluates the effectiveness of corrective actions implemented to address non-conformances and to prevent the recurrence of safety events, and reports findings to the Accountable Executive;
- Monitors industry data and reports from FTA and oversight authorities, industry associations, and manufacturers and other vendors;
- Determines the adequacy of the training provided to the individuals responsible for maintenance, operations, and other personnel who are assigned duties related to the SMS;
- Identifies safety deficiencies for purposes of continuous improvement; and
- Supports day-to-day implementation and operation of SMART's SMS.

#### Safety Committees

Terminal Superintendent/Manager chairs this monthly committee meeting. Some labor agreements with SMART's local unions set forth specific provisions for a Safety Committee. This committee is directed to act in an advisory capacity to management. The Joint Safety Committee discusses safety concerns and makes recommendations to the appropriate departments for additional actions, including enhanced compliance activities, safety risk management, tracking and monitoring, training, and communication. These meeting may be in various format (i.e. inperson, virtual, etc.)

#### **Quarterly Terminal Inspection**

The Risk Manager and a Third-Party Administrator inspect each terminal for safety hazards on a quarterly basis to identify safety issues and potential safety hazards. Results from these reviews may support safety risk management activities, including the identification of hazards and the mitigation of safety risk. Such reviews and worksite inspections are performed during normal business hours and are scheduled in advance with appropriate SMART staff. The results of the reviews and inspections are not used for disciplinary purpose but serve to support implementation and oversight of SMART's SMS.

# Project Management Process: Safety Implication Analysis (Management of Change)

SMART's Project Management Process includes a Safety Implication Analysis as a key component of Management of Change. The Safety Implication Analysis identifies and assesses changes associated with a project that may introduce new

hazards or impact the transit agency's safety performance (e.g. new equipment, policies, or procedures are introduced).
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### **Driver Forums and Service Development**

Driver Forums offer a key opportunity for Drivers to provide input on the safety of existing and proposed routes. This information is used by the Service Development Department to assess routes and safety improvements.

#### Accident Review Board

SMART's Accident Review Board reviews the results of SMART accident determinations that are appealed by an employee and makes the final determination regarding preventability of such accident. SMART's Accident Review Board consists of members that represent Management, Union Officials, and an officer or investigator from a local police department.

## **Employee Safety Reporting Program**

Describe the process and protections for employees to report safety conditions to senior management. Describe employee behaviors that may result in disciplinary action (and therefore, are excluded from protection).

SMART's frontline personnel are our best source of information on safety conditions throughout our system. Nobody knows more about the actual safety performance of the transit system than the employees who deliver the service.

To collect information critical to the safety of our operations, SMART uses two types of employee reporting:

- Mandatory
- Voluntary

#### **Mandatory Safety Reporting**

SMART requires its employees to report the occurrence of safety events immediately (injuries, accidents, mechanical/vehicle issues or unusual occurrences) through one or more of the following methods:

- -Immediate Reporting to Supervisory Staff
- -Injury Report Form
- -Transit Accident and Crime Report Form
- -Driver Pre-Trip Inspection Form
- -Daily Physical Check Sheet (Driver Write Up Card)
- -Driver Maintenance Write-up Log
- -Preventative Maintenance Inspection Form

SMART requires drivers or other employees who are away from the facility to immediately report accidents, incidents, or unusual occurrences immediately to Dispatch, or to the first available supervisor if radio contact is not an option. All employees must fill out SMART's written reporting forms as soon as possible and provide information to support SMART's event investigation process, as necessary.

If an employee fails to report or reports false information regarding safety rules, SMART may take disciplinary action. Reports must be made to the employee's supervisor no later than by the end of shift, unless otherwise specified in an extension as granted by the labor agreement. In cases of an employee self-reporting non-compliance with safety rules, SMART may consider a non-punitive response. Any discipline will be determined on a case-by-case basis by the Terminal Manager/Transportation Manager and Department Director with the assistance of the Human Resources Department.

### **Voluntary Employee Safety Reporting Program**

In an effort to maximize available safety information and to ensure that safety concerns are reported freely and without prejudice, SMART has established a process through which employees and contractors can report safety conditions, unsafe acts/practices, and/or close-call incidents without fear of discipline, reprisal or penalty. Examples of the types of information reported include:

- Safety hazards in the operating environment (for example, county or city road conditions),
- · Policies and procedures that are not working as intended
- Events that senior managers might not otherwise know about (for example, near misses in a bus garage)
- · Information about why a safety event occurred (for example, radio communication challenges).

Acceptable means of reporting safety conditions include:

- · Emailing a report to SMART's Chief Safety Officer
- Using the Suggestion Box located in each Driver's Lounge
- Submitting Operator Comment Cards, a Miscellaneous 67 Report, Driver Pre-Trip Inspection Form, or Daily Physical Check Sheet (Driver Write Up Card) to Supervisory Staff
- Notifying Bus Dispatch
- Providing verbal or email notification to a supervisor or union steward
- Hazard Identification QR Code via the See Something/Say Something Program.

SMART's Accountable Executive is responsible for ensuring protections for employees who report safety conditions to senior management. SMART provides employees who voluntarily report safety conditions in good faith with protections from any form of discipline, retribution or penalty, consistent with State and Federal guidelines regulations, and collective bargaining agreements.

When requested, the name of the employee providing information related to safety conditions will be kept anonymous to the extent permissible by law.

While SMART places a very high value on employees reporting important safety information, in cases where the reporting employee engaged in an illegal act, committed gross negligence, or deliberately or willfully disregarded regulations or procedures, or other wrongdoing is discovered SMART reserves the right to pursue disciplinary action.

# 5. Safety Risk Management

#### Safety Risk Management Process

#### Safety Risk Management Process

SMART's Safety Risk Management (SRM) process includes the activities and tools needed to identify and analyze hazards and assess safety risk. SMART uses its SRM process to proactively manage safety hazards and their associated safety risk, with the intent to mitigate the safety risk in our transit system to a point that is as low as reasonably practicable.

SMART's Chief Safety Officer leads SMART's SRM process, with support from SMART's Safety Department and ensures that trained safety personnel work with SMART's subject matter experts to identify hazards and consequences, assess the safety risk of the consequences of hazards, and mitigate safety risk, as necessary.

SMART's SRM process applies to:

- Existing SMART operations and maintenance procedures;
- Changes to SMART's public transportation system;
- Design of new SMART public transportation service, vehicles, equipment, and capital projects; and
- Strategies to minimize the exposure of the public, personnel, and property to hazards and unsafe conditions, and consistent with guidelines of the Centers for Disease Control and Prevention or a State health authority, minimize exposure to infectious diseases.
- Risk reduction programs to reduce the number and rates of accidents, injuries, and assaults on transit workers based on data submitted to NTD.
- Strategies to reduce visibility impairments for bus operators that contribute to accidents including vehicle retrofits and future procurements.
- Strategies to mitigate assaults on transit workers including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators.

Key terms used in our SRM process include:

- **Event**: Any accident, incident, or occurrence including but not limited to involving a vehicle, injury, machine, etc.
- **Hazard**: Any real or potential condition that can cause injury, illness, or death; damage to or loss of facilities, equipment, rolling stock, or infrastructure belonging to SMART; or damage to the environment.
- Risk: Composite of predicted severity and likelihood of the potential effect of a hazard.
- Risk mitigation: Method(s) to eliminate or reduce the effects of hazards.
- Consequence: An effect of a hazard involving injury, illness, death, or damage to SMART's property or the environment.

#### Safety Hazard and Consequence Identification

SMART identifies hazards and potential consequences from a variety of sources, including the following:

- Voluntary Employee Safety Reporting Program and mandatory safety reporting program;
- Results from the review of smart camera technology video from vehicles;
- Meetings and workshops with employees to discuss safety concerns;
- · Results of employee surveys and outreach;
- Results of activities completed via Project Management to identify changes that may introduce new hazards or impact the SMART's safety performance;
- Monthly safety committee meetings with staff and Union employees at each terminal;
- Monthly fleet maintenance meetings;
- Results of reports documenting SMART's Safety Assurance activities, highlighting safety concerns and changes, including the following:
  - o Pre-trip and post-trip vehicle condition reports that identify bus safety concerns to maintenance and supervisory staff;
  - o Results of routine observations of the workplace by management personnel;
  - o Information collected from reports and investigations of safety events;
  - o Information collected from other Safety Assurance activities, including maintenance reports, vehicle inspection reports, system inspection reports, quality inspections and reports, and special studies or reviews.
- Results of condition assessments undertaken for the Transit Asset Management plan;
- Results of inspections, audits, and observations performed by Safety Department personnel;
- Review of the drawings and specifications for new or modified equipment or facilities;
- Findings or recommendations made as a result of audits, reviews, studies, or assessments from internal or external departments or agencies;
- Information from customer reports and reports of unsafe behavior from the public and law enforcement;
- Information from industry associations, manufacturers and other vendors, and oversight authorities, such as the National Transportation Safety Board and the Federal Motor Carrier Safety Administration, as well as state and local transportation agencies; and
- Information from FTA, including safety directives, bulletins, alerts, and technical assistance, as well as regulations and recommended practices.

SMART's Safety Department, SMS Committee, and subject matter experts identify hazards and consequences from these sources. For sources not managed by the Safety Department, SMART departments provide reports and hazard information to the Safety Department using forms and notification protocols established by the SMS Committee. SMART departments also provide subject matter experts to support identification of hazards and consequences from available reports and information sources.

For all sources, the Safety Department's SRM Lead reviews information collected to identify specific hazards and consequences and determine the potential impact on transit operations and the health and safety of employees.

#### Safety Risk Assessment

SMART will assesses the safety risk associated with identified safety hazards and their consequences. This process will include an assessment of the likelihood and severity of the consequences of hazards, including existing mitigations, and prioritizing hazards based on safety risk.

The SRM Lead, with support from Safety Department staff, manages SMART's safety risk assessment activities. In some instances, safety risk assessment may be performed by other SMART departments or contractors.

To conduct the assessment, the SRM Lead may assemble a small team of subject matter experts based on their knowledge of the factors and potential consequences of a hazard and its potential consequence(s) under assessment. Additionally, SMART may use outside resources with specialized expertise in the safety risk assessment process or a transit technical discipline.

SMART's safety risk assessment process has five steps:

- Step 1: Collecting Information;
- Step 2: Assessing Severity;
- Step 3: Assessing Likelihood;
- Step 4: Determining the Safety Risk Index; and
- Step 5: Documenting Results.
   Each step is summarized below.

#### Step 1: Collecting Information

SMART's SRM Lead collects information on identified hazards and its potential consequence(s).

Typical information collection activities include:

- Reviewing SMART's safety information system and records to identify information relevant to the hazard and its potential consequence(s);
- Interviewing employees and contractors that work in the area or discipline where the hazard and potential consequence(s) have been identified, in coordination with Labor Relations;
- Conducting a walkthrough of the affected area or system, generating visual documentation (photographs and/or video), and taking any measurements deemed necessary;
- Conducting interviews with subject matter experts to gather potentially relevant information on the hazard and potential consequence(s);
- Reviewing any documentation associated with the hazard (records, reports, procedures, inspections, technical documents, etc.);
- Contacting other departments or agencies that may have association with or technical knowledge relevant to the hazard or its potential consequence(s);
- Reviewing any past reported hazards of a similar nature;
- · Reviewing information provided by FTA or an oversight authority; and
- Evaluating tasks and/or processes associated with the hazard and its potential consequence(s).

#### Step 2: Assessing Severity

The SRM Lead, working with a small team, if one is assigned, will assess the severity of impact of the worst credible potential consequence(s) of the hazard if it/they occurred, taking into account existing mitigations. This includes impact to people, systems, equipment, and the environment. The assessment must be credible and will be used to produce a potential severity matrix. This matrix uses four severity levels:

- 1. Catastrophic
- 2. Critical
- 3. Marginal
- 4. Negligible

### Step 3: Assessing Likelihood

The SRM Lead, working with a small team, if one is assigned, will assess the likelihood of the worst credible potential consequence(s) of the hazard taking into account existing mitigations and outcome likelihood to determine six likelihood levels:

- A. Frequent
- B. Probable
- C. Occasional
- D. Remote
- E. Improbable
- F. Eliminated

#### Step 4: Determining the Safety Risk Index

The SRM Lead, working with a small team, if one is assigned, will combine the assessed severity and likelihood into a safety risk index. SMART uses a Safety Risk Assessment Matrix that assigns a rating for each potential consequence to prioritize safety risk. This step assists SMART's SRM lead in rating the tolerability of the safety risk as:

- Low (Acceptable without Review) SMART determines that existing mitigations adequately address safety risk and management review is not necessary.
- Medium (Acceptable with Existing Mitigations and Management Review) SMART determines that mitigations currently in place adequately address safety risk with management review. Evaluations of existing mitigations include observation and analysis by subject matter experts and the review of any historical data related to the hazard and consequence under assessment. When necessary, evaluation of the effectiveness of mitigations may include reaching out to external transit experts and discussions with peer transit agencies facing similar concerns.
- Serious (Acceptable with Monitoring and Management Review) SMART requires management review, and ongoing monitoring activities to determine if the safety risk mitigation is ineffective, inappropriate, or not implemented as intended.
- High (Unacceptable; Management Approval required) SMART requires action to mitigate safety risk. SMART will suspend service or activities related to hazards with a high safety risk index until the safety risk has mitigated to an acceptable level. Management approval is required prior to resuming suspended activities.

#### Step 5: Documenting Results

The SRM Lead will document the hazard, hazard type, identification source and date, and the hazard's consequences, including the worst credible potential consequence(s), and the existing mitigations that address the worst credible potential consequence(s), assessments regarding severity and likelihood of the worst credible potential consequence(s), and any related or supporting documentation. Required management reviews and approvals will also be documented.

#### **Policies and Procedures**

The Safety Department maintains the policies, procedures, checklists, and forms that support safety risk assessment activities. The SRM Lead records the results of the safety risk assessment process. Completed safety risk assessments and supporting attachments are documented by the Safety Risk Manager and will be periodically reviewed by the SMS Committee.

#### Safety Risk Mitigation

Based on the results of the safety risk assessment, the safety risk associated with the worst credible potential consequences of identified hazards will be resolved through the development and implementation of mitigations. Mitigations may:

- Eliminate the safety risk of a hazard;
- Reduce the likelihood of the potential consequences of a hazard; and/or
- Reduce the severity of the potential consequences of a hazard.

The goal of SMART's safety risk mitigation process is to eliminate the hazard if possible. When a hazard cannot be eliminated, SMART will reduce the associated risk to the lowest acceptable level within the constraints of cost, schedule, and performance by the following methods:

- Eliminate hazards through design selection;
- Reduce risk through design alteration;
- · Incorporate engineered features or devices;
- Provide warning devices; and
- Incorporate signage, procedures, training, and personal protective equipment.

The supervisor or project manager with oversight of the organizational entity will develop mitigations with the Chief Safety Officer, supported by the SMS Committee, and SMART's subject matter experts. The appropriate department head, superintendent, or manager of the impacted department will approve the safety risk mitigation. Depending on the nature of the safety risk or mitigation, additional approvals may be required from SMART's Leadership and Executive Management and/or the Accountable Executive. Where appropriate, safety risk mitigations will include milestones, schedule, budget and the part(ies) responsible for implementation. SMART will monitor its operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended. This activity may include the use of mitigation monitoring plans.

The supervisor or project manager that developed the mitigation will be responsible for documenting the issue. The SMS Committee will review the status of actions to implement mitigations and report any findings or concerns to the Accountable Executive. The Safety Department will include information on the development and implementation of safety risk mitigations in reports shared throughout the agency, as specified in SMART's SMP statement.

# 6. Safety Assurance

#### **Safety Performance Monitoring and Measurement**

SMART uses **Safety Performance Monitoring and Measurement** to evaluate our compliance with operations and maintenance procedures and to determine whether our existing rules and procedures are sufficient to control our safety risk. SMART also uses Safety Performance Monitoring and Measurement to assess the effectiveness of safety risk mitigations and to make sure the mitigations are appropriate and implemented as intended. Safety Performance Monitoring and Measurement activities also include investigating safety events to identify causal factors and analyzing the information from safety reporting, including data about safety failures, defects, and conditions.

## **Compliance with and Sufficiency of Operations and Maintenance Procedures**

SMART bus operations are governed by memos, policies, notices, and standard operating procedures (SOPs) issued by the authority.

SMART bus maintenance is governed by maintenance manuals, instructions, memos and vendor information. Maintenance procedures are established by the Director of Maintenance.

To ensure compliance with and sufficiency of operations and maintenance procedures, SMART carries out the following activities:

- **Driver Training/Retraining**: Driver training/retraining provides an opportunity for one-on-one interaction between SMART Operators and SMART instruction staff. During these evaluations, SMART Transportation staff perform firsthand observations of the operator's driving habits and provide immediate verbal and written feedback. Training evaluations are designed to uncover and point out unsafe practices, as well as to give positive reinforcement for safe driving practices. Driver retraining evaluations can occur as a reactive measure (post-event training or training initiated in response to customer complaints or documented violations of safety rules) or proactively, such as when the operator is learning a new bus line or receiving other types of instruction.
- Random Observations: SMART Management and supervisory personnel may conduct observations of bus operators for compliance with traffic laws, SMART operating rules, and procedures. Any observed rule violations will be documented and submitted to Terminal Management staff.
- Behavior-Based Safety Observations: SMART Management and supervisory personnel may observe employees or contractors performing their assigned tasks and evaluate their actions based on SMART's safety policies and procedures and task-specific processes or procedures, if applicable. Terminal Management staff may discuss what they observed with the employee and union or contractor they observed and discuss any unsafe or potentially unsafe acts they may have observed. Discussions focus on constructively and positively reinforcing safe acts, gaining employee commitment to identify and avoid unsafe acts, and encouraging two-way communication about safety-related concerns. Supervisory staff performing the observations immediately addresses and acts on any observed life-threatening and unsafe behaviors.
- Vehicle and Facility Inspections and Records Reviews: Safety Staff conduct quarterly terminal loss control inspections and document and report any observed issues. Safety personnel also perform records reviews and trend analyses regarding the results of vehicle and facility inspections to focus follow-up activities. Results are documented on standard SMART departmental forms. Daily vehicle pre-trip inspections are completed and documented by the drivers, and the maintenance department performs and documents regularly scheduled physical maintenance inspections of the vehicles.
- Video Monitoring: SMART buses incorporate an onboard video monitoring system. When a safety event occurs on a bus, the system video footage is preserved. Supervisory staff will review recordings when operators report an event, if Supervisory staff is made aware of a potential safety event or non-compliance with safety rules, or as a result of other safety event reporting. The reviewing of audio and video will be done pursuant to the Audio and Video Recording Policy.

Describe activities to monitor operations to identify any safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended.

#### **Monitoring Safety Risk Mitigations**

SMART monitors safety risk mitigations to determine if they may be ineffective, inappropriate, or not implemented as intended. SMART supervisors, managers and subject matter experts, working with the SMART Safety Department, develop mitigation monitoring plans for mitigations implemented through SMART's SRM process. The SMS Committee approves mitigation monitoring plans and tracks them.

Mitigations found to be ineffective, inappropriate or not implemented, as intended, must go through the SRM process. The Safety Department oversees and tracks the assignment of responsibilities and timelines for implementing new mitigations and eliminating mitigations that are no longer necessary or effective.

To measure the effectiveness of existing safety risk mitigations, which may not have been assessed yet through SMART's SRM process, SMART's Safety Department and SMS Committee also:

- · Review results from safety event investigations;
- · Monitor employee safety reporting;
- · Monitor the service delivery and operational environment;
- Monitor operational functions to verify that operations activities are carried out in accordance with standard operating procedures (SOPs);
- Monitor maintenance functions to verify that maintenance activities are carried out in accordance with SOPs;
- Review results of internal safety audits and inspections;
- · Review results of safety inspections by external entities; and
- Analyze operational and safety data to identify emerging safety concerns.

During SMS Committee meetings, a standing agenda item focuses on the results of these reviews and monitoring activity. Based on its assessment of the situation, the SMS Committee and the Chief Safety Officer will determine whether additional investigation and/or monitoring is required, or if the specific issue or condition needs to be addressed through SMART's SRM process.

The Safety Department ensures that SMART carries out and documents all monitoring activities. The Safety Department reports the results to the Accountable Executive and/or executive management as directed by the Accountable Executive or SMS Committee. Specific procedures on how to carry out safety risk mitigation monitoring activities and forms to document those activities are on file in the Safety Department.

Describe activities to conduct investigations of safety events, including the identification of causal factors.

#### Safety Event Investigations to Identify Casual Factors

SMART maintains procedures for conducting investigations of safety events (accidents, incidents, and occurrences, as defined in 49 CFR Part 673) to find causal and contributing factors and review the existing mitigations in place at the time of the safety event. Local law enforcement also may respond to any SMART safety event. SMART will coordinate its investigation process with local law enforcement.

Operations and maintenance management are responsible for immediately notifying the Safety Department of any safety event that meets SMART's thresholds. The Safety Department notifies the Accountable Executive (or designated personnel) of any events that resulted in a fatality, serious injury, or property damage to SMART's vehicles or private vehicles that may exceed \$25,000. Department Managers ensure that all safety events in their department are documented.

The Safety Department also ensures compliance with reporting thresholds, requirements, and processes defined in *FTA's NTD Safety and Security Policy Manual* and with notification thresholds established by the National Transportation Safety Board and the Michigan Department of Transportation.

SMART's general safety investigation process consists of five basic phases.

- Set up: Assemble an investigation team with the required skills and expertise.
- Fact gathering: Record facts pertinent to understanding the circumstances leading to the safety event.
- Event reconstruction: Reconstruct the sequence of events.
- **Data analysis**: Analyze the information obtained through fact gathering and event reconstruction to assess the safety risk and provide explanations of the technical and operational factors and any underlying organizational factors and issues.
- Establish conclusions: Draw conclusions from the collected and analyzed information based on:
  - o Main and direct causes and contributing factors leading to the event.
  - o Findings that point out additional hazards that have the potential to introduce safety risk but did not play a direct role in the event.
  - o Other findings that have potential to improve the safety of the transit system.

#### **General Investigation Process**

#### Safety Event Investigation Procedures

SMART's safety event investigation procedures follow these steps:

- Bus Operators or Operations Supervisors notify Dispatch of the safety event. The Operator of the affected transit vehicle follows seven basic emergency steps:
  - o Stay calm
  - o Assess the situation
  - o Obtain help
  - o Protect people, then property
  - o Reassure and assist the passengers
  - o Secure the scene
  - o Ask witnesses or others involved in the accident to fill out a Courtesy Card
  - o Complete Transit Accident and Crime Report
- Dispatch immediately notifies Road Supervisor, emergency personnel and, when appropriate, ASU (Adjusting Services Unlimited).
- Road Supervisor gathers information and interviews all involved in accident/incident
- Terminal Manager reviews Road Supervisor's information, reviews video and interviews employee
- Severe accidents/incidents investigations may also involve the Legal Department
- ASU investigates as needed.
- The Road Supervisor and ASU, as needed, arrives at the scene as soon as possible to conduct the investigation.
- The Road Supervisor secures the scene and collects facts about what occurred, including interviewing the operator involved, and any witnesses.
- The Road Supervisor begins the investigative process, which includes but is not limited to the following:
  - o Noting the environmental factors surrounding the safety event, such as lighting and visibility, road surface conditions, climate, and weather conditions
  - o Collecting vehicle and roadway evidence, including vehicle condition and position for all vehicles involved in the incident
  - o Recording tire marks, skid marks, tire tread prints, and yaw marks
  - o Observing braking-related factors
  - o Observing debris and vehicle fluids
  - o Observing contact and induced damage
  - o Making exterior damage assessments
  - o Photographing the scene

- o Sketching the field
- o Interviewing other drivers; witnesses; passengers; fire, emergency medical services, and police personnel at the scene. Interviewing maintenance personnel, if necessary, at a later date
- o Making a drug-and-alcohol testing decision pursuant to 49 CFR Part 40 and 655
- o Complete the Road Supervisor's Report
- The Terminal Manager will investigate the accident and determine if the Accident was "Preventable" or "Non-Preventable"

#### Identifying Causal and Contributing Factors

SMART is committed to examining all safety events to determine causal and latent organizational factors that may have contributed to the safety event. This includes examining:

- · Processes;
- · People/human factors;
- · Management decision-making and resource support;
- · Equipment, tools, and materials;
- · Operating environment;
- Environmental issues;
- · Existing relevant mitigations; and
- Other causes and contributing factors, as appropriate.

#### Accident Review Board

SMART's Accident Review Board reviews information on accidents determined to be "preventable" that are appealed by the Operator. SMART's Accident Review Board consists of members that represent management, the union, and a police officer to determine if the accident or incident was preventable or non-preventable. SMART's Accident Review Board refers its findings to supervisory staff.

Describe activities to monitor information reported through internal safety reporting programs.

#### **Internal Safety Reporting Programs**

The Chief Safety Officer and SMS Committee review safety data and information captured in employee safety reports, safety meeting minutes, customer complaints, and other safety communication channels. When necessary, the SMS Executive and SMS Committee ensure that the issues and concerns are investigated or analyzed through SMART's SRM process.

The Chief Safety Officer and SMS Committee also review internal and external reviews, including audits and assessments, compliance with operations and maintenance procedures, and the effectiveness of safety risk mitigations. The Chief Safety Officer discusses relevant safety issues and concerns with the Accountable Executive and executive management.

#### **Management of Change**

Describe the process for identifying and assessing changes that may introduce new hazards or impact safety performance.

SMART understands that change may affect the appropriateness or effectiveness of existing risk mitigation strategies. In addition, change may inadvertently introduce new hazards and safety risk into SMART's service. Therefore, SMART has established a formal process for identifying and assessing changes that may introduce new hazards or impact our safety performance. If, as a result of this process, we determine a change may impact our safety performance, then we evaluate the proposed change through our SRM process.

SMART conducts this process through Project Management practices and the Service Development Process. It includes changes identified resulting from:

- Design and implementation of new systems and other capital projects,
- · Changes to existing systems or service,
- · New services provided to the public,
- Changes to relevant regulations, laws, policies or the FTA's National Public Transportation Safety Plan or Safety Directives or Memos that may impact SMART's safety programs.

Safety Department train managers on when and how to identify and report anticipated changes to the committee. When a change is determined to potentially impact SMART's safety performance, the process/project manager contacts the Chief Safety Officer to evaluate the change through the SRM process.

The SRM process includes identifying a change's associated hazards and potential consequences, assessing safety risk, and, when necessary, creating new safety risk mitigations or modifying existing mitigations. When SMART makes a change that requires new or revised mitigations, it monitors these mitigations as described in the mitigation monitoring section above.

#### **Continuous Improvement**

Describe the process for assessing safety performance. Describe the process for developing and carrying out plans to address identified safety deficiencies.

SMART uses a continuous improvement process to monitor and improve our SMS and safety performance. SMART conducts an annual safety performance assessment. If we identify any deficiencies as part of the safety performance assessment, we develop and carry out, under the direction of the Accountable Executive, a plan to address the identified safety deficiencies.

SMART's process for assessing its safety performance includes:

- Monitoring the achievement of safety objectives and safety performance indicators and targets.
- Reviewing the effectiveness of:
  - o Hazard identification, safety risk assessment, safety risk mitigation development, and management of change activities;
  - o Operations and maintenance procedure monitoring activities;
  - o Safety risk mitigation monitoring activities;
  - o Safety investigation activities;
  - o Voluntary ESRP;
  - o Safety competencies and training efforts; and
  - o Safety communication.

The Safety Department is responsible for assessing SMART's safety performance because of its safety expertise and functional independence from operations and maintenance. Safety Department strategies for assessing safety performance and the effectiveness of SMART's SMS operations include but are not limited to the following:

- Reviewing safety data, including data related to safety objectives and safety performance indicators and targets;
- Conducting employee surveys to measure the effectiveness of the ESRP, safety training, and safety communication;
- Using audit checklists to identify how well the processes, activities, and tools within the SMS are performing;
- One-on-one and group interviews of key service-delivery and support stakeholders;
- Attending safety committee meetings and safety meetings;
- · Conducting field observations;
- · Auditing regulatory compliance; and
- Reviewing SMS documentation.

At times, SMART may choose to use an outside independent consultant to assist the Safety Department in its safety performance assessment activities.

The Safety Department provides reports on the results of safety performance assessments to the Accountable Executive and executive management. The Safety Department maintains documentation of the safety performance assessments, including checklists and tools.

SMART supports continuous improvement by addressing deficiencies it discovers during assessments of safety performance and SMS operations assessments. SMART uses corrective action plans to address safety deficiencies and substandard performance of SMS operation to drive the continuous improvement effort. SMART also may choose to use outside expertise to assist in addressing safety deficiencies. These corrective action plans are carried out under the direction of the Accountable Executive and SMART's Chief Safety Officer reports on the status of these corrective action plans to the Accountable Executive each quarter.

# 7. Safety Promotion

#### **Competencies and Training**

Safety promotion ensures that SMART employees and contractors are aware of policies and procedures related to the safety of agency operations, and specifically as related to their areas of work. SMART's comprehensive training program applies to all SMART employees directly responsible for safety, including:

- · Bus vehicle operators,
- · Dispatchers,
- · Maintenance technicians,
- · Managers and supervisors,
- · Agency Leadership and Executive Management,
- · Chief Safety Officer and Safety Department, and
- Accountable Executive.

Training for operations personnel and personnel directly responsible for safety includes:

- Completion of a safety training program;
- · Continuing safety education and training;
- · De-escalation training.

Training has been developed for each designated position throughout the agency, appropriate to the position's individual job responsibilities.

Operations skill training includes the following:

- · New hire bus operator classroom and hands-on skill training;
- · Bus operator refresher training;
- Bus operator retraining (recertification or return to work);
- · Skill training for Coach Service and Shelter Attendant;
- Skill training for painting and body-shop personnel;
- On-the-job training for control center employees/schedulers/dispatchers at the time of external hire or internal promotion;
- On-the-job training for operations supervisors at the time of external hire or internal promotion; and
- Safety event investigation training and on-the-job training for Operations Supervisors.

Vehicle maintenance skill training includes the following:

- Ongoing vehicle maintenance technician skill training;
- Ongoing skill training for vehicle maintenance supervisors;
- Safety event investigation training for vehicle maintenance supervisors;
- Ongoing hazardous material training for vehicle maintenance technicians and supervisors; and
- Training provided by vendors.

Facility maintenance safety-related skill training includes the following:

- · Ongoing facility maintenance technician skill training;
- · Ongoing skill training for facility maintenance supervisors;
- · Ongoing hazardous material training for facility maintenance technicians and supervisors; and
- Ongoing fire prevention training for facility maintenance technicians and supervisors.

#### **Safety Communication**

Describe processes and activities to communicate safety and safety performance information throughout the organization.

In accordance with SMART's SMP statement, SMART actively encourages the open sharing of information on all safety issues throughout our organization. To ensure effective communication throughout the agency, SMART has established formal processes and approaches, including:

- Dissemination of safety and safety performance information throughout SMART's organization. The communication of safety performance information follows the top-down, agency-wide model of the agency's SMS. The Chief Safety Officer is responsible for reporting on the agency's safety performance to the Accountable Executive. These reports may include, but are not limited to, performance relative to the agency's safety performance targets, updates related to mitigation monitoring plans and corrective action plans, and unusual events. In accordance with guidance distributed by the Chief Safety Officer, leadership throughout the agency (including executives, VPs, superintendents, directors, managers, and supervisors) are responsible for communicating safety performance information with their teams. The Safety Department is responsible for developing regular status reports on safety risk mitigations and open corrective actions for dissemination to the SMS Committee and Joint Labor and Management Safety Committees for discussion. The Safety Department also issues reports on SMART's safety performance and progress in meeting the safety objectives outlined in the SMP statement throughout the agency.
- Communication of information on hazards and safety risk relevant to employees' roles and responsibilities throughout the agency. As part of new-hire training, SMART distributes safety policies and procedures to pertinent employees. SMART provides training on these policies and procedures. For newly emerging safety issues or safety events at the agency, SMART's Chief Safety Officer may issue bulletins or messages to employees to be reinforced by supervisors in one-on-one or group discussions with employees.
- Explaining actions taken in response to employee reporting. SMART provides targeted communications to inform employees of safety actions taken in response to reports submitted through the ESRP, such as newsletters, handouts and flyers, safety talks, updates to bulletin boards, and one-on-one discussions between employees and supervisors.

The Safety Department works with each operating function to ensure that all SMS and safety communication-related activities are communicated. The Safety Department also maintains documentation of communication processes and procedures and records of safety communications.

# 8. Risk Reduction Program

#### Safety Risk Reduction Program Focuses

The safety risk reduction program aims to assist the agency in achieving our performance targets and to improve safety by reducing the frequency of collision events, injuries, and assaults on transit workers. As part of SMART's safety risk reduction program, the SMS Committee recommends a safety risk mitigation based on safety risk assessment. When the SMS Committee recommends safety risk mitigation unrelated to the safety risk reduction program, and the Accountable Executive decides not to implement the safety risk mitigation, the Accountable Executive submits a written explanation of the decision to the SMS Committee.

### The safety risk reduction program focuses on:

- The reduction of vehicular and pedestrian events involving transit vehicles;
- Efforts to reduce visibility impairments for transit vehicle operators that contribute to accidents;
- Mitigation of assaults on transit workers, including mitigation infrastructure and technology on transit vehicles and facilities.

#### Reduction of Vehicular and Pedestrian Events

As part of SMART's Safety Promotion the Chief Safety Officer provides oversight for each department (i.e. Operations, Maintenance, etc.). The CSO performs a variety of functions to aid in the reduction of events involving transit vehicles, employees, passengers, and the public. These functions include, but are not limited to:

- Accessibility for all employees with a direct line of communication to agency safety and risk management staff
- A review and assessment of all hazards reported communicated via all employee safety reporting programs (mandatory and voluntary), as well as communication through informal discussions
- Investigation of events including, but not limited to, vehicle collisions, employee injuries, and unsafe work conditions
- Generating periodic education opportunities through continuous safety education, safety campaigns, and training related to event trends and prevention methods

#### Safety Committee

As part of SMART's Safety Promotion of the SMS Committee meet bi-annually to review the year-to-date key performance indicators to discuss trends and mitigation efforts. Additionally, committee members provide vital updates that may impact employee work conditions and are openly discussed during the meeting.

#### **Mitigation of Assaults on Transit Workers**

As agreed upon by the SMS Committee:

SMART is currently in the procurement process of a de-escalation training program. The awardee is required to produce the following during the training:

- Conduct comprehensive Crisis De-escalation Training sessions tailored to specific roles and responsibilities of transit operators, front-line supervisors, maintenance personnel, customer service representatives, and management staff
- Develop a curriculum that includes specialized modules for each level of transit personnel, from operators to management staff
- Implement practical, scenario-based exercises that focus on real-life transit scenarios
- Deliver training that meets standards in crisis intervention and de-escalation for transit agencies.

SMART is currently in the procurement process of extensions to the barrier on Fixed Route buses. The agreed upon extension has been viewed by Fixed Route operators at all divisions for feedback.

SMART has completed a campaign of Fixed Route and Paratransit vehicles to ensure passenger facing

signage demonstrates a reminder that they are under constant surveillance.

## **Additional Information**

#### **Supporting Documentation**

SMART will maintain documentation related to the implementation of its SMS; the programs, policies, and procedures used to carry out this ASP; and the results from its SMS processes and activities for three (3) years after creation. This documentation will be available to the Federal Transit Administration or other Federal or oversight entity upon request.

#### **Dispute Resolution**

In the event of a dispute among SMS Committee members, a 30-day period will be allotted for best practices, data, and industry standards to be compiled and reviewed. A new meeting will be scheduled after this period. If a resolution cannot be agreed upon, a subcommittee will be formed of 5 total alternates comprised of one person from each union and one person from management.

#### **Definitions of Special Terms Used in the ASP**

SMART incorporates all of FTA's definitions that are in 49 CFR § 673.5 of the Public Transportation Agency Safety Plan regulation.

- Accident means an Event that involves any of the following: A loss of life; a report of a serious injury to a person; a collision of public transportation vehicles; a runaway train; an evacuation for life safety reasons; or any derailment of a rail transit vehicle, at any location, at any time, whatever the cause.
- Accountable Executive means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a public transportation agency; responsibility for carrying out the agency's Transit Asset Management Plan; and control or direction over the human and capital resources needed to develop and maintain both the agency's Public Transportation Agency Safety Plan, in accordance with 49 U.S.C. 5329(d), and the agency's Transit Asset Management Plan in accordance with 49 U.S.C. 5326.
- Agency Safety Plan means the documented comprehensive agency safety plan for a transit agency that is required by 49 U.S.C. 5329 and Part 673.
- Chief Safety Officer means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in Part 673, or a public transportation provider that does not operate a rail fixed guideway public transportation system.
- Equivalent Authority means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. Chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Agency Safety Plan.
- Event means any Accident, Incident, or Occurrence.
- Hazard means any real or potential condition that can cause injury, illness, or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment.
- **Incident** means an event that involves any of the following: A personal injury that is not a serious injury; one or more injuries requiring medical transport; or damage to facilities, equipment, rolling stock, or infrastructure that disrupts the operations of a transit agency.
- **Investigation** means the process of determining the causal and contributing factors of an accident, incident, or hazard for the purpose of preventing recurrence and mitigating risk.

- Key Performance Indicator means a quantifiable measure of performance over time for specific objectives.
- National Public Transportation Safety Plan means the plan to improve the safety of all public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53.
- Occurrence means an Event without any personal injury in which any damage to facilities, equipment, rolling stock, or infrastructure does not disrupt the operations of a transit agency.
- Operator of a public transportation system means a provider of public transportation as defined under 49 U.S.C. 5302(14).
- **Performance measure** means an expression based on a quantifiable indicator of performance or condition that is used to establish targets and to assess progress toward meeting the established targets.
- **Performance target** means a quantifiable level of performance or condition, expressed as a value for the measure, to be achieved within a time period required by the FTA.
- Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.
- Risk mitigation means a method or methods to eliminate or reduce the effects of hazards.
- Safety Assurance means processes within a transit agency's Safety Management System that functions to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.
- Safety Management Policy means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities of its employees in regard to safety.
- Safety Management System (SMS) means the formal, top-down, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigation. SMS includes systematic procedures, practices, and policies for managing risks and hazards.
- Safety Management System (SMS) Executive means a Chief Safety Officer or an equivalent.
- Safety performance target means a performance target related to safety management activities.
- Safety Promotion means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system.
- Safety risk assessment means the formal activity whereby a transit agency determines Safety Risk Management priorities by establishing the significance or value of its safety risks.
- Safety Risk Management (SRM) means a process within a transit agency's Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating safety risk.
- Serious injury means any injury which: (1) requires hospitalization for more than 48 hours, commencing within 7 days from the date when the injury was received; (2) results in a fracture of any bone (except simple fractures of fingers, toes, or noses); (3) causes severe hemorrhages, nerve, muscle, or tendon damage; (4) involves any internal organ; or (5) involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- State means a State of the United States, the District of Columbia, Puerto Rico, the Northern Mariana Islands, Guam, American Samoa, and the Virgin Islands.
- Transit agency means an operator of a public transportation system.
- Transit Asset Management Plan means the strategic and systematic practice of procuring, operating, inspecting, maintaining, rehabilitating, and replacing transit capital assets to manage their performance, risks, and costs over their life cycles, for the purpose of providing safe, cost-effective, and reliable public transportation, as required by 49 U.S.C. 5326 and 49 CFR Part 625.

Acronym Word or Phase
ASP Agency Safety Plan

ESRP Employee Safety Reporting Program

FTA **Federal Transit Administration** 

GM **General Manager** 

MPO PTASP

General Manager
Metropolitan Planning Organization
Public Transportation Agency Safety Plan
Safety Management Policy
Safety Management System
Safety Risk Management
Suburban Mobility Authority for Regional Transportation
Vehicle Revenue Miles SMP SMS SRM

**SMART** 

VRM



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: VP of Maintenance APPROVED BY: Certification Committee

SUBJECT: Authorization to Exercise Assigned Options for Three (3) Heavy Duty Tow Trucks,

Training and Warranty

#### RECOMMENDATION

That the Board adopts the attached resolution authorizing the exercise of assigned options:

- for the purchase of three (3) heavy duty tow trucks, training and warranty
- to Crouch's Wrecker and Equipment Sales of FL, LLC located at 100 Abbey Place, PO Box 174 Kingston Springs, TN 37082
- for one-time purchase
- at a total cost not to exceed \$1,804,962.87

### **DISCUSSION**

The SMART maintenance department requires three heavy-duty tow trucks to enhance its maintenance operations. SMART is requesting board approval to exercise the options assigned by the Jacksonville Transportation Authority of Florida. Pursuant to FTA Circular 4220.1G, "When a recipient finds it has unintentionally acquired contract rights, including unexercised options, in excess of its needs, other recipients may make use of the unneeded contract rights via assignment." Acquiring these tow trucks will improve efficiency and response times for recovering fleet vehicles from breakdowns and accidents. This contract also includes staff training to ensure the safe operation of the tow trucks.

#### PROCUREMENT PROCESS

Procurement Method: ☐ Sealed Bid ☐ Proposal ☐ Quotes ☐ Sole Source ☒ Other Rationale for Award: SMART has been assigned three options by the Jacksonville Transportation Authority of Florida (JTA) which would allow SMART to purchase three (3) heavy duty tow trucks, training and warranty. Pursuant to FTA Circular 4220.1G, "When a recipient finds it has unintentionally acquired contract rights, including unexercised options, in excess of its needs, other recipients may make use of the unneeded contract rights via assignment." Price has been determined to be fair and reasonable.

#### **FUNDING & COSTS**

The contract is funded via: Project No: 40250 / 42762; Federal Grant No: MI-2016-025 (5307) / MI-2022-048 (5307); State Grant No: 2012-0170 P42 / 2022-0138 P9

The contract costs are summarized as follows:

Stage	Description	Total Cost
One-time purchase	Three (3) Heavy Duty Tow Trucks, Training and Warranty	\$1,804,962.87

#### **ATTACHMENTS:**

Resolution

/CB



#### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### **RESOLUTION**

Authorization to Exercise Assigned Options for Three (3) Heavy Duty Tow Trucks, Training and Warranty

Whereas,	The Suburban Mobility Authority for Regional Transportation (SMART) maintenance department requires the one-time purchase of three (3) heavy-duty tow trucks, training, and warranty; and
Whereas,	Board approval is required to exercise the options assigned by the Jacksonville Transportation Authority of Florida. Pursuant to FTA Circular 4220.1G, "When a recipient finds it has unintentionally acquired contract rights, including unexercised options, in excess of its needs, other recipients may make use of the unneeded contract rights via assignment." Price has been determined to be fair and reasonable; and
Whereas,	Acquiring these tow trucks will improve efficiency and response times for recovering fleet vehicles from breakdowns and accidents. This contract also includes staff training to ensure the safe operation of the tow trucks; and
Whereas,	The Vice President of Finance is satisfied that Crouch's Wrecker and Equipment Sales of FL, LLC has the potential to perform under the contract terms and conditions; and
Whereas,	The EEO Department is satisfied that Crouch's Wrecker and Equipment Sales of FL, LLC is in compliance with the equal opportunity/affirmative action policies of the Federal and State governments and the affirmative action policies of SMART; and
Whereas,	The contract is funded via: Project No: 40250 / 42762; Federal Grant No: MI-2016-025 (5307) / MI-2022-048 (5307); State Grant No: 2012-0170 P42 / 2022-0138 P9; now, therefore be it
Resolved,	That the General Manager of Suburban Mobility Authority for Regional Transportation is hereby authorized to award a contract for the one-time purchase of three (3) heavy-duty tow trucks, training, and warranty to Crouch's Wrecker and Equipment Sales of FL, LLC for an amount not to exceed \$1,804,962.87.
	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 June 26, 2025.

Date	Board Administrator



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: VP of Maintenance APPROVED BY: Certification Committee

SUBJECT: Authorization to Award a Contract for Towing Services for Fixed Route, Paratransit, and

Support Vehicles

#### **RECOMMENDATION**

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

- for towing services for fixed route, paratransit, and support vehicles
- to Boulevard & Trumbull Towing, Inc. located at 2411 Vinewood, Detroit, MI 48216
- for three years starting July 1, 2025, through June 30, 2028, plus two one-year renewal options
- at an amount not to exceed \$661,494.00 for three years, plus two, one-year renewal options for a total amount not to exceed \$1,101,494.00 for the five years

#### **DISCUSSION**

The maintenance department requires towing services to assist with the recovery of vehicles from breakdowns and accidents to help minimize downtime.

#### PROCUREMENT PROCESS

Procurement Method: ☐ Sealed Bid ☐ Proposal ☐ Quote ☐ Sole Source

Advertising: Michigan Chronicle and Michigan Inter-governmental Trade Network

Number of Downloads: 23

Number of Responses: 3 proposals

Rationale for Award: The proposal submitted by Boulevard & Trumbull Towing, Inc. was found to be

responsive and responsible in meeting the scope of work and the most advantageous to SMART with price and other specified evaluation criteria being considered. Boulevard & Trumbull Towing, Inc.'s proposal was the lowest-priced, responsive, and responsible proposal. Price has been determined to be fair and

reasonable.

#### **FUNDING & COSTS**

This contract is funded via: Operating Funds

Description	Not to Exceed Amount
Base Three Years: July 1, 2025, through June 30, 2028	\$661,494.00
Option Year 1: July 1, 2028, through June 30, 2029	\$220,000.00
Option Year 2: July 1, 2029, through June 30, 2030	\$220,000.00
Total	\$1,101,494.00

### **ATTACHMENTS**

Resolution

/MB



#### SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

#### RESOLUTION

Authorization to Award a Contract for Towing Services for Fixed Route, Paratransit & Support Vehicles The Suburban Mobility Authority for Regional Transportation (SMART) maintenance Whereas, department requires towing services to assist with the recovery of vehicles from breakdowns and accidents to help minimize downtime; and Whereas, A Request for Proposals (RFP) was advertised in the Michigan Chronicle and published on the Michigan Inter-governmental Trade Network (MITN). SMART received three proposals; and Whereas, The proposal submitted by Boulevard & Trumbull Towing, Inc. was found to be responsive and responsible in meeting the scope of work and the most advantageous to SMART with price and other specified evaluation criteria being considered. Boulevard & Trumbull Towing, Inc.'s proposal was the lowest-priced, responsive, and responsible proposal. Price has been determined to be fair and reasonable; and The contract is funded via operating funds; and Whereas, Whereas, The Vice President of Finance is satisfied that Boulevard & Trumbull Towing, Inc. has the potential to perform under the terms and conditions of the contract; and Whereas, The EEO Department is satisfied that Boulevard & Trumbull Towing, Inc. 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 towing services to Boulevard & Trumbull Towing, Inc. for an amount not to exceed \$661,494.00 for three years, starting July 1, 2025, through June 30, 2028, plus two, one-year renewal option periods for the amount not to exceed \$220,000.00 each, for an aggregate amount not to exceed \$1,101,494.00 for the five years. **CERTIFICATE** The undersigned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional

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 June 26, 2025.

Date	Board Administrator	



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: VP of Maintenance APPROVED BY: Certification Committee

SUBJECT: Authorization to Award a Contract for Fifteen (15) Road Supervisor and Ten (10) Support

Vehicles

#### **RECOMMENDATION**

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

- for fifteen (15) road supervisor and ten (10) support vehicles
- to Bob Maxey Ford located at 1833 E. Jefferson Ave., Detroit, MI 48207
- for a one-time purchase
- at an amount not to exceed \$1,380,250.00

#### **DISCUSSION**

SMART requires large SUV vehicles for road supervisors to effectively perform their job duties, which include monitoring and supervising on-road services. These vehicles act as mobile offices for road supervisors, who spend most of their workday on the road. Given the significant idle time, it is essential to have a commercial package installed that includes enhanced oil and transmission cooling systems to extend the service life of the vehicle. Additionally, these SUVs will have the ability to move vehicles off the road when necessary. It is important to keep road supervisors and support vehicles similar to ensure cost-effective and efficient repairs, as well as to provide temporary replacement vehicles for road supervisors.

#### PROCUREMENT PROCESS

Procurement Method:	⊠ Sealed Bid	☐ Proposal	☐ Quote	☐ Sole Source
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Advertising: Michigan Chronicle and Michigan Inter-governmental Trade Network

Number of Downloads: 48 Downloads Number of Responses: 4 Sealed Bids

Rationale for Award: Bob Maxey Ford was found to be the lowest-priced, responsive, and

responsible bidder. Price has been determined to be fair and reasonable.

#### **FUNDING & COSTS**

This project is funded via: Project No: 40250; Federal Grant No: MI-2016-025 (5307); State Grant No: 2012-0170 P42

Description	Not to Exceed Amount
Fifteen (15) Road Supervisor and Ten (10) Support Vehicles	\$1,380,250.00

#### **ATTACHMENTS**

Resolution

/CB



# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

# RESOLUTION

Authorization to Award a Contract for Fifteen (15) Road Supervisor and Ten (10) Support Vehicles

Whereas,	The Suburban Mobility Authority for Regional Transportation (SMART) maintenance department requires fifteen (15) road supervisor and ten (10) support vehicles; and
Whereas,	An Invitation for Bid (IFB) was advertised in the Michigan Chronicle and published on the Michigan Inter-governmental Trade Network (MITN). SMART received four sealed bids; and
Whereas,	Bob Maxey Ford was found to be the lowest-priced, responsive and responsible bidder. Price has been determined to be fair and reasonable; and
Whereas,	The project is funded via: Project No: 40250; Federal Grant No: MI-2016-025 (5307); State Grant No: 2012-0170 P42; and
Whereas,	The Vice President of Finance is satisfied that Bob Maxey Ford has the potential to perform under the terms and conditions of the contract; and
Whereas,	The EEO Department is satisfied that Bob Maxey Ford 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 fifteen (15) road supervisor and ten (10) support vehicles to Bob Maxey Ford for an amount not to exceed \$1,380,250.00 for one-time purchase.
	CERTIFICATE
Transportation	gned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional on, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally eeting of the Board of the Suburban Mobility Authority for Regional Transportation held 2025.
Date	Board Administrator



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: VP of Marketing and APPROVED BY: Certification Committee

Communications

SUBJECT: Authorization to Award a Contract to Connectpoint for 13-Inch Digital Screen Licensing and

Support

### **RECOMMENDATION**

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

- for licensing and support for the 13-inch bus stop screens
- to Connectpoint, Inc., located at 175 Cremona Dr., Suite 160, Goleta, CA 93117
- for a one-year contract beginning July 1, 2025, through June 30, 2026, with no renewal options
- at a total cost not to exceed \$198,000.00.

#### **DISCUSSION**

SMART had installed approximately 300 Connectpoint 13-inch digital display, solar-powered bus stop screens providing bus arrival and various communications about service changes, events, and other related information for our riders. These screens require Connectpoint's proprietary content management system (CPAM) to communicate remotely. This contract includes Connectpoint's software license, support, and hosting services for one year with no option renewals.

## **PROCUREMENT PROCESS**

Procurement Method:	☐ Sealed Bid	☐ Proposal	☐ Quote	⊠ Sole Source
Rationale for Award:	The actual produ	act or service ca	n only be ful	filled from one source. FTA
	Circular 4220.10	G states: "When	the recipies	nt's requirement can only be
	fulfilled from o	one source, the	recipient n	nay make a noncompetitive
	award" Price ha	s been determin	ed to be fair	and reasonable

#### **FUNDING & COSTS**

This project is funded via: Operating Funds

Description	Not to Exceed Amount
One year: July 1, 2025, through June 30, 2026	\$198,000.00
Total	\$198,000.00

# **ATTACHMENTS**

Resolution

/CB



# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

# RESOLUTION

Authorization to Award a Contract for Connectpoint 13-Inch Digital Screen Licensing and Support

Whereas,	The Suburban Mobility Authority for Regional Transportation (SMART) installed approximately 300 Connectpoint 13-inch digital display, solar-powered bus stop screens providing bus arrival and various communications about service changes, events, and other related information for our riders; and		
Whereas,	Connectpoint, Inc. is the only contractor to provide the proprietary content management system (CPAM) to communicate remotely with the digital display screens; and		
Whereas,	The actual product or service can only be fulfilled from one source. FTA Circular 4220.1G states: "When the recipient's requirement can only be fulfilled from one source, the recipient may make a noncompetitive award." Price has been determined to be fair and reasonable; and		
Whereas,	The project is funded via operating funds; and		
Whereas,	The Vice President of Finance is satisfied that Connectpoint, Inc. has the potential to perform under the terms and conditions of the contract; and		
Whereas,	The EEO Department is satisfied that Connectpoint, Inc. 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 13-Inch digital screen licensing and support to Connectpoint, Inc. for an amount not to exceed \$198,000.00 for one year with no renewals starting July 1, 2025 through June 30, 2026.		
	CERTIFICATE		
Transportati	gned duly qualified Board Secretary of the Suburban Mobility Authority for Regional on certifies the foregoing is a true and correct copy of a resolution adopted at a legally convened the Board of the Suburban Mobility Authority for Regional Transportation held 2025.		
Date	Board Administrator		



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: VP of Planning and Innovation APPROVED BY: Certification Committee

SUBJECT: Authorization to Award a Contract for Replacement Bus Stop Shelters and Amenities

#### RECOMMENDATION

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

- for the replacement of 10 enhanced shelters, 30 standard shelters, and shelter amenities
- to Brasco International, Inc., located at 32400 Industrial Drive, Madison Heights, MI 48071
- for a one-time purchase of bus shelters and other bus stop amenities (benches and trash receptacles)
- at an amount not to exceed \$740,625.00

#### **DISCUSSION**

SMART needs to purchase replacement bus shelters, benches, and trash receptacles for its bus stops throughout the tri-county service area. Currently, there are approximately 335 installed bus shelters, and the need for replacements has been identified. Bus shelters are often the first impression potential customers have of SMART. They protect riders from the elements, provide space for bus schedules, and enhance the aesthetic value of the communities served by SMART. This contract includes the purchase of 10 enhanced shelters and 30 standard shelters, along with amenities such as trash receptacles, benches, and signs for the enhanced shelters. To maintain brand consistency, only Brasco can supply shelters and amenities that are identical to those currently installed.

#### **PROCUREMENT PROCESS**

Procurement Method:	☐ Sealed Bid	☐ Proposal	☐ Quote	⊠ Sole Source
Rationale for Award:	The actual produ	act or service ca	n only be ful	filled from one source. FTA
	Circular 4220.10	G states: "Wher	the recipies	nt's requirement can only be
	fulfilled from o	one source, the	recipient m	nay make a noncompetitive
	award." Price ha	s been determin	ed to be fair	and reasonable.

#### **FUNDING & COSTS**

This project is funded via: Project No: 42197/42780; Federal Grant No: MI-2020-061 (5307) / MI-2022-048 (5307); State Grant No: 2017-0130 P24 / 2022-0138 P9

Description	Not to Exceed Amount
One-time Purchase	\$740,625.00
Total	\$740,625.00

#### **ATTACHMENTS**

Resolution

/CB



# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

# RESOLUTION

A	authorization to Award a Contract for Replacement Bus Stop Shelters and Amenities
Whereas,	The Suburban Mobility Authority for Regional Transportation (SMART) planning and innovation department needs to replace bus shelters, benches, and trash receptacles for its bus stops throughout the tri-county service area; and
Whereas,	To ensure brand consistency, only Brasco International, Inc. can supply shelters and amenities that match those currently installed. This contract includes the provision of 10 enhanced shelters and 30 standard shelters, along with the necessary amenities: trash receptacles, benches, and signs for the enhanced shelters.
Whereas,	The actual product or service can only be fulfilled from one source. FTA Circular 4220.1G states: "When the recipient's requirement can only be fulfilled from one source, the recipient may make a noncompetitive award." Price has been determined to be fair and reasonable; and
Whereas,	The project is funded via: Project No: 42197/42780; Federal Grant No: MI-2020-061 (5307) / MI-2022-048 (5307); State Grant No: 2017-0130 P24 / 2022-0138 P9; and
Whereas,	The Vice President of Finance is satisfied that Brasco International, Inc. has the potential to perform under the terms and conditions of the contract; and
Whereas,	The EEO Department is satisfied that Brasco International, Inc. 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 the replacement of 10 enhanced shelters, 30 standard shelters, and shelter amenities at SMART bus stop shelters and amenities to Brasco International, Inc. for an amount not to exceed \$740,625.00.
	CERTIFICATE
Transportati	igned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional ion, certifies the foregoing is a true and correct copy of a resolution adopted at a legally neeting of the Board of the Suburban Mobility Authority for Regional Transportation held 2025.
Date	Board Administrator



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: Bernard Parker, VP of External Affairs APPROVED BY: Certification Committee

SUBJECT: Ratification of Payment for Services Rendered and Authorization of Contract Amendment

No. 1 to Increase Funds for Public Relations Services

### **RECOMMENDATION**

That the Board adopt the attached resolution authorizing ratification of payment for services rendered and Contract Amendment No. 1:

- for strategic communications and public relations services
- with Truscott Rossman Group, LLC, located at 123 W. Allegan St., Suite 100, Lansing, MI 48933
- to authorize payment for services rendered in the amount of \$108,000
- and approval to increase funding for the base three-year authorized amount from \$720,000 to \$1,242,000 through April 5, 2026, and to increase funding for each option year to \$424,000. The total aggregate amount of the contract shall not exceed \$2,090,000 for the five years.

#### **DISCUSSION**

In March 2023, the SMART Board of Directors approved a contract with Truscott Rossman (TR) for strategic communications and public affairs. This partnership aims to positively influence public perception and the value SMART brings to individuals and communities, and shape public policy that will impact its future. Over the past few years, these efforts have enhanced SMART's visibility and strengthened the community's awareness of the importance of public transit in the region.

The board authorized a contract amount of \$720,000 for a three-year base period, set to expire on April 5, 2026. However, due to a clerical error, the original purchase order was executed for \$1,182,000 for the same period. This error did not lead to any indications of exceeding the authorized amount. TR has been actively working on various projects within this base period and currently expended \$828,000, which is \$108,000 over the approved amount. Therefore, ratification for payment of services rendered in the amount of \$108,000 is required.

To continue the efforts of Truscott Rossman, Contract Amendment No. 1 seeks to increase the base three-year authorized amount from \$720,000 to \$1,242,000 through April 5, 2026, and increase funding for each option year to \$424,000. The new total aggregate amount shall not exceed \$2,090,000 for the five years. Pricing was previously determined to be fair and reasonable.

#### **FUNDING & COSTS**

The project is funded via: operating funds

Contract Period	Original Board Approval	Contract Amendment No. 1
Three-year Base Period	\$720,000.00	\$1,242,000.00*
Option Year One	\$240,000.00	\$424,000.00
Option Year Two	\$240,000.00	\$424,000.00
Total Board Approval	\$1,200,000.00	\$2,090,000.00

<sup>\*</sup>Includes \$108,000.00 Payment Ratification

#### **ATTACHMENTS**

Resolution



# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

# RESOLUTION

Ratification of Payment for Services Rendered and Authorization of Contract Amendment No. 1 to Increase Funds for Public Relations Services

-	to Increase Funds for Public Relations Services
Whereas,	The Suburban Mobility Authority for Regional Transportation (SMART) Board of Directors approved a contract with Truscott Rossman (TR) Group, LLC on March 23, 2023, for strategic communications and public relations services; and
Whereas,	The board authorization amount was \$720,000 for the three-year base period, expiring on April 5, 2026. However, the original purchase order amount was executed for \$1,182,000 for the same period; and
Whereas,	This error did not lead to any indications of exceeding the board-authorized amount and requires ratification of payment for services rendered in the amount of \$108,000; and
Whereas,	Contract Amendment No. 1 increases the base year amount from \$720,000 to \$1,242,000 for TR to continue its work through April 5, 2026, and increases funding for each option year to \$424,000.
Whereas,	All other terms and conditions remain unchanged, and pricing has been previously 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 that Truscott Rossman Group has the potential to perform under the terms and conditions of the contract; and
Whereas,	the EEO Department is satisfied that Truscott Rossman Group 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 Suburban Mobility Authority for Regional Transportation is hereby authorized to ratify payment for services rendered in the amount of \$108,000; and, that the General Manager enter into Contract Amendment No. 1 with Truscott Rossman Group, LLC to increase the base years amount from \$720,000 to \$1,242,000 through April 5, 2026, and increase funding for each option year to \$424,000. The new total aggregate amount shall not exceed \$2,090,000 for the five years.
	CERTIFICATE
Transportation	ned, duly qualified Board Secretary of the Suburban Mobility Authority for Regional n, certifies the foregoing is a true and correct copy of a resolution adopted at a legally sting of the Board of the Suburban Mobility Authority for Regional Transportation held on .
Date	Board Secretary



# agenda item

DATE: June 26, 2025 DISPOSITION SOUGHT: Board Approval TO: SMART Board of Directors SUBMITTED BY: General Manager

FROM: VP of Planning and Innovation APPROVED BY: Certification Committee

SUBJECT: Authorization to Award a Contract for the Trapeze Blockbuster Solution

#### RECOMMENDATION

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

- for the Blockbuster scheduling software solution
- to Trapeze Software Group, Inc. located at 5265 Rockwell NE, Cedar Rapids, Iowa 52402
- for the one-time purchase of the software module (license), implementation and training services, and one year of software maintenance with no renewal options
- at an amount not to exceed \$314,535.00

#### **DISCUSSION**

SMART is seeking to enhance its scheduling and run-cutting capabilities by adding the Blockbuster software solution. Blockbuster works in concert with SMART's other Trapeze products, including the FX scheduling software. Blockbuster assists the scheduling staff in automating its run-cutting functions to ensure operator and vehicle optimization. This functionality will be crucial over the next several years as SMART continues to add new routes and enhance service levels.

## **PROCUREMENT PROCESS**

Procurement Method:	☐ Sealed Bid	☐ Proposal	☐ Quote	⊠ Sole Source
Rationale for Award:	The actual produ	act or service ca	n only be ful	filled from one source. FTA
	Circular 4220.10	G states: "When	the recipier	nt's requirement can only be
	fulfilled from one source, the recipient may make a noncompetitive			
	award." Price ha	s been determin	ed to be fair	and reasonable.

#### **FUNDING & COSTS**

This project is funded via: Capital Funds TBD.

Description	Not to Exceed Amount
One-time purchase	\$314,535.00
Total	\$314,535.00

#### **ATTACHMENTS**

Resolution

/CB



# SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION

# RESOLUTION

	Authorization to Award a Contract for the Trapeze Blockbuster Solution	
Whereas,	The Suburban Mobility Authority for Regional Transportation (SMART) innovation and planning department needs to improve its scheduling and run-cutting capabilities with the Trapeze Blockbuster solution; and	
Whereas,	Trapeze, Inc. products are proprietary in nature and are the only contractor that can provide the solution and work in concert with SMART's other Trapeze products, including the FX scheduling software; and	
Whereas,	The actual product or service can only be fulfilled from one source. FTA Circular 4220.1G states: "When the recipient's requirement can only be fulfilled from one source, the recipient may make a noncompetitive award." Price has been determined to be fair and reasonable; and	
Whereas,	The project is funded via: Capital Funds TBD; and	
Whereas,	The Vice President of Finance is satisfied that Trapeze Software Group, Inc. has the potential to perform under the terms and conditions of the contract; and	
Whereas,	The EEO Department is satisfied that Trapeze Software Group, Inc. 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 the Blockbuster scheduling and run-cutting solution to Trapeze Software Group, Inc. for an amount not to exceed \$314,535.00.	
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 June 26, 2025.		
Date	Board Administrator	

# <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Board Member Business

# <u>MEMORANDUM</u>

TO: SMART Board of Directors

FROM: Chairperson

DATE: June 26, 2025

SUBJECT: Adjournment

