



BOARD OF COMMISSIONERS
1200 N. TELEGRAPH ROAD, 12E, PONTIAC, MI 48341, BOC COMMITTEE ROOM A

Oakland County Transit Ad Hoc Committee

Wednesday, August 19, 2026 2:00 PM

Brendan Johnson
Committee Chair

Angela Powell
Committee Vice Chair

AGENDA

1. Call Meeting to Order
2. Roll Call
3. Pledge of Allegiance
4. Approval of Minutes
 - a. **dated June 11, 2026**
Item Category: Minutes
5. Approval of Agenda
6. Public Comment (three minutes max per speaker, any topic)
7. Communications
 - a. **Board of Commissioners - Resident Letter dated July 22, 2026**
 - b. **Board of Commissioners - Resident Letter dated July 26, 2026**
 - c. **Board of Commissioners - Novi - Notice of Intent to Amend Master Plan and Notice of Review Period for Master Plan Amendment**
 - d. **Economic Development - Oakland County Transit Division - Community Transit Plan - Implementation Update**
 - e. **Economic Development - Oakland County Transit Division - Quarterly Report - SMART January-March 2026**
8. Regular Agenda
 - a. **Economic Development - Oakland County Transit Division - 2026 Access to Transit - Bus Stop Projects**
Item Category: Resolution
Presenter: Lindsay Wallace
Action Required: Report to Economic Development & Infrastructure
 - b. **Economic Development - Oakland County Transit Division - 2027 Access to Transit Program**
Item Category: Resolution
Presenter: Lindsay Wallace, Eli Cooper
Action Required: Report to Economic Development & Infrastructure
Johnson Amendment #1
Presenter:
 - c. **Economic Development - Oakland County Transit Division - Amendment 2026-1 with Suburban Mobility Authority for Regional Transportation**

(SMART) for Increased Services

Item Category: Budget Amendment

Presenter: Eli Cooper

Action Required: Report to Economic Development & Infrastructure

9. Other Business/Adjournment

PUBLIC ACCESS INFORMATION

Updated Agenda: <https://oaklandcomi.portal.civicclerk.com/>

If you require special accommodations because of a disability, please contact the Board of Commissioners at (248) 858-0100 at least five (5) business days in advance of the meeting.



BOARD OF COMMISSIONERS

1200 N. Telegraph Road, Bldg. 12 East, Pontiac, MI 48341

Oakland County Transit Ad Hoc Committee

Brendan Johnson, Chair
June 11, 2026 at 3:00 PM

MINUTES

1. Call Meeting to Order

Chair Brendan Johnson called the meeting of the Oakland County Transit Ad Hoc Committee to order at 03:11 PM in Committee Room A 1200 N. Telegraph Road, 12E, Pontiac, MI 48341.

2. Roll Call

MEMBERS PRESENT: Marcia Gershenson, Brendan Johnson, Angela Powell, Philip Weipert, David Woodward (5)

MEMBERS ABSENT WITH NOTICE: Michael Gingell (1)

3. Pledge of Allegiance

Chair Brendan Johnson led the Committee in the recitation of the Pledge of Allegiance.

4. Approval of Minutes

a. Board of Commissioners - dated April 30, 2026

Angela Powell moved **approval of the Minutes dated April 30, 2026, as presented**. Seconded by Philip Weipert.

Motion Passed.

Vote Summary (4-0-0)

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, Philip Weipert

No: None

Abstain: None

5. Approval of Agenda

Angela Powell moved **approval of the agenda, as presented**. Seconded by Marcia Gershenson.

Motion Passed.

Vote Summary (4-0-0)

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, Philip Weipert

No: None

Abstain: None

6. Public Comment

None.

7. Communications

a. **Economic Development - Oakland County Transit Division - Quarterly Report - Local Transit Providers' January-March 2026**

Eli Cooper, Manager Transit, and Dominic Pavone, Planner Associate, provided an update and gave a PowerPoint presentation on the Local Provider Report. A discussion was held and committee members' questions were answered. The attached presentation titled Oakland County Local Provider Report was received by the Committee.

8. Presentations

a. **Economic Development - Oakland County Transit Division - Qualtrics Survey Results**

Eli Cooper and Charlotte Krause, Digital Marketing & Communications Coordinator, provided an update and gave a PowerPoint presentation on the Qualtrics Survey Results. A discussion was held and committee members' questions were answered. The attached presentation titled Qualtrics Survey Results - Post-Ride and Community Survey was received by the Committee.

Marcia Gershenson moved to **receive and file the attached PowerPoint Presentation**. Seconded by Angela Powell.

Motion Passed.

Vote Summary (4-0-0)

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, Philip Weipert

No: None

Abstain: None

b. **Economic Development - Oakland County Transit Division - Community Partnership Program Overview**

Eli Cooper; Dominic Pavone; and Daniel Whitehouse, Vice President of SMART Paratransit Services, provided an update and gave a PowerPoint presentation on the Community Partnership Program. A discussion was held and committee members' questions were answered. The attached presentation titled Community Partnership Program (CPP) Oakland County was received by the Committee.

Angela Powell moved to **receive and file the attached PowerPoint Presentation**. Seconded by Marcia Gershenson.

Motion Passed.

Vote Summary (5-0-0)

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, Philip Weipert, David Woodward

No: None
Abstain: None

9. Regular Agenda

a. Board of Commissioners - Access to Transit - Bus Stop Improvements Discussion

Eli Cooper and Lindsay Wallace, Principal Planner, provided a brief update on bus stop improvements and the Access to Transit program.

b. Board of Commissioners - Increasing Capacity for Commuter Transit in SE Oakland County Discussion

David Woodward led the group in a brief discussion about increasing capacity for commuter transit in southeast Oakland County.

10. Other Business/Adjournment

The meeting adjourned at 04:43 PM.

NOTE: The foregoing minutes are subject to Committee approval.

Oakland County Transit Ad Hoc Com. 9/22/26

What is The total cost of Oakland
County Transport Services including
SMART (TRI-COUNTY) including Insurance
How many individuals do you actually
serve - All your vehicles are mostly empty
you have 6 members (Districts: 4, 9, 1, 6, 11, 13)
Do you drug test your drivers? for THC
Sincerely N Chavez

Dear Oakland County Transit
Ad Hoc Committee
Board of Commissioners:

PO Box
11132
Roch MI
48307
07/24/26

SECOND NOTICE

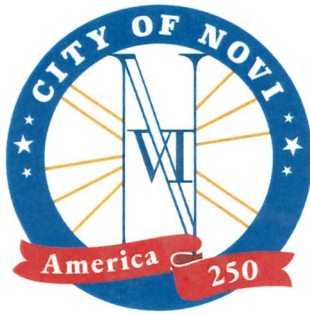
I keep getting Robo calls - I did a
Reverse look up - A gov supported
non-profit or does it receive
money from The government?
What is Mobility option?

Is That the vehicles That drive
around mostly empty or at sites
with no people and drivers
illegally parked - pooping away

Where can I call and file
a complaint with more govern-
ment filth and waste? The
Court house? (f--- & f---)

Sincerely, Nadia Cherry

11
"People's Express"
next you'll say
it's part of a
"Collectivist"
mindset -
Go get a real job



July 28, 2026

Oakland County Public Transportation Authority
1200 North Telegraph Road
Pontiac, MI 48341

CITY COUNCIL

Mayor

Justin Fischer

Mayor Pro Tem

Laura Marie Casey

David Staudt

Brian Smith

Matt Heintz

Priya Gurumurthy

Aaron Martinez

City Manager

Victor Cardenas

Community Development

Director

Charles Boulard

Community Development

Deputy Director

Alan Hall

Director of Planning

Lindsay Bell

Building Division

248.347.0415

248.735.5600 fax

Planning Division

248.347.0475

248.735-5633 fax

**Ordinance Enforcement
Division**

248.735.5678

248.735.5600 fax

RE: Notice of Intent to Amend Master Plan and Notice of Review Period for Master Plan Amendment

To Whom It May Concern:

Pursuant to the requirements of Section 125.3845 (1) and 125.3839 (2) of the Michigan Planning Enabling Act, this notification is to inform you of the City of Novi's intent to amend the City's Master Plan, in addition to informing you that the legislative body has approved the proposed Master Plan amendments for distribution for review and comment.

The amendment is not a full update to the Master Plan. The amendment involves several changes to the Future Land Use Map, in part to complete a purchase agreement between the City and Novi Community Schools. The other changes would reclassify City-owned properties as Public/Quasi-Public. Please use the following link to view the draft amendments:

www.cityofnovi.org/amendments.

If you would like to provide comments on the Draft Master Plan, please provide them within **42 days** of this mailing (by September 9, 2026). Comments on the draft plan should be submitted in writing to: lbell@cityofnovi.org or send your request to Lindsay Bell, Director of Planning, 45175 Ten Mile Road, Novi, MI 48375.

Future notices regarding the City of Novi's Master Plan amendment process will be sent electronically. If you would prefer to receive the draft amendment or any future notices regarding the City of Novi's Master Plan amendment process in hard copy via U.S. Mail, please e-mail your request Lindsay Bell at the above address.

Please feel free to contact the City's Planning Department at 248-347-0475 if you have any questions. We look forward to your input as we prepare this amendment to the City's Master Plan.

Sincerely,

Lindsay Bell
Director of Planning

CC Novi City Council
Novi Planning Commission
Victor Cardenas, City Manager

City of Novi
45175 Ten Mile Road
Novi, Michigan 48375

cityofnovi.org

AGENDA ITEM: Community Transit Plan - Implementation Update

DEPARTMENT: Economic Development - Oakland County Transit Division

MEETING: Oakland County Transit Ad Hoc Committee

DATE: Wednesday, August 19, 2026 2:00 PM - [Click to View Agenda](#)

COMMUNICATION SUMMARY SHEET

ITEM ID #2026-6894: MOTION TO RECEIVE AND FILE

Oakland Transit convened meetings with the four local transit providers to discuss early implementation efforts for the Community Transit Plan adopted earlier this year. The discussions focused on agency priorities, operational needs, and opportunities for coordination. Below are the key takeaways from each meeting.

North Oakland Transportation Authority

- NOTA is coordinating with SMART on software implementation
- Systemwide cameras have been installed in all of NOTA's vehicles.
- A new operations facility is under construction and is expected to be completed in Fall 2026. An Operations Director will be hired to oversee fleet management upon the facility's completion.
- Operator training and inventory planning are progressing.
- Microtransit pilot discussions are on hold pending OPC's evaluation and completion of the new facility.

OPC

- Shared staffing structure and software contract information with SMART as they prepare for the launch of the new dispatch software.
- Utilizes VIA-compatible tablets and systemwide cameras, with vehicle maintenance currently tracked in Excel and future integration into VIA under consideration.
- Provides quarterly operator safety training and a comprehensive onboarding program.
- Coordinating with SMART to launch a joint microtransit pilot using two vehicles with a 17-hour daily service span, expected to begin Fall 2026.

People's Express

- PEX is interested in software integration to enhance the rider experience and continues coordination with MDOT.
- Testing onboard camera systems, utilizing Samsara for fleet management, and
- Currently evaluating options for a new operations facility.
- Seeking standardized fleet practices, enhanced training programs, and a dedicated customer service/rider engagement position.

- Evaluating a South Lyon microtransit pilot, with the earliest anticipated launch in spring 2027.

Western Oakland Transportation Authority

- Shared staffing information and scheduling software details with SMART. Current software contract expires in April 2027.
- Fleet is VIA-compatible with cameras installed,
- Currently evaluating options for a new operations facility.
- Interested in integrating vehicle maintenance tracking into VIA, replacing the current spreadsheet-based process.
- Recently hired a Safety and Training Instructor and plans to recruit a Mobility Manager.
- Exploring a Flex/Microtransit pilot serving Walled Lake, Wolverine Lake, and Novi. VIA will conduct a service area study following software implementation.

Common Themes Across Agencies

- Continued collaboration with SMART on software, staffing, and operational best practices.
- Broad interest in integrating maintenance management into VIA and improving technology systems.
- Ongoing investments in fleet management, operator training, and facility improvements.

Multiple agencies are evaluating microtransit or Flex service pilots.

Committee members can contact Amy Aubry, Analyst at aubrya@oakgov.com or the department contact persons listed for additional information.

CONTACT

Lindsay Wallace, Planner Principal

ATTACHMENTS

None

To Transit Ad Hoc Committee
 From Eli Cooper, Manager, Transit Division
 Date July 30, 2026
 Re January-March 2026 Performance Report and Yearly Review – SMART

SMART submits quarterly reports to the Oakland County Transit Division per its Public Transportation Agreement with Oakland County. The January-March 2026 Report is summarized in this memo with additional details attached. This report highlights ridership trends, missed runs, and on-time performance over the last quarter. The report also highlights varied operating cost trends.

Table 1. SMART January-March (Q1) Overall Performance

Type of Service	SERVICE PROVIDED		OPERATIONAL CAPACITY	COST EFFECTIVENESS		RELIABILITY	
	Total Passengers	Total Vehicle Miles	Total Employees	Operating Cost per Passenger	Operating Cost per Vehicle Mile	On-Time Performance*	Missed Runs/Trips
Fixed Route	1,720,152	3,054,952	405	\$ 16.56	\$ 9.33	71.8%	7.2%
Demand Response	69,726	980,864	149	\$ 74.42	\$ 5.29	61.3%	0.6%
Flex	100,258 (61,949 in Oakland County)	Data not available (contracted service)	Data not available (contracted service)	\$ 20.23	Data not available (contracted service)	Average Wait Time: 21.3 minutes	Data not available (contracted service)
OVERALL	1,890,136	4,035,816	909	\$23.22	\$8.35		

*For fixed route, “On-Time” means at the scheduled arrival time or up to two minutes after. For Connector, “on-time” means within the 30-minute scheduled pickup window provided to the passenger. For Flex, the average time between when a rider hails an on-demand trip and when the vehicle picks the rider up (wait time) is used to gauge on-time performance for Flex service in lieu of percentage of on-time runs/trips due to data limitations for this service type.

Ridership and Vehicle Miles

SMART’s fixed route ridership decreased by five (5) percent from last quarter. SMART’s ridership decrease is in line with this time period (or quarter) last year, which is primarily due to seasonal changes and holidays. Mileage increased by eight (8) percent since last quarter and is up one (1) percent since this time last year.

Demand Response ridership has decreased three (3) percent since last quarter, while mileage has decreased three (3) percent. Demand Response ridership has increased 17% and miles have increased 14% since last year.

Flex ridership in Oakland County decreased one (1) percent since last quarter and has increased 11% since last year. Currently, Oakland County makes up 62% of total Flex ridership. Flex completed a total of 100,258 rides in the first quarter. The Oakland County Flex ridership is 61,949, which is down five (5) percent from last quarter.

SMART provided 810 trips as part of the “This Ride’s on Us” free transportation program between the months of January-March. As of Q1 2026, SMART has provided 4,258 total Veteran trips, which is 17% of all Veteran trips under the program.

Figure 1. Fixed Route Ridership

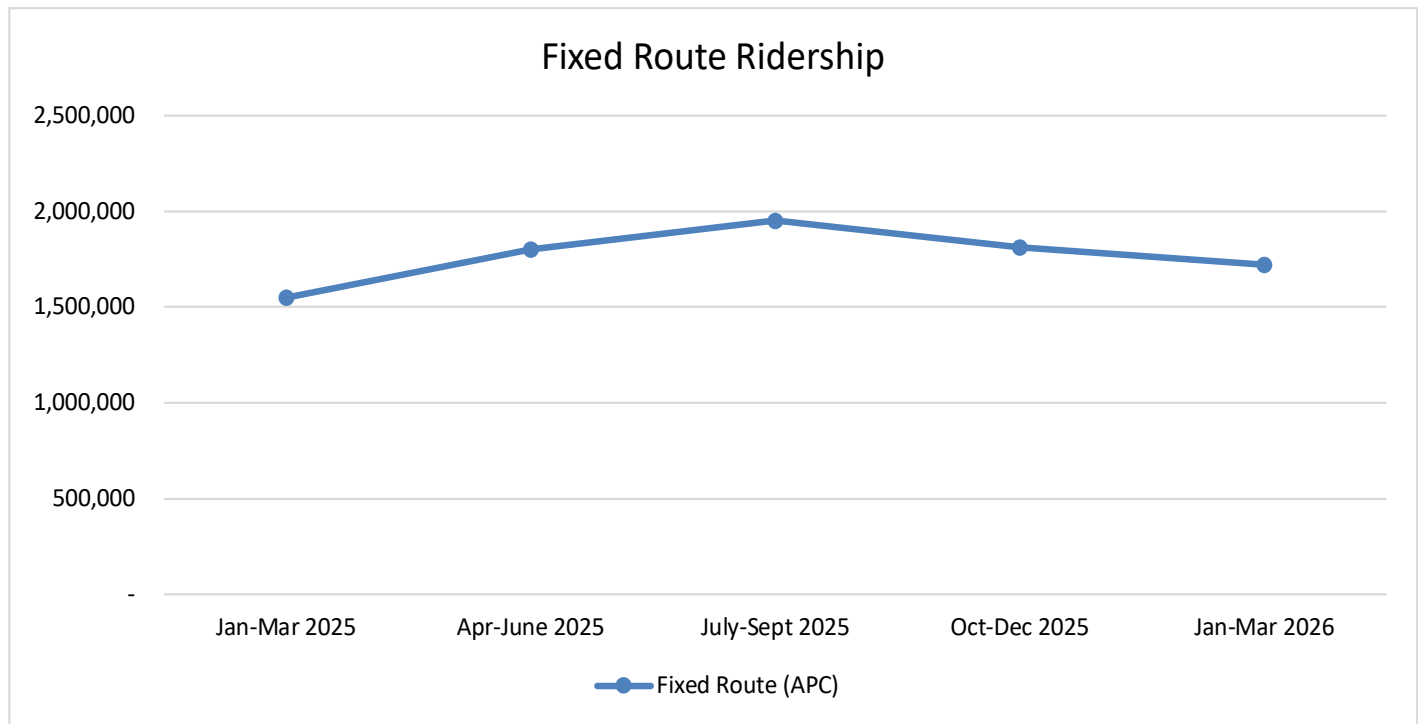
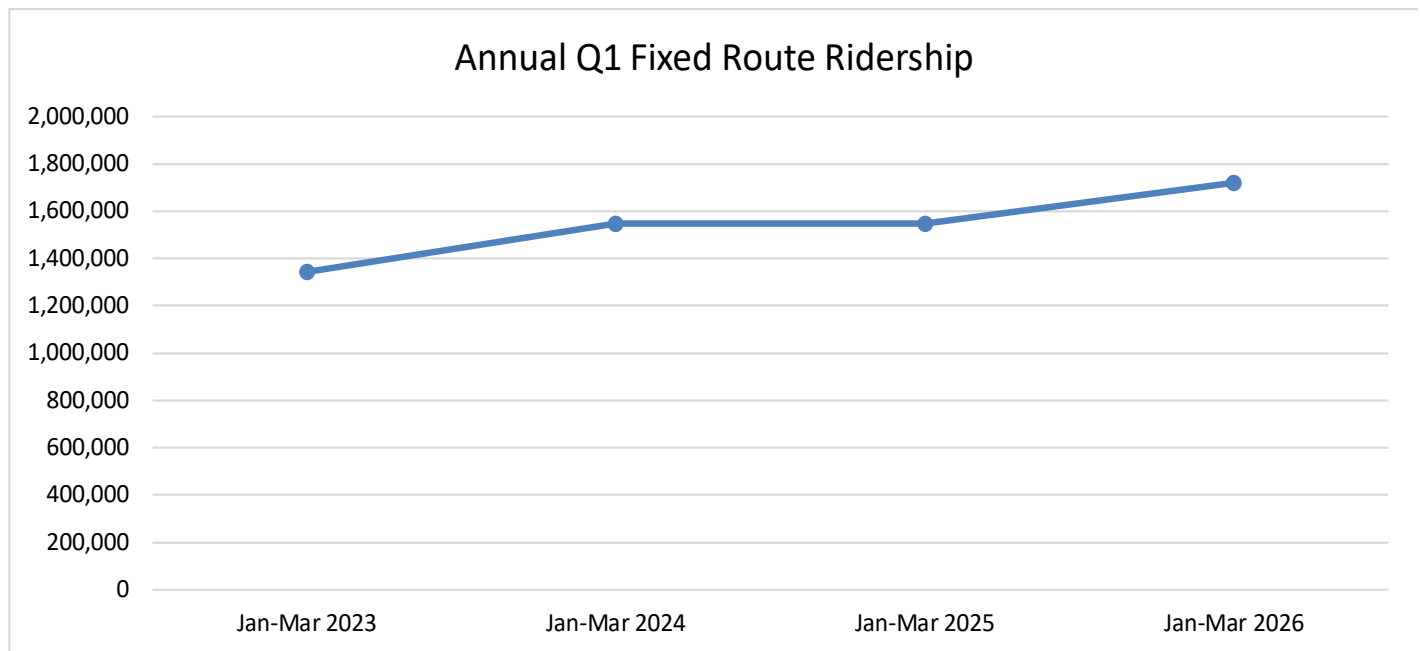


Figure 2. Annual Q1 Fixed Route Ridership



In January 2024, SMART began tracking fixed route ridership using Automatic Passenger Counters (APC) instead of fareboxes. Farebox ridership is about 70% of APC ridership. Starting in 2025, only APC data will be used.

Figure 3. SMART Demand Response and Flex Ridership

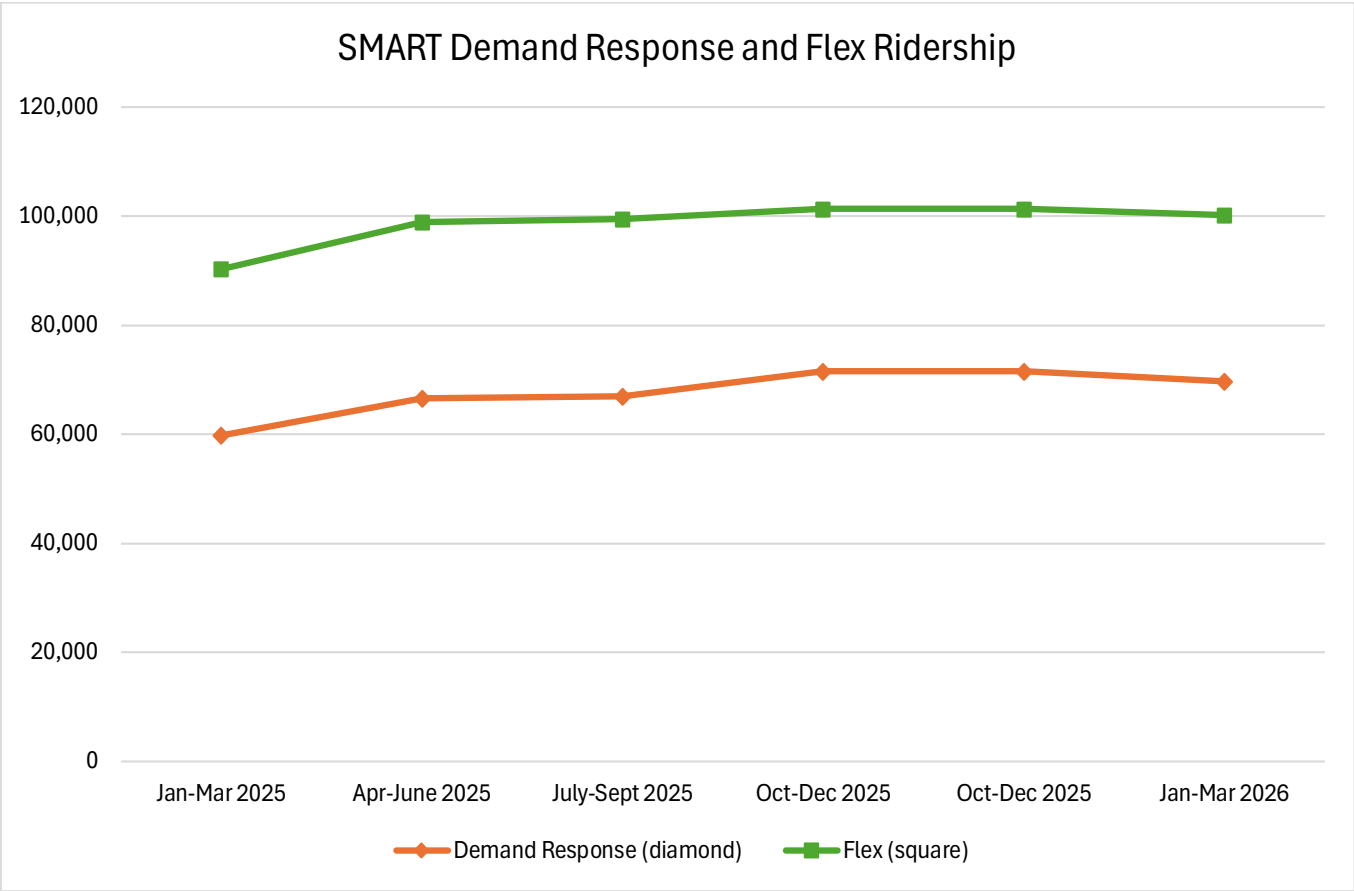
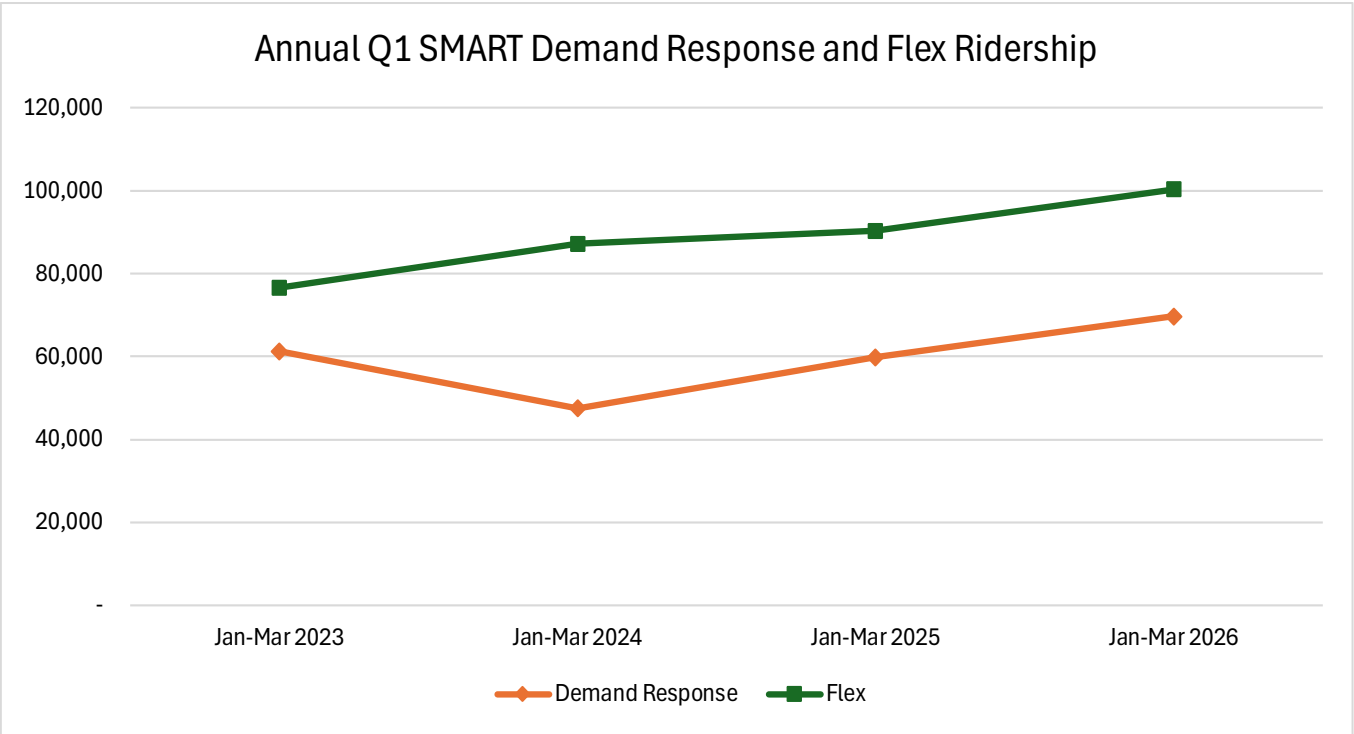


Figure 4. Annual Q1 SMART Demand Response and Flex Ridership



Expansions

Novi and Wixom Area:

Weekday ridership on the Novi and Wixom route expansions over the last quarter are as follows:

- Route 305 Grand River carried 11 fewer passengers per weekday
- Route 740 Twelve Mile Crosstown carried 10 fewer passengers per weekday
- Route 805 Grand River Park and Ride decreased by three (3) fewer passengers per weekday

On weekends:

- Route 305 carried six (6) more passengers (Saturday and Sunday),
- Route 740 carried the same number of passengers (Saturday service only).

Overall, Route 305 is above SMART's median weekday ridership per route mile in Oakland County, which is 0.98 riders per mile. Route 740 and Route 805 are below SMART's median weekday ridership per route mile for Oakland County-serving routes. The riders/mile are staying within a range of .05 riders per mile along the Novi/Wixom route segments, as Route 305 is averaging 0.56 riders per mile, while Route 740 is steady at 0.19 riders per mile. Average daily ridership is within Table 2.

Rochester and Highland Road

Weekday ridership on the recently added Rochester and Highland Road routes over the last quarter are as follows:

- Route 492 Rochester Road carried 57 fewer passengers per weekday
- Route 759 Highland Road carried four (4) fewer passengers per weekday

On weekends:

- Route 492 carried 13 fewer passengers per Saturday
- Route 759 carried four (4) fewer passengers per Saturday

These routes are both currently below SMART's median weekday ridership per route mile of 0.98 riders/mile for Oakland County-serving routes. Both routes have been below median weekday ridership per route mile since Oakland County began tracking the ridership along these routes.

Table 2. SMART January-March (Q1) Fixed Route Expansion Performance

Expansion	Q1 Weekday Passengers	Q4 Weekday Passengers	Q1 Weekend Passengers	Q4 Weekend Passengers
305 Grand River*	131	142	220	214
740 Twelve Mile Crosstown*	69	79	57**	57**
805 Grand River Park and Ride*	5	8	N/A	N/A
492 Rochester Rd	291	348	258**	271**
759 Highland Rd	177	180	105**	109**

*Data for Routes 305, 740, and 805 is only for the Novi/Wixom segment of those routes.

**Routes 492, 740, and 759 only operate on Saturdays.

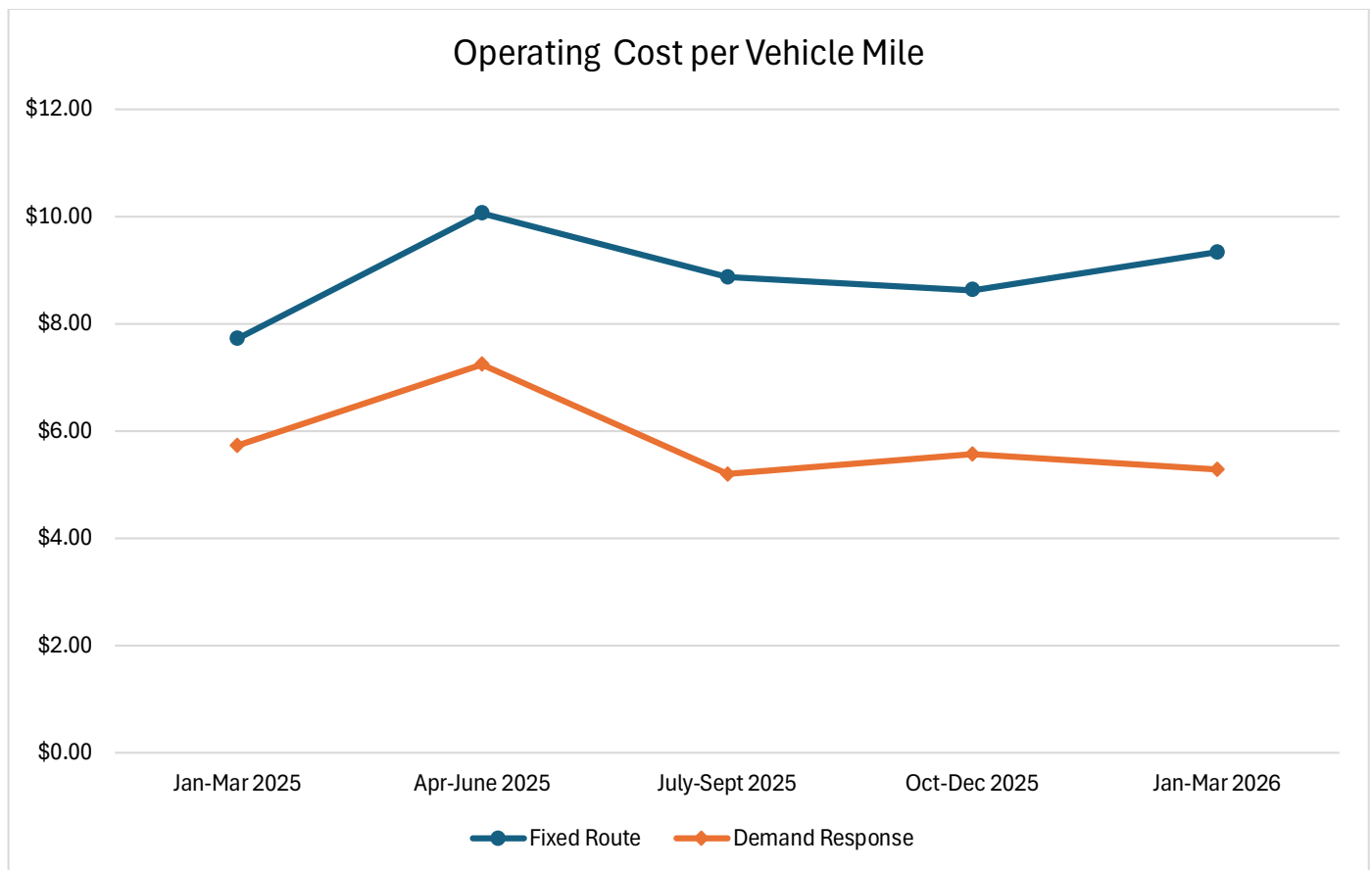
Operating Costs

The FLEX operating cost per passenger has decreased by 22% this quarter and by four (4) percent since last year. Operating costs have returned to average levels after the previous quarter (October-December 2025) included additional invoices from the July-September 2025.

SMART's Demand Response Operating Costs decreased five (5) percent for both the operating cost per passenger and operating cost per vehicle mile since last quarter. Operating cost trends are continuing to stabilize for Demand Response as the operating cost per mile has stayed between \$5.20-\$5.75 for four out of the last five quarters. In addition, operating cost per passenger has stayed below \$80 for three consecutive quarters.

Fixed route operating costs per passenger have increased 23% from last quarter due to decreased ridership during the winter months. Costs per passenger have increased 10% since last year. Fixed route costs per vehicle mile increased eight (8) percent since last quarter and increased 21% since last year. Reported fixed route operating expenses are 22% higher than last year, so even with an 11% year-to-year ridership increase and five (5) percent year-to-year mileage increase, the overall operating costs increased.

Figure 5. Operating Cost per Mile



Note: This graph has been adjusted to reflect updated Demand Response mileage information from SMART.

Figure 6. Annual Operating Cost per Mile

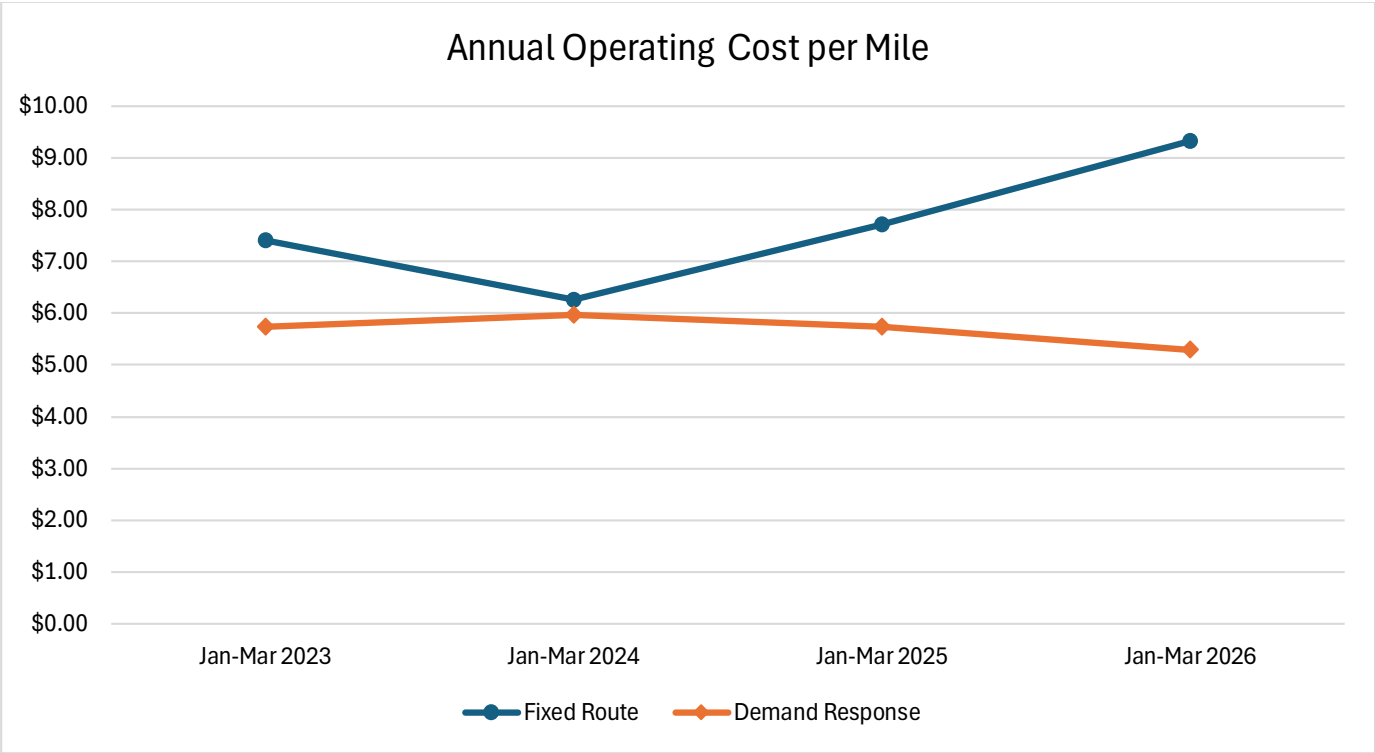


Figure 7. Operating Cost per Passenger

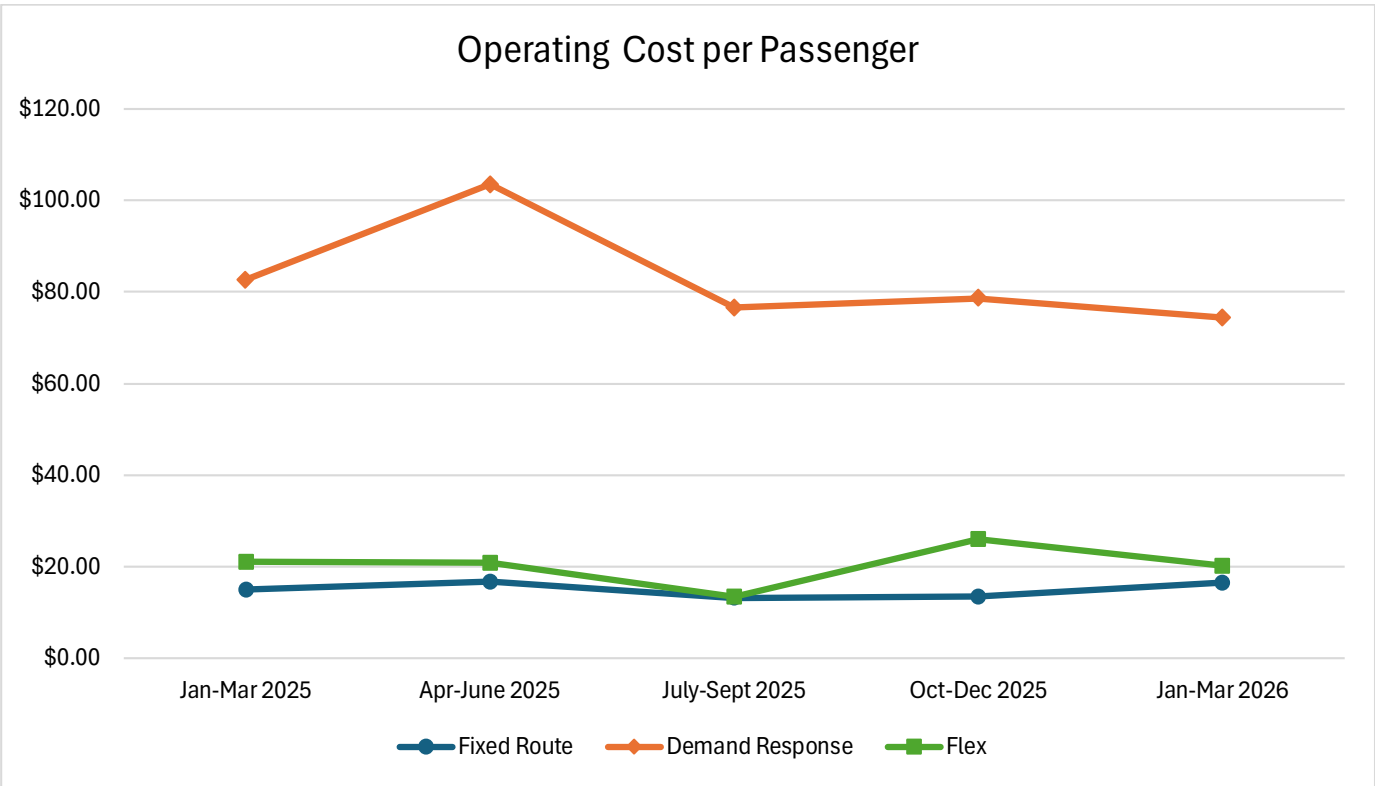
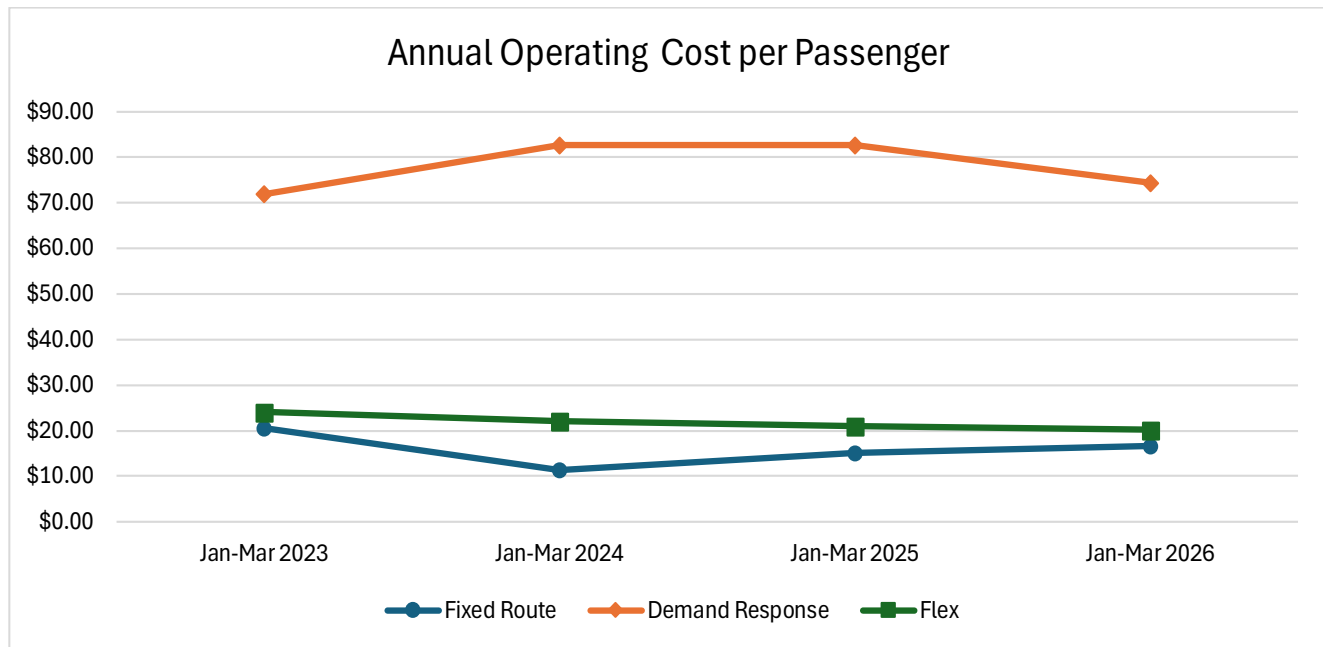


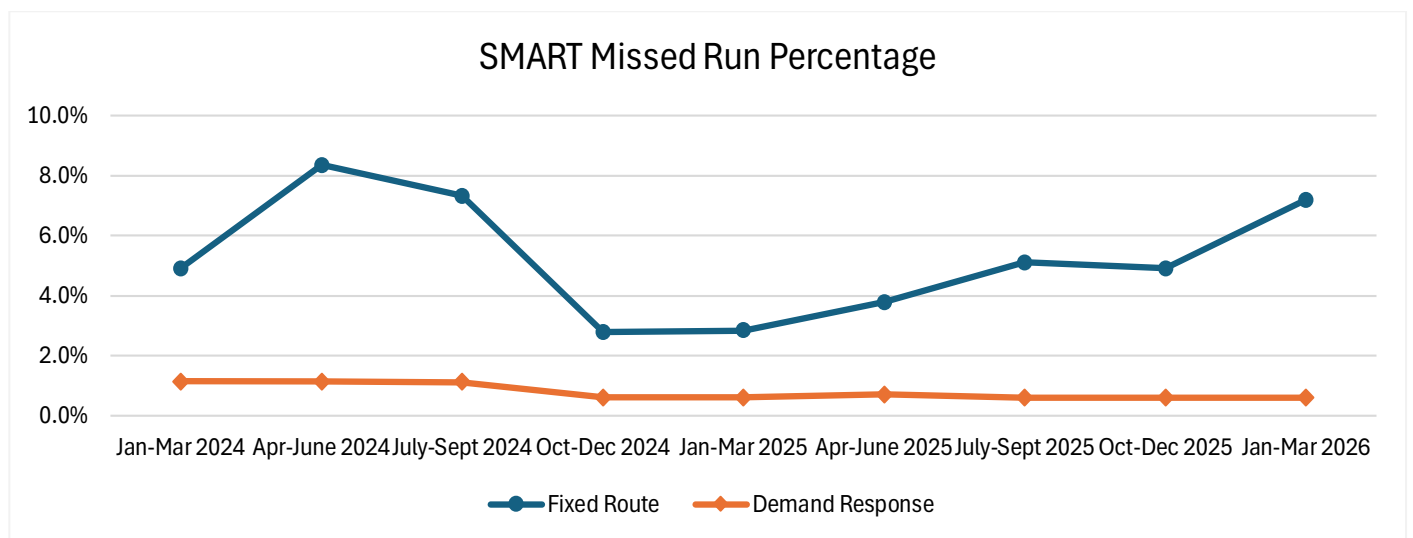
Figure 8. Annual Operating Cost per Passenger



On-Time Performance and Missed Runs

SMART's Fixed Route on-time performance increased from 65.5% last quarter to 71.3% this quarter. SMART Fixed Route on-time performance increased by 19.1% compared to last year. SMART's missed run percentage went up to 7.2%, compared to 4.9% last quarter. SMART has stated that the missed run percentage from quarter-to-quarter rose primarily due to seasonal changes and bus availability, advising Oakland Transit to compare missed run percentage on an annual basis. SMART's missed run percentage increased compared to this time last year. SMART has stated this is due to bus availability and in-service breakdowns. SMART is currently making efforts to improve maintenance procedures and schedule more bus reliefs. The Demand Response missed trip ratio stayed the same at 0.6%.

Figure 9: Missed Run Percentage



SMART

SERVICE EVALUATION STATISTICS

Quarter Ended March 31, 2026

RIDERSHIP SUMMARY	1
FIXED ROUTE RIDERS, MILES, REVENUE MILES, AND HOURS	2
CONNECTOR RIDERS, MILES, AND HOURS	3
FIXED ROUTE OPERATIONS REPORT	4
SMART FLEX REPORT	5-6
RIDERSHIP CHARTS	7-10

Quarter Ended March 31, 2026

RIDERSHIP SUMMARY FOR ALL SERVICES

	PASSENGERS		AVERAGE WEEKDAY RIDERSHIP		PERCENT CHANGE
	TOTAL JAN_MAR 2026	TOTAL JAN_MAR 2025	TOTAL JAN_MAR 2026	TOTAL JAN_MAR 2025	
SMART FIXED ROUTE	1,720,152	1,550,231	22,587	20,911	8.0%
SMART CONNECTOR	69,726	59,794	1,032	885	16.5%
Total	1,789,878	1,610,025	23,619	21,796	8.4%

	TOTAL JAN_MAR 2026	
FUEL CONSUMPTION		
DIESEL	574,158	GALLONS
PROPANE	115,273	GALLONS

SMART TOTAL RIDERS - FIXED ROUTE

QUARTERLY RIDERS

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	1,441,567	1,290,936	11.7%
SATURDAYS	181,404	169,353	7.1%
SUNDAYS	97,181	89,942	8.0%
QUARTER TOTAL	1,720,152	1,550,231	11.0%
AVERAGE WEEKDAY	22,587	20,911	8.0%
AVERAGE SATURDAY	14,644	12,781	14.6%
AVERAGE SUNDAY	6,952	6,441	7.9%

SMART TOTAL MILES - FIXED ROUTE

QUARTERLY MILES

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	2,588,767	2,517,362	2.8%
SATURDAYS	325,625	347,510	-6.3%
SUNDAYS	140,560	147,150	-4.5%
QUARTER TOTAL	3,054,952	3,012,022	1.4%
AVERAGE WEEKDAY	41,098	39,943	2.9%
AVERAGE SATURDAY	25,238	26,725	-5.6%
AVERAGE SUNDAY	10,125	10,563	-4.1%

SMART TOTAL HOURS - FIXED ROUTE

QUARTERLY HOURS

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	154,345	145,501	6.1%
SATURDAYS	19,613	19,746	-0.7%
SUNDAYS	8,337	8,322	0.2%
QUARTER TOTAL	182,295	173,569	5.0%
AVERAGE WEEKDAY	2,450	2,309	6.1%
AVERAGE SATURDAY	1,509	1,519	-0.6%
AVERAGE SUNDAY	598	597	0.2%

SMART TOTAL REVENUE MILES - FIXED ROUTE

QUARTERLY REVENUE MILES

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	2,283,118	2,112,963	8.1%
SATURDAYS	295,977	302,399	-2.1%
SUNDAYS	125,124	133,488	-6.3%
QUARTER TOTAL	2,704,219	2,548,850	6.1%
AVERAGE WEEKDAY	36,240	33,529	8.1%
AVERAGE SATURDAY	22,767	23,316	-2.4%
AVERAGE SUNDAY	8,983	9,575	-6.2%

QUARTERLY ON-TIME PERFORMANCE

ON TIME	71.80%	SCHEDULED RUNS	19,723
EARLY	1.40%	MISSED RUNS	1,492
LATE	26.80%		7.6%

SMART TOTAL PASSENGERS - CONNECTOR

QUARTERLY PASSENGERS

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	65,000	55,770	16.6%
SATURDAYS	3,578	3,226	10.9%
SUNDAYS	1,148	798	43.9%
QUARTER TOTAL	69,726	59,794	16.6%
AVG. WEEKDAY	1,032	885	16.5%
AVG. SATURDAY	276	247	11.7%
AVG. SUNDAY	82	57	44.2%

SMART TOTAL MILES - CONNECTOR

QUARTERLY MILES

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	893,997	793,271	12.7%
SATURDAYS	62,567	50,601	23.6%
SUNDAYS	24,300	17,478	39.0%
QUARTER TOTAL	980,864	861,350	13.9%
AVG. WEEKDAY	14,191	12,593	12.7%
AVG. SATURDAY	4,828	3,855	25.3%
AVG. SUNDAY	1,745	1,247	39.9%

SMART TOTAL HOURS - CONNECTOR

QUARTERLY HOURS

SYSTEM TOTAL			
	CURRENT	PREVIOUS	%CHANGE
WEEKDAYS	52,620	47,199	11.5%
SATURDAYS	3,489	3,071	13.6%
SUNDAYS	1,544	1,170	32.0%
QUARTER TOTAL	57,653	51,439	12.1%
AVG. WEEKDAY	835	749	11.5%
AVG. SATURDAY	269	236	14.1%
AVG. SUNDAY	110	84	31.9%

QUARTERLY ON-TIME PERFORMANCE

SYSTEM TOTAL	
ON TIME	61.30%
EARLY	26.50%
LATE	12.20%
SCHEDULED TRIPS	69,726
MISSED TRIPS	376

SUBURBAN MOBILITY AUTHORITY OF REGIONAL TRANSPORTATION
MONTHLY OPERATIONS REPORT
Quarter Ended March 31, 2026

TYPE OF SERVICE	ROUTE	ROUTE NAME	# of Days:	AVERAGE DAILY RIDERSHIP			PASSENGERS			MILES			HOURS		
				63	13	14	WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY	WEEKDAY	SATURDAY	SUNDAY
MC	125	Fort Street - Eureka Road		975	580	438	58,827	7,425	6,301	126,443	12,644	11,509	7,063	741	660
XT	140	Southshore		243			15,389			35,753			2,380		
CT	160	Downriver		185	118		12,097	1,562		55,583	6,706		3,217	397	
MC	200-210	Michigan Local		533	443	335	34,117	5,410	4,627	58,003	7,726	7,290	4,000	537	510
XT	250	Ford Road		258			17,137			32,416			1,883		
CM	255	Ford Road Express		18			1,188			9,175			669		
LF	261	FAST Michigan		1,195	727	662	75,311	8,130	9,133	140,528	16,424	15,386	7,579	898	823
XT	275-375	Telegraph		1,350	828		84,882	10,140		155,577	23,783		8,950	1,359	
CT	280	Western Wayne Crosstown		409	309	247	26,763	4,087	3,362	68,242	9,438	8,346	3,767	533	471
XT	305	Grand River		414	358	242	26,298	4,712	3,228	41,389	8,770	7,616	2,578	517	449
XT	405	Northwestern Highway		398	245		24,598	2,898		51,994	7,974		3,361	520	
CT	415-420	Greenfield - Southfield		341	230	167	20,881	2,877	2,257	34,939	7,223	5,155	1,959	414	403
CT	430	Main Street / Big Beaver		107			7,708			21,327			2,001		
MC	450-460	Woodward Local		593	546	367	38,730	7,088	5,042	79,459	16,545	7,444	5,001	1,050	478
LF	461-462	FAST Woodward		2,753	2,014	916	179,875	25,317	12,920	234,358	31,903	16,236	12,717	1,784	884
XT	492	Rochester		291	258		19,958	3,482		70,862	14,559		4,593	958	
CT	494	Dequindre		381	249		24,935	3,478		36,367	7,735		2,422	510	
CT	495	John R		773	600	323	50,056	7,495	4,685	39,104	4,920	2,936	3,484	452	264
MC	510	Van Dyke		1,773	1,188	752	117,113	15,359	10,865	122,641	18,463	8,109	7,041	1,027	443
CT	525	Groesbeck		236			16,031			39,457			2,193		
CM	530	Schoenherr		29			2,179			9,335			477		
CT	550	Garfield		149			9,985			23,270			1,386		
MC	560	Gratiot Local		2,211	1,482	681	136,467	18,816	9,610	152,615	21,035	9,107	10,229	1,304	635
LF	561-563	FAST Gratiot		2,244	1,745	788	128,702	18,274	10,554	226,257	26,772	11,871	11,298	1,460	611
MC	610	Kercheval-Harper		391	297	178	24,404	3,853	2,471	42,402	8,296	6,606	2,415	474	345
CT	615	Jefferson		118			8,058			25,314			1,388		
CM	620	Charlevoix		31			2,297			8,310			611		
CM	635	East Jefferson		22			1,753			11,702			548		
XT	710	Nine Mile Crosstown		1,281	746	467	87,714	9,364	6,611	117,535	11,814	10,231	7,437	748	650
XT	730	Ten Mile Crosstown		630	365		40,472	4,664		69,989	10,023		4,736	660	
XT	740	Twelve Mile Crosstown		845	681	270	56,041	8,856	3,830	98,887	19,797	5,722	6,162	1,225	341
XT	759	Highland		177	105		11,038	1,386		59,126	7,101		3,397	410	
XT	760	13 Mile/14 Mile Crosstown		358			23,597			59,097			3,481		
XT	780	Fifteen Mile Crosstown		433	351		28,273	4,421		76,346	15,124		4,699	933	
XT	790	Pontiac Crosstown		223	177	119	13,741	2,311	1,684	56,815	10,850	6,996	3,464	702	370
CT	796	Perry - Opdyke		102			6,980			36,017			2,073		
CM	805	Grand River Park and Ride		37			2,620			22,767			1,287		
CM	830	Downriver Park and Ride		41			2,627			19,529			1,190		
CM	851	West Bloomfield-Farmington Hills P&R		37			2,728			19,837			1,209		
Total				22,587	14,644	6,952	1,441,567	181,404	97,180	2,588,767	325,625	140,560	154,345	19,613	8,337
Oakland County Total				11,524	7,753	2,871	751,125	98,489	40,257	1,381,792	198,121	62,336	82,433	12,242	3,839

MC MAIN CORRIDOR
XT CROSSTOWN
CM COMMUTER
LF LIMITED FAST
CT COMMUNITY

ROUTES WITH STOPS IN OAKLAND COUNTY

SMART Flex Service Ridership Statistics
Quarter Ended March 31, 2026

Completed Rides			
	Total Current Quarter End	Total Prior Year Quarter End	Percent Change
Pontiac	34,200	34,050	0.4%
Dearborn	22,832	16,940	34.8%
Troy	10,341	9,236	12.0%
Hall Road	15,477	13,313	16.3%
Farmington	17,408	16,748	3.9%
Total	100,258	90,287	11.0%
Rides Per Hour			
	Avg Current Quarter End	Avg Prior Year Quarter End	Percent Change
Pontiac	2.9	2.9	1.2%
Dearborn	2.6	2.2	20.0%
Troy	2.3	2.3	0.0%
Hall Road	2.2	2.0	6.6%
Farmington	2.7	2.5	8.0%
Overall Average	2.5	2.4	6.7%
Average Pickup ETA (min)			
	Avg Current Quarter End	Avg Prior Year Quarter End	Percent Change
Pontiac	24.3	23.0	5.5%
Dearborn	22.4	21.1	6.0%
Troy	18.2	18.0	1.3%
Hall Road	21.0	19.5	7.9%
Farmington	21.4	19.6	9.0%
Overall Average	21.5	20.2	6.0%
Average Ride Duration (min)			
	Avg Current Quarter End	Avg Prior Year Quarter End	Percent Change
Pontiac	14.5	13.4	8.5%
Dearborn	13.2	12.1	9.1%
Troy	10.2	9.9	3.0%
Hall Road	12.9	11.6	10.9%
Farmington	12.5	11.6	7.7%
Overall Average	12.7	11.7	8.0%

Source: Via Operations Center, Moovit Portal

Zones within Oakland County

SMART Flex Service Ridership Statistics
Quarter Ended March 31, 2026

Average Ride Distance (miles)			
	Avg Current Quarter End	Avg Prior Year Quarter End	Percent Change
Pontiac	5.0	4.8	3.5%
Dearborn	4.6	4.4	4.6%
Troy	3.2	3.3	-3.0%
Hall Road	5.0	4.4	12.9%
Farmington	4.4	4.1	6.5%
Overall Average	4.4	4.2	5.2%
Average Ride Rating			
	Avg Current Quarter End	Avg Prior Year Quarter End	Percent Change
Pontiac	4.8	4.8	-0.7%
Dearborn	4.8	4.8	0.7%
Troy	4.9	4.9	-0.7%
Hall Road	4.9	4.9	0.0%
Farmington	4.9	4.9	-0.7%
Overall Average	4.8	4.9	-0.3%
Average Walk Distance (m)			
	Avg Current Quarter End	Avg Prior Year Quarter End	Percent Change
Pontiac	106.5	100.3	6.2%
Dearborn	97.5	87.9	10.9%
Troy	97.7	98.2	-0.5%
Hall Road	95.4	82.0	16.3%
Farmington	103.2	91.3	13.0%
Overall Average	100.1	91.9	8.8%

Source: Via Operations Center, Moovit Portal

Zones within Oakland County

SMART

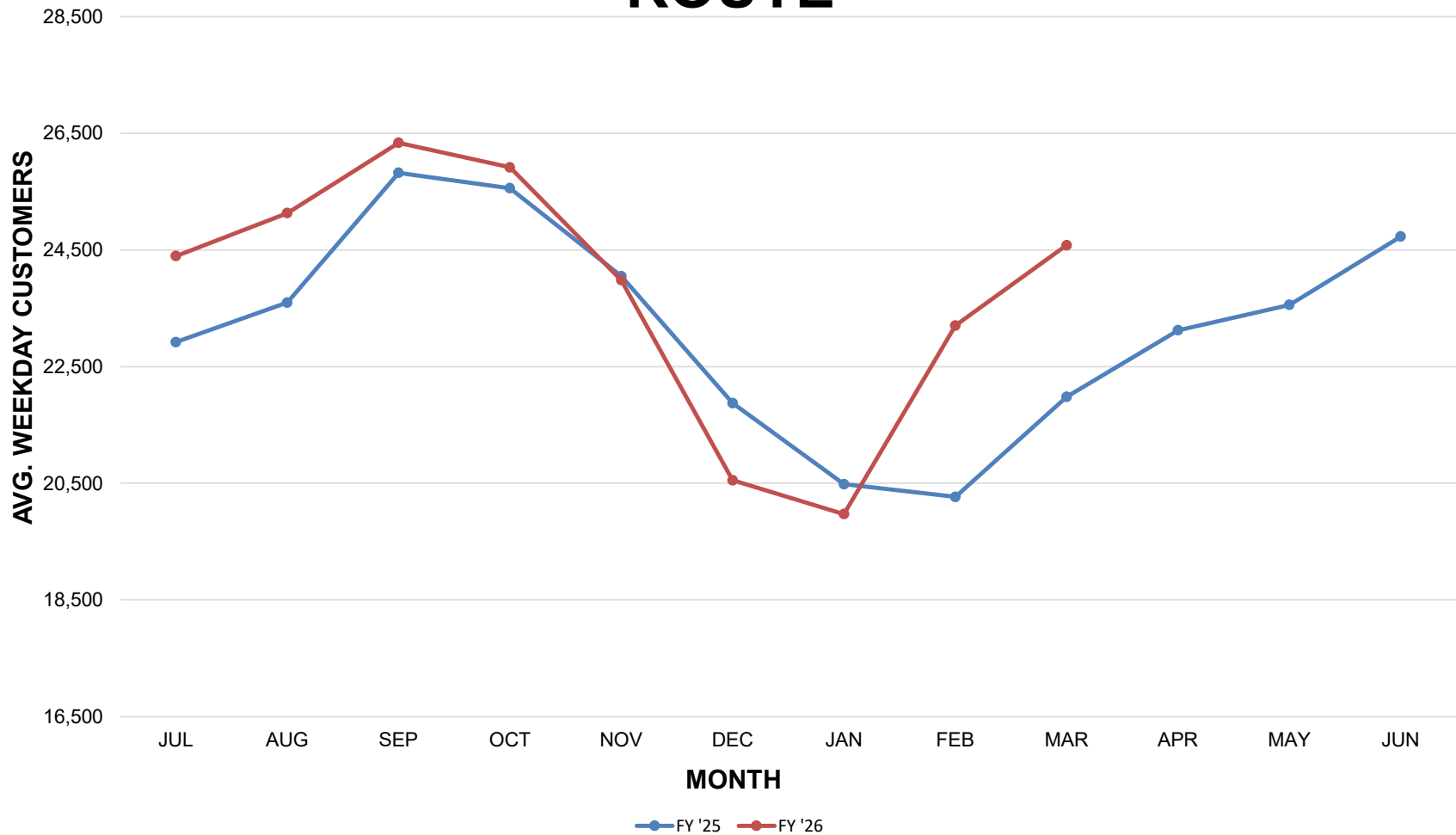
CUSTOMERS CARRIED - FIXED ROUTE



7

SMART

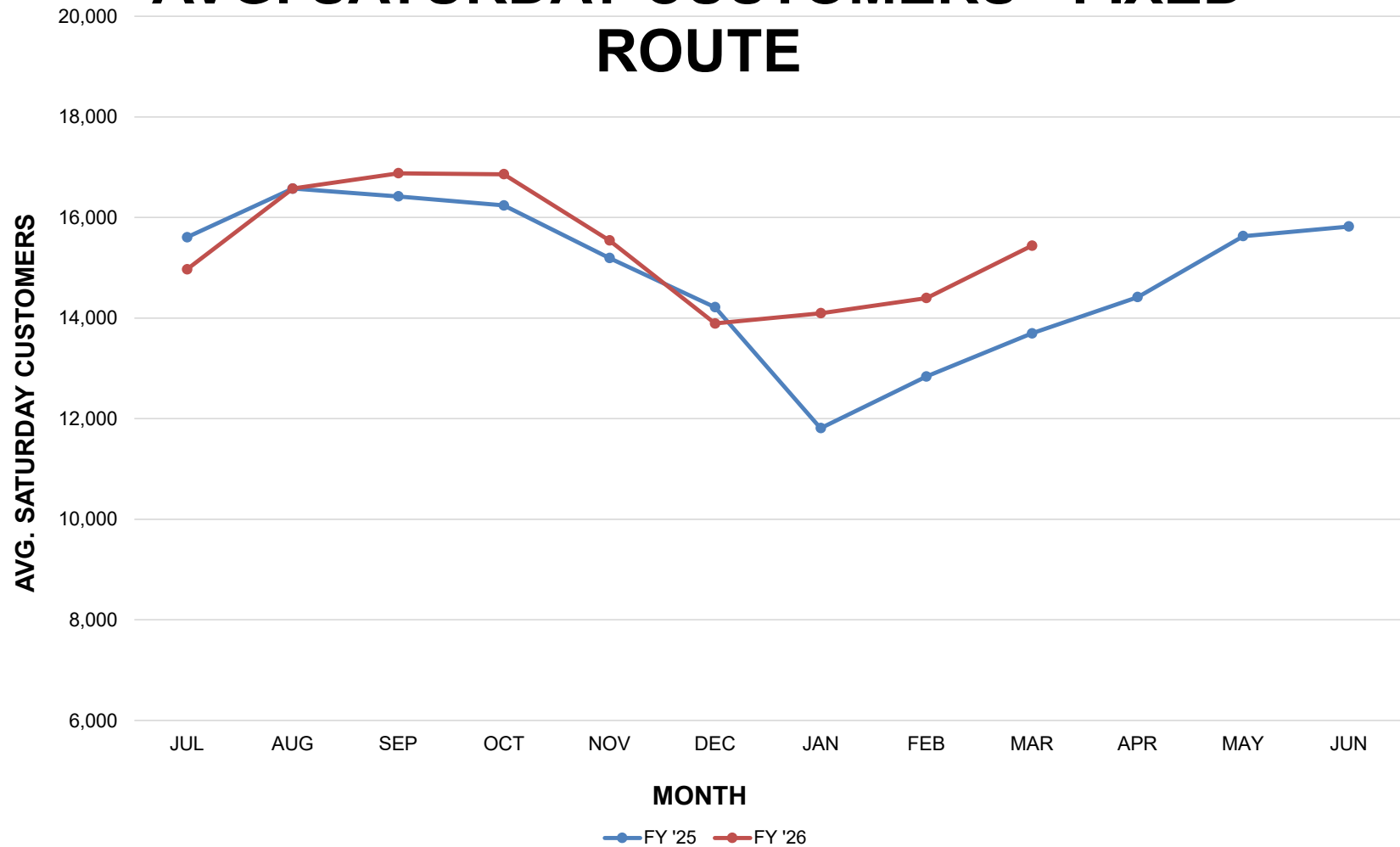
AVG. WEEKDAY CUSTOMERS - FIXED ROUTE



8

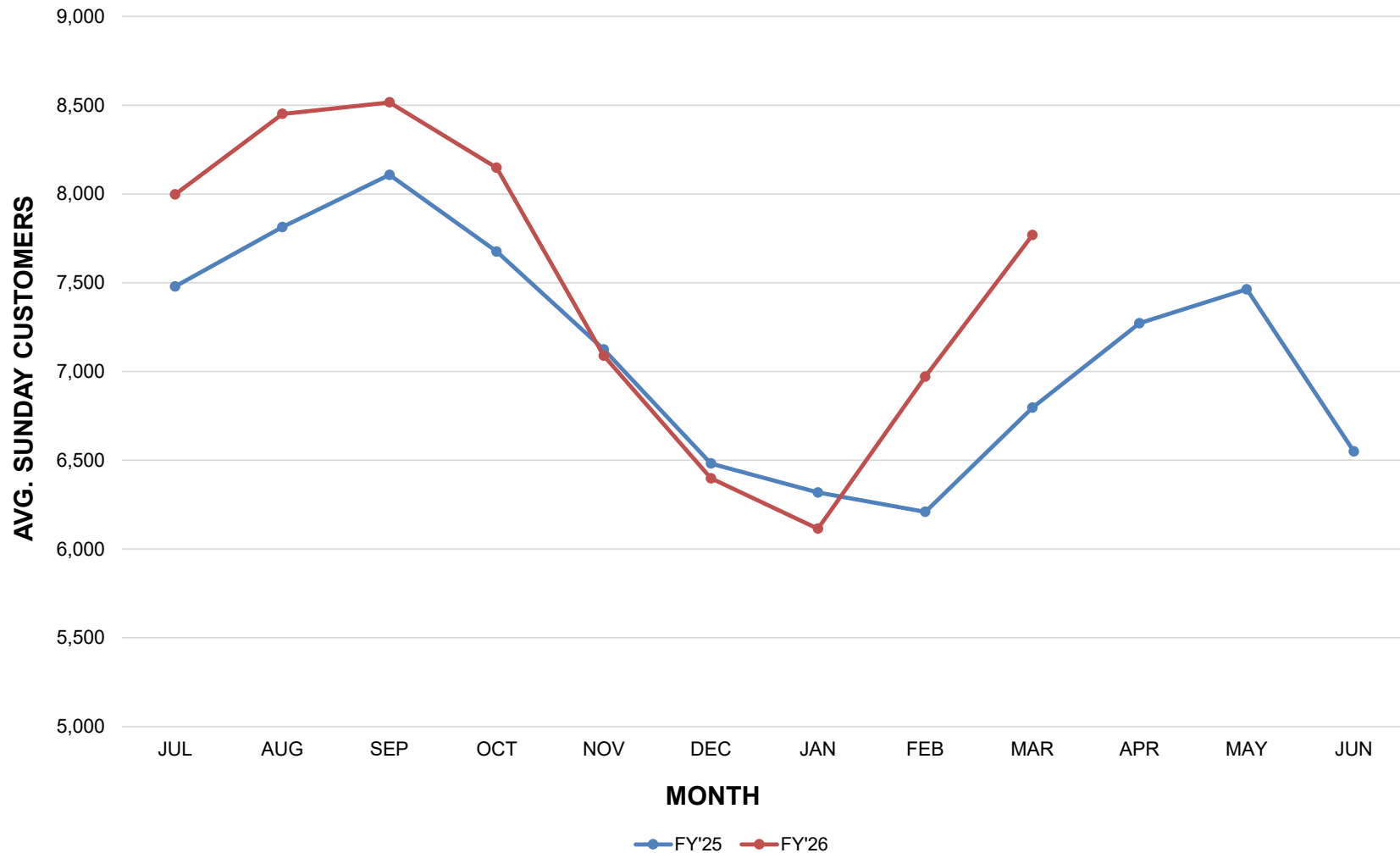
SMART

AVG. SATURDAY CUSTOMERS - FIXED ROUTE



SMART

AVG. SUNDAY CUSTOMERS - FIXED ROUTE





Suburban Mobility Authority for Regional Transportation
3rd Quarter Financial Report
FY2026 – March 31, 2026
As Presented By:
Finance Department

SMART
Balance Sheet - Summary of All Funds
For the Nine Months Ending March 31, 2026

SMART BALANCE SHEET	FY2026	FY2025	Y/E FY2025
ASSETS			
Current Assets			
Cash and Cash Equivalents	126,978,389.71	93,273,168.67	119,208,556.14
Investments	24,433,041.65	23,616,928.08	23,795,613.01
Receivables:			
Accrued Interest Receivable	149,358.09	53,684.00	126,031.02
Grants Receivable	27,546,189.48	47,425,990.36	47,715,509.75
Local Contributions Receivable	18,056,635.97	10,908,053.38	800,999.06
Other Receivables	1,146,252.49	1,002,327.08	1,176,154.44
Materials and Supplies Inventory	4,394,611.52	3,890,069.89	4,471,877.61
Prepaid Expenses	1,064,114.69	1,108,972.56	631,232.69
Total Current Assets	203,768,593.60	181,279,194.02	197,925,973.72
Noncurrent Assets			
Capital Assets, net	150,128,897.07	148,428,944.34	138,421,524.43
Total Noncurrent Assets	150,128,897.07	148,428,944.34	138,421,524.43
Other Long Term Assets			
Cash Restricted for Re-Investment	304,413.67	178,691.67	304,413.67
Net OPEB Asset	17,709,834.09	16,705,515.79	17,709,834.09
Total Other Long Term Assets	18,014,247.76	16,884,207.46	18,014,247.76
Total Assets	\$ 371,911,738	\$ 346,592,346	\$ 354,361,746
Deferred Outflows of Resources			
Deferred Outflows-Pension	15,953,431.25	89,429,151.35	15,953,431.25
Deferred Outflows-OPEB	1,105,877.83	2,954,088.00	1,105,877.83
Total Deferred Outflows	17,059,309.08	92,383,239.35	17,059,309.08
Total Assets and Deferred Outflows	\$ 388,971,048	\$ 438,975,585	\$ 371,421,055

LIABILITIES AND NET ASSETS

Current Liabilities

Municipal and Community Credits Payable	9,815,361.06	9,538,495.67	8,477,488.65
Accounts Payable under POS agreements	3,917,630.64	2,915,285.35	1,909,903.37
Accrued Self Insurance	10,202,194.70	9,267,231.88	11,208,427.00
Payable to the State of Michigan	0.86	0.86	0.86
A/P State Act 51 Prior Yr Adj	1.00	1.00	41,858.00
Accounts Payable and Accrued Expenses	13,938,431.22	7,680,017.56	16,137,287.26
Accrued Compensation	7,720,643.09	5,677,173.18	7,074,810.68
Total Current Liabilities	45,594,262.57	35,078,205.50	44,849,775.82

Noncurrent Liabilities

Net Pension Obligation	20,804,285.48	71,775,944.74	20,804,285.48
Lease Liability	1,608,274.00	2,115,292.00	2,024,497.00
Total Liabilities	68,006,822.05	108,969,442.24	67,678,558.30

Deferred Inflows of Resources

Deferred Inflows-OPEB	12,897,340.63	35,831,042.00	12,897,340.63
Deferred Inflows-Pension	205,421.00	16,216,288.08	205,421.00
Deferred Inflows-Lessor	432,441.00	453,281.00	448,071.00
Total Deferred Inflows	13,535,202.63	52,500,611.08	13,550,832.63

Total Liabilities and Deferred Inflows	81,542,024.68	161,470,053.32	81,229,390.93
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Net Position:

Invested in Capital Assets, net of related debt	150,128,897.07	148,428,944.34	138,421,524.43
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Restricted

Re-investment	304,413.67	178,691.67	304,413.67
OPEB	17,709,834.09	16,705,515.79	17,709,834.09

Unrestricted

	139,285,878.00	112,192,380.05	133,755,891.87
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Total Net Position	307,429,022.83	277,505,531.85	290,191,664.06
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Total Liabilities and Net Position	375,435,844.88	386,474,974.09	357,870,222.36
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Total Liabilities, Deferred Inflows and Net Position	\$ 388,971,048	\$ 438,975,585	\$ 371,421,055
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SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months ended March 31, 2026

OPERATIONAL STATEMENT For the Nine Months ended March 31, 2026						FY 2025/26	
SMART OPERATIONAL INCOME STATEMENT	CURRENT ACTUAL	YTD ACTUAL	YTD BUDGET	VARIANCE	% VARIANCE	ANNUAL BUDGET	BUDGET REMAINING
REVENUES							
Route Revenue:							
Fare Revenue	\$1,276,639.83	\$4,127,901.51	\$4,478,472.00	(\$350,570.49)	7.83%	\$5,971,300.00	(\$1,843,398.49)
Mircotransit	146,162.93	450,409.75	375,003.00	75,406.75	-20.11%	500,000.00	(49,590.25)
Total Route Revenue	1,422,802.76	4,578,311.26	4,853,475.00	(275,163.74)	5.67%	6,471,300.00	(1,892,988.74)
Federal Sources:							
Section 5307	3,608,522.08	3,608,522.08	6,000,001.00	(2,391,478.92)	39.86%	8,000,000.00	(4,391,477.92)
Other Federal Grants	78,898.31	214,349.82	1,154,099.00	(939,590.47)	81.41%	1,538,800.00	(\$1,324,291.47)
Section 5307 Ferderal Relief Funding (CARES)	-	5,486,419.34	3,750,001.00	1,736,418.34	-	5,000,000.00	\$486,419.34
Total Federal Sources	3,687,420.39	9,309,291.24	10,904,101.00	(1,594,651.05)	14.62%	14,538,800.00	(5,229,350.05)
State Sources:							
State Act 51	12,022,347.00	34,463,761.00	37,256,249.00	(2,792,488.00)	7.50%	49,675,000.00	(15,211,239.00)
State PM Match	902,130.52	902,130.52	1,500,001.00	(597,870.48)	39.86%	2,000,000.00	(1,097,869.48)
Other State Revenue	-	-	209,999.00	(209,999.00)	100.00%	280,000.00	(280,000.00)
Total State Sources	12,924,477.52	35,365,891.52	38,966,249.00	(3,600,357.48)	9.24%	51,955,000.00	(16,589,108.48)
Local Sources:							
Contributions from Local Transit Authorities	25,746,375.00	77,239,125.00	77,239,125.00	-	0.00%	102,985,500.00	(25,746,375.00)
Contra Revenue - Local Contribution	(24,999.99)	(74,999.97)	(74,999.00)	(0.97)	0.00%	(100,000.00)	25,000.03
Total From Local Sources	25,721,375.01	77,164,125.03	77,164,126.00	(0.97)	0.00%	102,885,500.00	(25,721,374.97)
Other Income:							
Rental Income	12,910.01	41,851.35	45,003.00	(3,151.65)	7.00%	60,000.00	(18,148.65)
Interest Income	1,016,695.93	4,016,572.09	3,750,001.00	266,571.09	-7.11%	5,000,000.00	(983,427.91)
Fleet Maint Reimbursement	27,588.43	108,019.48	119,999.00	(11,979.52)	9.98%	160,000.00	(51,980.52)
Admin Fees Revenue	133,732.81	438,060.58	441,000.00	(2,939.42)	0.67%	588,000.00	(149,939.42)
Sponsorship Revenue	6,000.00	26,250.00	-	26,250.00	0.00%	-	26,250.00
Miscellaneous	85,126.17	299,160.24	270,753.00	28,407.24	-10.49%	361,000.00	(61,839.76)
Local Comm Transit Operating Rev	46,388.25	139,537.67	136,872.00	2,665.67	-1.95%	182,500.00	(42,962.33)
Local Comm Stabilization	1,611,378.41	1,611,378.41	1,275,001.00	336,377.41	-26.38%	1,700,000.00	(88,621.59)
Total Other Income	2,939,820.01	6,680,829.82	6,038,629.00	642,200.82	-10.63%	8,051,500.00	(1,370,670.18)
Restricted Pass Through Revenue (Exp Match):	4,484,421.92	11,195,545.75	15,124,346.00	(3,928,800.25)	25.98%	20,165,800.00	(\$8,970,254.25)
TOTAL REVENUES	51,180,317.61	144,293,994.62	153,050,926.00	(8,756,931.38)	5.72%	204,067,900.00	(59,773,905.38)

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months ended March 31, 2026

SMART OPERATIONAL INCOME STATEMENT						FY 2025/26	
						ANNUAL BUDGET	BUDGET REMAINING
EXPENSES							
WAGE AND WAGE RELATED EXPENSES:							
ACTIVE EMPLOYEES:							
Active Salaries, Wages & Taxes							
Administrative	3,230,644.66	9,087,614.78	9,614,844.00	527,229.22	5.48%	12,906,819.00	3,819,204.22
General Administration							
Operations	15,292,854.75	38,104,508.09	37,827,185.00	(277,323.09)	-0.73%	50,455,861.00	12,351,352.91
Maintenance	4,394,410.92	13,089,260.98	12,591,331.00	(497,929.98)	-3.95%	16,796,868.00	3,707,607.02
Total Active Salaries, Wages, Taxes	22,917,910.33	60,281,383.85	60,033,360.00	(248,023.85)	-0.41%	80,159,548.00	19,878,164.15
% of Total Revenue							
Active Employee Benefits:							
Hospitalization/Medical	3,351,267.97	10,107,762.67	11,266,834.00	1,159,071.33	10.29%	15,022,452.00	4,914,689.33
Life, AD&D, Drug, Dental, Optical	398,884.42	1,144,768.72	1,145,182.00	413.28	0.04%	1,526,900.00	382,131.28
Other Employee Benefits	131,778.76	528,565.37	561,491.00	32,925.63	5.86%	748,650.00	220,084.63
Workers Compensation	567,142.74	1,701,428.22	1,494,432.00	(206,996.22)	-13.85%	1,992,571.00	291,142.78
Health Care Saving Plan	163,892.75	1,294,905.96	1,352,853.00	57,947.04	4.28%	1,803,800.00	508,894.04
FICA	1,402,685.43	4,480,593.10	4,638,816.00	158,222.90	3.41%	6,185,100.00	1,704,506.90
Pension Funding	1,268,127.72	3,993,879.61	3,642,822.00	(351,057.61)	14.70%	4,857,108.00	863,228.39
Total Active Employee Benefits	7,283,779.79	23,251,903.65	24,102,430.00	850,526.35	3.53%	32,136,581.00	8,884,677.35
% of Total Active Wages	32%	39%	40%				
Total Active Employee Wages & Benefits:	30,201,690.12	83,533,287.50	84,135,790.00	602,502.50	0.72%	112,296,129.00	28,762,841.50
RETIRED EMPLOYEES:							
Post Employment Benefits:							
Retiree Medical & Drug Premiums	2,193,493.15	6,938,708.14	6,824,999.00	(113,709.14)	-1.67%	9,100,000.00	2,161,291.86
Total Post Retirement	2,193,493.15	6,938,708.14	6,824,999.00	(113,709.14)	-1.67%	9,100,000.00	2,161,291.86
Total Wage & Wage Related Expenses	32,395,183.27	90,471,995.64	\$ 90,960,789	\$ 488,793	0.54%	\$ 121,396,129	\$ 30,924,133

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months ended March 31, 2026

SMART OPERATIONAL INCOME STATEMENT						FY 2025/26	
						ANNUAL BUDGET	BUDGET REMAINING
CURRENT ACTUAL						YTD ACTUAL	YTD BUDGET
VARIANCE						% VARIANCE	
Operations:							
Operational Expenses							
Direct Variable (Vehicle):							
Diesel Fuels	1,647,002.71	4,623,331.96	6,306,927.00	1,683,595.04	26.69%	8,409,238.00	3,785,906.04
Gas, Oil, Lubricants, Etc.	206,928.25	774,212.50	478,504.00	(295,708.50)	-61.80%	638,000.00	(136,212.50)
Repair Parts	1,748,763.73	5,124,455.77	4,940,121.00	(184,334.77)	-3.73%	6,587,000.00	1,462,544.23
Leased Batteries	140,000.00	-	105,001.00	105,001.00	100.00%	140,000.00	140,000.00
Tires	317,484.80	919,417.45	858,751.00	(60,666.45)	-7.06%	1,145,000.00	225,582.55
Vehicle Liability	1,336,128.29	5,822,831.60	6,751,963.00	929,131.40	13.76%	9,002,606.00	3,179,774.40
Bus Contract Repairs-Maintenance	713,556.70	1,289,505.09	1,463,598.00	174,092.91	11.89%	1,951,487.00	661,981.91
Contract Repairs-Accidents	-	6,200.00	-	(6,200.00)	0.00%	-	(6,200.00)
Towing	55,806.49	209,300.98	135,000.00	(74,300.98)	-55.04%	180,000.00	(29,300.98)
Other Repair Parts	8,583.22	28,876.27	47,493.00	18,616.73	39.20%	63,333.00	34,456.73
Total Direct Variable (Vehicle)	6,174,254.19	18,798,131.62	21,087,358.00	2,289,226.38	10.86%	28,116,664.00	9,318,532.38
Microtransit	2,028,104.19	5,997,817.12	6,075,000.00	77,182.88	1.27%	8,100,000.00	2,102,182.88
Indirect Variable:							
Fare Collection Costs	32,021.12	224,438.14	358,510.00	134,071.86	37.40%	478,000.00	253,561.86
Route Facilities Maint.	66,066.78	136,545.01	496,456.00	359,910.99	72.50%	661,933.00	525,387.99
Other-Operational	60,300.62	336,513.66	619,505.00	282,991.34	45.68%	826,000.00	489,486.34
Total Indirect Variable	158,388.52	697,496.81	1,474,471.00	776,974.19	52.70%	1,965,933.00	1,268,436.19
Facilities:							
Utilities	422,406.23	902,682.77	1,225,954.00	323,271.23	26.37%	1,634,620.00	731,937.23
Contract Bldg Maint	357,252.54	868,387.23	1,232,778.00	364,390.77	29.56%	1,643,700.00	775,312.77
Building Maint	22,982.66	133,803.88	252,755.00	118,951.12	47.06%	337,000.00	203,196.12
Other-Maintenance	109,373.09	310,008.46	314,169.00	4,160.54	1.32%	418,900.00	108,891.54
Business Insurance	33,058.06	97,365.64	84,516.00	(12,849.64)	-15.20%	112,687.00	15,321.36
Total Facilities	945,072.58	2,312,247.98	3,110,172.00	797,924.02	25.66%	4,146,907.00	1,834,659.02
Total Operational Expenses	\$ 9,305,819	\$ 27,805,694	\$ 31,747,001	\$ 3,941,307	12.41%	\$ 42,329,504	\$ 14,523,810

SMART - General
STATEMENT OF REVENUE AND EXPENSES
OPERATIONAL STATEMENT
For the Nine Months ended March 31, 2026

OPERATIONAL STATEMENT						FY 2025/26	
For the Nine Months ended March 31, 2026							
SMART OPERATIONAL INCOME STATEMENT	CURRENT ACTUAL	YTD ACTUAL	YTD BUDGET	VARIANCE	% VARIANCE	ANNUAL BUDGET	BUDGET REMAINING
Administration, Other, Contingency:							
Administration							
General Supplies	74,891.35	272,935.79	423,437.49	150,501.70	35.60%	564,820.00	292,134.21
Professional, Outside Serv	510,986.84	1,544,206.54	3,321,938.00	1,777,731.46	53.51%	4,429,350.00	2,885,143.46
Outside Counsel-non V/L & W/C	52,089.00	191,048.86	562,500.00	371,451.14	66.04%	750,000.00	558,951.14
Civil Settlements	-	39,500.00	562,500.00	523,000.00	92.98%	750,000.00	710,500.00
Computer Maint	464,930.16	1,606,891.06	1,002,971.00	(603,920.06)	-60.21%	1,337,319.00	(269,572.06)
Marketing Expense	84,230.33	505,936.56	944,964.00	439,027.44	46.46%	1,360,000.00	854,063.44
Other Administration	223,929.90	590,189.84	896,397.50	307,010.58	34.25%	1,195,630.00	606,243.08
Total Administration	1,411,057.58	4,750,708.65	\$ 7,714,708	\$ 2,964,802	38.43%	\$ 10,387,119	\$ 5,637,463
Contingency	41,064.31	75,736.25	\$ 1,350,000	\$ 1,274,264	94.39%	\$ 1,700,000	\$ 1,624,264
Other							
Vehicle Purchase Expense	-	-	1,049,998.00	1,049,998.00	100.00%	1,400,000.00	1,400,000.00
Depreciation-Ineligible	269,845.01	809,368.94	413,251.00	(396,314.03)	-95.90%	551,000.00	(258,565.03)
Interest Expense	9,035.00	27,986.00	-	(27,789.91)	0.00%	-	(27,986.00)
Total Other	278,880.01	837,354.94	\$ 1,463,249	\$ 625,894	42.77%	\$ 1,951,000	\$ 1,113,645
Community Partner							
Community Credit Exp.	1,169,328.00	3,507,984.00	3,508,011.00	27.00	0.00%	4,677,348.00	1,169,364.00
POS, Comm Transit Svc & Alloc Overhead	365,163.06	1,090,138.83	1,095,750.00	5,611.17	0.51%	1,461,000.00	370,861.17
Total Special Services	1,534,491.06	4,598,122.83	\$ 4,603,761	\$ 5,638	0.12%	\$ 6,138,348	\$ 1,540,225
Restricted Pass Through Expense (Rev. Match)	4,484,421.92	11,195,545.75	15,124,346.00	3,928,800.25	25.98%	20,165,800.00	8,970,254.25
Total Community Partner	\$ 6,018,913	\$ 15,793,669	\$ 19,728,107	\$ 3,934,438	19.94%	\$ 26,304,148	\$ 10,510,479
TOTAL EXPENSES (Wages & Operational)	\$ 49,450,918	\$ 139,735,158	\$ 152,963,854	\$ 13,229,499	8.65%	\$ 204,067,900	\$ 64,332,742
NET INCOME (LOSS)	\$ 1,729,400	\$ 4,558,837	\$ 87,072	\$ 4,471,765			

		3rd Quarter FY 2025/26			
SMART FUNCTIONAL INCOME STATEMENT	CURRENT QUARTER ACTUAL	ACTUAL	BUDGET	\$\$ VARIANCE FAV(UNFAV)	% VARIANCE
REVENUES					
FEDERAL OPERATING REVENUE					
Section 5307 & 5309	78,898.31	214,349.82	1,154,099.00	(939,749.18)	81.41%
Sec 5307 Relief Funding	3,608,522.08	9,094,941.42	9,750,002.00	(655,060.58)	39.86%
Total Federal Operating Revenue	3,687,420.39	9,309,291.24	10,904,101.00	(1,594,809.76)	6.44%
STATE OF MICHIGAN					
Act 51	12,022,347.00	34,463,761.00	37,256,249.00	(2,792,488.00)	7.50%
State PM Revenue	902,130.52	902,130.52	1,500,001.00	(597,870.48)	39.86%
Other State Grant	-	-	209,999.00	(209,999.00)	100.00%
Total State Operating Revenue	12,924,477.52	35,365,891.52	38,966,249.00	(3,600,357.48)	-9.24%
LOCAL CONTRIBUTION					
Contribution From County Transit Authorities	25,746,375.00	77,239,125.00	77,239,125.00	-	0.00%
Contra Revenue - Local Contribution	(24,999.99)	(74,999.97)	(74,999.00)	(0.97)	0.00%
Total Local Contribution Revenue	25,721,375.01	77,164,125.03	77,164,126.00	(0.97)	10.31%
Local Comm Stabilization	1,611,378.41	1,611,378.41	1,275,001.00	336,377.41	-26.38%
OPERATIONS:					
Fixed Route	1,148,697.34	3,760,675.34	4,194,747.00	(434,071.66)	10.35%
Connector	127,942.49	367,226.17	283,725.00	83,501.17	-29.43%
Mircotransit	146,162.93	450,409.75	375,003.00	75,406.75	-20.11%
Admin Fee Revenue	133,732.81	438,060.58	441,000.00	(2,939.42)	0.67%
Interest Revenue	1,016,695.93	4,016,572.09	3,750,001.00	266,571.09	-7.11%
Fleet Maint Reimbursement	27,588.43	108,019.48	119,999.00	(11,979.52)	9.98%
Other Revenues	150,424.43	506,799.26	452,628.00	54,171.26	-11.96%
Restricted Revenue	4,484,421.92	11,195,545.75	15,124,346.00	(3,928,800.25)	25.98%
Total Operating Revenues	\$ 51,180,318	\$ 144,293,995	\$ 153,050,926	\$ (8,756,931)	-5.7%

OPERATING EXPENSES

FUNCTIONAL OPERATIONS:

Fixed Route	28,491,379.31	78,570,551.43	78,982,494.49	551,943.06	0.70%
Connector	5,188,945.06	15,949,944.09	19,519,918.00	3,569,973.91	18.29%
Microtransit	2,028,104.19	5,997,817.12	6,075,000.00	77,182.88	1.27%
General Administration	7,403,631.77	22,509,889.09	25,845,085.50	3,339,304.64	12.92%
Community Credits	1,169,328.00	3,507,984.00	3,508,011.00	27.00	0.00%
Equipment Purchase Expense			1,049,998.00	1,049,998.00	100.00%
Purchase of Service	185,163.06	550,138.83	555,750.00	5,611.17	1.01%
Community Transit Service	180,000.00	540,000.00	540,000.00	-	0.00%
Depreciation	269,845.01	809,565.03	413,251.00	(396,314.03)	-95.90%
Interest Expense	9,035.00	27,986.00	-	(27,986.00)	0.00%
Contingency	41,064.31	75,736.25	1,350,000.00	1,274,263.75	94.39%
Restricted Expenses	4,484,421.92	11,195,545.75	15,124,346.00	3,928,800.25	25.98%

Total Operating Expenses	\$	49,450,918	\$	139,735,158	\$	152,963,854	\$	13,372,805	8.7%
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Operating Revenues over (under) Expenses	\$	1,729,400	\$	4,558,837	\$	87,072	\$	4,471,765
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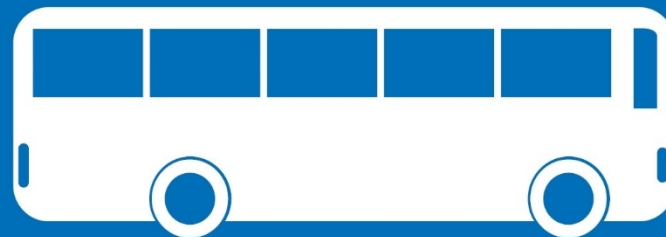
Full Time Equivalent
As of March 31, 2026

FULL TIME EQUIVALENT	FY2026 FTE	FY2026 Budget	Diff
ATU (Fixed Route)	382	426	44
ATU CLERICAL (Clerical Support Personnel)	23	24	1
TEAMSTERS (Connector)	131	142	11
TEAMSTERS CLERICAL (CSO's)	18	23	5
AFSCME	72	79	7
UAW (Maintenance)	143	161	18
NONREPRESENTED	140	177	37
Authority Total	909	1032	123



SMART Report Review

January – March 2026 (Q1)



Service Performance Highlights

Fixed Route Ridership

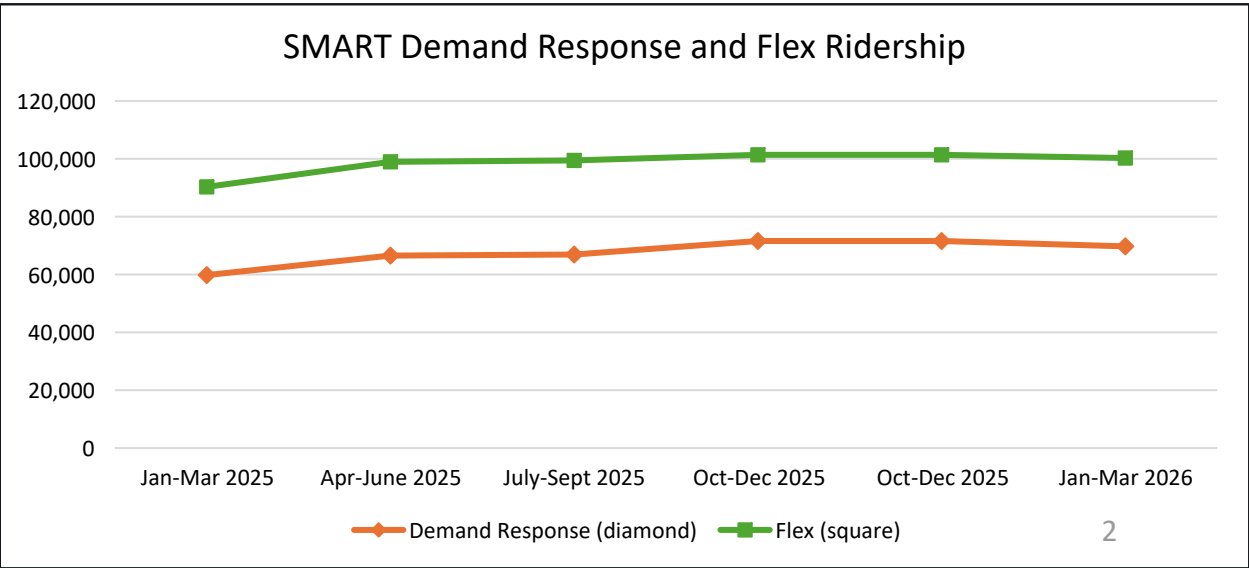
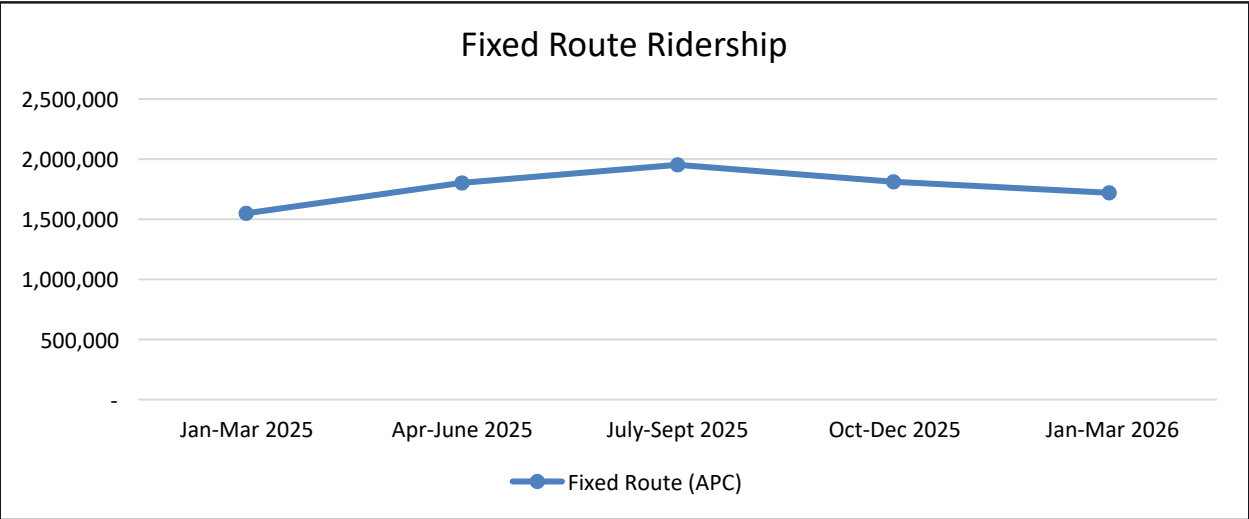
- Quarterly decrease in ridership
- Annual increase in ridership

Flex Ridership

- Quarterly decrease in ridership
- Annual increase in ridership

Demand Response Ridership

- Quarterly decrease in ridership
- Annual increase in ridership



Operating Cost per Passenger

Fixed Route

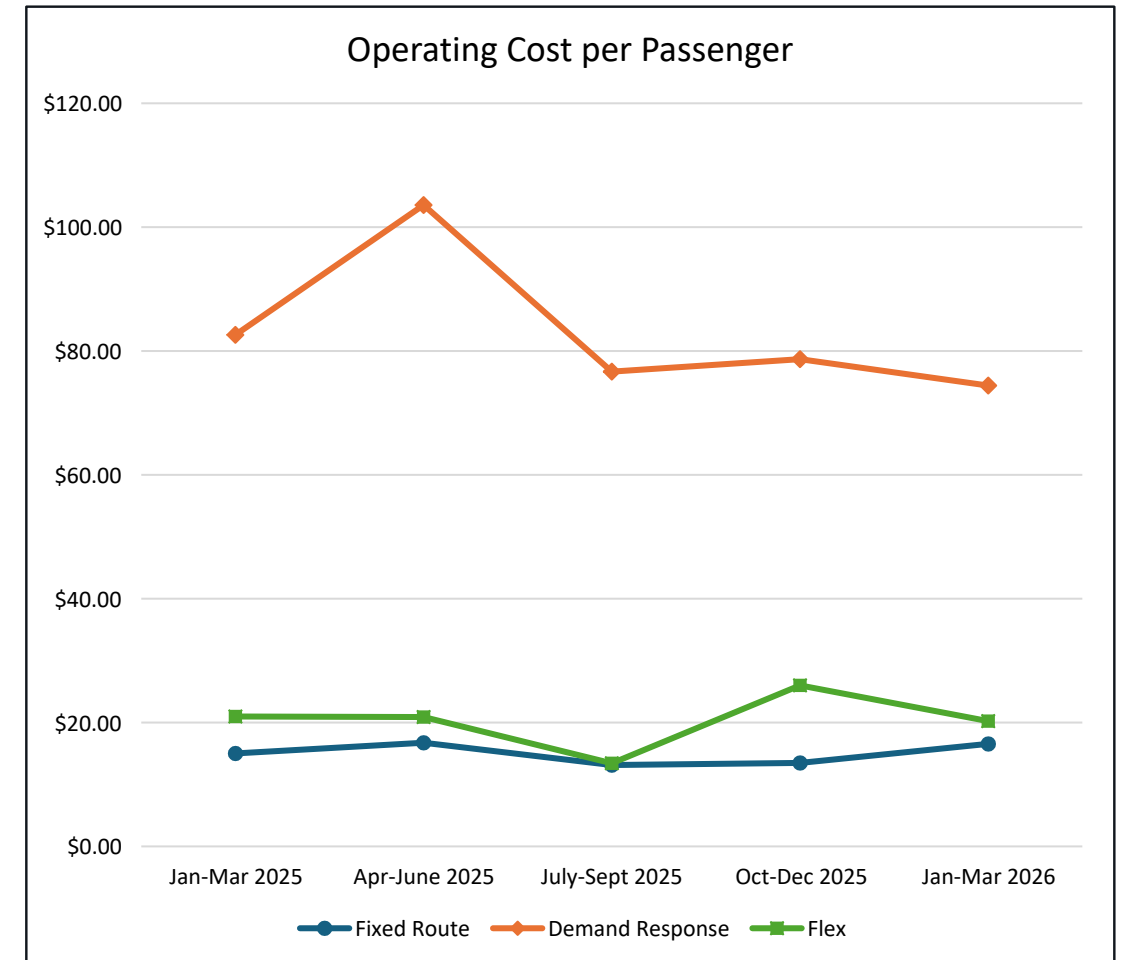
- Quarterly: 23% increase
- Annually: 10% increase

Demand Response

- Quarterly: 5% decrease
- Annually: 10% decrease

Flex

- Quarterly: 22% decrease
- Annually: 4% decrease



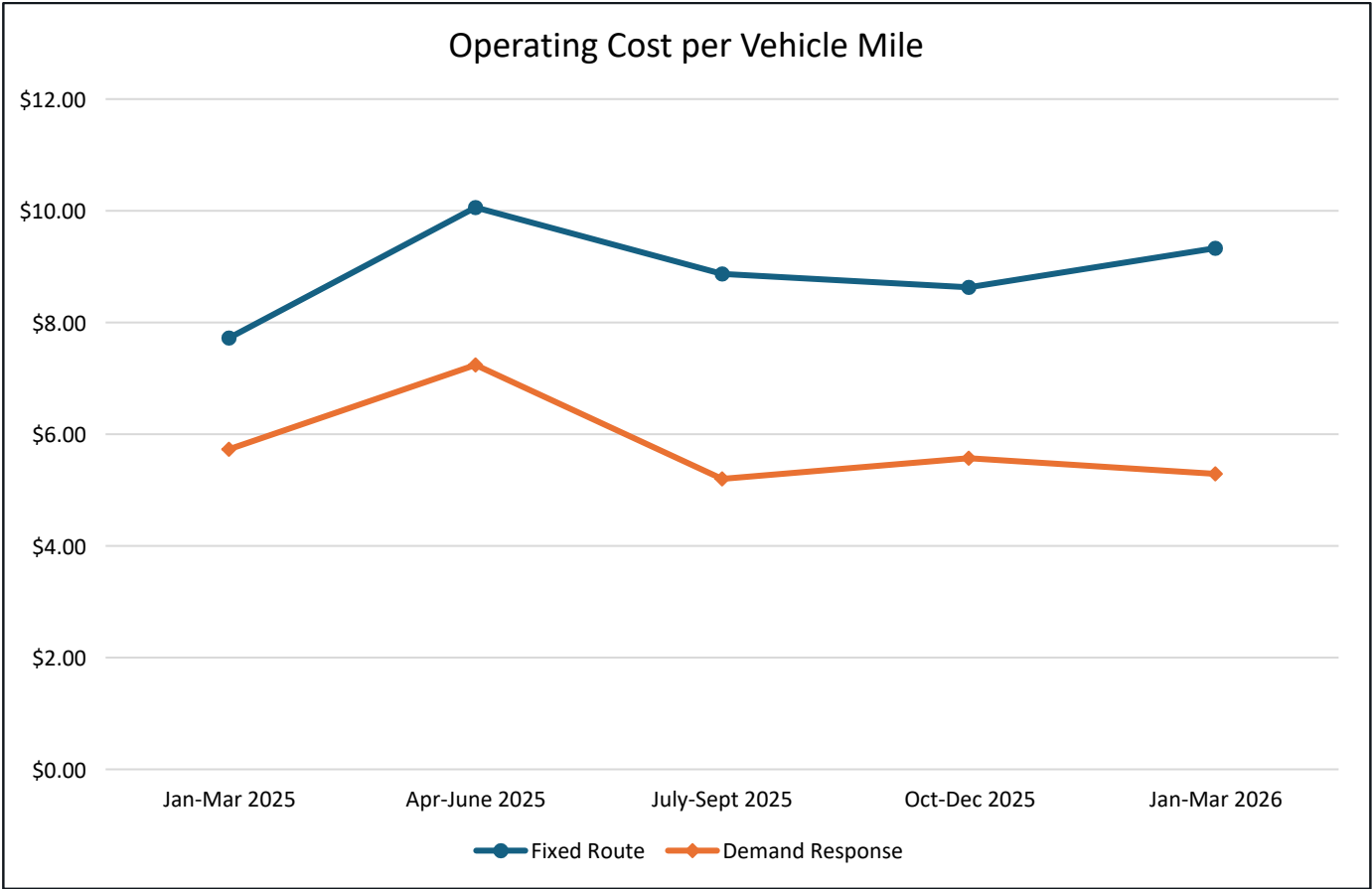
Operating Cost per Vehicle Mile

Fixed Route

- Quarterly: 8% increase
- Annually: 21% increase

Demand Response

- Quarterly: 5% decrease
- Annually: 8% decrease



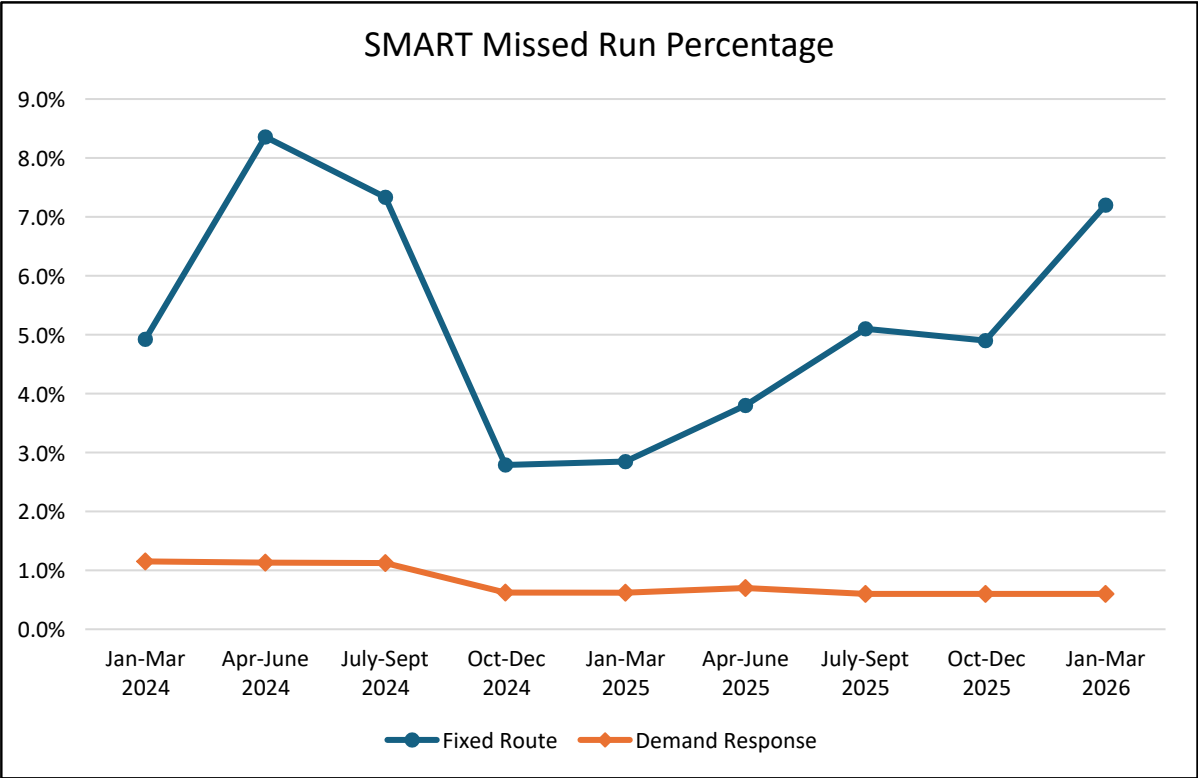
Service Delivery and Reliability

Fixed Route Missed Runs

- Increased quarterly and annually

Fixed Route On-Time Performance

- Quarterly: 10% increase
- Annually: 19% increase



Annual Comparison - Ridership

All Ridership: 11% increase

Fixed Route Ridership

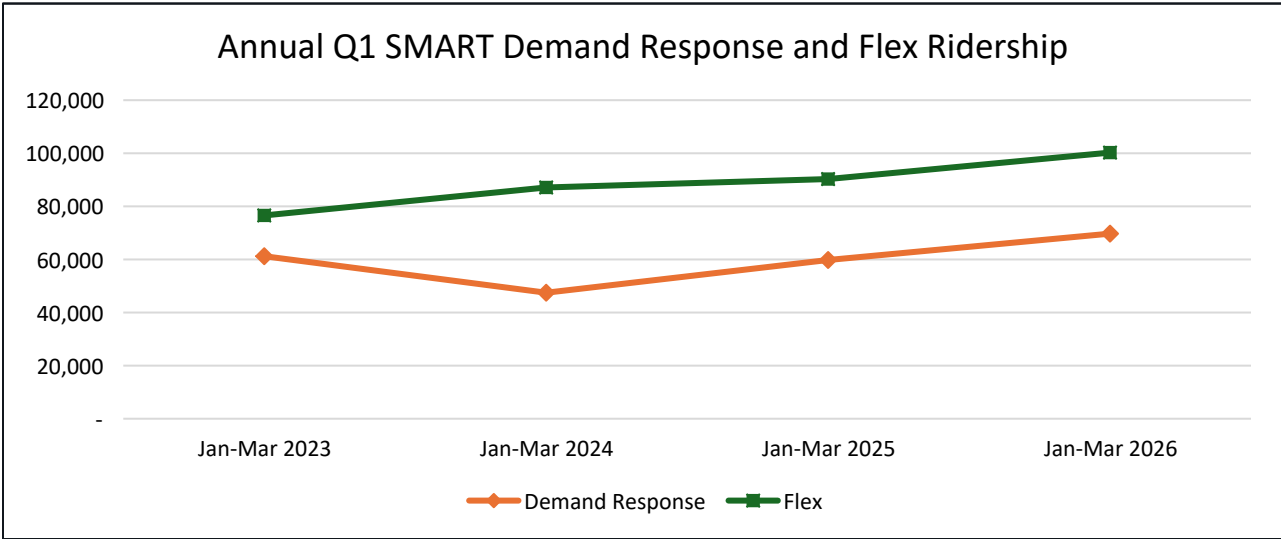
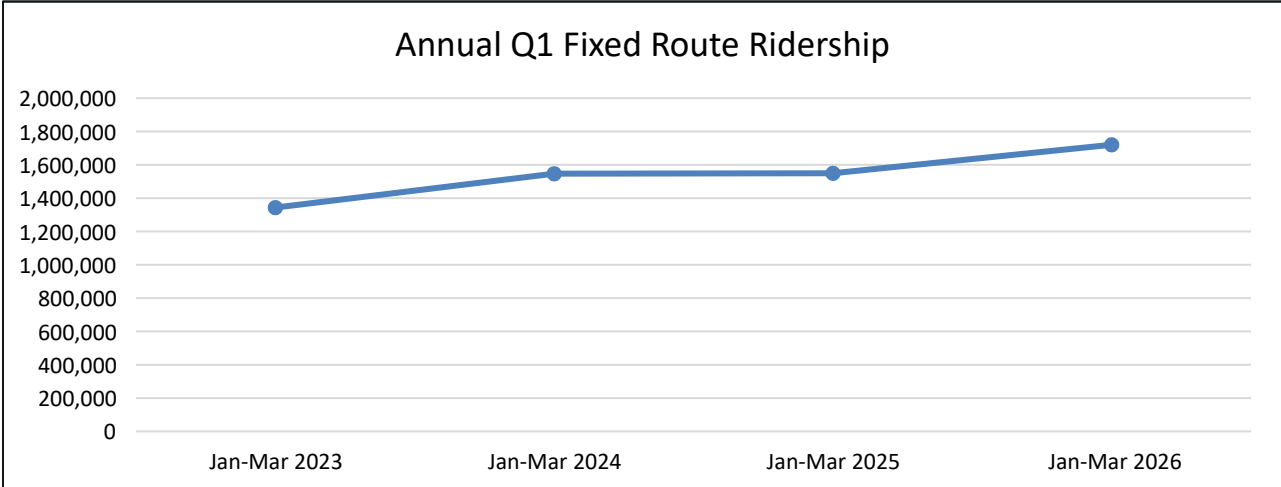
- Annually: 17% increase

Demand Response Ridership

- Annually: 17% increase

Flex Ridership

- Annually: 11% increase



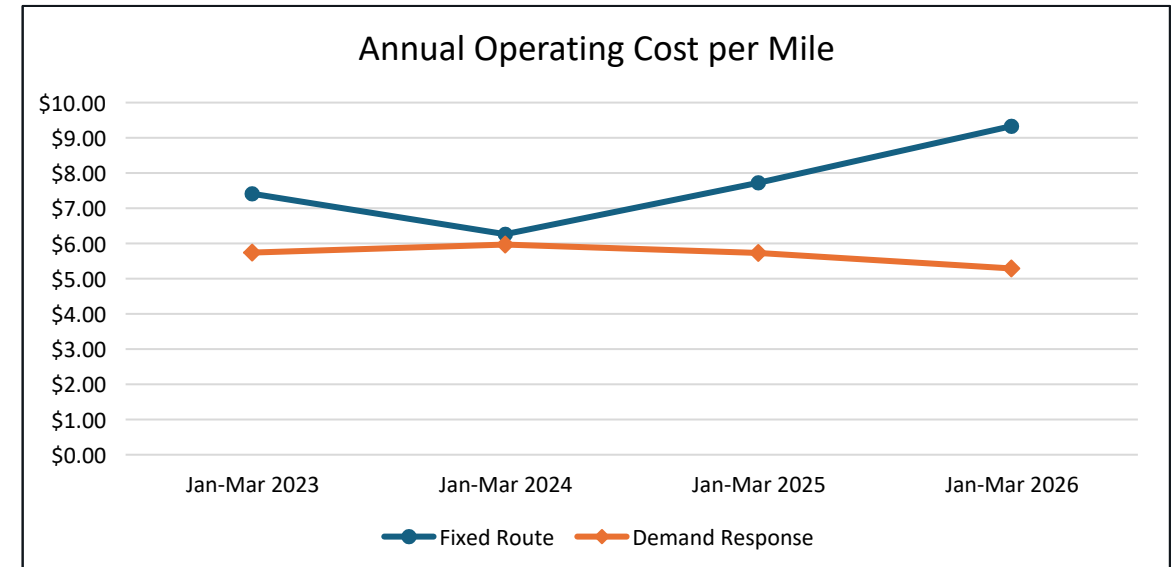
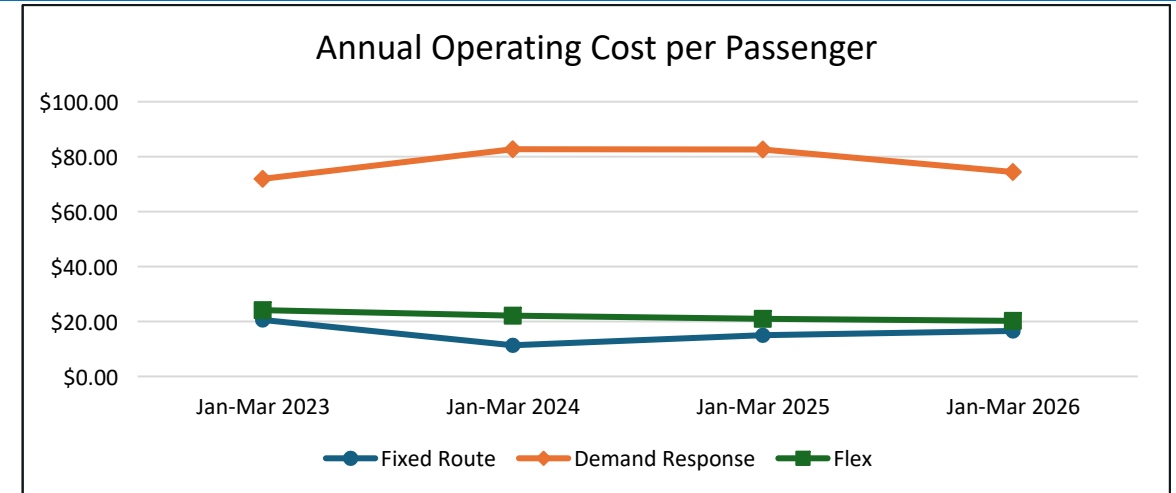
Annual Comparison – Operating Costs

Per Passenger

- **Total:** 10% increase
- **Fixed Route:** 10% increase
- **Demand Response:** 10% decrease
- **Flex:** 4% decrease

Per Vehicle Mile

- **Total:** 4% decrease
- **Fixed Route:** 21% increase
- **Demand Response:** 8% decrease





[OakGov.com/OaklandTransit](https://oakgov.com/OaklandTransit)

Dominic Pavone

Oakland County Associate Transit Planner

Phone: (248) 858-5437

Email: pavoned@oakgov.com



AGENDA ITEM: 2026 Access to Transit - Bus Stop Projects
DEPARTMENT: Economic Development - Oakland County Transit Division
MEETING: Oakland County Transit Ad Hoc Committee
DATE: Wednesday, August 19, 2026 2:00 PM - [Click to View Agenda](#)

ITEM SUMMARY SHEET

COMMITTEE REPORT TO BOARD

Resolution #2026-6895

Motion to approve the disbursement of Access to Transit Grant funds for the projects detailed in the attached Schedule B – Project Summaries and Grant Awards for an amount not to exceed \$690,400; further, authorize the Chair of the Board of Commissioners to sign the agreements.

ITEM CATEGORY

SPONSORED BY

Resolution

Brendan Johnson

INTRODUCTION AND BACKGROUND

This summary reflects the Bus Stop Improvements Call for Projects directed by the Oakland County Board of Commissioners.

Oakland County's Access to Transit Program provides \$2 million to support municipal capital projects that make it easier, safer, and more comfortable to reach and wait for transit.

Program Timeline

- Applications: June 25 – July 22, 2026
- Staff review: July 23–30, 2026
- Recommendations to BOC: August 19, 2026
- Agreements/payments: Fall 2026
- Awardees must submit semiannual progress reports and a final report at completion.

Application Overview

- 9 applications requesting \$926,400
- Improvements proposed at 51 bus stops across Auburn Hills, Berkley, Farmington, Groveland Township, Huntington Woods, Novi, Oak Park, Southfield, and Waterford Township.

Recommended Projects

1. **Auburn Hills – \$240,000**
Four shelters with pads, benches, trash/recycling, and charging stations near OCC and employers.
2. **Farmington – \$36,000**
Two shelters and ADA upgrades near commercial and residential destinations.
3. **Huntington Woods – \$80,000**
Replacement of two aging/damaged shelters at 11 Mile & Coolidge and 11 Mile & Woodward.

4. **Southfield – \$200,000**

Pads, benches, trash receptacles, and sidewalk access upgrades at 30 locations.

5. **Waterford Township – \$134,400**

Four shelters supporting SMART's new M-59 route.

SMART funded for 2026

- Novi
- Oak Park
- Waterford Township (two of the six requested)

Need Additional Information

- Berkley (Corridor Study: better suited for 2027 cycle)
- Groveland Township (no budget provided)

Program Impact

The recommended projects enhance safety, comfort, and accessibility for riders in key corridors. Improvements support aging populations, address first/last mile gaps, improve ADA connectivity, and align with broader county mobility and safety goals.

POLICY ANALYSIS

On October 30, 2025, the Board of Commissioners approved Resolution [#2025-5821](#), which appropriated \$2 million to the 2026 Access to Transit Program. Projects were approved on [March 11, 2026](#) totaling \$1,108,980. This amount was later amended on [May 21, 2026](#) to increase the total awarded amount to \$1,159,550. After discussions at a subsequent Oakland County Transit Ad Hoc Committee meeting, it was decided to reopen the application and solicit projects focused on bus stop improvements to help expend the remaining \$840,450 in funds.

This request brings forward projects from 5 communities totaling an \$819,400 investment in improvements to 42 bus stops including, but not limited to, ADA upgrades, shelter installation, benches and trash/recycling receptacles, and even charging stations for patrons. These projects will invest in high-quality, accessible infrastructure, helping to make public transit a more inviting, comfortable, and dignified choice for residents, workers, and visitors alike. Additionally, by replacing aging or minimal infrastructure with accessible and attractive amenities, communities can better integrate public transit into their economic development strategies and support local businesses by making access easier.

FISCAL IMPACT: No Budget Amendment Needed

Committee members can contact Amy Aubry, Analyst at aubrya@oakgov.com or the department contact persons listed for additional information.

CONTACT

Lindsay Wallace, Planner Principal

ITEM REVIEW TRACKING

Lindsay Wallace, Economic Development - Oakland County Transit Division
Eli Cooper, Economic Development - Oakland County Transit Division

Created/Initiated - 8/4/2026
Approved - 8/4/2026

Dom Holmes, Economic Development
Amy Aubry, Board of Commissioners
Michael Creasy, Fiscal Services
Diana McBroom, Risk Management
Solon Phillips, Corporation Counsel
Sheryl Johnson, Fiscal Services
Amy Aubry, Board of Commissioners
Brendan Johnson, Board of Commissioners

Approved - 8/4/2026
Approved - 8/5/2026
Approved - 8/17/2026
Approved - 8/17/2026
Approved - 8/17/2026
Approved - 8/17/2026
Approved - 8/17/2026
Final Approval - 8/19/2026

AGENDA DEADLINE: 08/17/2026 4:30 PM

ATTACHMENTS

1. DRAFT Schedule B
2. Access to Transit_ Recommendations Bus Stop Enhancements_PPT

COMMITTEE TRACKING

2026-08-19 Oakland County Transit - Refer to Economic Development & Infrastructure
2026-09-02 Economic Development & Infrastructure
2026-09-17 Full Board

Motioned by: Commissioner Brendan Johnson
Seconded by: Commissioner Angela Powell

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, David Woodward (4)

No: None (0)

Abstain: None (0)

Absent: Michael Gingell, Philip Weipert (2)

Passed

Oakland County, Michigan
Economic Development Transit Division - 2026 Access to Transit Program

Schedule B - Project Summaries and Grant Awards (DRAFT)

Project #	Community	Project Description	Total Project Cost	Local Match	% Local Match	Oakland County Grant Award Payments	
						Initial Grant Award Payment (50%)	Final Grant Award Payment (50%)
AT2606	Auburn Hills	Install four shelters Opdyke/ N Centre Rd Opdyke/ Doris Rd Squirrel/ Hamlin Squirrel/ Hamlin	\$ 300,000	\$ 60,000	20%	\$ 120,000	\$ 120,000
AT2607	Farmington	Install two shelters Grand River/ Farmington Grand River/ Brookdale	\$ 45,000	\$ 9,000	20%	\$ 18,000	\$ 18,000
AT2608	Huntington Woods	Install two shelters 11 Mile/ Woodward 11 Mile/ Coolidge	\$ 100,000	\$ 20,000	20%	\$ 40,000	\$ 40,000
AT2609	Southfield	Improvements at 30 Bus Stop Locations throughout the City	\$ 240,000	\$ 40,000	17%	\$ 100,000	\$ 100,000
AT2610	Waterford Township	Install four shelters M-59/ Pontiac Lake Rd M-59/ Airport Rd M-59/ Crescent Lake Rd M-59/ Crescent Lake Rd	\$ 134,400	N/A	0%	\$ 67,200.00	\$ 67,200.00
			\$ 819,400	\$ 129,000		TOTAL	\$ 690,400



Access to Transit Program

Bus Stop Enhancements

Transit Ad Hoc Committee - August 19, 2026





2026

Access to Transit Program

Bus Stop Enhancements

2026 Bus Stop Enhancement Program Timeline

- **6/25/2026:** Application window opened
- **7/22/2026:** Applications due
- **7/23-7/30/2026:** Applications reviewed
- **8/13/2026:** Selected projects presented to Transit Ad Hoc for approval
- **Fall 2026:** Execute interlocal agreements and disburse initial payments

Next Steps:

- **Semi-Annually:** Awardees submit status reports
- **Upon Project Completion:** Awardees submit Final Report, final grant disbursements made, Oakland Transit plaques installed at project sites

Project Summary

- **Received Nine Applications**

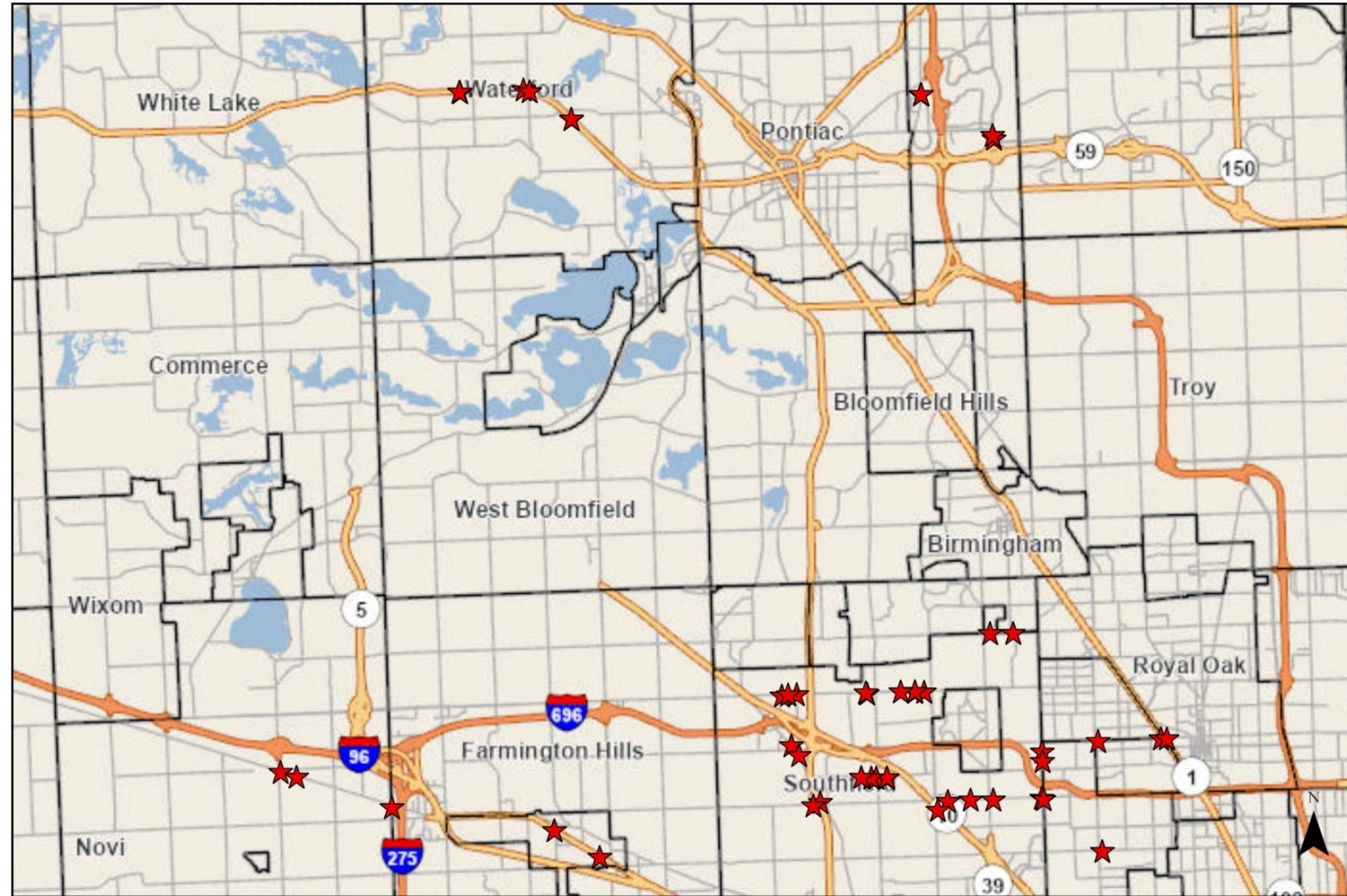
- Total amount requested:
\$926,400
- Proposed to improve *51 Bus Stops*

- **Applicants:**

- City of Auburn Hills
- City of Berkley
- City of Farmington
- Groveland Township
- City of Huntington Woods
- City of Novi
- City of Oak Park
- City of Southfield
- Waterford Township

2026 Quick Project Overview

Access to Transit Round 2 Proposed Locations



Award Recommendations

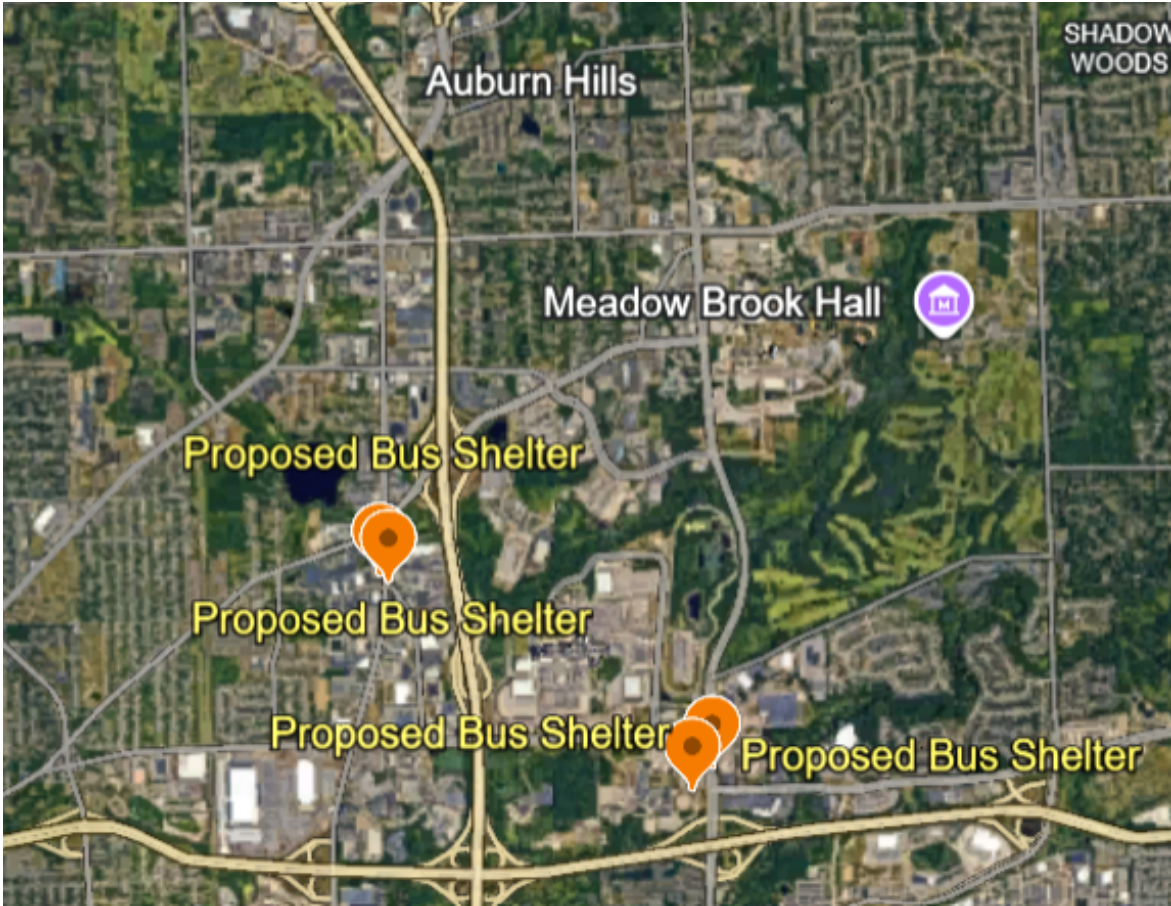
- **Five project applications are recommended for funding by Oakland Transit Staff**
 - City of Auburn Hills
 - City of Farmington
 - City of Huntington Woods
 - City of Southfield
 - Waterford Township
- ***Total amount requested***
 - \$690,400
- **SMART addressing two applications**
 - City of Novi
 - City of Oak Park
 - Waterford Township (partially)
- **Two applications are awaiting more information**
 - City of Berkley
 - Groveland Township

City of Auburn Hills

Bus Shelters

- \$240,000 Access to Transit Grant (\$300,000 Total Project Cost)
- Construction: 4 Shelters
- Located near Oakland Community College & Major Employers

Location ID	Location
22206	Opdyke & N Centre Rd
22210	Opdyke & Doris Rd
22981	Squirrel & Hamlin
22982	Squirrel & Hamlin

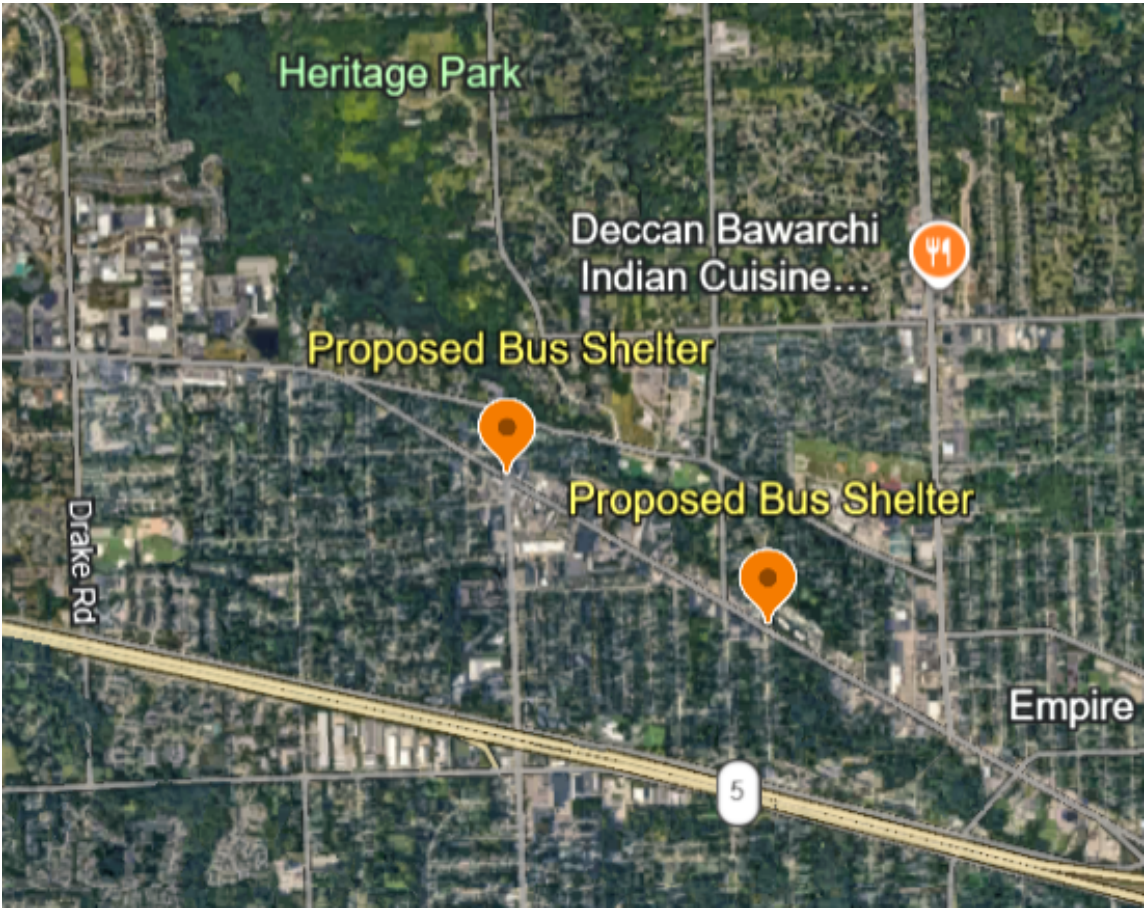


City of Farmington

Bus Shelters

- \$36,000 Access to Transit Grant (\$45,000 Total Project Cost)
- Construction: Two Shelters
- Located near theatre, park, restaurants, shops, and multi-family housing

Location ID	Location
23527	Grand River & Farmington
23557	Grand River & Brookdale

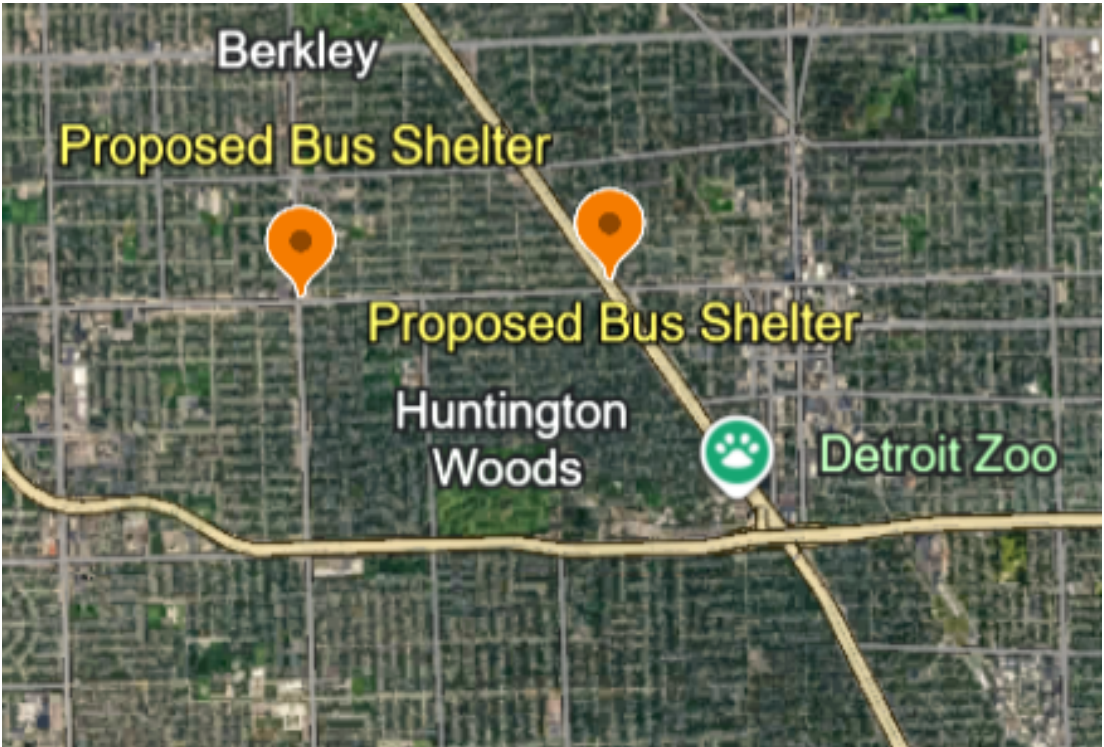


City of Huntington Woods

Bus Shelters

- \$80,000 Access to Transit Grant
(\$100,000 Total Project Cost)
- Proposed: Construction - Two Shelters
 - One Shelter was replaced with a bench by SMART
- Existing Shelters are old and/or damaged

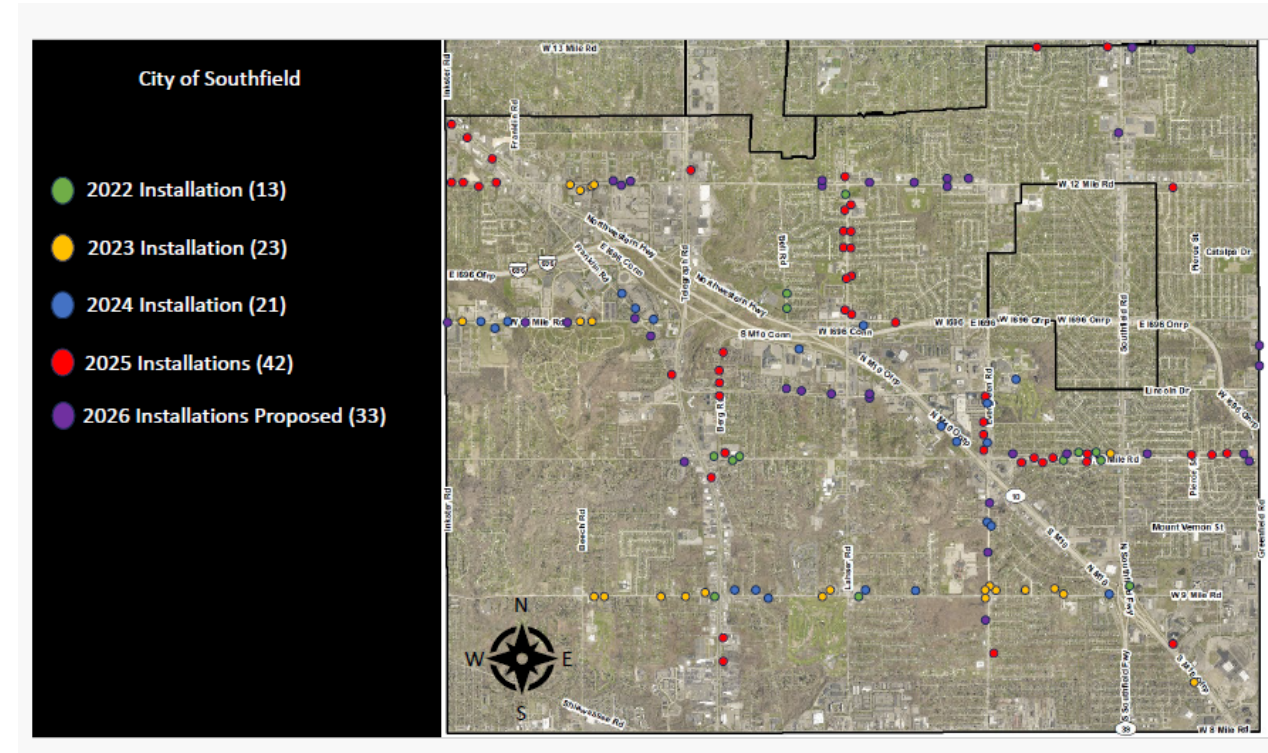
Location ID	Location
1140	11 Mile & Coolidge
1164	11 Mile & Woodward



Southfield

Bus Stop Improvements

- \$200,000 Access to Transit Grant (\$240,000 Total Project Cost)
- Proposed: Construction
 - Improvements:
 - 5ft x 13ft concrete pad
 - steel bench
 - steel trash receptacle
 - 5ft wide concrete keywalk from the public sidewalk to the curb where necessary
 - 30 Locations to be improved

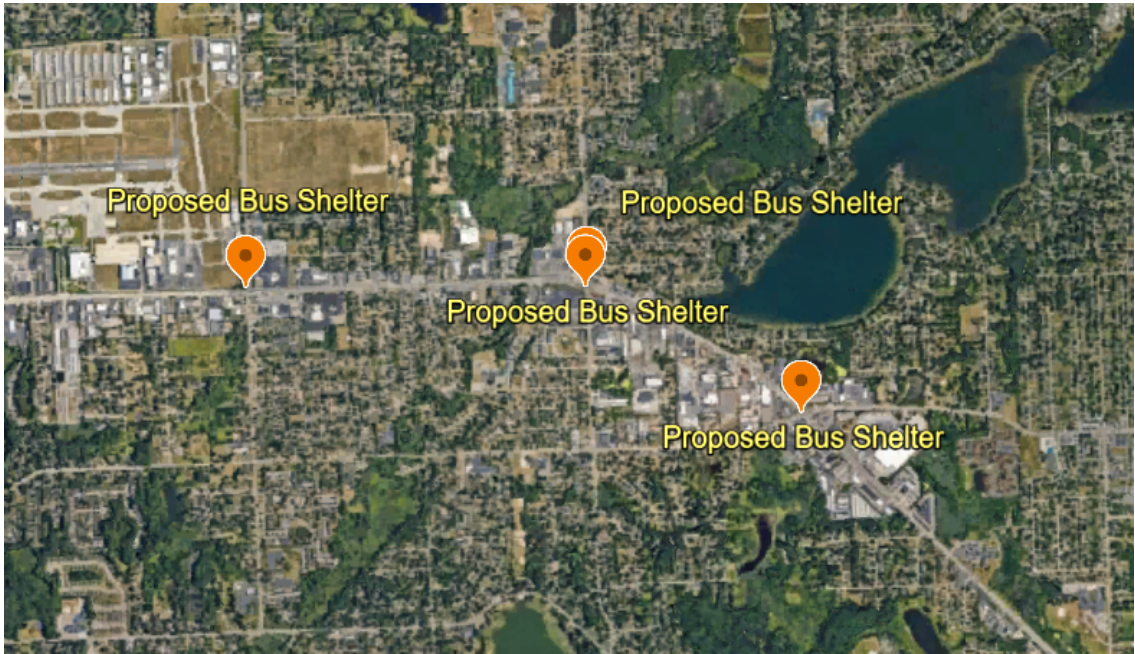


Waterford Township

Bus Shelters

- \$134,400 Access to Transit Grant (\$134,400 Total Project Cost)
- Proposed: Construction- 6 Shelters
 - SMART has plans to install 2 along M-59
 - M-59/Meijer
 - M-59/Airport
- Improvement along SMART’s new bus route

Location ID	Location
24835	M-59/Pontiac Lake-Meijer
24843	M-59/Airport Rd- Airport
24784	M-59/Crescent Lake- Kroger
24790	M-59/Crescent Lake- Kroger



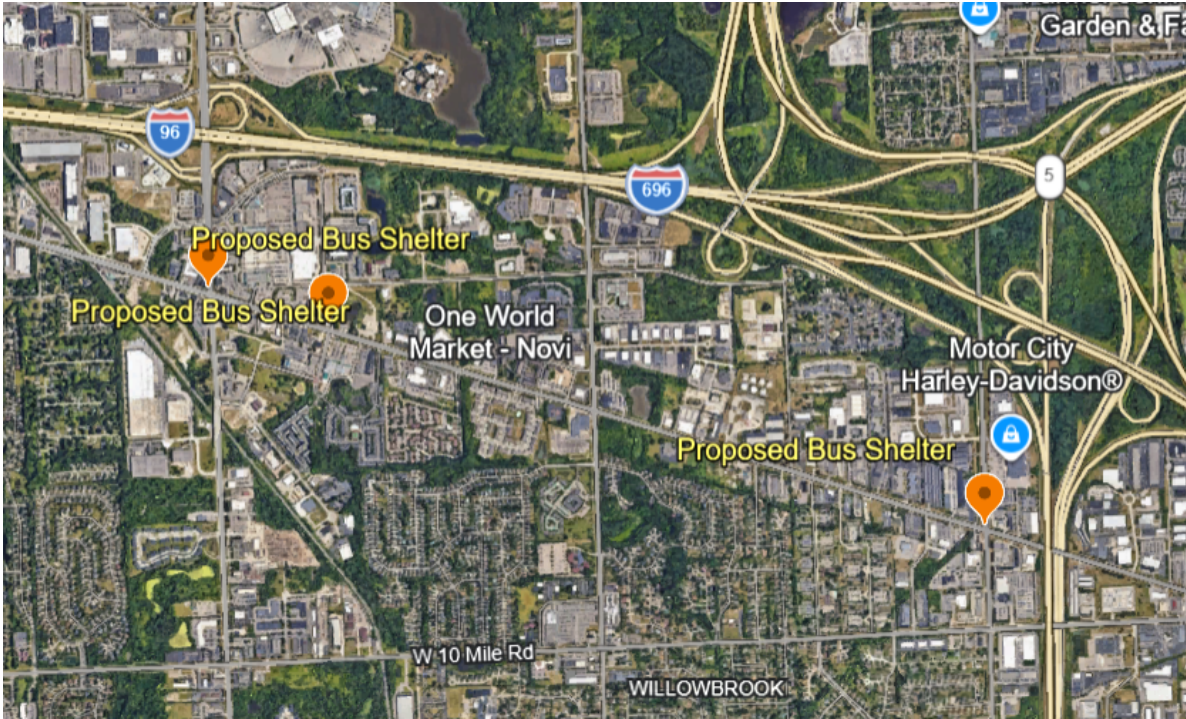
2026 Quick Project Overview- Funded by SMART

Community	Project Description	Project Location(s)	County Funding Request	Total Project Cost
City of Novi	Acquisition of three bus shelters	1- Grand River & Novi Rd 1- Grand River & Main St 1- Grand River Haggerty	\$81,000	\$81,000
City of Oak Park	1 Bus Shelter located on SMART’s busiest route, in front of a shopping center.	Nine Mile & Coolidge	\$35,000	\$35,000

City of Novi Bus Shelters

- \$81,000 Access to Transit Grant (\$81,000 Total Project Cost)
- Proposed: Construction of **3 Shelters**
 - SMART has plans to install shelters at these locations

Location ID	Location
24596	Grand River Novi Road
24597	Grand River & Main St
24602	Grand River & Haggerty

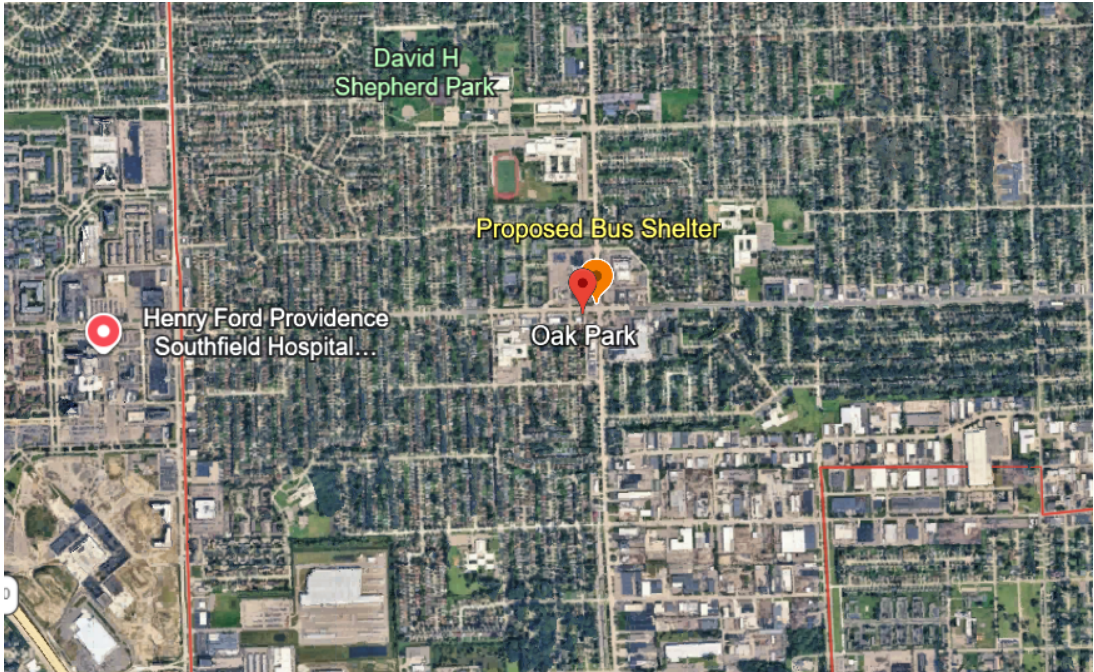


City of Oak Park

Bus Shelter

- \$35,000 Access to Transit Grant (\$35,000 Total Project Cost)
- Proposed: Construction of **1 Shelter**
 - SMART has plans to install a shelter at this location
- Located on SMART Route 710
 - High ridership

Location ID	Location
19825	9 Mile Rd & Coolidge Hwy



2026 Quick Project Overview-

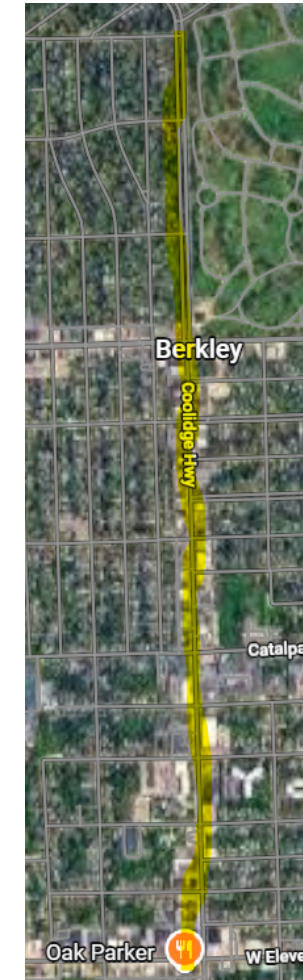
Need Further Information

Community	Project Description	Project Location(s)	County Funding Request	Total Project Cost
City of Berkley	Corridor Study	Coolidge Highway from 11 Mile Rd to Webster Rd	\$100,000	\$190,000
Groveland Township	To establish regular bus stops in the township	Southeast and/or Northeast Portion of Township	N/A	N/A

City of Berkley

Corridor Study

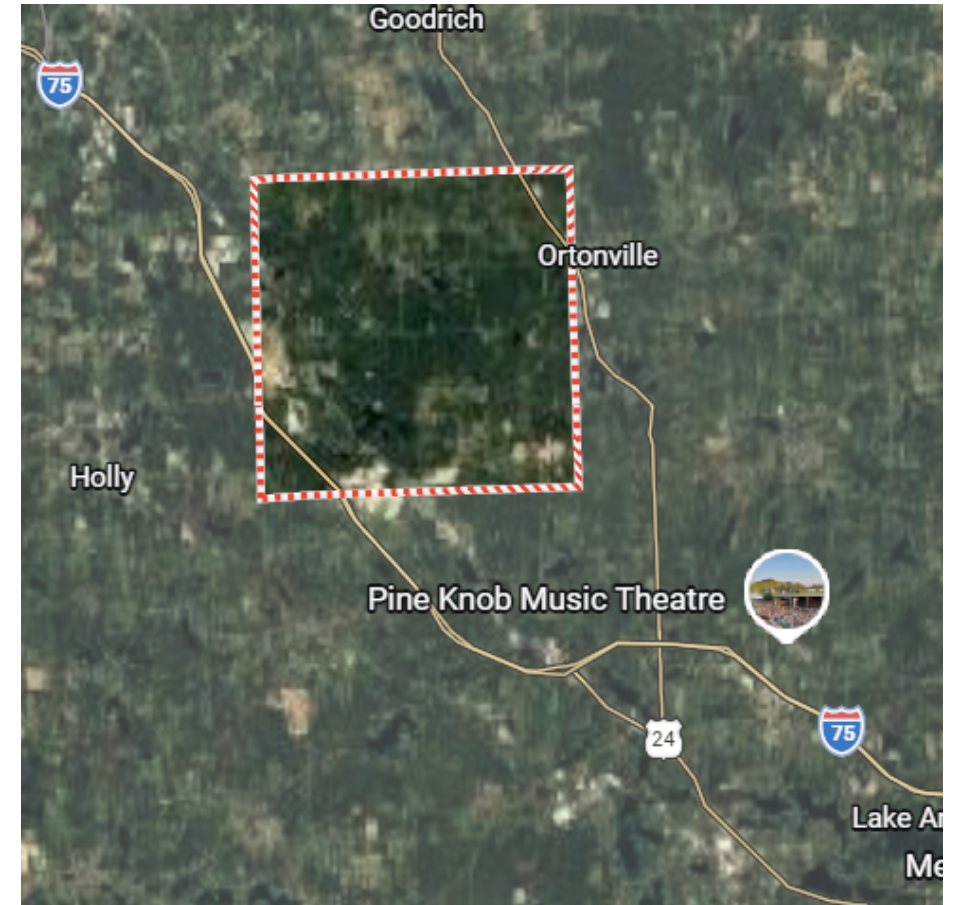
- \$100,000 Access to Transit Grant (\$190,000 Total Project Cost)
- Conceptual Design
 - asphalt rehabilitation by mill and overlay and as-needed base repair, curb and gutter replacement and re-configuration, Integration of traffic calming and pedestrian safety measures like curb extensions, raised crosswalks, signing and striping, installation of Rectangular Rapid Flashing Beacons (RRFBs), and corridor traffic signal enhancements including signal timing, aesthetic and functional streetscape improvements.
- Several Bus Stops on this corridor
 - Improvements may increase ridership
- May be better suited for a 2027 Access to Transit Grant (Fall 2026)



Groveland Township

Conceptual Design

- No budget included
- Proposal: To establish regular bus stops in Township
- Location: Southeast or Northeast portion of the township
- Currently served by WOTA





Questions/Comments?



OakGov.com/OaklandTransit

Lindsay Wallace
Oakland County
Principal Transit Planner
(248) 452-9749
wallacelr@oakgov.com



AGENDA ITEM: 2027 Access to Transit Program

DEPARTMENT: Economic Development - Oakland County Transit Division

MEETING: Oakland County Transit Ad Hoc Committee

DATE: Wednesday, August 19, 2026 2:00 PM - [Click to View Agenda](#)

ITEM SUMMARY SHEET

COMMITTEE REPORT TO BOARD

Resolution #2026-6896

Motion to approve Access to Transit Program for the 2027 fiscal year and authorize a one-time appropriation of \$2.5 million from the Public Transportation Millage Fund Balance Account for the purpose of funding the program; further, administer the 2027 Access to Transit Program in conformance with federal, state, and local legal requirements as well as Oakland County Policies and Procedures; further, the Oakland County Transit Division shall serve as the program administrator and shall distribute the appropriated funds to the participating municipalities for expenditures incurred that meet the eligibility requirements for the 2027 to Transit Program; further, the Oakland County Transit Division shall provide a report to the Transit Ad Hoc Committee and the Economic Development & Infrastructure Committee no later than December 2027 detailing the performance of the program; further, amend the FY 2027 budget as detailed in the attached Schedule A – Budget Amendment.

ITEM CATEGORY

SPONSORED BY

Resolution

Brendan Johnson

INTRODUCTION AND BACKGROUND

On November 8, 2022, Oakland County voters approved the 10-year, 0.95-mill Oakland County Public Transportation Millage to maintain and expand public transit services throughout the county. As a result, Oakland County now has direct public transit service agreements with SMART, NOTA, WOTA, OPC, and PEX to provide transit services.

To further enhance and expand public transit services enabled by the Oakland County Public Transportation Millage, the Oakland County Transit Division has established a goal of making transit stops safer and easier to access, while improving the overall rider experience. To support this goal, the Transit Division is proposing to continue the Access to Transit Program and offer a \$2.5 million competitive grant program in 2027 for eligible entities within Oakland County.

The program will provide funding for capital improvement projects that improve safe access to SMART, NOTA, WOTA, OPC, and PEX services for riders. Eligible projects may include, but are not limited to, improvements that enhance pedestrian connections, accessibility, transit stop amenities, and supporting infrastructure.

As part of the proposed 2027 program, the Transit Division is also proposing to expand applicant eligibility beyond cities, villages, and townships to include the following:

- Cities, villages, and townships

- Public transportation providers:
 - NOTA
 - OPC
 - PEX
 - SMART
 - WOTA
- SMART Community Partnership Program (CPP)
- Downtown Management Organizations (DMOs)
- Corridor Improvement Authorities
- Downtown Development Authorities
- Brownfield Redevelopment Authorities
- Tax Increment Finance Authorities

POLICY ANALYSIS

Access to Transit is a competitive program to fund capital improvement projects that will improve safe access to SMART, NOTA, WOTA, OPC, and PEX services for riders. It provides benefits for local municipalities, transit riders, and the regional transit system, including improving a community's economic vitality and attracting and/or retaining businesses.

The following sections summarize the key changes between the 2026 Program and the proposed 2027 Program.

Eligible Applicants

Historically, this program was for cities, villages, and townships within Oakland County. The Transit Division is proposing expanding eligibility to the public transportation providers (SMART, NOTA, WOTA, OPC, and PEX), SMART Community Partnership Program (CPP), Downtown Management Organizations (DMOs), Corridor Improvement Authorities, Downtown Development Authorities, Brownfield Redevelopment Authorities, and Tax Increment Finance Authorities.

Expanding program eligibility broadens the range of organizations that can directly pursue transit access improvements, increasing the number of potential applicants while allowing projects to be led by entities with expertise in transit operations, downtown management, and redevelopment. The change may improve coordination between transportation and economic development, encourage regional collaboration, streamline project delivery, and result in more targeted investments that better address mobility needs across Oakland County.

While expanding eligibility broadens participation and may improve the quality and diversity of transit access projects, it also introduces potential tradeoffs. The expanded applicant base may require more comprehensive evaluation criteria to ensure projects from different types of organizations are assessed consistently and equitably.

Eligible Projects

Applicants can apply for capital improvement projects that will foster safe access to public transportation services. The Transit Division is proposing adding environmental enhancements (e.g. green stormwater management systems such as bioswales, street trees, solar Charging Stations) and streetscape improvements (e.g. placemaking improvements, public art, beautification projects, and walkability enhancements that have transit elements involved) to the list of eligible projects.

Expanding eligible project types to include environmental enhancements and streetscape improvements allows the Access to Transit Program to support more holistic investments that

improve the safety, comfort, and attractiveness of transit corridors while advancing sustainability and community development objectives. These changes may encourage innovative, multi-benefit projects and strengthen connections between transit, economic development, and environmental stewardship. However, broadening eligible activities could also shift funding away from projects that directly improve transit accessibility, make project evaluation more complex, and increase long-term maintenance obligations.

Project Selection Criteria

A new section has been added to the Project Selection Criteria for evaluation – User Experience. This section will take into consideration to what extent the project improves the overall experience of individuals accessing transit, as well as addressing barriers to access, and supporting people of varying transportation needs.

Including User Experience as an evaluation criterion can help ensure that projects are assessed not only by their physical proximity to transit or potential ridership impacts, but also by how effectively they meet the needs of people using the transportation system. It may also provide a more holistic understanding of how a project benefits riders and can help prioritize improvements that make transit more practical and welcoming. However, User Experience can be more subjective and difficult to measure consistently than criteria such as proximity, ridership potential, or safety improvements.

Existing criteria include proximity to transit, improvement to access, safety improvement, public support, design, ridership increase potential, if it's in an equity community, long-term maintenance plan, and universal accessibility.

FISCAL IMPACT: Budget Amendment Attached

Committee members can contact Amy Aubry, Analyst at aubrya@oakgov.com or the department contact persons listed for additional information.

CONTACT

Lindsay Wallace, Planner Principal
Eli Cooper, Manager Transit

ITEM REVIEW TRACKING

Lindsay Wallace, Economic Development - Oakland County Transit Division	Created/Initiated - 7/31/2026
Eli Cooper, Economic Development - Oakland County Transit Division	Approved - 8/4/2026
Dom Holmes, Economic Development	Approved - 8/4/2026
Amy Aubry, Board of Commissioners	Approved - 8/5/2026
Michael Creasy, Fiscal Services	Approved - 8/5/2026
Diana McBroom, Risk Management	Approved - 8/5/2026
Solon Phillips, Corporation Counsel	Approved - 8/5/2026
Sheryl Johnson, Fiscal Services	Approved - 8/17/2026
Amy Aubry, Board of Commissioners	Approved - 8/18/2026
Brendan Johnson, Board of Commissioners	Final Approval - 8/19/2026

AGENDA DEADLINE: 08/17/2026 4:30 PM

ATTACHMENTS

1. Schedule A_Transit - Access to Transit 2027_Revised
2. DRAFT Access to Transit Program Guide_2027

3. 2027 Draft ATT Template Contract
4. Access to Transit Program OverviewPWPT

COMMITTEE TRACKING

2026-08-19 Oakland County Transit - Refer to Economic Development & Infrastructure, as Amended

2026-09-02 Economic Development & Infrastructure

2026-09-17 Full Board

Motioned by: Commissioner Brendan Johnson

Seconded by: Commissioner David Woodward

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, David Woodward (4)

No: None (0)

Abstain: None (0)

Absent: Michael Gingell, Philip Weipert (2)

Passed

Oakland County, Michigan
ECONOMIC DEVLEOPMENT - OAKLAND COUNTY TRANSIT DIVISION - ACCESS TO TRANSIT 2027
Schedule "A" DETAIL

R/E	Fund Name	Division Name	Fund # (FND)	Cost Center (CCN) #	Account # (RC/SC)	Program # (PRG)	Grant ID (GRN) #	Project ID # (PROJ)	Region (REG)	Budget Fund Affiliate (BFA)	Ledger Account Summary	Account Title	FY 2026 Amendment	FY 2027 Amendment	FY 2028 Amendment
E	Oakland Transit	Transit Services	FND20288	CCN1090802	SC762011	PRG172155					762011	Transfer to Municipalities	-	\$2,500,000	-
E	Oakland Transit	Transit Services	FND20288	CCN1090802	SC796500	PRG172155					796500	Budgeted Equity Adjustments	-	(2,500,000)	-
												Total Expenditures	-	-	-



2027 Oakland County Access to Transit Program Guide

A program to improve community connections

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About the Program

In 2022, Oakland County voters approved the Oakland County Public Transportation millage. This voter-approved, 10-year, 0.95 millage is dedicated to maintaining and expanding public transit services throughout Oakland County. As a result of the millage, Oakland County now contracts directly with five transit providers that provide four different types of public transportation services:

Demand Response



Community Transit

Prebooked door-to-door or curb-to-curb service within a designated area



Microtransit

On-demand app-based rideshare service with pickups and drop-offs at locations assigned by the technology (like Uber/Lyft)



ADA Paratransit

Prebooked curb-to-curb service with pickups and drop-offs within 3/4-miles of bus stops for those unable to use fixed route due to a disability (ADA certification required)



Fixed Route

Schedule-based service along a designated route with pickups and drop-offs at designated bus stops

Door-to-Door

Driver assists the rider to get between the door of the location and the vehicle

Virtual Stop-to-Virtual Stop

Technology assigns the rider a location to walk to for pickup/drop-off to keep vehicles on the most efficient route

Curb-to-Curb

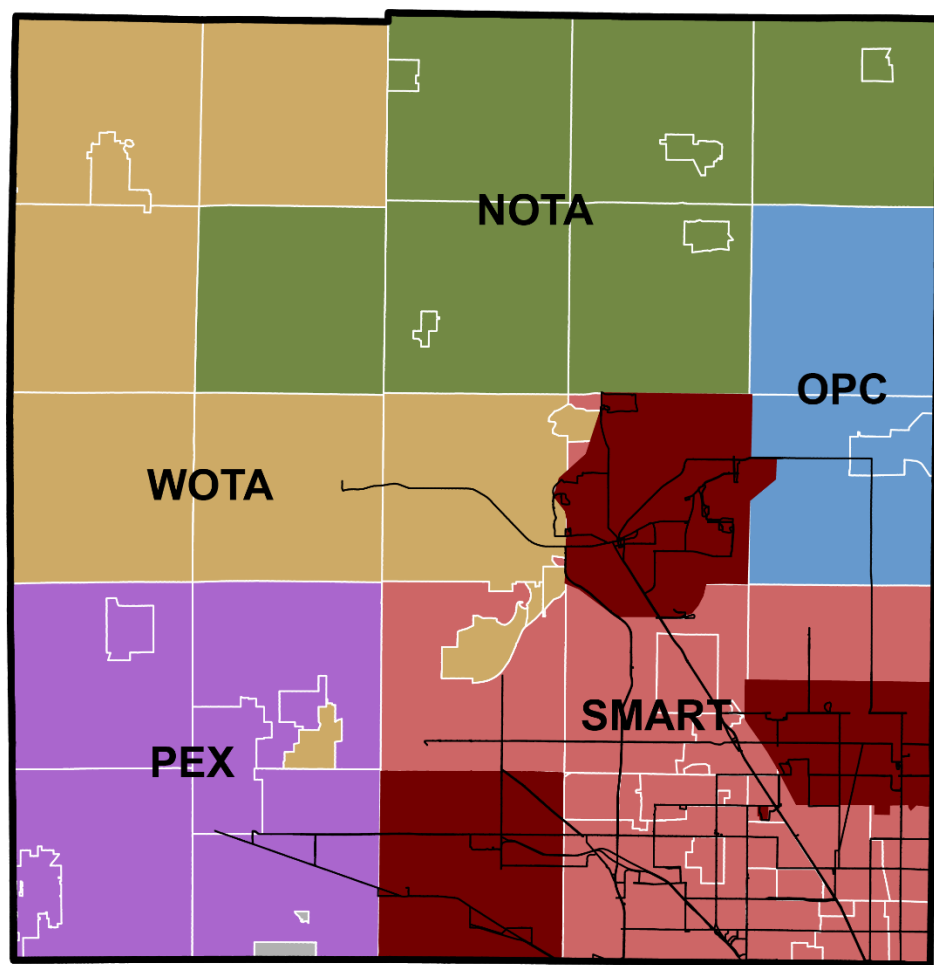
Driver picks up and drops off the rider at the curb of the location (no assistance to the door)

Bus Stop-to-Bus Stop

Location is marked with a signpost where a fixed route can pickup or drop off passengers

The five transit providers are:

- **Suburban Mobility Authority for Regional Transportation (SMART)**, which operates Fixed Route, ADA Paratransit, and Microtransit service and also partners with individual municipalities in its service area to provide Community Transit services.
- **North Oakland Transportation Authority (NOTA)**, which operates Community Transit in northeastern Oakland County.
- **OPC Social & Activity Center (OPC)**, which operates Community Transit in the Rochester area.
- **People's Express (PEX)**, which operates Community Transit in southwestern Oakland County.
- **Western Oakland Transportation Authority (WOTA)**, which operates Community Transit in northwestern Oakland County.



The Oakland County Access to Transit Program was launched in 2024 to fund capital improvement projects that improve safety and access for riders that use SMART, NOTA, WOTA, OPC, and PEX services. The program is geared toward enhancing public transit services, making transit stops easier and safer to get to, and upgrading stop amenities to improve overall user experience. The Access to Transit Program uses limited Oakland County Public Transportation Millage funds to implement publicly supported projects in Oakland County.

Available funds can be used to achieve any of the following program goals:

- Enhance mobility and improve safety.
- Provide additional transportation options for non-driving residents.
- Improve first and last mile connections between stops and destinations.
- Increase transit ridership.
- Help reduce congestion and greenhouse gas emissions.
- Lower instances of driving single occupant vehicles.
- Support transit-oriented development and pedestrian-friendly neighborhoods.
- Promote public health through active transportation like walking and biking.
- Provide universal access for all riders regardless of age or ability.
- Improve local economic vitality and attract and/or retain businesses.

This program has a competitive application process and each project will be scored on how well it aligns with program criteria, as detailed below. If a project is approved, an interlocal agreement will need to be executed, and the grantee is responsible for project implementation.

Eligible Applicants

Applications for the Access to Transit Program may be submitted by any of the following in Oakland County:

- City, Village, or Township
- Transportation service providers
 - NOTA
 - OPC
 - PEX
 - SMART
 - WOTA
- SMART Community Partnership Program (CPP)
- Downtown Management Organization (DMO)
- Corridor Improvement Authority
- Downtown Development Authority
- Brownfield Redevelopment Authority
- Tax Increment Finance Authority

Multiple entities may partner on a project; however, there can only be one lead applicant per project.

Eligible Projects

The Access to Transit Program seeks applications for capital improvement projects that will foster safe access to public transportation services, which may include but are not limited to:

- **Universal Accessibility Improvements:** Pickup and drop-off areas, curb ramps, crosswalks, pedestrian-activated beacons and signals, sidewalk connections, key walks and wayfinding signage.
- **On-Road and Off-Road Bicycle Facilities and Amenities:** Bike lanes, cycle tracks, bicycle signal heads, bicycle parking and storage, bike repair stations and bike tire air pumps.
- **Bus Stop Enhancements and Amenities:** Concrete pads, benches, shelters, electronic schedules, bus ticket kiosks, emergency phones, trash and recycling receptacles, and portable device charging station.
- **Intersection Improvements:** Crosswalk pavement markings, curb extensions, refuge islands, pedestrian signal heads, traffic signals, and intersection reconfiguration.
- **Mobility Hub Elements:** Co-location and installation of multi-modal infrastructure including bikeshare stations, and e-scooters.
- **Filling Gaps in Pedestrian Networks:** Connections between segments of shared-use paths, side paths, and sidewalks.
- **Environmental Enhancements:** Green stormwater management systems such as bioswales, Street Trees, Solar Charging Stations
- **Streetscape Improvements:** Placemaking improvements, public art, beautification projects, and walkability enhancements that have transit elements involved.
- **Wayfinding Signage:** Signage and wayfinding systems must prioritize transit access by clearly supporting first- and last-mile connections, facilitating seamless inter-agency transfers, and addressing all other critical touchpoints in the rider journey.
- **Park-and-Ride Enhancements:** Sheltered waiting areas, lights, clear signage directing to transit facilities, bike racks
- **Other Innovative Projects:** Support access to transit improvements such as micromobility programs/infrastructure (contact the Transit Manager before applying if you have a special project in mind).

Project phases eligible for funding include:

1. **Conceptual Design:** Public engagement, design charrettes, topographic surveys, utility location/identification, conditions assessments, project scoping, conceptual site plans, preliminary cost estimate preparation, and/or environmental assessments.
2. **Preliminary Engineering:** Soil borings, construction drawings, final specifications, utility coordination, permitting, environmental review, and/or engineers estimate of costs.
3. **Bidding and Construction:** Prepare final bid documents, project advertising, and costs directly related to construction.
4. **Construction Engineering:** Construction observation/project oversight, contract administration, construction/survey layout, materials testing, final inspection, and prepare as-built construction plans.

Projects should be included in a community plan such as Master Plan, Transportation Plan, Non-Motorized Plan, Capital Improvement Plan, or other related management plan.

The applicant is responsible for providing the public with an adequate opportunity to review and comment on the proposed project. A public hearing is not required; however, the project must be an agenda item at a public meeting of the municipality and open to discussion by the general public. The applicant should hold at least one public meeting to receive input about the project. This meeting must be held within one year of the application deadline. Public meetings focused on review of the community's Master Plan or Transportation Plan will not meet obligations for public input for the application unless the meeting notice and agenda indicate that the meeting will cover both plan review and the specific project.

A resolution supporting the project and committing to matching funds, if the application is selected, passed by the legislative body of the municipality is also required (a sample resolution is provided in Appendix A).

Funding Guidelines

The Access to Transit Program will provide an initial disbursement of 50 percent of the total grant award, which will enable the grantee to initiate the project. The remaining funds will be disbursed as reimbursement at the end of the project. Semi-annual status reports will be required as the project progresses and a final report with documentation of expenses will be required at the end of the project.

In 2027, there is \$2 million available, grant awards vary by project phase.

- **Conceptual Design:** Requests are typically between \$15,000 and \$50,000.
- **Preliminary Engineering:** Requests are typically up to 10 percent of estimated construction costs.
- **Bidding and Construction:** There are no minimum or maximum request amounts.
- **Construction Engineering:** Requests are typically up to 15 percent of estimate construction costs.

With most projects, a 20 percent match is required. Certain communities may be eligible to have the match requirement waived or partially waived – if your project has difficulty identifying a source for matching funds, please contact the Transit Manager.

Acceptable match sources are:

- **General Funds or Local Restricted Funds:** Local cash or budgeted funding from the applicant's general fund or applicable restricted funds such as transportation or recreation.
- **Force Account Labor:** The applicant's paid employees that will work directly on the construction of the project. This value cannot include project administration or supervision costs but may include preliminary/design engineering or other approved professional services.
- **Federal or State Funds:** Federal or State grant funds that have been awarded (or are pending award) for funding within the project period.
- **Private or Philanthropy:** Funds that have been awarded (or are pending award) for funding within the project period through private donations or philanthropic organizations.
- **Cash Donations:** Cash generated from donations, fundraising, or other similar means.

- **Donated Labor/Materials:** Labor or materials directly related to the construction of the project from sources other than the applicant's own paid labor. Donated labor will be valued at minimum wage, unless the person is professionally skilled in the work being performed on the project. When a professional is volunteering professional services, the wage rate that this individual is normally paid for performing this service may be charged to the project. Value of donated materials must be documented.

The value of donated land will **not** be counted as match.

Applicants may use funds from other sources as their local match for the Access to Transit Program, however the grant application or letter of commitment from the external granting agency must be provided.

If funding from the Access to Transit Program is awarded, the grantee shall commit to the following responsibilities:

- Concept design or preliminary engineering projects will subsequently move forward with implementation and construction within a reasonable time frame.
- The project must comply with all federal and state requirements regarding accessibility for people with disabilities.
- The grantee will coordinate with local transit providers, road agencies, and property owners to obtain all necessary approvals, easements, rights-of-way (ROW), and permits within the proposed project timeline.
- The grantee will maintain the project site and any approved project scope items installed for the intended design life. This includes ensuring access that meets or exceeds Americans with Disabilities Act (ADA) standards.
- Any contractor or sub-contractor performing work on the project shall comply with the requirements of the Davis Bacon Act / Michigan Prevailing Wage Act.
- The design professional for the project will be required to certify that all design and/or construction was completed according to industry standards and that all necessary permits were obtained from and approved by the relevant agencies.
- Construction projects must install an Oakland Transit recognition plaque (provided by Oakland County) at the project location and maintain it at that site for a minimum of five (5) years from the date of project completion.

Eligible Expenses

Only those costs directly associated with the design, preliminary engineering, and construction of the project will be reimbursed as identified in the Interlocal Agreement. The grant award received will be based on the information included in the application. The municipality will be responsible for all cost overruns or any additional costs needed to complete the project.

Extension of the project completion time may be granted at the discretion of the Transit Manager as long as changes do not result in an increase in the grant award (for example: project delay due to permitting). Changes which result in an increase to the grant award can only be made by amending the interlocal agreement.

Program administration or supervision expenses will **not** count toward the local match, and the Access to Transit Program will **not** fund right-of-way acquisition or easements or maintenance

equipment. Overhead, maintenance, administration, attorney, and contingency costs are **not** eligible expenses.

Project Selection Criteria

Applications will be scored based on the following criteria:

Proximity to Transit	
Project proximity to existing or planned public transit services	
10 points	0 to 300 feet (1 block) away from a transit stop or high-demand destinations
5 points	300 feet (1 block) to ¼ mile (5-minute walk) away from a transit stop or high-demand destinations
0 points	Farther than ¼ mile (5-minute walk) away from a transit stop or high-demand destinations
Access Improvement	
How well the project improves access to public transit services	
10 points	Fills a critical gap, addresses a critical barrier to accessing transit, or addresses a documented safety issue
5 points	Fills a gap, addresses a barrier to accessing transit, and/or addresses a safety issue
0 points	Does not fill a gap, address a barrier to accessing transit, or address a safety issue
Safety Improvement	
How well the project improves safety for people accessing public transit services (refer to the Crash Modification Factors Clearinghouse)	
10 points	Significantly improves safety (crash reduction factor of 30% or more)
5 points	Somewhat improves safety (crash reduction factor <30%)
0 points	Does not improve safety (no crash reduction factor)
Public Support	
Letters of support and documentation of outreach to members of the general public demonstrating public support for the project (if there is opposition to the proposed project, demonstration of how the applicant is working to address concerns)	
5 points	Thorough public engagement conducted and complete documentation of public support
3 points	Some public engagement conducted and/or some documentation of public support
0 points	No public engagement conducted and/or no documentation of public support
Design	
Alignment with National Association of City Transportation Officials (NACTO) design guidance	
5 points	Closely aligned with NACTO design guidance
3 point	Somewhat aligned with NACTO design guidance
0 points	Not aligned with NACTO design guidance
Ridership Increase Potential	
To what extent the project increases public transit ridership	
5 points	Will significantly increase ridership
3 point	Will somewhat increase ridership
0 points	Will not increase ridership

Equity Community	
Project location proximity to a US Department of Transportation-Designated Disadvantaged Census Tract	
5 points	Within a disadvantaged census tract
3 point	Within 1/2-mile of a disadvantaged census tract
0 points	Farther than 1/2-mile away from a disadvantaged census tract
Long-Term Maintenance	
To what extent a plan is in place for the long-term maintenance of the project once implemented	
5 points	Thorough plan developed for maintenance
3 point	Plan somewhat developed for maintenance
0 points	No plan developed for maintenance
Universal Accessibility	
To what extent the project is built to be accessed by people of all abilities	
5 points	Meets/exceeds Public Right-of-Way Accessibility Guidelines (PROWAG) with documented engagement with the disability community and/or Universal Design Principals incorporated
3 point	Meets/exceeds PROWAG
0 points	Does not meet PROWAG
User Experience	
To what extent does the project improve the overall experience of individuals accessing transit, as well as addressing barriers to access, and supporting people of varying transportation needs	
5 points	Significant improvements that create a user-focused environment
3 points	Moderate improvements to comfort, accessibility, or convenience
0 points	No improvements made
Total Score	0-65 points

Project Selection Process

All applications submitted will be reviewed and scored by a selection committee consisting of Oakland County Transit and Planning Division staff as well as staff from the transit providers and road agencies. The selected projects will be recommended by the Transit Division to the Oakland County Board of Commissioners for final approval. Once a project is approved by the Board of Commissioners, an interlocal agreement will be executed and the sponsoring municipality will be responsible for project implementation.

Timeline

September 21, 2026	Call for Projects and online applications accepted
September 22, 2026	Program Kick-Off Webinar
September 28- October 16, 2026	Schedule Pre-Application Meeting with Oakland Transit Staff
November 20, 2026 by 4:00 p.m.	Applications due
December 2026- January 2026	Applications are reviewed and scored. Site visits and audits are conducted, if needed (applicants may receive requests for additional information).
Q1 2027	Projects are selected and presented to Oakland County Board of Commissioners for funding approval (successful applicants are notified after Board approval). Oakland County executes interlocal agreement with city, village, or township and up to 50 percent initial grant award payment is made.
Semi-annually	Grantees submit a semi-annual status report to Oakland County throughout the course of the project by the following deadlines: • July 31 of the current year (for Jan-June) • January 31 of the following year (for July-Dec)
Within 60 days of project completion	Grantees submit a final report with expense documentation, Oakland County makes final grant award payment, and construction projects receive an Oakland Transit recognition plaque to install at the project location

How to Apply

Authorized officials from eligible organizations can apply for the program at the following link:

https://oakgov.co1.qualtrics.com/jfe/form/SV_2n3WOmxMUNBG51Q

Applications must be submitted on or before **November 20, 2026 at 4:00 p.m.**

An authorized official is the applicant's representative who has the authority to obligate the community legally and financially to initiate and submit an application on behalf of the organization. Typically, this is a senior-level, paid staff person of the organization. A contractor who may gain financially from the project cannot represent the organization at either the application or implementation stage.

Applicants may submit more than one project; however, separate applications are required for each project and the applicant must indicate the priority order, with the first application submitted sequentially being the highest priority application. Each application must be a standalone project – that is, not dependent on another project application – in order to be constructed. Potential applicants are required to schedule a pre-application meeting. Contact the Transit Manager prior to submitting an application.

If a proposed project is located in road right-of-way under the jurisdiction of another entity, such as the Road Commission for Oakland County (RCOC) or the Michigan Department of Transportation (MDOT), applicants should submit letters of support or interest from those entities with the application. If a project is awarded funding, it is the grantees' responsibility to obtain the required permit(s) from those entities for all work proposed within their rights-of-way.

Contact

Please direct questions about the Access to Transit Program to:

Eli Cooper

Transit Manager
Oakland County Transit Division
248-975-9876
cooperel@oakgov.com

or

Lindsay Wallace

Principal Planner
Oakland County Transit Division
248-452-9749
wallacelr@oakgov.com

Appendix A: Sample Community Resolution

WHEREAS voters passed the Oakland County Public Transportation Millage in November 2022; and

WHEREAS the Oakland County Board of Commissioners appropriated \$2 million of Oakland County Public Transportation Millage to create the Oakland County 2026 Access to Transit Program (the “Program”); and

WHEREAS the Program seeks to assist eligible applicants in Oakland County to further the enhancement and expansion of public transit services by providing limited matching funds to support their efforts in making transit stops easier and safer to get to and more comfortable to wait at; and

WHEREAS the _____ [Applicant’s Name] (the “Applicant”) desires to submit a Program application for _____ [Name of the project] to _____ [Project description and/or scope]; and

WHEREAS the proposed application is supported by the _____ [insert name of community Master Plan or Capital Improvement Plan or other agency plan]; and

WHEREAS the _____ [Applicant Name] has prepared a Program application in the amount of \$_____, based on a total project cost of \$_____, to fund _____ [Concept Design, Preliminary Engineering, Bidding/Construction, and/or Construction Engineering] for the desired and proposed improvements; and

NOW THEREFORE BE IT RESOLVED the _____ [Council/Board] hereby approves the submission of an application to 2026 Access to Transit Program in the amount of \$XXXX based on a total project cost of \$XXXXXXXX.

BE IT FURTHER RESOLVED that if the project is approved, _____ [Applicant Name] will enter into an Interlocal Agreement with Oakland County, which will require the _____ [Applicant Name] to make available a local match and other grant funding through financial commitment of \$XXXXX during the 20XX-20XX fiscal years.

BE IT FURTHER RESOLVED if Program funding is awarded, _____ [Applicant Name] agrees to comply Program requirements, including commitment to long-term maintenance of the project site and installed scope items and acknowledges all Project related cost overruns be the responsibility of _____ [Applicant Name], as applicable.

BE IT FURTHER RESOLVED that _____ [Name and Title of Person] will be authorized to sign all Program-related documents on behalf of the _____ [Applicant Name] and take any other action necessary or appropriate on the organization’s behalf to participate in the Program.

AYES:

NAYES:

ABSENT:

MOTION APPROVED.

I HEREBY CERTIFY that the foregoing is a Resolution duly made and passed by _____ of _____ at their regular meeting held on _____, 20__, at _____ a.m./p.m., with a quorum present.

Clerk

Date



**Access to Transit Program
Agreement
Between Oakland County
and [Awardee]**

This Agreement (the “Agreement”) is made between Oakland County, a Municipal and Constitutional Corporation, 1200 North Telegraph Road, Pontiac, Michigan 48341 (“County”), and the Awardee indicated below (“Awardee”). County and Awardee may be referred to individually as a “Party” and jointly as “Parties”.

Purpose of Agreement

The purpose of this Agreement is to provide funding to Awardee in exchange for the work to be performed by Awardee for the below named project. The Parties agree to the terms and conditions set forth in this Agreement.

Project Number:

Awardee Name:

Project Title (“Project”):

Grant Award (“Grant Award”):

Match Amount (“Match Amount”):

Total Project Amount:

First Grant Award Payment Amount:

Final Grant Award Payment Amount:

Effective Date: [the date the last Party to this Agreement signs the Agreement]

End Date: [anticipated project end date included in application]

By signing this Agreement, the below individuals certify they are authorized to sign this Agreement on behalf of their organization and the Parties will fulfill the terms of this Agreement, including any attached Exhibits.

COUNTY OF OAKLAND:

AWARDEE:

By: _____

By: _____

David T. Woodward
Chairperson, Board of Commissioners
[Date]

[Name]
[Title], [Organization]
[Date]

1. **Agreement Execution:** Awardee is required to sign the Agreement and return it to the County within sixty (60) calendar days of the date the Agreement is sent to Awardee. If not, the County may cancel this Agreement and the monies allocated under this Agreement may be issued to another entity, in the County's sole discretion.
2. **Contact Information:** This Agreement shall be administered on behalf of the County by the Department of Economic Development – Transit Division. All notices, reports, documents, requests, actions, or other communications required between the County and Awardee shall be submitted to the contacts identified below. By written notice, the Parties may designate a different contact with correlating information.
 - 2.1 **Awardee Contact:**
 - 2.1.1 **Awardee:**
 - 2.1.2 **Name and Title:**
 - 2.1.3 **Address:**
 - 2.1.4 **Telephone Number:**
 - 2.1.5 **E-Mail Address:**
 - 2.2 **County Contact:**
 - 2.2.1 **Name and Title:** Eli Cooper, Transit Manager
 - 2.2.2 **Address:** 2100 Pontiac Lake Road, Bldg 41 West, Waterford, MI 48328
 - 2.2.3 **Telephone Number:** 248-975-9876
 - 2.2.4 **E-Mail Address:** cooperel@oakgov.com
3. **Project Period:**
 - 3.1 Awardee shall complete the Project Scope of Work as set forth and described in Exhibit A within the Project Period. Exhibit A is incorporated as part of this Agreement.
 - 3.2 As defined in this Agreement, "Project Period" means the period of time beginning on the Effective Date and ending on the End Date listed on page 1 of this Agreement.
4. **Awardee's Responsibilities:**
 - 4.1 Awardee's Match Amount requirements are detailed in the Project Budget Exhibit B, which is incorporated as part of this Agreement.
 - 4.2 Awardee shall invoice the County for the First Grant Award Payment Amount as listed on page 1 of this Agreement after this Agreement is executed.
 - 4.3 Awardee shall submit to the County Semi-Annual Status Reports as provided in Exhibit C, which is incorporated as part of this Agreement.
 - 4.4 Prior to submitting an invoice to the County for payment of the Final Grant Award Amount as listed on page 1, Awardee shall contribute the entire Match Amount listed on page 1 and shall submit to the County a Final Report as provided in Exhibit D, which is incorporated as part of this Agreement, by the Agreement End Date or within sixty (60) days of final project completion, whichever date is sooner.
 - 4.5 Awardee shall respond to and be responsible for Freedom of Information Act requests relating to the Awardee's records, data, or other information.
 - 4.6 Awardee must comply with any other reporting requirements regarding the Grant Award and/or this Agreement, as determined by the County.
 - 4.7 Awardee may only use Grant Award for purposes consistent with those specified by the Awardee in its approved Project Scope of Work (Exhibit A) and Project Budget (Exhibit B).
 - 4.8 Any cost overruns incurred to complete the Project shall be the sole responsibility of the Awardee.

5. County's Responsibilities:

- 5.1 The County shall disburse the First Grant Award Payment Amount as listed on page 1 of this Agreement within thirty (30) calendar days of receiving the invoice from the Awardee.
- 5.2 Within thirty (30) calendar days of the County receiving the Final Report (Exhibit D) from the Awardee, the County will make a determination of Project completion, which may include an on-site inspection and an audit. If the County determines Awardee has satisfactorily completed the Project Scope of Work (Exhibit A), the County shall request an invoice from the Awardee for the Final Grant Award Amount as listed on page 1.
- 5.3 The County reserves the right to request additional information necessary to substantiate payments.
- 5.4 The County shall disburse the Final Grant Award Amount as listed on page 1 to the Awardee within thirty (30) calendar days of receiving the invoice from the Awardee.
- 5.5 The County shall not pay any portion of the Grant Award directly to a contractor or subcontractor. Grant Award shall only be paid to the Awardee.
- 5.6 Upon issuance of final payment from the County, Awardee releases the County of all Claims against the County arising under this Agreement. Unless otherwise provided in this Agreement or by State law, final payment under this Agreement shall not constitute a waiver of the County's Claims against Awardee.

6. Awardee Assurances:

- 6.1 Awardee affirms that all representations made to the County in connection with its application and this grant were accurate, truthful, and complete and remain so. Awardee acknowledges that all representations and information provided have been relied on by the County to provide the Grant Award under this Agreement. Awardee shall promptly notify the County, in writing, of the occurrence of any event or any material change in circumstances which would make any Awardee representation or information untrue or incorrect or otherwise impair Awardee's ability to fulfill its obligations under this Agreement.
- 6.2 Awardee shall comply with all applicable local, State, and Federal laws, rules, ordinances, and regulations in the performance of this Agreement, including but not limited to construction of the Project according to the Americans with Disabilities Act of 1990, Pub. L. No. 101-336, 104 Stat. 328 (1990)R and any other barrier free regulations and rules.
- 6.3 Awardee shall obtain all necessary local, County, and/or State permits, licenses, inspections, and approvals for construction and maintenance of the Project. This Agreement shall not be construed to obligate the County or any other governmental entity to issue any permit or license required for the Project. Awardee shall solely determine what permits or licenses are required for the Project, secure the needed permits or licenses, and remain in compliance with such permits or licenses. Awardee shall retain a copy of all permits and licenses and make them available to the County upon request.
- 6.4 Awardee shall either:
 - 6.4.1 have control of the real property upon which the Project is located through fee simple title, lease, or other recorded interest; or

- 6.4.2 have written documentation from the road agency confirming its willingness to allow Awardee to complete construction of the Project in its road right-of-way and maintain the Project.
- 6.5 Awardee shall abide by all State and Federal threatened and endangered species regulations when completing the Project Scope of Work (Exhibit A).
- 6.6 Awardee shall not discriminate against an employee or an applicant for employment in hiring, any terms and conditions of employment or matters related to employment regardless of race, color, religion, sex, sexual orientation, gender identity or expression, national origin, age, genetic information, height, weight, disability, veteran status, familial status, marital status or any other reason, that is unrelated to the person's ability to perform the duties of a particular job or position, in accordance with applicable Federal and State laws. Awardee further agrees that any subcontract shall contain non-discrimination provisions, which are not less stringent than this provision and binding upon all subcontractors. A breach of this covenant shall be regarded as material breach of this Agreement.
- 6.7 Awardee shall ensure any contractor or sub-contractor performing work in the Project Scope of Work (Exhibit A) complies with the requirements of the Davis Bacon Act / Michigan Prevailing Wage Act.
- 6.8 Awardee shall require that no individual be denied access to the Project or Project activities on the basis of race, color, religion, sex, sexual orientation, gender identity or expression, national origin, age, genetic information, height, weight, disability, veteran status, familial status, or marital status.
- 6.9 Awardee is solely responsible for all activities performed under this Agreement and for the construction and maintenance of the Project. Awardee shall be the sole point of contact regarding contractual matters for the Project, including payment of all charges resulting from the Project.
- 6.10 Awardee shall require all contractors and subcontractors constructing or performing the Project to comply with this Agreement.
- 6.11 Awardee shall ensure all contractors and subcontractors constructing and performing the Project are qualified to perform such work.
- 6.12 Awardee shall be solely responsible for the operation, maintenance, and repair of the Project subject to this Agreement.
- 6.13 All records related to the Project must be maintained for a minimum of five (5) years after the final payment has been issued to Awardee by the County.
- 6.14 Awardee shall install an Oakland Transit recognition plaque at the Project site stating that the Project or a portion of the Project was paid for with monies provided by the Oakland County Public Transportation millage. The County, at its sole cost, shall provide the recognition plaque to Awardee. The recognition plaque shall remain at the Project site for a minimum of five (5) years.

7. Setoff or Retention of Funds:

- 7.1 Awardee shall expend the entire Grant Award under this Agreement by the End Date. Any portion of the Grant Award not used by that date shall be returned to the County.
- 7.2 In any case where Awardee is required to return an amount of money to the County under this Agreement, Awardee agrees that unless expressly prohibited by law, the County or the Oakland County Treasurer, at their sole option, shall be entitled to set off from any other Awardee funds that are in the County's possession for any reason,

including but not limited to, the Oakland County Delinquent Tax Revolving Fund ("DTRF"), if applicable. Any setoff or retention of funds by the County shall be deemed a voluntary assignment of the amount by Awardee to the County. Awardee waives any Claims against the County or its officials for any acts related specifically to the County's offsetting or retaining of such amounts. This paragraph shall not limit Awardee's legal right to dispute whether the underlying amount retained by the County was actually due and owing under this Agreement.

- 7.3 Nothing in this Section shall operate to limit the County's right to pursue or exercise any other legal rights or remedies under this Agreement or at law against Awardee to secure payment of amounts due to the County should the Grant Award not be used by the End Date. The remedies in this Section shall be available to the County on an ongoing and successive basis if Awardee becomes delinquent in its repayment of unused Grant Award. Notwithstanding any other term and condition in this Agreement, if the County pursues any legal action in any court to secure its repayment of unused Grant Award under this Agreement, Awardee agrees to pay all costs and expenses, including attorney fees and court costs, incurred by the County in the collection of any amount owed by Awardee.

8. Liability:

- 8.1 The County is not liable or required to operate, maintain, or contribute to the operation or maintenance of the Project or any associated Project activities.
- 8.2 As used in this Agreement, "Claims" mean any alleged losses, claims, complaints, demands for relief or damages, lawsuits, causes of action, proceedings, judgments, deficiencies, liabilities, penalties, litigation, costs, or expenses including, but not limited to, reimbursement for reasonable attorney fees, witness fees, court costs, investigation expenses, litigation expenses, amounts paid in settlement, and/or other amounts or liabilities of any kind which are incurred by or asserted against a Party, or for which a Party may become legally and/or contractually obligated to pay or defend against, whether direct, indirect, or consequential, whether based upon any alleged violation of the Federal or the State constitution, any Federal or State statute, rule, regulation, or any alleged violation of Federal or State common law, whether commenced or threatened.
- 8.3 Awardee shall defend any Claim brought against either Party that involves the Project, involves associated Project activities, or that involves title, ownership, or other rights to the real property upon which the Project is located.
- 8.4 Awardee is responsible for all Claims arising under or in any manner related to the Agreement, the activities authorized by Agreement, or the use and occupancy of the Project.
- 8.5 To the extent permitted by law, Awardee shall indemnify the County against any Claim brought against the County that involves the Project, involves associated Project activities, or that involves title, ownership, or other rights to the real property upon which the Project is located.
- 8.6 Performance of this Agreement is a governmental service and function. This Agreement does not, and is not intended to, impair, divest, delegate, or contravene any constitutional, statutory, and/or other legal right, privilege, power, obligation, duty, or immunity of the Parties. Nothing in this Agreement shall be construed as a waiver of governmental immunity of either Party.

9. Insurance:

- 9.1 Awardee shall acquire and maintain insurance or a program of self-insurance, which Awardee deems necessary, to protect it from liability related to construction and/or operation of the Project. The County shall not obtain any insurance or provide any self-insurance for construction and/or operation of the Project.
- 9.2 Prior to the Awardee entering into a contract to complete the Project Scope of Work (Exhibit A), any contractor for the Project shall produce evidence satisfactory to the County that it maintains insurance coverage in types and amounts defined in Exhibit E and naming the County as an additional insured thereon.

10. Audit and Access to Records: The County reserves the right to conduct programmatic and financial audits of the Project and may withhold payment until the audit is satisfactorily completed. Awardee shall maintain all pertinent records and evidence pertaining to this Agreement, including Grant Award and Match Amount, in accordance with generally accepted accounting principles and other procedures specified by the County. The County or any of its duly authorized representatives must have access, upon reasonable notice, to such books, records, documents, and other evidence for the purpose of inspection, audit, and copying. Awardee shall provide proper facilities for such access and inspection. All records must be maintained for a minimum of five (5) years after the final payment has been issued to Awardee by the County.

11. Termination:

- 11.1 Failure by Awardee to comply with any provision of this Agreement shall be a material breach of this Agreement. Upon breach of the Agreement by Awardee, the County may, in addition to any other remedy provided by law:
 - 11.1.1 Terminate this Agreement;
 - 11.1.2 Withhold and/or cancel future payments to Awardee on any or all current grant projects with the County until the violation is resolved to the satisfaction of the County;
 - 11.1.3 Withhold action on all pending and future grant applications submitted by Awardee to the County;
 - 11.1.4 Require repayment of funds already paid to Awardee under this Agreement; and/or
 - 11.1.5 Require specific performance of the Agreement.
- 11.2 Upon the date of termination, all outstanding reports and documents are due to the County and after the termination date the County will no longer be liable to pay or reimburse Awardee any outstanding Grant Award.

12. Assignability: Awardee shall not assign or transfer any interest in this Agreement without prior written authorization of the Transit Manager.

13. Successors and Assigns: This Agreement shall be binding upon and benefit the successors and assigns of the Parties.

14. Waiver: Waiver of any term or condition under this Agreement must be in writing. No written waiver, in one or more instances, shall be deemed or construed as a continuing waiver of any term or condition of this Agreement. No waiver by either Party shall subsequently affect its right to require strict performance of this Agreement.

15. Cumulative Remedies: A Party's exercise of any remedy shall not preclude the exercise of any other remedies, all of which shall be cumulative. A Party shall have the right, in its sole discretion, to determine which remedies are to be exercised and in which order.

- 16. Changes/Amendments:** Any changes to this Agreement requested by Awardee shall be made in writing and sent to the County contact listed in Section 2 of this Agreement. The County may approve or deny such change, in its sole discretion. Except for being granted an administrative no-cost time extension by the Transit Manager, changes requiring an amendment to this Agreement will be executed by the County and Awardee in the same manner as this Agreement. This Agreement cannot be modified unless reduced to writing and signed by both Parties.
- 17. Severability:** If a court of competent jurisdiction finds a term or condition of this Agreement to be illegal or invalid, then the term or condition shall be deemed severed from this Agreement. All other terms or conditions shall remain in full force and effect.
- 18. Governing Law:** This Agreement shall be governed, interpreted, and enforced by the laws of the State of Michigan.
- 19. Counterparts:** This Agreement may be executed in one or more counterparts, including facsimile or electronic copies, each of which shall be deemed an original, but all of which shall together constitute one instrument.
- 20. Third Party Beneficiaries:** This Agreement does not and is not intended to create any obligation, duty, promise, contractual right or benefit, right to indemnification, right to subrogation and/or any other right in favor of any other person or entity other than the Parties herein.
- 21. Entire Agreement:** This Agreement sets forth all covenants, promises, agreements, conditions, and understandings between the Parties concerning the Project. There are no covenants, promises, agreements, conditions, or understandings, either oral or written, between the Parties other than are herein set forth.
- 22. Survival of Terms:** The Parties understand and agree that all terms and conditions of this Agreement that require continued performance, compliance, or effect beyond the End Date of this Agreement shall survive the End Date and shall be enforceable in the event of a failure to conform or comply.
- 23. Duration of Interlocal Agreement:** This Agreement and any amendments shall be effective when executed by both Parties with resolutions passed by the governing bodies of each Party except as provided in Sections 23.1 and 23.2 below. The approval and terms of this Agreement and any amendments, except as specified below, shall be entered in the official minutes of the governing bodies of each Party. An executed copy of this Agreement and any amendments shall be filed by the County Clerk with the Secretary of State.
- 23.1 The Transit Manager may grant an administrative no-cost time extension if changes do not result in an increased Grant Award. Changes which result in an increased Grant Award shall require an amendment following the procedure explained in Sections 16 and 23.
- 23.2 The Chairperson of the Oakland County Board of Commissioners is authorized to sign amendments to the Agreement to add Exhibits that were previously approved by the Board of Commissioners. An amendment signed by the Board Chairperson under this Section must be sent to the Election Division in the County Clerk's Office to be filed with the Agreement once it is signed by both Parties.
- 23.3 Unless extended by an Amendment, this Agreement shall remain in effect until the End Date or until cancelled, granted an administrative no-cost time extension by the Transit Manager, or terminated by any of the Parties pursuant to the terms of the Agreement.

Exhibit A

Project Scope of Work

Project Title:

Project Description:

When we make the changes to the Application, this will look different

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Q1. Municipality Name

Q3. Point of Contact: Individual that will be responsible for managing this grant if awarded.

Name

Title/Position

Organization

Phone

Email Address

Mailing Address

Q4. Person Applying: Individual submitting this application (only complete this section if different than above).

Name

Title/Position

Organization

Phone

Email Address

Mailing Address

Q35. Are you applying to the Oakland County Access to Transit Program for more than one project?

- ☐ Yes
☐ No

Q36. Is this project your top priority? (please explain)

- ☐ Yes
- ☐ No

Q5. Project Title

Q6. **Project Partners:** List any other communities, agencies, or organizations that are partners on this project, if applicable.

Q7. **Project Location:** Use the applicable fields below. You must enter data in at least ONE of the three fields.

☐ Site Address(s):

☐ Parcel Identification Number(s)

☐ Written Description (e.g. "northbound bus stop on Perry Street @ Pike St" or "John R Road between 9 Mile Road and 10 Mile Road" or "near Milford Senior Center, 1050 Atlantic St, Milford, MI 48381")

Q8. **Site Ownership:** Does the applicant city/village/township own the entire project site(s)?

- ☐ Yes
- ☐ No (please describe the ownership of the project site(s)).

Q9. **Project Elements** (select all that apply):

- ☐ Universal Accessibility Improvements
- ☐ On-Road and Off-Road Bicycle Facilities and Amenities
- ☐ Bus Stop Enhancements and Amenities
- ☐ Intersection Improvements
- ☐ Mobility Hub Elements
- ☐ Filling Gaps in Pedestrian Networks
- ☐ Street Lighting, Street Trees, and Streetscape
- ☐ Wayfinding Signage
- ☐ Park-and-Ride Enhancements
- ☐ Other

Q10. What Project Phase are you applying for? (select all that apply)

- ☐ Conceptual Design
- ☐ Preliminary Engineering
- ☐ Bidding and Construction
- ☐ Construction Engineering

Q11. What is the Anticipated Project Start Date?

Q12. What is the Anticipated Project End Date?



Q13. How much funding are you requesting from the Access to Transit Program (grant award request must be at least \$15,000)?

- ☐ Conceptual Design: Request must be between \$15,000 and \$50,000.
- ☐ Preliminary Engineering: Request must be between \$25,000 and \$100,000.
- ☐ Bidding and Construction: Request must be between \$150,000 and \$1 million.
- ☐ Construction Engineering: Request must be up to 15 percent of construction costs with a maximum request of \$150,000.

Q14. *Certain communities may be eligible to have the match requirement waived – if your community is having difficulty providing matching funds, please contact the Transit Manager.*

Match Amount: How much in matching funds are you committing to? (select all that apply and provide a dollar amount for each category selected)

- ☐ General Funds or Local Restricted Funds
- ☐ Force Account Labor
- ☐ Federal or State Funds
- ☐ Private or Philanthropy
- ☐ Cash Donations
- ☐ Donated Labor/Materials
- ☐ Other

Q15. List all of the agencies/entities/grants that are the sources of matching funds.

Q16. Provide any relevant history/background information about the project (including any environmental concerns). (max 2,000 characters)

A large, empty rectangular text box with a thin gray border, intended for the user to provide history or background information about the project.

Q17. Explain how the project will improve access to public transit services. (max 2,000 characters)

A large, empty rectangular text box with a thin gray border, intended for the user to explain how the project will improve access to public transit services.

Q18. Explain how the project will improve safety for people accessing public transit services. (max 2,000 characters)

A large, empty rectangular text box with a thin gray border, intended for the user to explain how the project will improve safety for people accessing public transit services.

Q19. Explain the public engagement conducted for this project to-date (including any engagement with the disability community). If there is opposition to the project, explain what is being done to address concerns. (max 2,000 characters)

A large, empty rectangular text box with a thin black border, intended for the user to provide an answer to question Q19.

Q20. Describe the project design and why it was chosen. (max 2,000 characters)

A large, empty rectangular text box with a thin black border, intended for the user to provide an answer to question Q20.

Q21. Explain how the project will impact transit ridership. (max 2,000 characters)

A large, empty rectangular text box with a thin black border, intended for the user to provide an answer to question Q21.

Q22. Describe how the project will be managed and maintained long-term, including any equipment or staffing needs and how they will be addressed. (max 2,000 characters)

A large, empty rectangular text box with a thin black border, intended for the user to provide an answer to question Q22.

Q23. Explain if and how the project meets or exceeds Public Right-of-Way Accessibility Guidelines (PROWAG) as well as if and how Universal Design Principals are incorporated into the project.

Refer to the US Access Board for PROWAG: <https://www.access-board.gov/prowag/>

Refer to the Centre for Excellence in Universal Design for Universal Design Principles: <https://universaldesign.ie/about-universal-design/the-7-principles>



Upload #1. Upload a copy of the Project Site Plan or Project Location Map.

Upload #2. Upload a copy of the Project Budget.

A sample Project Budget document is provided here: [Project Budget Template](#)



Upload #3. Upload any Public Engagement Documentation (e.g. letters of support, public meeting minutes, survey results – must be combined into a single document).

Upload #4. If applicable, upload any other materials that will help us understand your project (e.g. construction drawings, engineering documents, specifications, renderings, and/or site photographs with captions – must be combined into a single document).

Acknowledgements

Acknowledgement #1. If awarded funding, the city/village/township will be required to enter into an Interlocal Agreement with Oakland County.

☐ I acknowledge this statement

Acknowledgement #2. The Access to Transit Program provides up to a 50 percent initial grant award with semi-annual status reports and a final report with expense documentation required to release the remaining grant award at the end of the project.

☐ I acknowledge this statement

Acknowledgement #3. Concept design or preliminary engineering projects will subsequently move forward with implementation and construction within a reasonable time frame.

☐ I acknowledge this statement

Acknowledgement #4. The project must comply with all federal and state requirements regarding accessibility for people with disabilities.

☐ I acknowledge this statement

Acknowledgement #5. The awardee will coordinate with local transit providers, road agencies, and property owners to obtain all necessary approvals, easements, rights-of-way (ROW), and permits within the proposed project timeline.

☐ I acknowledge this statement

Acknowledgement #6. The awardee will maintain the project site and any approved project scope items installed for the intended design life. This includes ensuring access that complies with the Americans with Disabilities Act (ADA).

☐ I acknowledge this statement

Acknowledgement #7. Any contractor or sub-contractor performing work on the project shall comply with the requirements of the Davis Bacon Act / Michigan Prevailing Wage Act.

☐ I acknowledge this statement

Acknowledgement #8. The design professional for the project will be required to certify that all design and/or construction was completed according to industry standards and that all necessary permits were obtained from and approved by the relevant agencies.

☐ I acknowledge this statement

Acknowledgement #9. Construction projects must install an Oakland Transit recognition plaque (provided by Oakland County) at the project location and maintain it at that site for a minimum of five (5) years from the date of project completion.

☐ I acknowledge this statement

Acknowledgement #10. All of the information submitted is accurate and that I have the approval to submit this application on behalf of city/village/township identified above.

☐ I acknowledge this statement

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Exhibit B

Project Budget

[illegible]

Funding Source	% of Total Project Budget	Amount
Access to Transit Program Grant Award		
Match Amount*		
General Funds or Local Restricted Funds		
Force Account Labor		
Federal or State Funds		
Private or Philanthropy		
Cash Donations		
Donated Labor/Materials		
Total Funding Amount		

*Refer to the Access to Transit Program Guide for acceptable match sources.

Exhibit C

Semi-Annual Status Report

Date:

Awardee Name:

Awardee Contact:

Name and Title:

Address:

Telephone Number:

E-Mail Address:

Project Title:

Grant Award:

Match Amount:

Total Project Amount:

Project Status Summary:

Completed Project Components:

Outstanding Project Components:

Timeline for Completion:

Additional information to be attached:

- Photographs of project status
- Permits
- Budget balance/amount of budget expended
- Match Amount allocated and/or expended

Exhibit D

Final Report

Date:

Awardee Name:

Awardee Contact:

Name and Title:

Address:

Telephone Number:

E-Mail Address:

Project Title:

Grant Award:

Match Amount:

Date and Amount of Contribution of Match Amount:

Total Project Amount:

Date of Project Completion:

Design Professional Certification:

- ☐ I – the Design Professional for the Project – certify that all design and/or construction was completed according to industry standards and that all necessary permits were obtained from and approved by the relevant agencies.

Design Professional Name and Title:

Design Professional Signature:

Additional information to be attached:

- Copies of invoices (not purchase orders or statements)
- Contractor releases (documentation that the contractor has been paid)
- Copies of canceled checks and/or screen shots of ACH payments made to contractors/suppliers/vendors
- Copies of credit card receipts for any credit card transactions
- Budget balance/amount of budget expended
- Match Amount allocated and/or expended
 - Documentation of force account labor (if applicable)
 - Documentation of any donated labor or materials related to construction from sources other than the grantees' own paid labor. *Donated labor should be valued at*

minimum wage unless the person is professionally skilled in the work being performed on the project. When a professional is volunteering professional services, the wage rate this individual is normally paid for performing this service may be charged to the project. Value of donated materials must be documented. Value of donated land does not count as match.

- Photographs of completed project
- Any other relevant information, records or other pertinent documentation, which may be requested by the County. If requested by the County, the Awardee shall provide information concerning the Grant Award to the County in a web-based format.

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Exhibit E

Awardee Insurance Requirements

During this Contract, the Awardee shall provide and maintain, at their own expense, all insurance as set forth and marked below, protecting the County against any Claims, as defined in this Contract. The insurance shall be written for not less than any minimum coverage herein specified. Limits of insurance required in no way limit the liability of the Contractor.

Primary Coverages

Commercial General Liability Occurrence Form including: (a) Premises and Operations; (b) Products and Completed Operations (including On and Off Premises Coverage); (c) Personal and Advertising Injury; (d) Broad Form Property Damage; (e) Broad Form Contractual including coverage for obligations assumed in this Contract;

\$1,000,000 – Each Occurrence Limit

\$1,000,000 – Personal & Advertising Injury

\$2,000,000 – Products & Completed Operations Aggregate Limit

\$2,000,000 – General Aggregate Limit

\$ 100,000 – Damage to Premises Rented to You (formally known as Fire Legal Liability)

Workers' Compensation Insurance with limits statutorily required by any applicable Federal or State Law and Employers Liability insurance with limits of no less than \$500,000 each accident, \$500,000 disease each employee, and \$500,000 disease policy limit.

1. ☐ Fully Insured or State approved self-insurer.
2. ☐ Sole Proprietors must submit a signed Sole Proprietor form.
3. ☐ Exempt entities, Partnerships, LLC, etc., must submit a State of Michigan form WC-337 Certificate of Exemption.

Evidence of workers' compensation insurance is not necessary if neither Awardee nor any Awardee Employees come onsite to any County real property, land, premises, buildings, or other facilities in the performance of this Contract.

Commercial Automobile Liability Insurance covering bodily injury or property damage arising out of the use of any owned, hired, or non-owned automobile with a combined single limit of \$1,000,000 each accident. This requirement is waived if there are no company owned, hired or non-owned automobiles utilized in the performance of this Contract.

Commercial Umbrella/Excess Liability Insurance with minimum limits of \$2,000,000 each occurrence. Umbrella or Excess Liability coverage shall be no less than following form of primary coverages or broader. This Umbrella/Excess requirement may be met by increasing the primary Commercial General Liability limits to meet the combined limit requirement.

Third-Party Employee Theft Insurance Coverage will be required in the minimum amount of the grant with the County of Oakland named as an additional insured.

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Supplemental Coverages

1. **Professional Liability/Errors & Omissions Insurance** (i.e., Consultants, Technology Vendors, Architects, Engineers, Real Estate Agents, Insurance Agents, Attorneys, etc.) with minimum limits of \$1,000,000 per claim and \$1,000,000 aggregate.

General Insurance Conditions

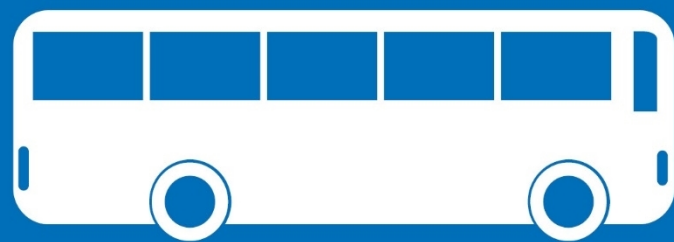
The aforementioned insurance shall be endorsed, as applicable, and shall contain the following terms, conditions, and/or endorsements. All certificates of insurance shall provide evidence of compliance with all required terms, conditions and/or endorsements.

1. All policies of insurance shall be on a primary, non-contributory basis with any other insurance or self-insurance carried by the County;
2. The insurance company(s) issuing the policy(s) shall have no recourse against the County for subrogation (policy endorsed written waiver), premiums, deductibles, or assessments under any form. All policies shall be endorsed to provide a written waiver of subrogation in favor of the County;
3. Any and all deductibles or self-insured retentions shall be assumed by and be at the sole risk of the Awardee;
4. Awardees shall be responsible for their own property insurance for all equipment and personal property used and/or stored on County property;
5. The Commercial General Liability and Commercial Automobile Liability policies along with any required supplemental coverages shall be endorsed to name the County of Oakland and its officers, directors, employees, appointees and commissioners as additional insured where permitted by law and policy form;
6. If the Awardee's insurance policies have higher limits than the minimum coverage requirements stated in this document the higher limits shall apply and in no way shall limit the overall liability assumed by the Awardee under contract.
7. The Awardee shall require its contractors or sub-contractors, not protected under the Awardee's insurance policies, to procure and maintain insurance with coverages, limits, provisions, and/or clauses equal to those required in this Contract;
8. Certificates of insurance must be provided no less than ten (10) Business Days prior to the County's execution of the Contract and must bear evidence of all required terms, conditions and endorsements; and provide 30 days' notice of cancellation/material change endorsement.
9. All insurance carriers must be licensed and approved to do business in the State of Michigan along with the Awardee's state of domicile and shall have and maintain a minimum A.M. Best's rating of A- unless otherwise approved by the County Risk Management Department.



2027 Access to Transit Program

Overview



Purpose

\$2 million to provide financial support to implement **capital projects** that make it...

- **easier**
- **safer**
- **more comfortable**

...to get to and wait for SMART, NOTA, WOTA, OPC, and PEX services.



Proposed Changes to Expand the Program

- Eligible Applicants

- *Transportation service providers*
- *SMART Community Partnership Program (CPP)*
- *Downtown Management Organization (DMO)*
- *Corridor Improvement Authority*
- *Downtown Development Authority*
- *Brownfield Redevelopment Authority*
- *Tax Increment Finance Authority*

- Eligible Projects

- *Environmental Enhancements*
- *Streetscape Improvements*

- Project Selection Criteria

- *User Experience*



Eligible Projects

Eligible Phases:



Conceptual
Design



Preliminary
Engineering



Bidding &
Construction



Construction
Engineering

- **Universal Accessibility Improvements** (ex: pickup/drop-off areas, curb ramps)
- **On-Road and Off-Road Bicycle Facilities and Amenities Connecting to Transit** (ex: bike lanes)
- **Bus Stop Enhancements and Amenities** (ex: benches, shelters, electronic schedules)
- **Intersection Improvements** (ex: crosswalk pavement markings, curb extensions)



Eligible Projects

Eligible Phases:



Conceptual
Design



Preliminary
Engineering



Bidding &
Construction



Construction
Engineering



- **Mobility Hub Elements** (ex: bikeshare stations)
- **Filling Gaps in Pedestrian Networks** (ex: sidewalk connections accessing bus stops or connecting segments in proximity to transit)
- **Street Lighting, Street Trees, and Streetscape**
- **Wayfinding Signage** that directs users to transit facilities
- **Park-and-Ride Enhancements**
- **Other Innovative Projects**

Current Project Summary/Highlights

- **Design Phase**
 - Intersection Study
 - Corridor Safety Improvements
- **Engineering**
 - Non-motorized Bridge
 - Pathway Connection
 - Sidewalk Enhancements
- **Construction**
 - Bus Stop Improvements (2)
 - Pathway Connections
 - Mid-Block Crossing
 - Pathway Connections
 - Intersection Improvements
- **Birmingham**
 - Bus Stop Improvements (Construction)
 - Estimated Completion Summer 2026
- **Rochester Hills**
 - Pathway Connections (Construction)
 - Estimated Completion Summer 2026
- **Ortonville**
 - Sidewalk Realignment (Preliminary Engineering)
 - Located in “Demand Response Area” of the county
- **Southfield**
 - Mid-Block Crossing (Construction)
 - RTA’s Access to Transit Program is funding a portion of this project

How will projects be selected?

Selection Criteria:

- Proximity to Transit
- Access Improvement
- Safety Improvement
- Public Support
- Design
- Ridership Increase Potential
- Equity Community
- Long-Term Maintenance
- Universal Accessibility
- User Experience

Selection Committee:

- Oakland County Staff:
 - Transit Division
 - Planning Division
- Transit Providers:
 - SMART
 - NOTA
 - WOTA
 - OPC
 - PEX
- Road Agencies (permitting):
 - MDOT
 - RCOC
- Main Street/DDA Representative



How will projects be funded?

Grant Award Limits:

- **Conceptual Design:** \$15-50k
- **Preliminary Engineering:** Up to 10% of estimated construction costs
- **Bidding & Construction:** No limits
- **Construction Engineering:** up to 15% of construction costs



20% Local Match (can be waived or partially waved if community is in need)

Payment:

- **50% up-front** County payment to help front costs
- **Remaining** grant award paid at **project end** once semi-annual and final reports with documentation of expenses have been received and reviewed

2026 Timeline

2026:

- **Late September** : Call for Projects
- **September/October:** Pre-Application Meeting
- **November 20:** Applications due (online form)
- **Dec 2026-Jan 2027:** Selection Committee reviews and scores applications

Q6. **Project Partners:** List any other communities, agencies, or organizations that are partners on this project, if applicable.

Q7. **Project Location:** Use the applicable fields below. You must enter data in at least ONE of the three fields.

☐ Site Address(s):

☐ Parcel Identification Number(s)

☐ Written Description (e.g. "northbound bus stop on Perry Street @ Pike St" or "John R Road between 9 Mile Road and 10 Mile Road" or "near Milford Senior Center, 1050 Atlantic St, Milford, MI 48381")

2027 Timeline

- **Winter 2027:** Projects selected and presented to BOC for approval
- **Spring 2027:** Interlocal agreements executed and initial payments made
- **Semi-Annually:** Awardees submit status reports
- **Upon Project Completion:** Awardees submit Final Report, final payments made, Oakland Transit plaques installed at project sites





Questions/Comments??



OakGov.com/OaklandTransit

Lindsay Wallace

Oakland County Transit

Principal Planner

(248) 452-9749

wallacelr@oakgov.com



AMENDMENT

IN RE: Johnson Amendment #1

Motion to Motion to approve Access to Transit Program for the 2027 fiscal year and authorize a one-time appropriation of \$2.5 million from the Public Transportation Millage Fund Balance Account for the purpose of funding the program; further, administer the 2027 Access to Transit Program in conformance with federal, state, and local legal requirements as well as Oakland County Policies and Procedures; further, the Oakland County Transit Division shall serve as the program administrator and shall distribute the appropriated funds to the participating municipalities for expenditures incurred that meet the eligibility requirements for the 2027 to Transit Program; further, the Oakland County Transit Division shall provide a report to the Transit Ad Hoc Committee and the Economic Development & Infrastructure Committee no later than December 2027 detailing the performance of the program; further, amend the FY 2027 budget as detailed in the attached Schedule A – Budget Amendment.

VOTE TRACKING - Oakland County Transit Ad Hoc Committee

Motioned by: Commissioner Brendan Johnson

Seconded by: Commissioner David Woodward

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, David Woodward (4)

No: None (0)

Abstain: None (0)

Absent: (0)

Passed

AGENDA ITEM: Amendment 2026-1 with Suburban Mobility Authority for Regional Transportation (SMART) for Increased Services

DEPARTMENT: Economic Development - Oakland County Transit Division

MEETING: Oakland County Transit Ad Hoc Committee

DATE: Wednesday, August 19, 2026 2:00 PM - [Click to View Agenda](#)

ITEM SUMMARY SHEET

COMMITTEE REPORT TO BOARD

Resolution #2026-6946

Motion to approve Contract Amendment 2026-1 with the Suburban Mobility Authority for Regional Transportation (SMART) to include additional services and a budget increase in an amount not to exceed \$2.1 million; further, authorize the Chair of the Board to sign the contract amendment; further, amend the FY 2027 budget, as detailed in the attached Schedule A Budget Amendment.

ITEM CATEGORY

SPONSORED BY

Budget Amendment

Brendan Johnson

INTRODUCTION AND BACKGROUND

This is a request for the approval of an amendment to the Public Transportation Agreement with the Suburban Mobility Authority for Regional Transportation (SMART) to provide continuation and enhancement of public transit services for the residents of Oakland County during the second half of 2026. Oakland County and SMART entered an agreement at the beginning of 2026 to continue, and expand the services were in place with \$44.1 million in millage funds committed to SMART. As the County Transit Fiscal calendar and SMART's Fiscal Year are not aligned, the parties acknowledged an Amendment would be necessary to fund SMART expanded services during the year.

SMART has increased services as planned, and this amendment reflects costs for the second half of the calendar year, consistent with our contract period. The increase in financial commitment is for an additional \$2.1 M for the second half of 2026 increasing the total commitment for FY 2026 to SMART to \$46.2M. This amendment allows for continuation of the services that were in place before January, and improvements for enhanced and adjusted services including new routes, more frequency on key routes, and other adjustments. These service increases were reviewed by staff and are consistent with our planning. Our 2026 Agreement acknowledged the anticipated request for an increase. SMART has provided a budget and description of the service consistent with this request.

POLICY ANALYSIS

On November 13, 2025, the Board of Commissioners approved Resolution #[2025-5968](#) for the 2026 Public Transportation Agreement between Oakland County and the Suburban Mobility Authority for Regional Transportation (SMART). The term of the agreement is January 1, 2026 through December 31, 2028 with funding approved annually. Due to increased transportation service provided, and expanded hours of service, SMART is requesting an increase in the funding provided by Oakland County for the period July 1, 2026 to December 31, 2026. This change was anticipated

by the Oakland County Transit Division when the original agreement was approved. The additional \$2.1 million in funding being requested will fund baseline services, enhanced services, and dispatch software, as detailed in the attached Exhibit A.

FISCAL IMPACT: Budget Amendment Attached

Committee members can contact Amy Aubry, Analyst at aubrya@oakgov.com or the department contact persons listed for additional information.

CONTACT

Eli Cooper, Manager Transit

ITEM REVIEW TRACKING

Eli Cooper, Economic Development - Oakland County Transit Division	Created/Initiated - 8/13/2026
Eli Cooper, Economic Development - Oakland County Transit Division	Approved - 8/13/2026
Dom Holmes, Board of Commissioners	Approved - 8/14/2026
Amy Aubry, Board of Commissioners	Approved - 8/14/2026
Michael Creasy, Fiscal Services	Approved - 8/17/2026
Diana McBroom, Risk Management	Approved - 8/17/2026
Solon Phillips, Corporation Counsel	Approved - 8/17/2026
Sheryl Johnson, Fiscal Services	Approved - 8/17/2026
Amy Aubry, Board of Commissioners	Approved - 8/18/2026
Brendan Johnson, Board of Commissioners	Final Approval - 8/19/2026

AGENDA DEADLINE: 08/17/2026 4:30 PM

ATTACHMENTS

1. SMART 2026-1 Amendment_Schedule A
2. 2026-1 SMART Amendment Funding Letter Signed
3. Amendment 2026-1 SMART Public Transit Agreement 2.0
4. Amendment 2026 - 1 SMART Exhibit A 2.0
5. Amendment 2026-1 SMART Exhibit B 2.1
6. Amendment 2026-1 SMART Service Adjustments PPT

COMMITTEE TRACKING

2026-08-19 Oakland County Transit - Refer to Economic Development & Infrastructure

2026-09-02 Economic Development & Infrastructure

2026-09-17 Full Board

Motioned by: Commissioner Angela Powell

Seconded by: Commissioner Marcia Gershenson

Yes: Marcia Gershenson, Brendan Johnson, Angela Powell, David Woodward (4)

No: None (0)

Abstain: None (0)

Absent: Michael Gingell, Philip Weipert (2)

Passed

Oakland County, Michigan

ECONOMIC DEVELOPMENT - OAKLAND COUNTY TRANSIT DIVISION - SMART 2026-1 Amendment

Schedule "A" DETAIL

R/E	Fund Name	Division Name	Fund # (FND)	Cost Center (CCN) #	Account # (RC/SC)	Program # (PRG)	Grant ID (GRN) #	Project ID # (PROJ)	Region (REG)	Budget Fund Affiliate (BFA)	Ledger Account Summary	Account Title	FY 2026 Amendment	FY 2027 Amendment	FY 2028 Amendment
E	Oakland Transit	Transit Services	FND20288	CCN1090802	SC730373	PRG172155					730000	Contracted Services	-	2,100,000	-
E	Oakland Transit	Transit Services	FND20288	CCN1090802	SC796500	PRG172155					796500	Budgeted Equity Adjustment	-	(2,100,000)	-
												Total Expenditures	\$ -	\$ -	\$ -



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

August 12, 2026

Oakland County Board of Commissioners

Due to increased transportation service provided, SMART is requesting an increase in the funding provided by Oakland County for the period July 1, 2026 to December 31, 2026. The 2026 Interlocal Public Transportation Agreement, between SMART and Oakland County, anticipated a change in the funding agreement during 2026. In June of 2026, SMART expanded hours of service operating in Oakland County. This additional funding requested will cover the costs of this additional service. The requested funding is as follows:

	Original Amount	Requested Amount	Increase	% Increase
July 2026 (for Jul-Sept services)	11,025,000.00	12,075,000.00	1,050,000.00	10%
October 2026 (for Oct-Dec services)	11,025,000.00	12,075,000.00	1,050,000.00	10%
Total	22,050,000.00	24,150,000.00	2,100,000.00	10%

The increase to annual transportation service is outlined below.

	FY 26 Service	FY 27 Service	Increase	% Increase
Fixed Route Hours	301,319.46	338,342.85	37,023.39	12%
Flex Hours (Microtransit)	93,912.00	117,085.02	23,173.02	25%

Sincerely,

Ryan Byrne
SMART CFO

CC: Eli Cooper

AMENDMENT OF PUBLIC TRANSPORTATION AGREEMENT

CON00011788:

AMENDMENT: 2026-1

AMENDMENT DATE: August 19, 2026

This AMENDMENT OF INTERLOCAL CONTRACT (hereafter this "Amendment") is made and entered into by and between the Contractor named and identified below, (hereafter "Contractor") and the COUNTY OF OAKLAND (hereafter "County") whose address is 2100 Pontiac Lake Rd, Waterford, MI 48328.

CONTRACTOR	ADDRESS
Suburban Mobility Authority for Regional Transportation	635 Griswold, Suite 600 Detroit, Michigan 48226
Vendor Number: 0000002422	

The County and Contractor agree and acknowledge that the purpose of this Amendment is to modify as provided herein and otherwise continue the present contractual relationship between the Parties as described in their current contract with the same contract number as above.

In consideration of the extension of the mutual promises, representations, assurances, agreements, and provisions in the Contract and this Amendment, the adequacy of which is hereby acknowledged by the Parties, the County and Contractor hereby agrees to amend the current Contract as follows:

- 1.0 The County and Contractor agree that any and all defined words or phrases in the current Contract between the parties will apply equally to and throughout the amendment.
- 2.0 The Parties agree that any and all other terms and conditions set forth in the current Contract between the Parties shall remain in full force and effect and shall not be modified, excepted, diminished, or otherwise changed or altered by this Amendment except as otherwise expressly provided for in this Amendment.
- 3.0 Description of Change:
- 3.1 Contractor shall provide the County with the Deliverables (goods and/or services) described in the attached Amended Exhibit A (Scope of Transportation Services) in accordance with the terms and

requirements stated therein. The attached Amended Exhibit A replaces and supersedes the Exhibit A attached to the existing Contract and is hereby incorporated into this Amendment.

- 3.2 Contractor shall provide the County with the Deliverables described in the attached Amended Exhibit A (Scope of Transportation Services) and elsewhere in the Contract. Contractor shall perform these services for the prices, fees, terms, and requirements set forth in the attached Amended Exhibit B (Budget). The attached Amended Exhibit A replaces and supersedes the Exhibit B attached to the existing Contract and is hereby incorporated into this Amendment.

For and in consideration of the mutual assurances, promises, acknowledgments, warrants, representations, and agreements set forth in the Contract and this Amendment, and for other good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, the undersigned hereby execute this Amendment on behalf of the County, and Contractor and by doing so legally obligate and bind the County and Contractor to the terms and conditions of the Contract and this Amendment.

IN WITNESS WHEREOF, Tiffany Gunther, General Manager, Suburban Mobility Authority for Regional Transportation, hereby acknowledges that he has been authorized by a resolution of the Suburban Mobility Authority for Regional Transportation, a certified copy of which is attached, to execute this Agreement on behalf of Public Body and hereby accepts and binds Public Body to the terms and conditions of this Agreement.

EXECUTED: _____

DATE: _____

Tiffany J. Gunther, General Manager
Suburban Mobility Authority for Regional Transportation

WITNESSED: _____

DATE: _____

Suburban Mobility Authority for Regional Transportation

IN WITNESS WHEREOF, David T. Woodward, Chairperson, Oakland County Board of Commissioners, hereby acknowledges that he has been authorized by a resolution of the Oakland County Board of Commissioners to execute this Agreement on behalf of Oakland County, and hereby accepts and binds Oakland County to the terms and conditions of this Agreement.

EXECUTED: _____
David T. Woodward, Chairperson Oakland
County Board of Commissioners

DATE: _____

WITNESSED: _____
Oakland County Board of Commissioners
County of Oakland

DATE: _____

EXHIBIT A**2026-1 AMENDMENT SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
(SMART)****SCOPE OF PUBLIC TRANSPORTATION SERVICES****Baseline Services:**

SMART shall deliver all scheduled fixed route, ADA, Flex, and Connector services consistent with those services in place as of December 31, 2025, as shown on the 2026 SMART Service Area Map on page 3 of this Exhibit A as described below and shown on Maps on pages 4 and 5.

Enhanced Services:

In addition to the Baseline Services, SMART shall deliver all scheduled fixed route, ADA, Flex, and Connector services from the SMARTer Mobility Study planned for implementation in 2026, as shown on the 2026 SMART Service Area Map on page 3 of this Exhibit A, including:

- Modified Route: 430 Main St- Big Beaver
- Modified Route: 494 Dequindre
- Modified Route: 740 & 741 12 Mile
- Modified Route: 780 15 Mile Crosstown
- NEW Bloomfield Flex Zone
- Modified Farmington Flex Zone
- Modified Pontiac Flex Zone
- New Rochester CPP Flex Zone

Additional 2026 adjustments as shown on the map on page 4 and 5 of this Exhibit A, including:

- Route 461/462 FAST Woodward Weekday Frequency improvement to 20 minutes
- Route 710 Nine-Mile Crosstown Weekday Frequency improvement to 30 minutes
- New Route 350 Wixom
- Modified Route 405 extension to Link with new Route 350

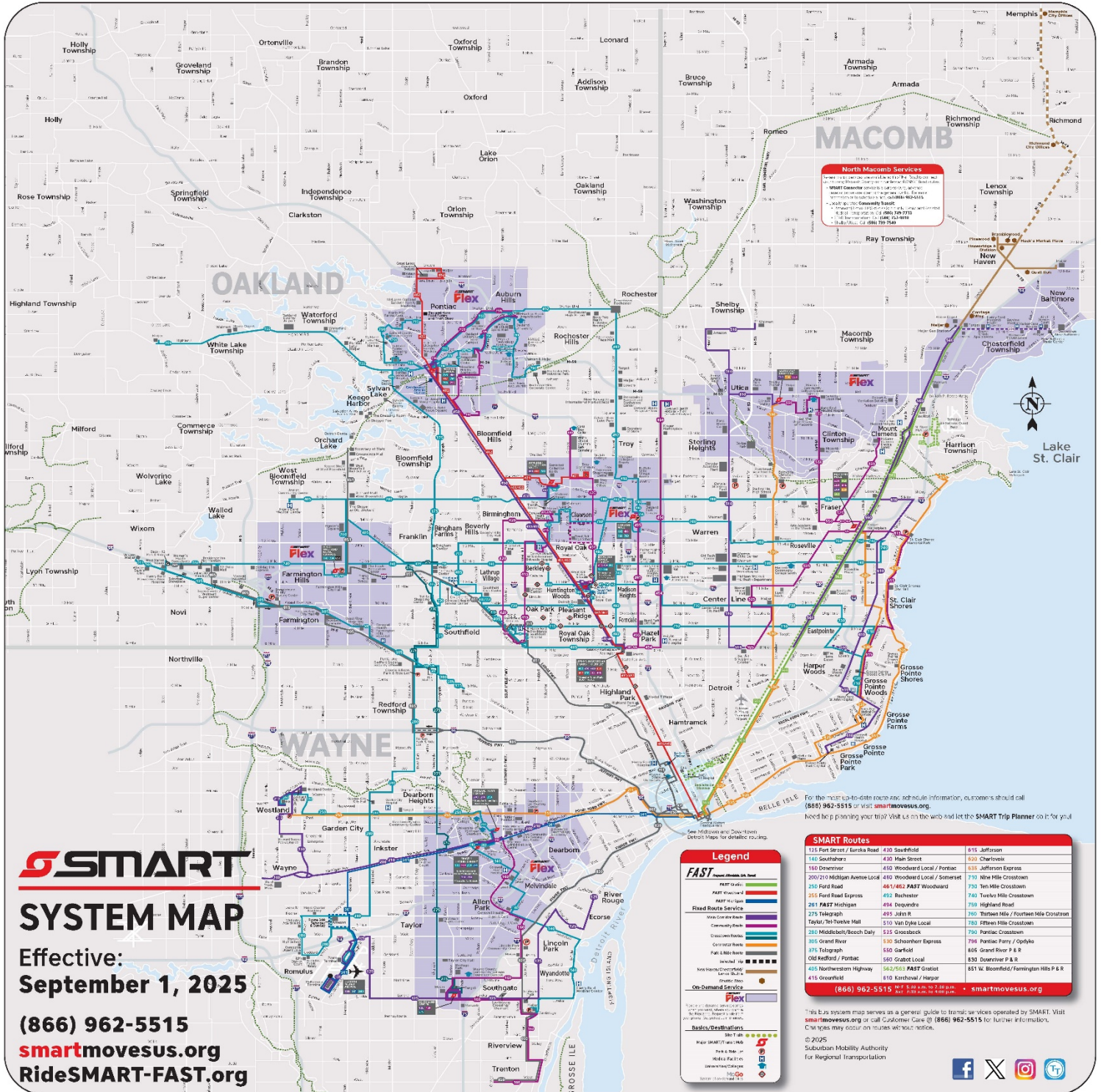
- Modified Route 780 Fifteen Mile Extend to OCC Orchard Ridge Campus
- Extend Route 430 Main Street via Crooks and Auburn to connect with Route 790 at Adams Road Meijer and Walmart
- Extend Route 49 Dequindre via Dequindre and Auburn to connect with Route 492 at Rochester and Auburn
- Eliminate route 796 Perry -Opdyke

Dispatch Software:

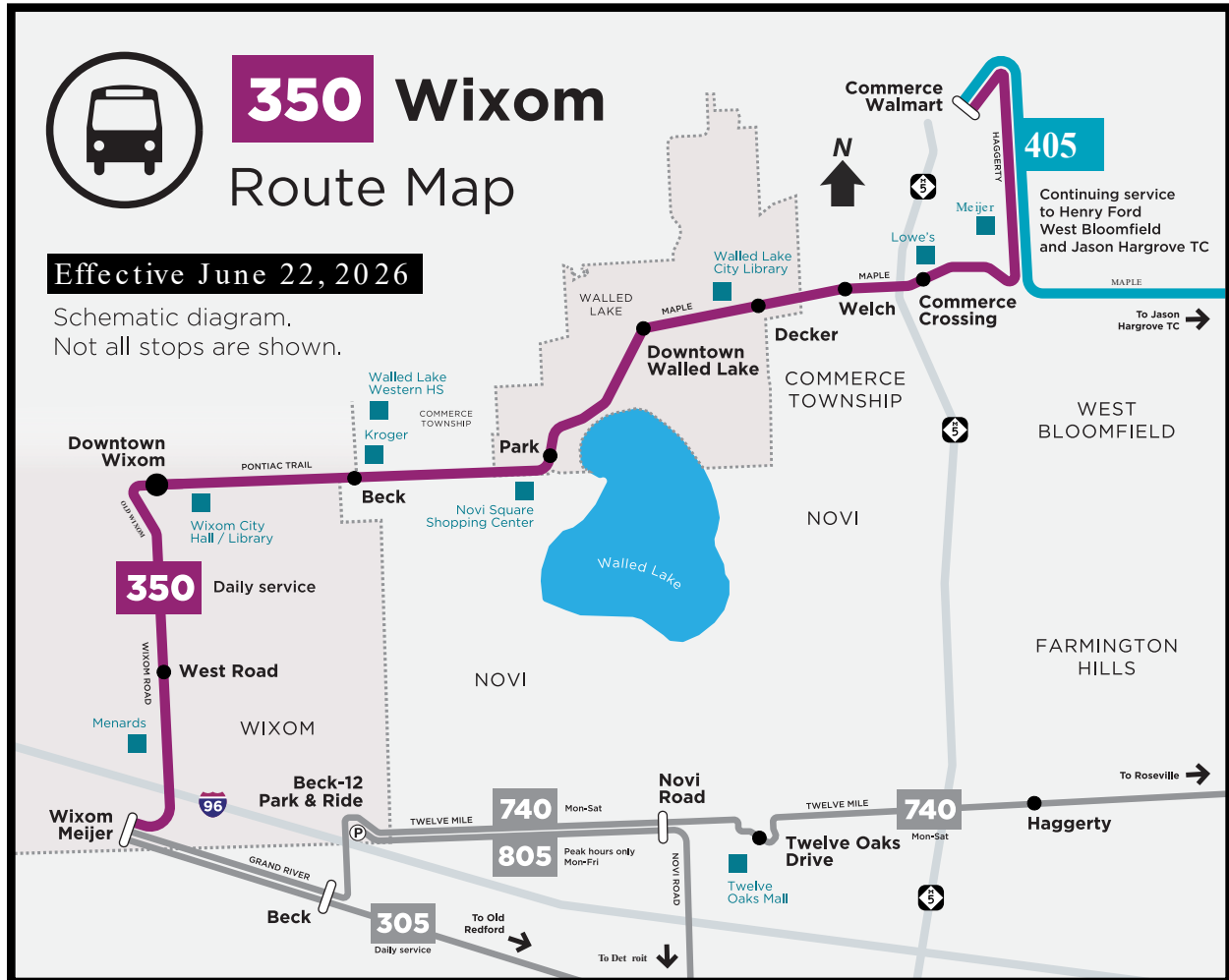
In addition to the Baseline and Amended Services, SMART shall deliver the dispatch software procured for itself and the other Public Transportation Providers, as defined in Article 1.6 of the Agreement, according to the Oakland County Community Transit Plan.

2026 SMART SERVICE AREA MAP

• Suburban Mobility Authority for Regional Transportation



2026-1 AMENDED SMART SERVICE AREA MAP



2026-1 AMENDED SMART SERVICE AREA MAP

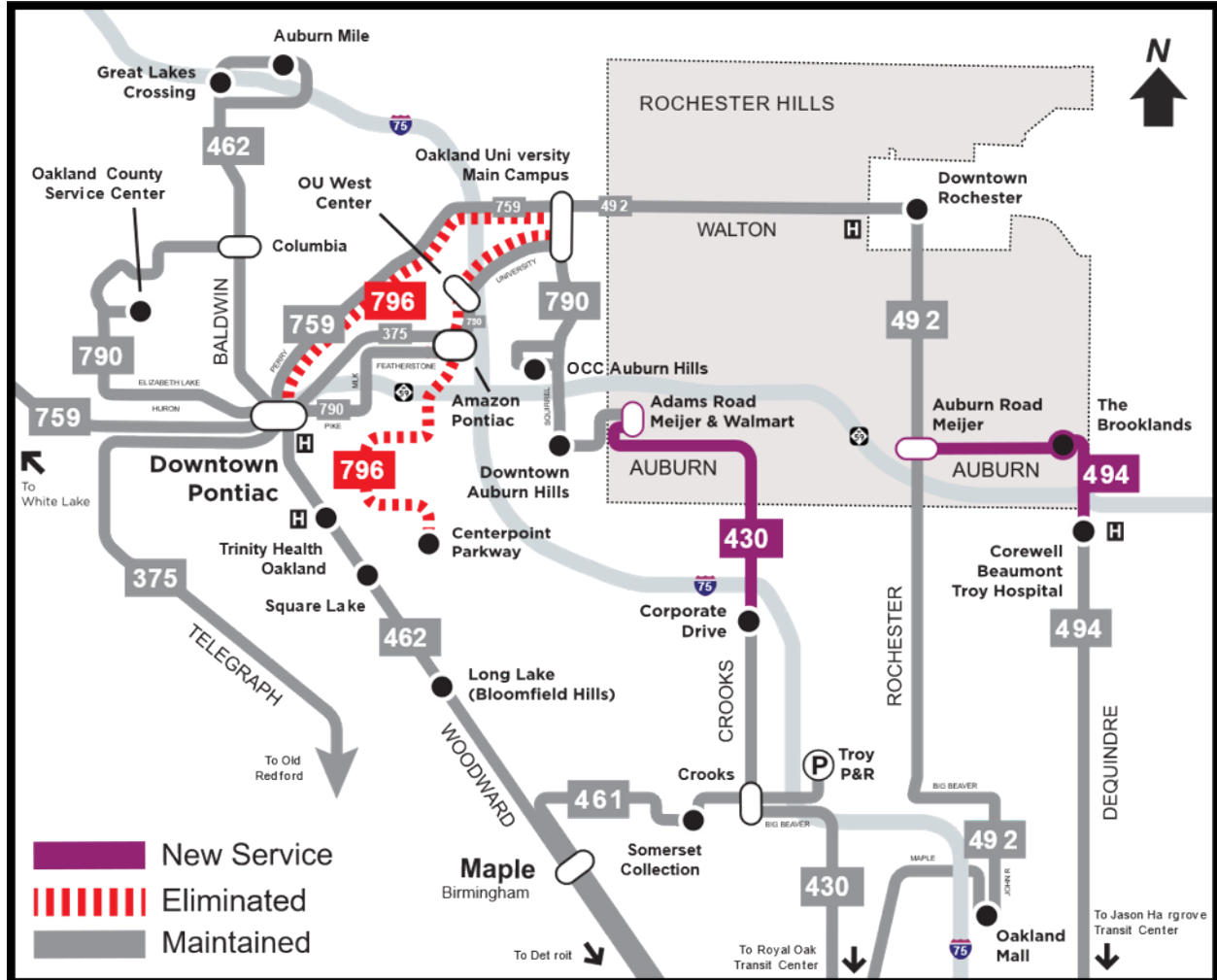


EXHIBIT B

**2026-1 AMENDMENT SUBURBAN MOBILITY AUTHORITY FOR REGIONAL TRANSPORTATION
(SMART)**

BUDGET AND PAYMENT

Oakland County Public Transportation Millage Funds:

Total payment not to exceed \$46,200,000 for Baseline and Amended Service.

1. Terms of Payment for Services

- a. Oakland County will distribute an amount not to exceed \$44,100,000 (Forty-four Million One Hundred Thousand Dollars) in Public Transportation Millage Funds to SMART for the scope of public transportation services that is incorporated into this Agreement as Exhibit A. An additional \$2,100,000 is amended into the Agreement for services added during this amended contract as described in Exhibit A of this Amendment.
- b. SMART may request reimbursement quarterly based on the receipt of an invoice according to the Payment Schedule table below.
- c. Except as extended, modified, or amended pursuant to Article 3 of the Agreement, the Terms of Payment set forth herein shall expire on December 31, 2026.

2. Fee for Transportation Services

The following factors are included in the SMART fee for transportation services:

- a. \$46,200,000 for Baseline and Amended Service as described in Exhibit A.
- b. This amendment 2026-1 addresses service enhancements as defined in Exhibit A.

3. Payment Schedule

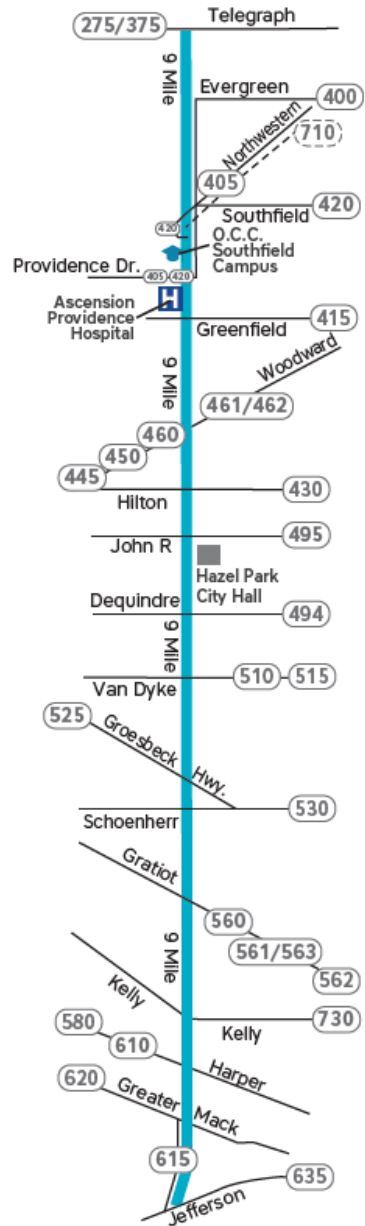
Invoice Date		Baseline Service	Amendment	Total
April 2026 (for Jan-Mar services)	\$	11,025,000	0	11,025,000
July 2026 (for Apr-Jun services)	\$	11,025,000	0	11,025,000
October 2026 (for Jul-Sept services)	\$	11,025,000	1,050,000	12,075,000
January 2027 (for Oct-Dec services)	\$	11,025,000	1,050,000	12,075,000
TOTAL	\$	44,100,000	2,100,000	46,200,000

4. Invoices

- a. Payments by the County, after the Agreement is fully executed, will be made within 30 days of receipt of an invoice from SMART for the amounts listed in Section 3.



2026 Oakland County
Service Improvements



710 Nine Mile Crosstown

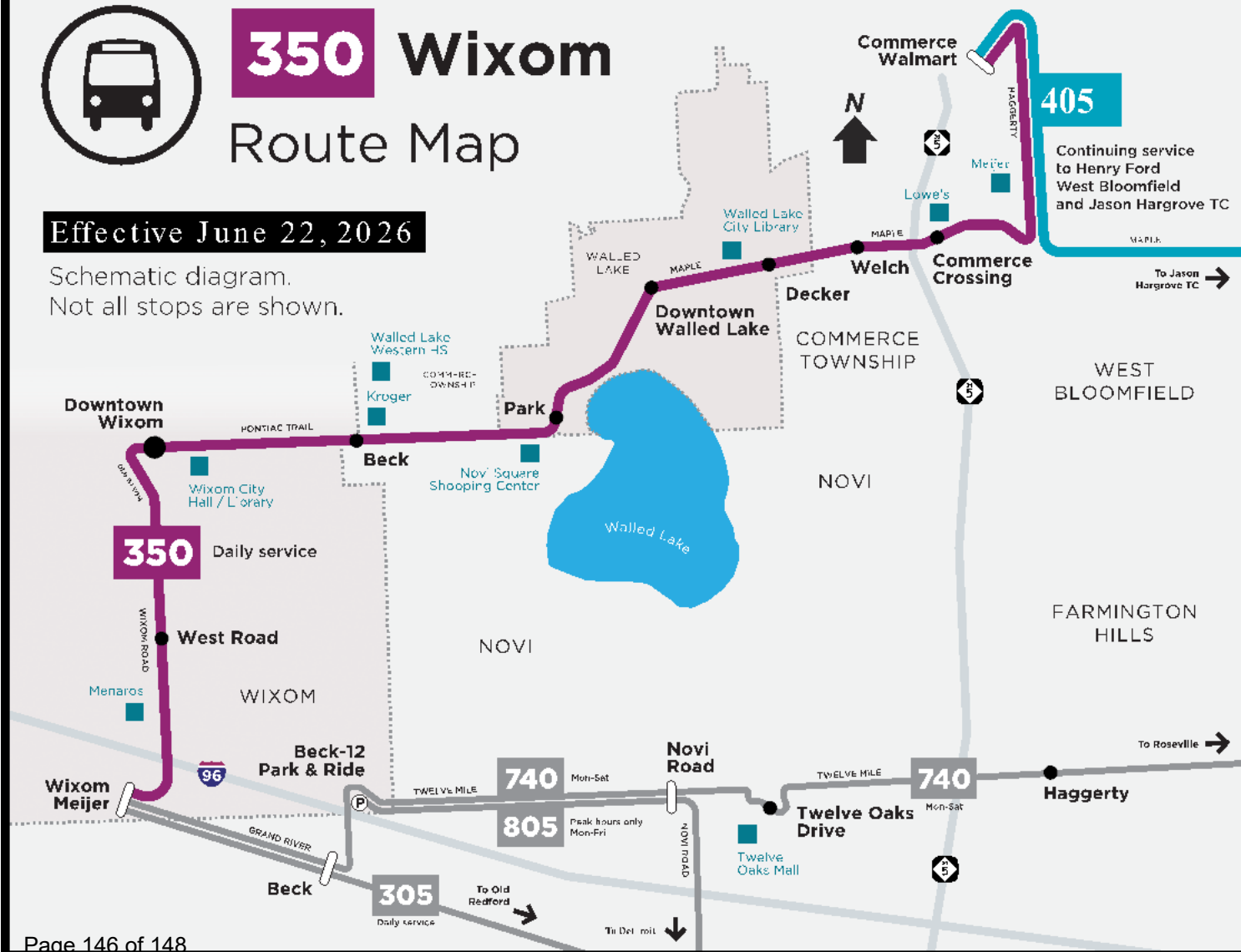
Weekday frequency improved to every 30 minutes in January 2026



350 Wixom Route Map

Effective June 22, 2026

Schematic diagram.
Not all stops are shown.



350 Wixom

New route began service April 2026 serving western Oakland communities

405 Northwestern Hwy

Extended west to Commerce Twp to link with Route 350

780 Fifteen Mile

Extended south to OCC Orchard Ridge Campus



Bus stop improvements

