

North Carolina Department of Transportation



FY 2027 SMAP Overview and Guidance

July 30, 2026

N.C. Department of Transportation
Integrated Mobility Division
1 S. Wilmington Street Raleigh, NC 27601

Program Intent and Eligible Uses

The purpose of the State Maintenance Assistance Program (SMAP) is to provide operating assistance to urban, small urban, and urban regional fixed-route and commuter bus systems while minimizing administrative burden and reporting requirements. SMAP funds may only be used for eligible operating expenses.

Eligible operating expenses are defined in Federal Transit Administration (FTA) Circular C 9030.1E for the Federal Section 5307 Program. Although preventive maintenance and Americans with Disabilities Act (ADA) complementary paratransit service costs are considered capital-eligible expenses under federal grant requirements, these costs are considered eligible operating expenses under SMAP.

Note: SMAP funds may not be used as the local match for other state-funded programs, including the Urban Technology Program and the Transportation Demand Management Program.

SMAP supports statewide mobility by helping maintain transit services that facilitate travel within and across jurisdictional boundaries.

SMAP Allocation Method

The Fiscal Year 2027 (FY 2027) SMAP allocation table is included with the application package.

The North Carolina Department of Transportation (NCDOT) will continue to use the 1994–2017 SMAP allocation formula for distributing FY 2027 funds. The formula is based on Fiscal Year 2019 transit performance data.

The formula is applied to a funding base of \$32,528,557, which is distributed as follows:

- 10% – Equal share
- 30% – Local commitment
- 60% – Performance, consisting of:
 - 30% – Passenger trips relative to the statewide average
 - 30% – Net operating cost per passenger trip relative to the statewide average

Net operating cost per passenger trip is calculated by subtracting fare and other operating revenues from total operating expenses and dividing the result by total passenger trips. Regional transit systems are evaluated separately under the performance portion of the formula.

Note: Approximately, \$191,889 in previously unspent SMAP funds was redistributed through the formula for FY 2027. This resulted in a small increase above the traditional allocation.

Local Share

The required local match is **100 percent of the SMAP funds accepted** under the formula allocation. Recipients must certify both the amount and source of the local match in the Certified Statement.

Applicants may elect to accept less than their full formula allocation. If a recipient accepts less than the full allocation, the required local match must equal the amount of SMAP funding accepted.

The final SMAP disbursement will be based on the amount certified in the Cover Letter and may not exceed the recipient's formula allocation.

FY2027 Application Requirements

FY2027 Application SmartSheet Form – [Click Here](#)

To receive a Fiscal Year 2027 (FY 2027) SMAP allocation, applicants must submit the following documents through the FY 2027 SMAP SmartSheet application form.

Early submission of all required documents is encouraged and will help ensure timely disbursement of SMAP funds.

1. Certified Statement

Applicants must submit a fully executed and certified “State Maintenance Assistance for Urban, Small Urban, and Regional Transit Systems” Certified Statement. The Certified Statement must be signed by the mayor to be considered complete.

Certified Statement Note: For AppalCART, CFPTA, GWTA, PART, GoTransit, and WPRTA the certification statement must be signed by the Authority chair.

2. Cover Letter

- The anticipated amount of SMAP funds to be expended.
- Confirmation of whether the Fiscal Year 2026 SMAP allocation was fully expended by the required deadline, including the amount of any unexpended funds.
- A brief description of how the Fiscal Year 2026 SMAP funds were used and the accomplishments achieved.
- A description of how the requested SMAP funds will be used.
- Verification that the *local match amount is equal to the amount of formula-based SMAP funds accepted*.

3. FY2027 Budget Worksheets

A Projected Budget detailing how Fiscal Year 2027 SMAP funds are expected to be used must also be completed, signed by the Finance Officer, and submitted via the IMD SMAP SmartSheet application.

Please Note: As part of the FY2028 SMAP application, a final FY2027 budget showing all SMAP expenditures will be required. Failure to submit this documentation could result in funding ineligibility.

Definition of the term “Expended”

For purposes of the State Maintenance Assistance Program (SMAP), "**expended**" means that the cost has been incurred and will be reported as an expense in the transit system's National Transit Database (NTD) report and/or the municipality's annual audit for the applicable fiscal year.

Under the modified accrual basis of accounting, an expense is considered expended if it was incurred during the fiscal year and will be paid during the fiscal year or within the period permitted under the modified accrual method. To be eligible for Fiscal Year 2026 SMAP reporting, the expense must have been incurred no later than **June 30, 2026**.

Any Fiscal Year 2026 SMAP funds that remain unexpended will be deducted from the recipient's Fiscal Year 2027 SMAP allocation.

Deadline for Expenditure of FY 2027 Allocation

All the FY 2027 SMAP allocation **must be expended by June 30, 2027**. This deadline is the end of the state fiscal year for the allocation year.