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SMART

*Financial Report
with Supplementary
Information June 30, 2024*



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Independent Auditor's Report

To the Board of Directors
Suburban Mobility Authority for Regional Transportation

Report on the Audits of the Financial Statements

Opinions

We have audited the financial statements of the business-type activities and fiduciary activities of the Suburban Mobility Authority for Regional Transportation (the "Authority" or SMART) as of and for the years ended June 30, 2024 and 2023 and the related notes to the financial statements, which collectively comprise the Suburban Mobility Authority for Regional Transportation's basic financial statements, as listed in the table of contents.

In our opinion, the accompanying financial statements referred to above present fairly, in all material respects, the respective financial position of the business-type activities and fiduciary activities of the Suburban Mobility Authority for Regional Transportation as of June 30, 2024 and 2023 and the respective changes in its financial position and, where applicable, its cash flows thereof for the years then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audits in accordance with auditing standards generally accepted in the United States of America (GAAS) and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the *Auditor's Responsibilities for the Audits of the Financial Statements* section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Emphasis of Matter

As discussed in Note 1 to the financial statements, certain errors resulting in an understatement of previously reported revenue for the year ended June 30, 2023 were identified during the current year. Accordingly, the June 30, 2023 financial statements have been restated and an adjustment has been made to net position as of June 30, 2023 to correct the errors. Our opinion is not modified with respect to this matter.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for 12 months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

To the Board of Directors
Suburban Mobility Authority for Regional Transportation

Auditor's Responsibilities for the Audits of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and, therefore, is not a guarantee that audits conducted in accordance with GAAS and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing audits in accordance with GAAS and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audits.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audits in order to design audit procedures that are appropriate in the circumstances but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audits, significant audit findings, and certain internal control-related matters that we identified during the audits.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis and required supplementary information, as identified in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board, which considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

To the Board of Directors
Suburban Mobility Authority for Regional Transportation

Supplementary Information

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Suburban Mobility Authority for Regional Transportation's basic financial statements. The supplementary information, as identified in the table of contents, except for the community-based report numbered 12, the nonfinancial report numbered 19, and all reports for the year ended September 30, 2023 (those numbered 2, 4, 6, 8, 10, and 13-18), is presented for the purpose of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the supplementary information, except for the community-based report numbered 12, the nonfinancial report numbered 19, and all reports for the year ended September 30, 2023 (those numbered 2, 4, 6, 8, 10, and 13-18), is fairly stated in all material respects in relation to the basic financial statements as a whole.

Additional Information

Management is responsible for the accompanying other information, which is presented for the purpose of additional analysis and is not a required part of the basic financial statements. The other information comprises the community-based report numbered 12, the nonfinancial report numbered 19, and all reports for the year ended September 30, 2023 (those numbered 2, 4, 6, 8, 10, and 13-18). Our opinions on the financial statements do not cover the such information, and we do not express an opinion or any form of assurance thereon.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 10, 2024 on our consideration of the Suburban Mobility Authority for Regional Transportation's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements, and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Suburban Mobility Authority for Regional Transportation's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Suburban Mobility Authority for Regional Transportation's internal control over financial reporting and compliance.



December 10, 2024

Suburban Mobility Authority for Regional Transportation

Management's Discussion and Analysis

The following discussion and analysis has been prepared by the Suburban Mobility Authority for Regional Transportation's (the "Authority" or SMART) management and should be read in conjunction with the financial statements and related note disclosures. The discussion is intended to present an overview of SMART's financial performance for the years ended June 30, 2024 and 2023 and does not purport to make any statement regarding the future operations of the organization. While SMART is an instrumentality of the State of Michigan, it is not a component of the State, as defined by the Governmental Accounting Standards Board (GASB).

Using This Annual Report

This annual financial report consists of a series of financial statements. The statement of net position and the statement of revenue, expenses, and changes in net position provide information about the activities of SMART as a whole and present a longer-term view of the Authority's finances. This longer-term view uses the accrual basis of accounting so that it can measure the cost of providing services during the current year and whether the cost of providing the Authority's services has been fully funded.

Financial Highlights

- Total operating revenue increased in fiscal year 2023-2024 (FY 2024) as compared to fiscal year 2022-2023 (FY 2023). This total operating revenue increase related to fares is 5.88 percent, or approximately \$309,000. This is due to increased ridership.
- The other component of total operating revenue is other operating income. This revenue component had an actual overall increase of approximately \$301,000, or approximately 17.05 percent, compared to FY 2023. This revenue stream primarily consists of advertising, rental, and miscellaneous operating revenue.
- Nonoperating revenue decreased by approximately \$47.9 million, or 25.00 percent, in FY 2024 compared to FY 2023. This is primarily due to lower federal pandemic relief funding and lower local contributions of county property taxes.
- In FY 2024, operating expenses of approximately \$128.7 million, before depreciation, are approximately \$424,000 lower than FY 2023. This is largely due to a decrease in employee fringe benefits and increased expense related to SMART wage payments.
- Capital contribution spending in FY 2024 amounted to approximately \$19.7 million. This is an increase of approximately \$8.5 million, or 76 percent, for FY 2024. SMART relies heavily on federal capital funds to purchase capital assets (i.e., bus replacement and facility rehabilitation). SMART had more capital projects open during FY 2024 than FY 2023.
- Current liabilities increased by approximately \$1.1 million primarily due to an increase in municipal and community credits payable of \$1.3 million, an increase in accrued liabilities related to Operating Assistance of \$900,000, and a decrease in accounts payable of \$800,000.
- Net position, which is detailed later, increased by approximately \$19.9 million to \$276.6 million, which is a combination of the \$1.50 million decrease in net investment in capital assets, \$16.8 million increase in restricted net position related to postemployment benefits, and \$4.6 million increase in unrestricted net position due to FY 2024 financial activity.

Suburban Mobility Authority for Regional Transportation

Management's Discussion and Analysis (Continued)

The Authority's Net Position

A summary of SMART's assets, liabilities, deferred outflows and inflows, and net position at June 30, 2024, 2023, and 2022 is as follows:

	2022	2023	2024
Assets			
Current and other assets:			
Cash and investments	\$ 160,998,019	\$ 186,875,427	\$ 135,689,663
Receivables	36,912,759	64,803,263	42,518,794
Other assets	3,443,963	3,875,319	21,090,415
Capital assets	162,892,550	154,167,366	152,212,121
Total assets	364,247,291	409,721,375	351,510,993
Deferred Outflows of Resources	33,862,829	35,940,224	76,763,434
Liabilities			
Current liabilities	36,273,824	30,557,924	31,691,935
Noncurrent liabilities	107,816,535	108,061,777	83,062,798
Total liabilities	144,090,359	138,619,701	114,754,733
Deferred Inflows of Resources	56,257,544	50,340,231	36,896,436
Net Position			
Net investment in capital assets	160,919,352	151,147,487	149,685,808
Restricted	121,708	69,867	16,884,208
Unrestricted	36,721,157	105,484,313	110,053,242
Total net position	<u>\$ 197,762,217</u>	<u>\$ 256,701,667</u>	<u>\$ 276,623,258</u>

SMART's current assets, including restricted cash, had a net decrease of approximately 73.1 million, which represents an decrease of approximately 28.7 percent compared to FY 2023. Restricted cash increased from approximately \$70,000 to \$179,000 at the end of FY 2024.

Amounts invested in capital assets decreased by \$2.0 million to \$152.2 million.

Unrestricted net position, the portion of net position that can be used to finance day-to-day operations, increased by approximately \$4.6 million from FY 2023.

The Authority's Changes in Net Position

	2022	2023	2024
Operating Revenue	\$ 6,349,427	\$ 7,025,687	\$ 7,636,159
Operating Expenses	148,922,018	150,868,405	151,132,996
Operating Loss	(142,572,591)	(143,842,718)	(143,496,837)
Nonoperating Revenue	150,006,644	191,615,533	143,711,912
Income - Before capital contributions	7,434,053	47,772,815	215,075
Capital Contributions	24,220,601	11,166,635	19,706,516
Change in Net Position	31,654,654	58,939,450	19,921,591
Net Position - Beginning of year, as restated	166,107,563	197,762,217	256,701,667
Net Position - End of year, as restated	<u>\$ 197,762,217</u>	<u>\$ 256,701,667</u>	<u>\$ 276,623,258</u>

Suburban Mobility Authority for Regional Transportation

Management's Discussion and Analysis (Continued)

As described earlier in the financial highlights, total operating revenue increased in FY 2024 as compared to FY 2023. This is mainly a result of fares being collected during all of FY 2024.

Operating expenses before depreciation are approximately \$424,000 higher than FY 2023. This is largely due to a decrease in employee fringe benefits and increased expense related to SMART wage payments.

Capital Assets and Debt Administration

The Authority continues to invest in infrastructure, equipment, and vehicles. SMART had approximately \$152.2 million and \$154.2 million invested in capital assets as of June 30, 2024 and 2023, respectively. During FY 2024, SMART had total capital asset additions of approximately \$20.5 million, primarily consisting of bus equipment software and facilities projects.

More detailed information concerning capital assets can be found in Note 5 to the financial statements.

Economic Factors and Next Year's Budgets and Rates

The Regional Transit Authority (RTA) is the designated recipient for federal funds to the tricounty urbanized area consisting of Wayne, Oakland, and Macomb counties. A portion of these funds is passed through to SMART. The current allocation of Section 5307 federal capital funding passed through the RTA is 50.0 percent to SMART, 49.0 percent to DDOT, and 1 percent to the Detroit Transportation Corporation (the "People Mover"). It is anticipated for FY 2024 that the Section 5307 federal capital funding passed through the RTA will again be 50.0 percent to SMART, 49.0 percent to DDOT, and 1 percent to the Detroit Transportation Corporation. For FY 2024, Section 5307 funding of approximately \$44.5 million is included in SMART's capital budget.

In December 2022, voters in the service areas of Macomb, Oakland, and Wayne counties approved a \$0.95 per thousand taxable value millage rate. The millage is applied against taxable value across Macomb and Oakland counties and in participating communities in Wayne County. The millage rate is subject to the State Headlee Amendment annually. The millage has been voter approved for a 10-year rate in Oakland, 5-year rate in Macomb, and 4-year rate in Wayne and is estimated to generate \$101 million in FY 2025 for SMART.

SMART adopted a balanced budget for FY 2024. The FY 2024 operating budget is approved for \$171.1 million. In addition, the FY 2024 restricted pass-through revenue and expense budget has been approved for \$11.5 million. In FY 2024, the board also approved a federal/state \$507.8 million capital spending plan. This capital plan is a six-year spending plan with an estimated \$81.9 million per year to be applied for and spent. In addition, the board continued to support incorporating \$130.7 million in prior year unspent approved grant dollars within the FY 2024 capital spending plan.

Requests for Further Information

This financial report is designed to provide our customers, taxpayers, and other interested parties with a general overview of the finances of the Suburban Mobility Authority for Regional Transportation and to demonstrate SMART's accountability for the money it receives. If you have questions about this report or need additional information, contact SMART at the Buhl Building, 535 Griswold Street, Suite 600, Detroit, MI 48226.

Suburban Mobility Authority for Regional Transportation

Statement of Net Position

June 30, 2024 and 2023

	Enterprise Operating Fund	
	2024	2023
Assets		
Current assets:		
Cash and cash equivalents (Note 3)	\$ 113,153,841	\$ 170,036,384
Investments (Note 3)	22,535,822	16,839,043
Receivables:		
Local contributions receivable (Note 1)	33,938	544,623
Accrued interest receivable	71,139	27,660
Current portion of leases receivable	9,913	18,718
Other receivables	863,454	858,962
Grant receivable (Note 4)	41,036,483	62,839,520
Materials and supplies inventories	3,645,186	3,362,054
Prepaid expenses and other assets	561,021	443,398
Total current assets	181,910,797	254,970,362
Noncurrent assets:		
Restricted cash (Note 3)	178,692	69,867
Leases receivable - Net of current portion	503,867	513,780
Net OPEB asset (Note 12)	16,705,516	-
Nondepreciable capital assets (Note 5)	19,767,513	29,837,620
Depreciable capital assets - Net (Note 5)	132,444,608	124,329,746
Total noncurrent assets	169,600,196	154,751,013
Total assets	351,510,993	409,721,375
Deferred Outflows of Resources		
Deferred pension costs (Note 10)	73,809,346	28,111,789
Deferred OPEB costs (Note 12)	2,954,088	7,828,435
Total deferred outflows of resources	76,763,434	35,940,224
Liabilities		
Current liabilities:		
Municipal and community credits payable (Note 1)	9,173,505	7,802,055
Amounts payable under purchase of service agreements	1,217,258	1,380,610
Current portion of accrued self-insurance (Note 9)	3,671,258	4,837,305
Accounts payable	7,894,226	8,686,427
Accrued liabilities and other:		
Accrued salaries and wages	1,258,677	918,202
Operating assistance reserve	3,909,646	3,018,205
Other accrued liabilities	349,900	41,595
Current portion of long-term liabilities (Note 8)	4,217,465	3,873,525
Total current liabilities	31,691,935	30,557,924
Noncurrent liabilities:		
Accrued self-insurance - Net of current portion (Note 9)	8,975,427	10,669,415
Net pension liability (Note 10)	71,775,945	76,631,122
Net OPEB liability (Note 12)	-	18,019,186
Long-term liabilities - Net of current portion (Note 8)	2,311,426	2,742,054
Total noncurrent liabilities	83,062,798	108,061,777
Total liabilities	114,754,733	138,619,701

See notes to financial statements.

Suburban Mobility Authority for Regional Transportation

Statement of Net Position (Continued)

June 30, 2024 and 2023

	Enterprise Operating Fund	
	2024	2023
Deferred Inflows of Resources		
Deferred pension cost reductions (Note 10)	\$ 596,483	\$ -
Deferred OPEB cost reductions (Note 12)	35,831,042	49,841,792
Deferred inflows from leases	468,911	498,439
Total deferred inflows of resources	<u>36,896,436</u>	<u>50,340,231</u>
Net Position		
Net investment in capital assets	149,685,808	151,147,487
Restricted:		
Acquisition of capital assets	178,692	69,867
Postemployment benefits other than pension	16,705,516	-
Unrestricted	<u>110,053,242</u>	<u>105,484,313</u>
Total net position, as restated (Note 1)	<u>\$ 276,623,258</u>	<u>\$ 256,701,667</u>

Suburban Mobility Authority for Regional Transportation

Statement of Revenue, Expenses, and Changes in Net Position

Years Ended June 30, 2024 and 2023

	Enterprise Operating Fund	
	2024	2023
Operating Revenue		
Fares	\$ 5,568,412	\$ 5,259,208
Other income	2,067,747	1,766,479
Total operating revenue	7,636,159	7,025,687
Operating Expenses		
Salaries and wages	53,556,466	48,713,035
Fringe benefits	14,364,306	26,120,040
Materials and supplies	14,826,011	14,090,794
Contractual services	8,623,333	6,031,594
Utilities	1,421,967	1,295,817
Claims and insurance	7,931,611	8,834,733
Purchased transportation (Note 7)	18,964,287	15,872,370
Miscellaneous expense	1,102,285	1,149,686
Depreciation	22,447,924	21,759,710
Microtransit	7,894,806	7,000,626
Total operating expenses	151,132,996	150,868,405
Operating Loss	(143,496,837)	(143,842,718)
Nonoperating Revenue (Expense)		
Investment income	8,757,668	3,100,677
Gain on sale of assets	114,218	71,115
Federal operating and preventive maintenance assistance	4,215,524	49,496,572
State operating grants	52,919,743	46,267,197
Local contributions (Note 6)	74,892,498	87,814,682
Other state and local sources	2,073,091	1,986,988
Interest expense	(50,614)	(57,264)
Other nonoperating revenue	789,784	2,935,566
Total nonoperating revenue	143,711,912	191,615,533
Income - Before capital contributions	215,075	47,772,815
Capital Contributions	19,706,516	11,166,635
Change in Net Position	19,921,591	58,939,450
Net Position - Beginning of year, as restated (Note 1)	256,701,667	197,762,217
Net Position - End of year, as restated (Note 1)	\$ 276,623,258	\$ 256,701,667

Suburban Mobility Authority for Regional Transportation

Statement of Cash Flows

Years Ended June 30, 2024 and 2023

	Enterprise Operating Fund	
	2024	2023
Cash Flows from Operating Activities		
Receipts from transit operations	\$ 7,631,667	\$ 7,076,924
Payments to suppliers	(26,858,247)	(27,569,005)
Payments to employees and fringes	(160,990,775)	(84,222,619)
Payments to claims and insurance	(10,791,646)	(7,925,330)
Payments for purchased transportation	(25,650,995)	(23,583,921)
Net cash and cash equivalents used in operating activities	(216,659,996)	(136,223,951)
Cash Flows from Noncapital Financing Activities		
State operating grants	50,268,910	48,409,662
Federal operating and preventive maintenance assistance	33,908,324	14,795,444
Local contributions	75,403,183	87,638,359
Other nonoperating receipts	2,852,061	4,911,931
Net cash and cash equivalents provided by noncapital financing activities	162,432,478	155,755,396
Cash Flows from Capital and Related Financing Activities		
Receipt of capital grants	15,359,028	15,181,071
Proceeds from sale of capital assets	114,218	130,924
Purchase of capital assets	(20,492,677)	(11,539,361)
Lease payments	(544,179)	(577,669)
Net cash and cash equivalents (used in) provided by capital and related financing activities	(5,563,610)	3,194,965
Cash Flows from Investing Activities		
Interest received on investments - Net of losses	8,714,189	3,099,157
Purchases of investment securities	(5,696,779)	-
Proceeds from sale and maturities of investment securities	-	223,875
Net cash and cash equivalents provided by investing activities	3,017,410	3,323,032
Net (Decrease) Increase in Cash and Cash Equivalents	(56,773,718)	26,049,442
Cash and Cash Equivalents - Beginning of year	170,106,251	144,056,809
Cash and Cash Equivalents - End of year	\$ 113,332,533	\$ 170,106,251
Classification of Cash and Cash Equivalents		
Cash and cash equivalents	\$ 113,153,841	\$ 170,036,384
Restricted cash	178,692	69,867
Total cash and cash equivalents	\$ 113,332,533	\$ 170,106,251

Suburban Mobility Authority for Regional Transportation

Statement of Cash Flows (Continued)

Years Ended June 30, 2024 and 2023

	Enterprise Operating Fund	
	2024	2023
Reconciliation of Operating Loss to Net Cash from Operating Activities		
Operating loss	\$ (143,496,837)	\$ (143,842,718)
Adjustments to reconcile operating loss to net cash from operating activities:		
Depreciation	22,447,924	21,759,710
Noncash change in net pension liability	(49,956,251)	8,199,096
Noncash change in net OPEB liability	(43,861,105)	(17,805,194)
Noncash change in self-insurance liability	(2,860,035)	909,403
Changes in assets and liabilities:		
Materials and supplies inventory	(283,132)	(539,804)
Other receivables	(4,492)	51,237
Prepaid and other assets	(117,623)	56,607
Accounts payable	(489,975)	(4,517,917)
Municipal and community credits payable	1,395,115	1,119,844
Payable under purchase service contracts	(180,938)	(1,830,769)
Accrued wages and compensated absences	747,353	216,554
Net cash and cash equivalents used in operating activities	\$ (216,659,996)	\$ (136,223,951)

Significant Noncash Transactions - In 2023, SMART entered into leases that increased right-to-use assets and lease liabilities by approximately \$1.5 million. There were no significant noncash transactions in 2024.

Suburban Mobility Authority for Regional Transportation

**Fiduciary Funds
Statement of Fiduciary Net Position**

June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Assets - Interest in pooled investments	\$ 146,517,778	\$ 110,526,554
Liabilities	<u>-</u>	<u>-</u>
Net Position - Restricted for postemployment benefits other than pension	<u><u>\$ 146,517,778</u></u>	<u><u>\$ 110,526,554</u></u>

Suburban Mobility Authority for Regional Transportation

Fiduciary Funds Statement of Changes in Fiduciary Net Position

Years Ended June 30, 2024 and 2023

	<u>2024</u>	<u>2023</u>
Additions		
Investment income	\$ 12,254,915	\$ 7,605,774
Contributions - Employer contributions	30,238,556	8,187,899
Total additions	<u>42,493,471</u>	<u>15,793,673</u>
Deductions		
Benefit payments	6,238,557	5,693,299
Administrative expenses	263,690	192,065
Total deductions	<u>6,502,247</u>	<u>5,885,364</u>
Net Increase in Fiduciary Net Position	35,991,224	9,908,309
Net Position - Beginning of year	<u>110,526,554</u>	<u>100,618,245</u>
Net Position - End of year	<u><u>\$ 146,517,778</u></u>	<u><u>\$ 110,526,554</u></u>

June 30, 2024 and 2023

Note 1 - Significant Accounting Policies

The following is a summary of the significant accounting policies used by the Suburban Mobility Authority for Regional Transportation (SMART or the "Authority"):

Organization

The Suburban Mobility Authority for Regional Transportation, an instrumentality of the State of Michigan, is a public benefit agency created pursuant to the provisions of Act No. 204 of the Public Acts of Michigan of 1967, as amended. SMART is charged with the responsibility to plan, acquire, construct, operate, maintain, replace, improve, extend, and contract for public transportation facilities within the counties of Macomb, Monroe, Oakland, and Wayne. SMART is managed by a seven-member board of directors, which represents the counties that comprise SMART's operating region.

In December 2012, the passage of Michigan Public Act (PA) 387 created the Regional Transit Authority (RTA) and added Washtenaw County to the formerly tricounty transit region composed of Macomb, Oakland, and Wayne counties. SMART, the Detroit Department of Transportation (DDOT), the Ann Arbor Area Transportation Authority (AAATA), and the Detroit Transportation Corporation (the "People Mover") are subrecipients of the RTA for state and federal operating assistance, capital grants, and loans. The State of Michigan and the Federal Transit Administration (FTA) pay such funds directly to SMART at the direction of the RTA.

PA 387 also terminated the Regional Transit Coordinating Council (RTCC), the then-existing designated recipient, and made the Southeast Michigan Council of Governments (SEMCOG) the designated recipient of federal funds until October 1, 2013, when the RTA became the designated recipient. In March 2013, prior to PA 387, SEMCOG determined the allocation of operating assistance funds under Act 51 and federal capital funds to the tricounty urbanized area. Based on information submitted by the agencies, SEMCOG allocated 51.5 percent to SMART, 47.5 percent to DDOT, and 1 percent to the Detroit Transportation Corporation. This allocation remains in effect and is subject to change based on annual review by the RTA. Capital grants or loans are not allocated on a formula basis but rather are allocated on a specific project or asset basis in accordance with the terms of the grant or loan.

Reporting Entity

The financial reporting entity, as defined by Statement Nos. 14 and 39 (as amended by Statement Nos. 61 and 80) of the Governmental Accounting Standards Board (GASB), is composed of the primary government and its component units. The primary government includes all departments and operations for which SMART exercises oversight responsibility. Oversight responsibility was evaluated based on consideration of financial interdependency, selection of governing authority, designation of management, the ability to significantly influence management, and accountability for fiscal matters. The reporting entity of SMART consists solely of the primary government and its component unit.

Based on the guidelines outlined in GASB Statement Nos. 14 and 39 (as amended by GASB Statement Nos. 61 and 80) with respect to any other governmental unit, including the transportation agencies with which SMART has entered into purchase of service agreements, or the Act 196 Transportation Authorities in the counties served by SMART, SMART does not select its governing authority, designate its management, exercise significant influence over its daily operations, or maintain its accounting records.

SMART is not included within the reporting entity of the State of Michigan because the State of Michigan has no authority to appoint or remove SMART's management or board of directors and is not accountable for its fiscal matters.

Fiduciary Component Unit

Although legally separate from the Authority, the Other Postemployment Benefits Fund is reported as a fiduciary component unit because it is governed by SMART's board of directors and imposes a financial burden on SMART.

June 30, 2024 and 2023

Note 1 - Significant Accounting Policies (Continued)

Accounting and Reporting Principles

The Authority follows accounting principles generally accepted in the United States of America (GAAP), as applicable to governmental units. Accounting and financial reporting pronouncements are promulgated by the Governmental Accounting Standards Board. The following is a summary of the significant accounting policies used by the Authority:

Report Presentation

This report includes the fund-based statements of the Authority. In accordance with government accounting principles, a government-wide presentation with program and general revenue is not applicable to special purpose governments engaged only in business-type activities.

Fund Accounting

Proprietary funds include enterprise funds (which provide goods or services to users in exchange for charges or fees). The Authority reports all activity in a single enterprise fund except for the following fiduciary fund.

Fiduciary funds include amounts held in a fiduciary capacity for others. These amounts are not used to operate the Authority's programs. Activities that are reported as fiduciary include the Other Postemployment Benefits Fund, which accumulates resources for future retiree health care payments to retirees.

Basis of Accounting

Proprietary and fiduciary funds use the economic resources measurement focus and the full accrual basis of accounting. Revenue is recorded when earned, and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows.

Specific Balances and Transactions

Cash and Cash Equivalents

Cash and cash equivalents include cash on hand, demand deposits, and short-term investments with a maturity of three months or less when acquired.

Investments

Investments are reported at fair value or estimated fair value. Short-term investments are reported at cost, which approximates fair value. Securities traded on a national or international exchange are valued at the last reported sale price at current exchange rates.

Local Contributions Receivable

Local contributions receivable are shown net of estimated uncollectible amounts. No other allowances for anticipated uncollectible amounts are included in the financial statements, as SMART considers all other receivables to be fully collectible.

Materials and Supplies Inventory

Inventory consists of maintenance parts, repair parts, operating and office supplies, and fuel used in the operation of the transit system. Inventories are recorded at average cost. In accordance with industry practice, all inventories are classified as current assets, even though a portion of the inventories is not expected to be utilized within one year.

Note 1 - Significant Accounting Policies (Continued)

Restricted Assets

The Authority has unspent proceeds from the sale of assets originally acquired with capital grant funds. SMART has notified the federal granting agency and is required to segregate those funds for future acquisitions of capital assets.

Capital Assets

Capital assets are defined by the Authority as assets with an initial individual cost of more than \$2,500 (\$1,000 for computer equipment) and an estimated useful life in excess of one year. Purchased or constructed capital assets are reported at cost or estimated historical cost. Improvements that are expected to extend the useful lives of existing assets are capitalized. Donated fixed assets are recorded at estimated acquisition value. The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend asset lives are not capitalized.

Depreciation is computed using the straight-line method with a half year in the first and last years of the asset's depreciable life based upon the estimated useful lives of the assets as follows:

	<u>Depreciable Life - Years</u>
Connector transit buses and related equipment	4 to 10
Fixed-route buses and related equipment	7 to 14
Buildings and building improvements	25
Leasehold improvements*	5 to 25
Equipment and office furnishings	3 to 10

*Leasehold improvements are amortized over the shorter life of the specific improvement or the term of the related lease.

Deferred Outflows/Inflows of Resources

In addition to assets, the statement of net position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element represents a consumption of net position that applies to future periods and so will not be recognized as an expense until then. The Authority has deferred outflows related to pensions and OPEB, as detailed in Notes 10 and 12, respectively.

In addition to liabilities, the statement of net position will sometimes report a separate section for deferred inflows of resources. This separate financial statement element represents an acquisition of net position that applies to future periods and so will not be recognized as revenue until that time. The Authority reports deferred inflows of resources related to leases and pensions and OPEB, as detailed in Notes 10 and 12, respectively.

Net Position Flow Assumption

The Authority will sometimes fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position, a flow assumption must be made about the order in which the resources are considered to be applied. It is the Authority's policy to consider restricted net position to have been depleted before unrestricted net position is applied.

June 30, 2024 and 2023

Note 1 - Significant Accounting Policies (Continued)

Pension

The Authority offers pension benefits to retirees. The Authority records a net pension liability for the difference between the total pension liability calculated by the actuary and the pension plan's fiduciary net position. For the purpose of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the pension plan and additions to/deductions from the pension plan's fiduciary net position have been determined on the same basis as they are reported by the pension plan. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Other Postemployment Benefit Costs

The Authority offers retiree health care benefits to employees upon retirement. The Authority records a net OPEB (asset) liability for the difference between the total OPEB liability calculated by the actuary and the OPEB plan's fiduciary net position. For the purpose of measuring the net OPEB (asset) liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the OPEB plan and additions to/deductions from the OPEB plan's fiduciary net position have been determined on the same basis as they are reported by the OPEB plan. For this purpose, benefit payments are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

Claims Expense/Liability

SMART has a self-insurance program for general and vehicle liability, as well as workers' compensation claims. Claims are accrued in the year the expenses are incurred, based upon the estimates of the claim liabilities made by management, SMART legal counsel, and actuaries. Reserves are also provided for estimates of claims incurred during the year but not yet reported. Claims expense is accrued in the period during which the incidents of loss occur based upon estimates of the expected liability, as determined by management with the assistance of third-party administration, legal counsel, and actuaries. Claims liabilities are estimated by management using the most current available information.

Municipal and Community Credits Payable

Annually, SMART receives municipal credit funding from the State of Michigan and funds community credits. SMART passes those moneys through to various individual communities. Every year, SMART executes contracts with each individual community, which allows it to receive municipal and community credit moneys. SMART receives the moneys upfront from the State, and then each community must request reimbursement from SMART related to contractually allowed expenses. The difference between the amount the State has awarded and sent to SMART and the amount for which the communities have requested reimbursement by June 30 of each respective fiscal year end is recorded as a municipal and community credit payable.

Compensated Absences (Vacation and Sick Leave)

SMART employees earn vacation and sick leave, which is generally fully vested when earned. Unused vacation time may be carried over to the following year, with certain limitations. For union employees, the vacation carryover is limited to one year; for nonunion employees, it can be carried over for two years. Upon termination of employment, employees are paid for unused accumulated vacation. For union employees, sick leave may be accumulated and paid upon retirement and, for certain employees, upon voluntary termination of employment. For union employees, certain accumulated sick leave may also be converted into additional vacation time. Accumulated unpaid vacation and sick leave are recorded as compensated absence liabilities.

June 30, 2024 and 2023

Note 1 - Significant Accounting Policies (Continued)

Proprietary Funds Operating Classification

SMART distinguishes operating revenue and expenses from nonoperating items. Operating revenue and expenses generally result from providing services and producing and delivering goods in connection with a proprietary fund's principal ongoing operations. The principal operating revenue of SMART is charges to customers for services. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses, and depreciation on capital assets. All revenue and expenses not meeting this definition are reported as nonoperating revenue and expenses.

Grant Activities

The federal government, through the Federal Transit Administration and the Michigan Department of Transportation (MDOT), provides financial assistance and grants directly to the Authority for operations and acquisition of property and equipment. Operating grants and special fare assistance awards made on the basis of entitlement periods are recorded as grant receivables and revenue over the entitlement periods. Federal and state capital acquisition grants fund the purchase of capital items, including buses, bus terminals, and related transportation equipment used by SMART and other transit agencies within the southeastern Michigan region. Capital grants for the acquisition of capital assets are recorded as grants receivable in the statement of net position and capital contributions in the statement of revenue, expenses, and changes in net position when the related qualified expenditures are incurred.

When assets acquired with capital grant funds are disposed of, the Authority is required to notify the granting federal agency. A proportional amount of the proceeds or fair market value, if any, of such property may be used to acquire like-kind replacement vehicles or can be remitted to the granting federal agency at its discretion.

Passenger Fares

Passenger fares are recorded as revenue at the time services are performed.

Cost Allocation Plan

The Authority did not have any cost allocation plans in the current year.

Leases

The Authority is a lessee for noncancelable leases of building space, parking spaces, and bus batteries. The Authority recognizes a lease liability and an intangible right-to-use lease asset (lease asset) in the statement of net position. The Authority recognizes lease assets and liabilities with an initial value of \$2,500 or more.

At the commencement of a lease, the Authority initially measures the lease liability at the present value of payments expected to be made during the lease term. Subsequently, the lease liability is reduced by the principal portion of lease payments made. The lease asset is initially measured as the initial amount of the lease liability, adjusted for lease payments made at or before the lease commencement date, plus certain initial direct costs. Subsequently, the lease asset is amortized on a straight-line basis over its useful life.

Key estimates and judgments related to leases include how the Authority determines (1) the discount rate it uses to discount the expected lease payments to present value, (2) lease term, and (3) lease payments.

- The Authority uses the interest rate charged by the lessor as the discount rate. When the interest rate charged by the lessor is not provided, the Authority generally uses its estimated incremental borrowing rate as the discount rate for leases.
- The lease term includes the noncancelable period of the lease. Lease payments included in the measurement of the lease liability are composed of fixed payments and purchase option price that the Authority is reasonably certain to exercise.

June 30, 2024 and 2023

Note 1 - Significant Accounting Policies (Continued)

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease asset and liability if certain changes occur that are expected to significantly affect the amount of the lease liability.

Lease assets are reported with other capital assets and lease liabilities are reported with long-term liabilities on the statement of net position.

The Authority is a lessor for noncancelable leases of land by telecommunication companies. The Authority recognizes a lease receivable and a deferred inflow of resources in the statement of net position.

At the commencement of a lease, the Authority initially measures the lease receivable at the present value of payments expected to be received during the lease term. Subsequently, the lease receivable is reduced by the principal portion of lease payments received. The deferred inflow of resources is initially measured as the initial amount of the lease receivable, adjusted for lease payments received at or before the lease commencement date. Subsequently, the deferred inflow of resources is recognized as revenue over the life of the lease term.

Key estimates and judgments include how the Authority determines the discount rate it uses to discount the expected lease receipts to present value, lease term, and lease receipts.

- The Authority uses the actual rate charged to lessees as the discount rate for leases, if known.
- The lease term includes the noncancelable period of the lease. Lease receipts included in the measurement of the lease receivable is composed of fixed payments from the lessee.

The Authority monitors changes in circumstances that would require a remeasurement of its lease and will remeasure the lease receivable and deferred inflows of resources if certain changes occur that are expected to significantly affect the amount of the lease receivable.

Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenue and expenses during the period. Actual results could differ from those estimates. Significant estimates affecting the financial statements relate to the obligation for other postemployment benefits, the required contribution for pensions, estimated liabilities related to self-insurance, the allowance for collectibility of local contribution receivables, the accrual for pending property tax appeals and anticipated chargebacks from the counties, and the reserve for Act 51 revenue.

Upcoming Accounting Pronouncements

In June 2022, the Governmental Accounting Standards Board issued GASB Statement No. 101, *Compensated Absences*, which updates the recognition and measurement guidance for compensated absences under a unified model. This statement requires that liabilities for compensated absences be recognized for leave that has not been used and leave that has been used but not yet paid in cash or settled through noncash means and establishes guidance for measuring a liability for leave that has not been used. It also updates disclosure requirements for compensated absences. The provisions of this statement are effective for the Authority's financial statements for the year ending June 30, 2025.

Note 1 - Significant Accounting Policies (Continued)

In December 2023, the Governmental Accounting Standards Board issued Statement No. 102, *Certain Risk Disclosures*, which requires governments to assess whether a concentration or constraint makes the government vulnerable to the risk of a substantial impact. It also requires governments to assess whether an event or events associated with a concentration or constraint that could cause the substantial impact have occurred, have begun to occur, or are more likely than not to begin to occur within 12 months of the date the financial statements are issued. If certain criteria are met for a concentration or constraint, disclosures are required in the notes to the financial statements. The provisions of this statement are effective for the Authority's financial statements for the year ending June 30, 2025.

In April 2024, the Governmental Accounting Standards Board issued Statement No. 103, *Financial Reporting Model Improvements*, which establishes new accounting and financial reporting requirements, or modifies existing requirements, related to the following: management's discussion and analysis; unusual or infrequent items; presentation of the proprietary fund statement of revenue, expenses, and changes in fund net position; information about major component units in basic financial statements; budgetary comparison information; and financial trends information in the statistical section. The provisions of this statement are effective for the Authority's financial statements for the year ending June 30, 2026.

In September 2024, the Governmental Accounting Standards Board issued Statement No. 104, *Disclosure of Certain Capital Assets*, which requires certain types of capital assets, such as lease assets, intangible right-to-use assets, subscription assets, and other intangible assets, to be disclosed separately by major class of underlying asset in the capital assets note. The statement also requires additional disclosures for capital assets held for sale. The provisions of this statement are effective for the Authority's financial statements for the year ending June 30, 2026.

Accounting Changes and Error Corrections

Correction of an Error in Previously Issued Financial Statements

During fiscal year 2024, the Authority determined to request reimbursement under federal grants for expenditures incurred in a prior year, which, due to the timing of this decision, was not recorded as revenue of the Authority in fiscal year 2023. Therefore, federal operating and preventive maintenance assistance was understated by approximately \$33 million in business-type activities for the fiscal year ended June 30, 2023. The effects of correcting that error, which increased net position for the fiscal year ended June 30, 2023 by approximately \$33 million, are shown in the table below.

Adjustments to and Restatements of Beginning Balances

The changes noted above resulted in adjustments to and restatements of beginning net position as follows:

	<u>June 30, 2023</u>		<u>June 30, 2023</u>
	<u>As Previously</u>	<u>Error Correction</u>	<u>As Restated</u>
	<u>Reported</u>	<u>- Grant Revenue</u>	
Business-type activities	<u>\$ 223,720,057</u>	<u>\$ 32,981,610</u>	<u>\$ 256,701,667</u>

Note 2 - State of Michigan Operating Assistance Funds

Under Act 51 of the Public Acts of 1951, as amended, the State of Michigan makes distributions of funds that have been appropriated for mass transit operating assistance. As indicated in Note 1, the RTA is the designated recipient for such funds and SMART is a subrecipient of the RTA. SMART has recorded operating grant revenue under Act 51 based on a formula that takes into account the eligible costs incurred by SMART, locally generated revenue of SMART, the percentage of the RTA’s funding that is allocable to SMART, and preliminary information made available by the Michigan Department of Transportation (MDOT) as to the amount of funds expected to be available to the RTA.

The latest “final” determination of State of Michigan operating assistance allocable to SMART, in accordance with the ACT 51 funding formula, was for the State of Michigan’s fiscal year ended September 30, 2020. There were no further adjustments to the Act 51 revenue as a result of closing out these years. Furthermore, SMART awaits the “final” determination for the years ended September 30, 2021, 2022, 2023, and 2024. SMART has recorded an estimated net receivable of approximately \$4,547,000 as of June 30, 2024 based on management’s anticipation of the results of the State’s final determination of the ACT 51 funding formula for the open years.

Act 51 requires SMART to provide a portion of the State of Michigan operating assistance as funding to municipalities within its transportation district. Amounts not used by the municipalities within two years must be expended by SMART for operating purposes within the county in which the city, village, or township resides. SMART was required to provide approximately \$3,261,000 pursuant to this provision in each of fiscal years 2024 and 2023. Refer to Note 1 for additional information regarding the State of Michigan operating assistance funds.

Note 3 - Deposits and Investments

Deposits and investments are reported in the financial statements as follows:

Cash and cash equivalents	\$ 113,153,841
Investments	22,535,822
Restricted cash	<u>178,692</u>
Total deposits and investments	<u>\$ 135,868,355</u>

Michigan Compiled Laws Section 129.91 (Public Act 20 of 1943, as amended) authorizes local governmental units to make deposits and invest in the accounts of federally insured banks, credit unions, and savings and loan associations that have offices in Michigan. The law also allows investments outside the state of Michigan when fully insured. The local unit is allowed to invest in bonds, securities, and other direct obligations of the United States or any agency or instrumentality of the United States; repurchase agreements; bankers’ acceptances of United States banks; commercial paper rated within the two highest classifications that matures no more than 260 days after the date of purchase; obligations of the State of Michigan or its political subdivisions that are rated as investment grade; and mutual funds composed of investment vehicles that are legal for direct investment by local units of government in Michigan.

Note 3 - Deposits and Investments (Continued)

The Authority has designated three banks for the deposit of its funds. The investment policy adopted by the board in accordance with Public Act 20 of 1943 has authorized investments in bonds, securities, and other direct obligations of the United States or any agency or instrumentality of the United States; repurchase agreements; bankers' acceptances of United States banks; commercial paper rated within the highest classifications established by no less than two standard rating services that matures no more than 260 days after the date of purchase; obligations of the State of Michigan or its political subdivisions that are rated as investment grade; mutual funds composed of investment vehicles that are legal for direct investment by local units of government in Michigan; and investment pools organized under the Local Government Investment Pool Acts, 1982 PA 367 and 1985 PA 121.

The Authority's cash and investments are subject to several types of risk, which are examined in more detail below.

Custodial Credit Risk of Bank Deposits

Custodial credit risk is the risk that, in the event of a bank failure, the Authority's deposits may not be returned to it. SMART does not have a deposit policy for custodial credit risk. At year end, the Authority had bank deposits of \$113,275,166 (checking and savings accounts), of which \$112,250,166 was uninsured and uncollateralized.

Interest Rate Risk

Interest rate risk is the risk that the value of investments will decrease as a result of a rise in interest rates. SMART's investment policy does not restrict investment maturities other than commercial paper, which can only be purchased with a 260-day maturity.

At year end, SMART had the following investments:

Investment	Fair Value	Weighted- average Maturity (Years)
Negotiable certificates of deposit	\$ 8,481,224	1.52
U.S. government agency securities	14,054,598	2.85

Credit Risk

State law limits investments in commercial paper to the top two ratings issued by nationally recognized statistical rating organizations. The Authority's investment policy minimizes credit risk by limiting exposure to poor credits and concentrating the investments in the safest type of securities, diversifying the investment portfolio so that potential losses on individual securities will be minimized, and actively monitoring the investment portfolio holdings for economic changes and changes to ratings of investments. As of June 30, 2024, the Authority had \$81,783,999 in an investment pool (Comerica J-Fund) that is not rated.

Fair Value Measurements

The Authority categorizes its fair value measurements within the fair value hierarchy established by generally accepted accounting principles. The hierarchy is based on the valuation inputs used to measure the fair value of the asset. Level 1 inputs are quoted prices in active markets for identical assets, Level 2 inputs are significant other observable inputs, and Level 3 inputs are significant unobservable inputs. Investments that are measured at fair value using net asset value per share (or its equivalent) as a practical expedient are not classified in the fair value hierarchy below.

Note 3 - Deposits and Investments (Continued)

In instances where inputs used to measure fair value fall into different levels in the above fair value hierarchy, fair value measurements in their entirety are categorized based on the lowest level input that is significant to the valuation. The Authority’s assessment of the significance of particular inputs to these fair value measurements requires judgment and considers factors specific to each asset or liability.

The Authority has the following recurring fair value measurements as of June 30, 2024:

- Negotiable certificates of deposit of \$8,481,224 are valued using a matrix pricing model (Level 2 inputs).
- U.S. government agency securities of \$14,054,598 are valued using a matrix pricing model (Level 2 inputs).
- The fiduciary fund interest in pooled investments (MERS Total Market Portfolio) of \$146,517,778 is valued at net asset value per share.
- Interest in pooled investments (Comerica J-Fund) of \$81,783,999 is valued at net asset value per share.

The MERS Total Market Portfolio is a fully diversified portfolio combining traditional stocks and bonds with alternative asset classes, including real estate, private equity, and commodities. The objective is to provide current income and capital appreciation while minimizing the volatility of the capital markets. The Municipal Employees' Retirement System (MERS) manages the asset allocation and monitors the underlying investment managers of the MERS Total Market Portfolio. There are no unfunded commitments or rules regarding redemption frequency or notice period.

The Comerica Investment Pool (Comerica J-Fund) is not registered with the SEC and does not issue a separate report. The fair value of the net position in the pool is not the same as the value of the pool shares since the pool does not meet the requirements under GASB 79 to report its value for financial reporting purposes at amortized cost. There are no unfunded commitments or rules regarding redemption frequency or notice period.

Note 4 - Grants Receivable

At June 30, 2024 and 2023, grants receivable are composed of the following:

	2024	2023
Accounts receivable - Billed:		
Federal government grants	\$ 3,899,155	\$ 3,136,693
State of Michigan grants	11,502,928	10,974,438
Total billed	15,402,083	14,111,131
Accounts receivable - Unbilled:		
Federal government grants	21,990,044	47,844,447
State of Michigan grants	3,642,227	881,367
Local grants	2,129	2,575
Total unbilled	25,634,400	15,746,779
Total	\$ 41,036,483	\$ 62,839,520

Suburban Mobility Authority for Regional Transportation

Notes to Financial Statements

June 30, 2024 and 2023

Note 5 - Capital Assets

Capital asset activity during the fiscal year ended June 30, 2024 was as follows:

	Balance July 1, 2023	Reclassifications	Additions	Disposals and Adjustments	Balance June 30, 2024
Capital assets not being depreciated:					
Land	\$ 3,473,174	\$ -	\$ -	\$ -	\$ 3,473,174
Construction in progress	26,359,446	(30,156,465)	20,086,358	-	16,289,339
Trademark	5,000	-	-	-	5,000
Subtotal	29,837,620	(30,156,465)	20,086,358	-	19,767,513
Capital assets being depreciated:					
Fixed-route buses and equipment	125,646,130	15,000	-	-	125,661,130
Connector buses and related equipment	82,511,851	9,826,072	-	(306,946)	92,030,977
Buildings and improvements	50,277,507	13,726,823	12,687	-	64,017,017
Office furnishings and equipment	2,363,756	-	-	-	2,363,756
Other equipment	89,782,553	6,588,570	393,634	-	96,764,757
Leasehold improvements	8,316,895	-	-	-	8,316,895
Right-to-use asset - Building space	4,225,737	-	-	-	4,225,737
Subtotal	363,124,429	30,156,465	406,321	(306,946)	393,380,269
Accumulated depreciation:					
Fixed-route buses and equipment	55,131,293	-	9,241,936	-	64,373,229
Connector buses and related equipment	60,161,798	-	6,631,279	(306,946)	66,486,131
Buildings and improvements	39,992,729	-	1,198,484	-	41,191,213
Office furnishings and equipment	2,180,763	-	36,793	-	2,217,556
Other equipment	72,486,773	-	4,635,271	-	77,122,044
Leasehold improvements	7,549,014	-	175,781	-	7,724,795
Right-to-use asset - Building space	1,292,313	-	528,380	-	1,820,693
Subtotal	238,794,683	-	22,447,924	(306,946)	260,935,661
Net capital assets being depreciated	124,329,746	30,156,465	(22,041,603)	-	132,444,608
Net capital assets	\$ 154,167,366	\$ -	\$ (1,955,245)	\$ -	\$ 152,212,121

Suburban Mobility Authority for Regional Transportation

Notes to Financial Statements

June 30, 2024 and 2023

Note 5 - Capital Assets (Continued)

Capital asset activity during the fiscal year ended June 30, 2023 was as follows:

	Balance July 1, 2022	Reclassifications	Additions	Disposals and Adjustments	Balance June 30, 2023
Capital assets not being depreciated:					
Land	\$ 3,473,174	\$ -	\$ -	\$ -	\$ 3,473,174
Construction in progress	19,957,031	(5,066,550)	11,539,355	(70,390)	26,359,446
Trademark	5,000	-	-	-	5,000
Subtotal	23,435,205	(5,066,550)	11,539,355	(70,390)	29,837,620
Capital assets being depreciated:					
Fixed-route buses and equipment	123,194,280	2,451,850	-	-	125,646,130
Connector buses and related equipment	82,990,948	243,845	-	(722,942)	82,511,851
Buildings and improvements	50,106,437	171,070	-	-	50,277,507
Office furnishings and equipment	2,363,756	-	-	-	2,363,756
Other equipment	87,582,768	2,199,785	-	-	89,782,553
Leasehold improvements	8,316,895	-	-	-	8,316,895
Right-to-use asset - Building space	2,660,182	-	1,565,555	-	4,225,737
Subtotal	357,215,266	5,066,550	1,565,555	(722,942)	363,124,429
Accumulated depreciation:					
Fixed-route buses and equipment	45,865,263	-	9,266,030	-	55,131,293
Connector buses and related equipment	54,359,432	-	6,525,308	(722,942)	60,161,798
Buildings and improvements	39,021,572	-	971,157	-	39,992,729
Office furnishings and equipment	2,134,655	-	46,108	-	2,180,763
Other equipment	68,275,021	-	4,211,752	-	72,486,773
Leasehold improvements	7,368,134	-	180,880	-	7,549,014
Right-to-use asset - Building space	733,844	-	558,469	-	1,292,313
Subtotal	217,757,921	-	21,759,704	(722,942)	238,794,683
Net capital assets being depreciated	139,457,345	5,066,550	(20,194,149)	-	124,329,746
Net capital assets	\$ 162,892,550	\$ -	\$ (8,654,794)	\$ (70,390)	\$ 154,167,366

The eligible depreciation for fiscal year 2024 of \$551,106 (\$22,447,924 total depreciation reported less ineligible depreciation of \$21,896,818) includes only depreciation of assets purchased with local funds where the useful life of the asset purchased has been approved by the Office of Passenger Transportation (OPT).

Note 5 - Capital Assets (Continued)

Construction Commitments

The Authority has active purchase contract commitments at year end related to the multiple capital purchases. At year end, the Authority's significant commitments with contractors are as follows:

	Spent to Date	Remaining Commitment
Bus purchase	\$ 20,285,248	\$ 1,061,872
Building construction	6,817,471	8,020,295
Bus shelters	250,734	524,267
Software	3,093,445	2,028,521
Communication boards	3,540,058	299,060
Bus components	3,520,939	1,253,978
Total	<u>\$ 37,507,895</u>	<u>\$ 13,187,993</u>

Note 6 - Property Taxes

In November 2022, Wayne and Macomb counties had property tax millages approved as follows: Wayne County was approved at 0.994 mills for four years from 2022-2025, and Macomb County was approved at 0.95 mills for five years from 2022-2026. These millages were levied and collected in 2023. In February 2023, Oakland County and SMART established an Interlocal Public Transportation Agreement. The agreement stated Oakland County will continue to provide a foundation of \$31.6 million in millage funding per year to SMART to preserve services that were in place as of December 31, 2022, as well as an additional \$10.1 million in millage funding for expanded services. In November 2023, the Interlocal Public Transportation Agreement was amended. The amendment resulted in a 7 percent increase for inflation (\$33.8 million foundation), with no additional funding for expanded services beyond the initial \$10.1 million. The agreement will be negotiated on an annual basis. Revenue received by Macomb County, Michigan; the Wayne County Act 196 Authority; and the Oakland County Act 196 Authority, which was contributed to SMART for the years ended June 30, 2024 and 2023, totaled \$74,892,498 and \$87,814,682, respectively.

Note 7 - Community Support and Purchase of Service

SMART has entered into purchase of service agreements with various transportation agencies, including community transit operators, all of which are separate transit systems operating in SMART's region. The agreements generally require that operating losses (as defined in the respective agreements) of these transportation agencies be subsidized up to specified maximum amounts.

Suburban Mobility Authority for Regional Transportation

Notes to Financial Statements

June 30, 2024 and 2023

Note 7 - Community Support and Purchase of Service (Continued)

Expenses under the purchase of service agreements for the years ended June 30 are composed of the following:

	2024	2023
Purchased transportation:		
Community-based services	\$ 495,000	\$ 195,000
Community credits	4,320,647	4,114,900
Community transit bus service	328,000	328,000
Total purchased transportation	5,143,647	4,637,900
Pass-through community support:		
Municipal credits	3,261,080	3,261,080
Specialized services	1,782,435	922,292
JARC and New Freedom	2,319,584	2,727,695
Royal Oak Township	11,331	11,751
Community transit bus service	6,022,367	3,318,258
CARES Act	423,843	993,394
Total pass-through community support	13,820,640	11,234,470
Total	\$ 18,964,287	\$ 15,872,370

Note 8 - Long-term Liabilities

Long-term debt activity for the year ended June 30, 2024 can be summarized as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Accumulated compensated absences	\$ 3,595,700	\$ 3,152,889	\$ (2,746,011)	\$ 4,002,578	\$ 3,723,898
Lease liability (Note 15)	3,019,879	-	(493,566)	2,526,313	493,567
Total long-term debt	\$ 6,615,579	\$ 3,152,889	\$ (3,239,577)	\$ 6,528,891	\$ 4,217,465

Activity for the year ended June 30, 2023 was as follows:

	Beginning Balance	Additions	Reductions	Ending Balance	Due within One Year
Accumulated compensated absences	\$ 3,499,649	\$ 2,612,571	\$ (2,516,520)	\$ 3,595,700	\$ 3,379,958
Lease liability (Note 15)	1,973,198	1,529,350	(482,669)	3,019,879	493,567
Total long-term debt	\$ 5,472,847	\$ 4,141,921	\$ (2,999,189)	\$ 6,615,579	\$ 3,873,525

Note 9 - Risk Management

SMART is exposed to various risks of loss related to property loss, torts, errors and omissions, and employee injuries (workers' compensation).

Note 9 - Risk Management (Continued)

In fiscal years 2024 and 2023, SMART was a qualifying self-insurer for vehicle and general liability loss, with a self-retention per occurrence amount of \$1 million and excess insurance totaling \$10 million per occurrence. SMART is self-insured for workers' compensation claims up to \$500,000 per specific claim and is insured up to \$5 million for aggregate losses in excess of the \$500,000 individual claim. Vehicle, general, and workers' compensation claim liabilities are actuarially determined based on known information. Liabilities are reported when it is probable that a loss has occurred and the amount of that loss can be reasonably estimated. Recorded liabilities include an estimated amount for claims that have been incurred but not reported (IBNR). Management represents, based on existing known information and prior experience, that the estimated reserve for claims is adequate to satisfy all claims filed, or expected to be filed, for incidents that occurred through June 30, 2024.

SMART carries third-party commercial insurance for other areas of liability risk, including health benefits. Settled claims have not exceeded commercial coverage in any of the preceding five years.

	2024	2023	2022
Claims liability - July 1	\$ 15,506,720	\$ 14,597,317	\$ 14,166,379
Incurred claims - Current year, including adjustments to IBNR	5,717,460	8,369,997	5,906,962
Claim payments	(8,577,495)	(7,460,594)	(5,476,024)
Claims liability - June 30	<u>\$ 12,646,685</u>	<u>\$ 15,506,720</u>	<u>\$ 14,597,317</u>

Note 10 - Agent Defined Benefit Pension Plan

Plan Description

The Suburban Mobility Authority for Regional Transportation participates in an agent multiple-employer defined benefit pension plan administered by the Municipal Employees' Retirement System of Michigan, which covers all full-time employees of the Suburban Mobility Authority for Regional Transportation. MERS was established as a statewide public employee pension plan by the Michigan Legislature under PA 135 of 1945 and is administered by a nine-member retirement board. MERS issues a publicly available financial report, which includes the financial statements and required supplementary information of this defined benefit plan. This report can be obtained at www.mersofmich.com or in writing to MERS at 1134 Municipal Way, Lansing, MI 48917.

Benefits Provided

The plan provides certain retirement, disability, and death benefits to plan members and beneficiaries. PA 427 of 1984, as amended, established and amends the benefit provisions of the participants in MERS.

The MERS plan covers full-time employees at the Authority, including ATU and UAW employees hired prior to February 1, 2024 and Teamsters, AFSCME, and nonunion employees hired prior to September 1, 2024.

Retirement benefits for employees hired before July 1, 2007 are calculated as 2.25 percent of the employee's final 5-year average salary times the employee's years of service. Normal retirement age is 60, with early retirement at 55 with 15 years of service. The vesting period is 6 years. Employees are eligible for nonduty disability benefits after 6 years of service and for duty-related disability benefits upon hire. Disability retirement benefits are determined in the same manner as retirement benefits but are payable immediately without an actuarial reduction. Death benefits equal at least 85 percent of the accrued retirement allowance benefit. An employee who leaves service may withdraw his or her contributions, plus any accumulated interest.

Note 10 - Agent Defined Benefit Pension Plan (Continued)

Retirement benefits for employees hired after July 1, 2007 are calculated as 1.70 percent of the employee's final 5-year average salary times the employee's years of service. Normal retirement age is 60, with early retirement at 50 with 20 years of service. The vesting period is 10 years. Employees are eligible for nonduty disability benefits after 6 years of service and for duty-related disability benefits upon hire. Disability retirement benefits are determined in the same manner as retirement benefits but are payable immediately without an actuarial reduction. Death benefits equal at least 85 percent of the accrued retirement allowance benefit. An employee who leaves service may withdraw his or her contributions, plus any accumulated interest.

Benefit terms provide for annual cost of living adjustments to each employee's retirement allowance subsequent to the employee's retirement date. The annual adjustments are determined annually based on a percentage of the original retirement benefits, a percentage of the present retirement benefits, or a fixed dollar amount.

Benefit terms, within the parameters established by MERS, are generally established and amended by authority of the Authority's board, generally after negotiations of these terms with the affected unions.

Employees Covered by Benefit Terms

The following members were covered by the benefit terms as of December 31, 2023:

Inactive plan members or beneficiaries currently receiving benefits	1,000
Inactive plan members entitled to but not yet receiving benefits	132
Active plan members	<u>749</u>
Total employees covered by the plan	<u><u>1,881</u></u>

Contributions

Article 9, Section 24 of the State of Michigan Constitution requires that financial benefits arising on account of employee service rendered in each year be funded during that year. Accordingly, MERS retains an independent actuary to determine the annual contribution. The employer is required to contribute amounts at least equal to the actuarially determined rate, as established by the MERS retirement board. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by plan members during the year, with an additional amount to finance any unfunded accrued liability. The Authority has established a 4.50 percent of covered payroll contribution rate to be paid by its covered employees.

For the year ended June 30, 2024, the average active employee contribution rate was 4.50 percent of annual pay, and the Suburban Mobility Authority for Regional Transportation's average contribution rate was 21.69 percent of annual payroll. For the fiscal year ended June 30, 2024, the Authority made additional contributions of approximately \$51,000,000.

Net Pension Liability

The Authority has chosen to use the December 31 measurement date as its measurement date for the net pension liability. The June 30, 2024 fiscal year end reported net pension liability was determined using a measure of the total pension liability and the pension net position as of the December 31, 2023 measurement date. The December 31, 2023 measurement date total pension liability was determined by an actuarial valuation performed as of that date.

Suburban Mobility Authority for Regional Transportation

Notes to Financial Statements

June 30, 2024 and 2023

Note 10 - Agent Defined Benefit Pension Plan (Continued)

Changes in the net pension liability during the measurement year were as follows:

Changes in Net Pension Liability	Increase (Decrease)		
	Total Pension Liability	Plan Net Position	Net Pension Liability
Balance at December 31, 2022	\$ 304,237,795	\$ 227,606,673	\$ 76,631,122
Changes for the year:			
Service cost	4,780,943	-	4,780,943
Interest	21,501,809	-	21,501,809
Differences between expected and actual experience	(1,192,968)	-	(1,192,968)
Changes in assumptions	2,138,171	-	2,138,171
Contributions - Employer	-	5,173,152	(5,173,152)
Contributions - Employee	-	2,077,906	(2,077,906)
Net investment income	-	25,360,930	(25,360,930)
Benefit payments, including refunds	(20,103,244)	(20,103,244)	-
Administrative expenses	-	(528,856)	528,856
Net changes	7,124,711	11,979,888	(4,855,177)
Balance at December 31, 2023	<u>\$ 311,362,506</u>	<u>\$ 239,586,561</u>	<u>\$ 71,775,945</u>

Pension Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to Pensions

For the year ended June 30, 2024, the Authority recognized pension expense of \$10,044,619.

At June 30, 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 596,483
Changes in assumptions	1,069,086	-
Net difference between projected and actual earnings on pension plan investments	12,740,260	-
Employer contributions to the plan subsequent to the measurement date	60,000,000	-
Total	<u>\$ 73,809,346</u>	<u>\$ 596,483</u>

Amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows. These amounts are exclusive of the employer contributions to the plan made subsequent to December 31, 2023, but before June 30, 2024, in the amount of \$60,000,000, which will impact the net pension liability in fiscal year 2025 rather than pension expense.

Years Ending June 30	Amount
2025	\$ 2,649,556
2026	4,847,755
2027	7,584,453
2028	(1,868,901)

Note 10 - Agent Defined Benefit Pension Plan (Continued)

Actuarial Assumptions

The total pension liability in the December 31, 2023 actuarial valuation was determined using the following actuarial assumptions applied to all periods included in the measurement:

Inflation	2.50%
Salary increases (including inflation)	3.00%
Investment rate of return (gross of investment expenses)	7.18%

The base mortality tables used are constructed as described below and are based on amount-weighted sex-distinct rates:

Preretirement Mortality:

1. 100% of PubG-2010 Healthy Retiree Mortality Tables for Ages 81-120
2. 100% of PubG-2010 Employee Mortality Tables for Ages 18-80
3. 100% of Pub-2010 Juvenile Mortality Tables for Ages 0-17

Nondisabled retired plan members and beneficiaries:

1. 106% of PubG-2010 Healthy Retiree Mortality Tables for Ages 50-120
2. 106% of PubG-2010 Employee Mortality Tables for Ages 18-49
3. 106% of Pub-2010 Juvenile Mortality Tables for Ages 0-17

Disabled retired plan members:

1. 100% of PubNS-2010 Disabled Retiree Tables for Ages 18-120
2. 100% of Pub-2010 Juvenile Mortality Tables for Ages 0-17

Future mortality improvements are assumed each year using scale MP-2019 applied fully generationally from the Pub-2010 base year of 2010. All assumptions used, except for investment rate of return, are based on an actuarial study conducted for the period from 2014-2018.

Discount Rate

The discount rate used to measure the total pension liability was 7.18 percent. The projection of cash flows used to determine the discount rate assumes that employee contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the employee rate.

Projected Cash Flows

Based on those assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Note 10 - Agent Defined Benefit Pension Plan (Continued)

The long-term expected rate of return on pension plan investments was determined using a model in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return as of December 31, 2023, the measurement date, for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-term Expected Real Rate of Return
Global equity	60.00 %	4.50 %
Global fixed income	20.00	2.00
Private investments	20.00	7.00

Sensitivity of the Net Pension Liability to Changes in the Discount Rate

The following presents the net pension liability of the Authority, calculated using the discount rate of 7.18 percent, as well as what the Authority's net pension liability would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percentage Point Decrease (6.18%)	Current Discount Rate (7.18%)	1 Percentage Point Increase (8.18%)
Net pension liability of the Suburban Mobility Authority for Regional Transportation	\$ 105,257,489	\$ 71,775,945	\$ 43,443,261

Pension Plan Fiduciary Net Position

Detailed information about the plan's fiduciary net position is available in the separately issued financial report found at www.mersofmich.com. The plan's fiduciary net pension has been determined on the same basis as used by the plan. The plan uses the economic resources measurement focus and the full accrual basis of accounting. Investments are stated at fair value. Contribution revenue is recorded as contributions are due pursuant to legal requirements. Benefit payments and refunds of employee contributions are recognized as expense when due and payable in accordance with the benefit terms.

Assumption Changes

With the most recent valuation, the assumed rate of return decreased from 7.25 percent to 7.18 percent.

Note 11 - Defined Contribution Postemployment Benefits

The Authority provides an employer-sponsored health care savings plan to certain employees to cover the costs of postemployment medical expenses available to the participant upon separation from employment by the Authority. This is a defined contribution plan administered by Michigan Municipal Employees' Retirement System. The benefits are provided under collective bargaining agreements (or other legal authority for providing benefits). There are no required contributions from employees. The Authority is required to contribute \$125 per month for each participating employee in the International Brotherhood of Teamsters and \$137 per month for each participating employee in the Amalgamated Transit Union; the American Federation of State, County and Municipal Employees (AFSCME); and nonrepresented employee groups. Health care savings plan participants are not eligible for authority-paid retiree health care under any other authority plan or program.

During the years ended June 30, 2024 and 2023, the Authority made contributions of \$1,060,317 and \$787,770, respectively, to the plan.

Note 12 - Other Postemployment Benefit Plan

Plan Description

SMART provides other postemployment benefits for all employees who meet eligibility requirements. These OPEB benefits are provided by SMART through its Enterprise Operating Fund directly to the retiree and beneficiary monthly. The SMART Enterprise Operating Fund will also make, on a discretionary basis, advance OPEB funding contributions to the Michigan Municipal Employees' Retirement System retiree health funding vehicle.

MERS is a statutory public corporation multiple-employer retirement system that pools assets of the participating employers for investment purposes but maintains separate accounts for each individual employer retiree health funding vehicle. These funds constitute a health care fund, which enable SMART to accumulate moneys to provide or subsidize health benefits for retirees and retiree beneficiaries.

SMART and the Municipal Employees' Retirement System separately issue public financial reports that include financial statements and required supplementary information for their respective organizations. The MERS financial report can be obtained by writing to MERS at 1134 Municipal Way, Lansing, MI 48917 or on the MERS website at www.mersofmich.com.

Management of the plan is vested in the SMART board of directors.

Benefits Provided

SMART provides postemployment health insurance, life insurance, and prescription benefits to eligible employees and beneficiaries. Eligible employees include those who retire after attaining age 60 with at least 6 years of service or after attaining age 55 with at least 15 years of service. For certain employees hired after July 1, 2007, health, life, and prescription benefits will be provided after the employee attains age 55 with at least 25 years of service. There are no cost of living benefit adjustments. Union contracts or the nonunion benefit book outline specifically which health care agent a retiree or beneficiary can utilize.

Employees Covered by Benefit Terms

Substantially all SMART employees hired before July 1, 2007; AFSCME members hired before February 9, 2015; and all UAW members are members of the plan. During fiscal year 2015, SMART implemented a defined contribution health care savings plan (the "HCSP") as an alternative to the existing plan, effectively closing the retiree health care and prescription plan to new employees. All Amalgamated Transit Union, International Brotherhood of Teamsters, and all nonrepresented employees hired after July 1, 2007 were transferred to the HCSP retroactive to their date of hire. The HCSP also includes employees in the American Federation of State, County and Municipal Employees hired after February 9, 2015.

The following members were covered by the benefit terms as of December 31, 2022:

Inactive plan members or beneficiaries currently receiving benefits	689
Active plan members	723
	<hr/>
Total plan members	1,412
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Contributions

SMART contributes 100 percent of the actual monthly costs for current benefits and administrative expenses to the plan through its Enterprise Operating Fund (pay-as-you-go funding). SMART has made additional payments to the OPEB retiree health funding vehicle at MERS on a discretionary basis.

SMART union and nonunion retirees who retire after January 6, 2012 also contribute a portion of their monthly retirement benefit to fund monthly health care premium payments made by SMART. For the fiscal year ended June 30, 2024, SMART paid postemployment health care benefit premiums and administrative costs of \$6,271,889. In addition, SMART also contributed \$23,999,999 into its prefunded retiree health care fund and paid \$263,690 of administrative OPEB investment costs from the retiree health care fund.

Note 12 - Other Postemployment Benefit Plan (Continued)

Net OPEB Liability (Asset)

The Authority has chosen to use the June 30, 2024 measurement date as its measurement date for the net OPEB asset. The June 30, 2024 fiscal year end reported net OPEB asset was determined using a measure of the total OPEB liability and the OPEB net position as of the June 30, 2024 measurement date. The June 30, 2024 total OPEB liability was determined by an actuarial valuation performed as of December 31, 2022, which used update procedures to roll forward the estimated liability to June 30, 2024.

Changes in the net OPEB liability (asset) during the measurement year were as follows:

Changes in Net OPEB Liability (Asset)	Increase (Decrease)		
	Total OPEB Liability	Plan Net Position	Net OPEB Liability (Asset)
Balance at July 1, 2023	\$ 128,545,740	\$ 110,526,554	\$ 18,019,186
Changes for the year:			
Service cost	514,915	-	514,915
Interest	8,796,708	-	8,796,708
Differences between expected and actual experience	(1,773,212)	-	(1,773,212)
Contributions - Employer	-	30,271,888	(30,271,888)
Net investment income	-	12,254,915	(12,254,915)
Benefit payments, including refunds	(6,271,889)	(6,271,889)	-
Administrative expenses	-	(263,690)	263,690
Net changes	1,266,522	35,991,224	(34,724,702)
Balance at June 30, 2024	<u>\$ 129,812,262</u>	<u>\$ 146,517,778</u>	<u>\$ (16,705,516)</u>

The plan's fiduciary net position represents 112.87 percent of the total OPEB liability.

OPEB Expense and Deferred Outflows of Resources and Deferred Inflows of Resources Related to OPEB

For the year ended June 30, 2024, the Authority recognized an OPEB cost recovery of \$13,589,215.

At June 30, 2024, the Authority reported deferred outflows of resources and deferred inflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Difference between expected and actual experience	\$ -	\$ 23,889,074
Changes in assumptions	2,954,088	10,345,947
Net difference between projected and actual earnings on OPEB plan investments	-	1,596,021
Total	<u>\$ 2,954,088</u>	<u>\$ 35,831,042</u>

Note 12 - Other Postemployment Benefit Plan (Continued)

Amounts reported as deferred outflows of resources and deferred inflows of resources related to OPEB will be recognized in OPEB expense as follows:

Years Ending June 30	Amount
2025	\$ (14,499,044)
2026	(8,086,720)
2027	(8,192,200)
2028	(2,048,850)
2029	(50,140)

Actuarial Assumptions

The total OPEB liability in the December 31, 2022 actuarial valuation was determined using an inflation assumption of 2.50 percent; assumed salary increases for individual members based on age, including a base increase of 3.00 percent for all years and a merit/seniority increase of 0.00 to 6.70 percent; an investment rate of return (net of investment expenses) of 7.00 percent; a health care cost trend rate of 7.00 percent, decreasing for 11 years to an ultimate rate of 3.50 percent; and the sex-distinct Pub-2010 mortality tables, with future assumed mortality improvements using scale MP-2019. These assumptions were applied to all periods included in the measurement.

Discount Rate

The discount rate used to measure the total OPEB liability was 7.00 percent. The projection of cash flows used to determine the discount rate assumed that, in years where an unfunded actuarial accrued liability exists, the total contributions will be equal to the projected benefit payments (pay as you go), in order to fund the actuarial contribution amount. In years where no unfunded actuarial accrued liability exists, the total contributions will be equal to the projected service cost, and contributions and benefit payments occur halfway through the year.

Based on those assumptions, the OPEB plan’s fiduciary net position was projected to be available to make all projected future benefit payments of current active and inactive employees. Therefore, the long-term expected rate of return on OPEB plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

Investment Rate of Return

The long-term expected rate of return on OPEB plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of OPEB plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and adding expected inflation. Best estimates of arithmetic real rates of return as of the June 30, 2024 measurement date for each major asset class included in the OPEB plan’s target asset allocation, as disclosed in the investment note, are summarized in the following table:

Asset Class	Long-term Expected Real Rate of Return
Global equity	4.50 %
Global fixed income	2.00
Private investments	7.00

Note 12 - Other Postemployment Benefit Plan (Continued)

Sensitivity of the Net OPEB Asset to Changes in the Discount Rate

The following presents the net OPEB asset of the Authority, calculated using the discount rate of 7.00 percent, as well as what the Authority's net OPEB asset would be if it were calculated using a discount rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percentage Point Decrease (6.00%)	Current Discount Rate (7.00%)	1 Percentage Point Increase (8.00%)
Net OPEB asset of the Municipal Employees' Retirement System of Michigan	\$ (2,595,962)	\$ (16,705,516)	\$ (28,595,448)

Sensitivity of the Net OPEB Asset to Changes in the Health Care Cost Trend Rate

The following presents the net OPEB asset of the Authority, calculated using the health care cost trend rate of 7.50 percent, as well as what the Authority's net OPEB asset would be if it were calculated using a health care cost trend rate that is 1 percentage point lower or 1 percentage point higher than the current rate:

	1 Percentage Point Decrease (6.50%)	Current Health Care Cost Trend Rate (7.50%)	1 Percentage Point Increase (8.50%)
Net OPEB asset of the Municipal Employees' Retirement System of Michigan	\$ (30,200,380)	\$ (16,705,516)	\$ (750,976)

Investment Policy

The OPEB plan's policy in regard to the allocation of invested assets is established and may be amended by the OPEB board by a majority vote of its members. It is the policy of the OPEB board to pursue an investment strategy that manages risk through the prudent diversification of the portfolio across a broad selection of distinct asset classes. The OPEB plan's investment policy discourages the use of cash equivalents, except for liquidity purposes, and aims to refrain from dramatically shifting asset class allocations over short time spans. The following was the OPEB board's adopted asset allocation policy as of June 30, 2024:

Municipal Employees' Retirement System of Michigan

Asset Class	Target Allocation
Global equity	60.00 %
Global fixed income	20.00
Private investments	20.00
Total	<u>100.00 %</u>

Rate of Return

For the year ended June 30, 2024, the annual money-weighted rate of return on OPEB plan investments, net of OPEB plan investment expense, was 10.28 percent. The money-weighted rate of return expresses investment performance, net of investment expense, adjusted for the changing amounts actually invested.

Note 13 - Contingent Liabilities

Various legal actions and workers' compensation claims are outstanding or may be instituted or asserted against SMART. Management has accrued amounts with respect to such actions and claims based on its best estimate of SMART's ultimate liability in these matters, including an estimate for claims that have been incurred but not reported for self-insured liability exposure.

Note 14 - Explanation of Ineligible Expenses per the OPT R&E Manual

Ineligible expenses are classified appropriately according to the definition in the Local Public Transit Revenue and Expense Manual (R&E Manual). Any capital funds used to pay operating costs have been subtracted from eligible costs, which included \$0 and \$4.9 million of preventive maintenance in 2024 and 2023, respectively. Also, any expenses associated with earned revenue, of which SMART had none in 2024 and 2023, would be subtracted from eligible costs.

Note 15 - Leases

The Authority leases building space, parking spaces, and bus batteries from third parties. Payments are fixed monthly. Lease asset activity of the Authority is included in Note 5.

Future principal and interest payment requirements related to the Authority’s lease liability at June 30, 2024 are as follows:

<u>Years Ending</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2025	\$ 501,816	\$ 43,795	\$ 545,611
2026	508,770	36,841	545,611
2027	520,168	29,736	549,904
2028	175,368	23,477	198,845
2029	161,960	23,040	185,000
2030-2034	658,231	41,769	700,000
Total	<u>\$ 2,526,313</u>	<u>\$ 198,658</u>	<u>\$ 2,724,971</u>

The Authority leases land to various third parties. Payments are generally fixed monthly with escalation over the term of the lease. During the years ended June 30, 2024 and 2023, the Authority recognized approximately \$30,000 and \$60,000, respectively, of revenue from leases, including interest.

Note 16 - Defined Contribution Pension Plan

The Authority sponsors a 401(a) plan for eligible employees hired after February 1, 2024 for ATU and UAW 771. Additionally, the plan is available to eligible employees hired after September 1, 2024 for Teamsters, AFSCME, and nonunion employees. The specific eligibility for each group is determined by their employment contracts. The plan provides for the Authority to make an annual contribution in the amount of 6 percent of the employees' total pensionable compensation (including, but not limited to, wages, overtime, vacation, personal leave time, and sick usage for the calendar year to the 401(a) plan). Employees will also be required to contribute 3.0 percent of total compensation (including, but not limited to, wages, overtime, vacation, personal leave time, and sick time usage) to MERS. The plan change will not affect any current SMART employees represented by ATU Local 1564. The Authority's contributions to the plan totaled \$23,773 and \$0 for the years ended June 30, 2024 and 2023, respectively. Employees contributed \$11,663 and \$0 in 2024 and 2023, respectively.

The Authority’s contribution to the 401(a) plan shall vest as follows:

<u>Months of Service</u>	<u>Vesting Level (Percentage Only)</u>
12	20 %
24	40
36	60
48	80
60	100

Required Supplementary Information

Suburban Mobility Authority for Regional Transportation

Required Supplementary Information Schedule of Changes in the Net Pension Liability and Related Ratios

**Last Ten Years
Years Ended December 31**

	2023	2022	2021	2020	2019	2018	2017	2016	2015	2014
Total Pension Liability										
Service cost	\$ 4,780,943	\$ 4,435,172	\$ 3,881,625	\$ 4,510,489	\$ 4,502,393	\$ 4,468,876	\$ 4,143,547	\$ 3,891,466	\$ 3,819,202	\$ 3,701,095
Interest	21,501,809	20,970,409	21,012,969	19,888,505	19,885,440	19,353,007	19,005,207	18,585,805	17,695,500	17,072,926
Differences between expected and actual experience	(1,192,968)	1,437,986	(3,593,770)	966,309	(2,768,704)	(870,763)	(3,478,232)	(2,515,718)	99,715	-
Changes in assumptions	2,138,171	-	10,047,909	7,535,899	8,381,719	-	-	-	10,351,934	-
Benefit payments, including refunds	(20,103,244)	(19,270,348)	(18,459,581)	(17,122,807)	(16,641,264)	(15,806,604)	(15,337,264)	(14,527,892)	(13,643,308)	(12,930,124)
Net Change in Total Pension Liability	7,124,711	7,573,219	12,889,152	15,778,395	13,359,584	7,144,516	4,333,258	5,433,661	18,323,043	7,843,897
Total Pension Liability - Beginning of year	304,237,795	296,664,576	283,775,424	267,997,029	254,637,445	247,492,929	243,159,671	237,726,010	219,402,967	211,559,070
Total Pension Liability - End of year	\$ 311,362,506	\$ 304,237,795	\$ 296,664,576	\$ 283,775,424	\$ 267,997,029	\$ 254,637,445	\$ 247,492,929	\$ 243,159,671	\$ 237,726,010	\$ 219,402,967
Plan Fiduciary Net Position										
Contributions - Employer	\$ 5,173,152	\$ 15,146,136	\$ 16,218,042	\$ 12,117,144	\$ 13,368,558	\$ 8,165,009	\$ 16,522,752	\$ 15,725,356	\$ 5,096,203	\$ 4,675,271
Contributions - Employee	2,077,906	2,045,700	1,920,194	2,067,490	2,013,938	1,972,003	1,750,206	1,650,588	1,627,578	1,600,418
Net investment income (loss)	25,360,930	(28,599,214)	31,018,133	28,663,528	24,557,841	(7,496,684)	23,044,677	17,449,806	(2,305,957)	9,705,285
Administrative expenses	(528,856)	(476,924)	(367,088)	(407,927)	(423,144)	(373,896)	(364,112)	(348,853)	(340,843)	(355,364)
Benefit payments, including refunds	(20,103,244)	(19,270,348)	(18,459,581)	(17,122,807)	(16,641,264)	(15,806,604)	(15,337,264)	(14,527,892)	(13,643,308)	(12,930,124)
Net Change in Plan Fiduciary Net Position	11,979,888	(31,154,650)	30,329,700	25,317,428	22,875,929	(13,540,172)	25,616,259	19,949,005	(9,566,327)	2,695,486
Plan Fiduciary Net Position - Beginning of year	227,606,673	258,761,323	228,431,623	203,114,195	180,238,266	193,778,438	168,162,179	148,213,174	157,779,501	155,084,015
Plan Fiduciary Net Position - End of year	\$ 239,586,561	\$ 227,606,673	\$ 258,761,323	\$ 228,431,623	\$ 203,114,195	\$ 180,238,266	\$ 193,778,438	\$ 168,162,179	\$ 148,213,174	\$ 157,779,501
Authority's Net Pension Liability - Ending	\$ 71,775,945	\$ 76,631,122	\$ 37,903,253	\$ 55,343,801	\$ 64,882,834	\$ 74,399,179	\$ 53,714,491	\$ 74,997,492	\$ 89,512,836	\$ 61,623,466
Plan Fiduciary Net Position as a Percentage of Total Pension Liability	76.95 %	74.81 %	87.22 %	80.50 %	75.79 %	70.78 %	78.30 %	69.16 %	62.35 %	71.91 %
Covered Payroll	\$ 48,180,722	\$ 44,463,919	\$ 41,411,960	\$ 45,036,165	\$ 44,836,035	\$ 43,850,988	\$ 40,197,698	\$ 36,992,486	\$ 36,833,068	\$ 35,107,048
Authority's Net Pension Liability as a Percentage of Covered Payroll	148.97 %	172.34 %	91.53 %	122.89 %	144.71 %	169.66 %	133.63 %	202.74 %	243.02 %	175.53 %

Schedule is built prospectively upon implementation of GASB 68.

See notes to required supplementary information.

Suburban Mobility Authority for Regional Transportation

Required Supplementary Information Schedule of Pension Contributions

**Last Ten Fiscal Years
Years Ended June 30**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Actuarially determined contribution	\$ 8,869,644	\$ 9,571,368	\$ 9,147,144	\$ 7,966,477	\$ 8,212,548	\$ 7,033,464	\$ 6,522,752	\$ 5,725,357	\$ 5,096,203	\$ 4,788,752
Contributions in relation to the actuarially determined contribution	60,000,000	10,294,148	17,576,710	15,986,477	13,199,457	8,165,009	16,522,752	15,725,357	5,096,203	4,788,752
Contribution Excess	\$ 51,130,356	\$ 722,780	\$ 8,429,566	\$ 8,020,000	\$ 4,986,909	\$ 1,131,545	\$ 10,000,000	\$ 10,000,000	\$ -	\$ -
Covered Payroll	\$ 50,790,489	\$ 45,442,353	\$ 45,582,462	\$ 42,005,571	\$ 44,268,897	\$ 43,850,988	\$ 40,197,698	\$ 36,992,486	\$ 36,833,068	\$ 35,107,048
Contributions as a Percentage of Covered Payroll	118.13 %	22.65 %	38.56 %	38.06 %	29.82 %	18.62 %	41.10 %	42.51 %	13.84 %	13.64 %

Notes to Schedule of Pension Contributions

Actuarial valuation information relative to the determination of contributions:

Valuation date Actuarially determined contribution rates are calculated as of December 31, two years prior to the end of the fiscal year in which the contributions are reported.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level percentage of pay - Closed
Remaining amortization period	16 years
Asset valuation method	5-year smoothed market
Inflation	2.50 percent
Salary increase	3.00 percent - Including inflation
Investment rate of return	6.93 percent - Net of pension plan investment expense, including inflation
Retirement age	Experience-based tables of rates that are specific to the type of eligibility condition
Mortality	Pub-2010 Juvenile and PubG-2010 Employee and Healthy Retiree
Other information	None

Suburban Mobility Authority for Regional Transportation

Required Supplementary Information Schedule of Changes in the Net OPEB (Asset) Liability and Related Ratios

	Last Seven Fiscal Years Years Ended June 30						
	2024	2023	2022	2021	2020	2019	2018
Total OPEB Liability							
Service cost	\$ 514,915	\$ 776,079	\$ 1,006,225	\$ 1,414,989	\$ 1,676,593	\$ 1,499,372	\$ 1,672,442
Interest	8,796,708	8,611,998	8,490,468	9,971,568	9,808,385	11,539,771	11,264,428
Differences between expected and actual experience	(1,773,212)	(17,265,224)	(992,549)	(42,262,549)	(1,297,425)	(27,059,480)	(321,657)
Changes in assumptions	-	(16,924,200)	-	11,001,181	-	22,428,697	-
Benefit payments, including refunds	(6,271,889)	(5,693,299)	(6,665,578)	(7,034,223)	(7,145,341)	(8,249,942)	(8,335,309)
Net Change in Total OPEB Liability	1,266,522	(30,494,646)	1,838,566	(26,909,034)	3,042,212	158,418	4,279,904
Total OPEB Liability - Beginning of year	128,545,740	159,040,386	157,201,820	184,110,854	181,068,642	180,910,224	176,630,320
Total OPEB Liability - End of year	\$ 129,812,262	\$ 128,545,740	\$ 159,040,386	\$ 157,201,820	\$ 184,110,854	\$ 181,068,642	\$ 180,910,224
Plan Fiduciary Net Position							
Contributions - Employer	\$ 30,271,888	\$ 8,187,899	\$ 16,565,578	\$ 17,183,823	\$ 13,445,341	\$ 13,999,942	\$ 13,553,709
Net investment income (loss)	12,254,915	7,605,774	(8,775,581)	20,344,183	1,564,171	1,800,508	3,672,021
Administrative expenses	(263,690)	(192,065)	(184,962)	(150,145)	(117,883)	(118,940)	(122,336)
Benefit payments, including refunds	(6,271,889)	(5,693,299)	(6,665,578)	(7,034,223)	(7,145,341)	(8,249,942)	(8,335,309)
Net Change in Plan Fiduciary Net Position	35,991,224	9,908,309	939,457	30,343,638	7,746,288	7,431,568	8,768,085
Plan Fiduciary Net Position - Beginning of year	110,526,554	100,618,245	99,678,788	69,335,150	61,588,862	54,157,294	45,389,209
Plan Fiduciary Net Position - End of year	\$ 146,517,778	\$ 110,526,554	\$ 100,618,245	\$ 99,678,788	\$ 69,335,150	\$ 61,588,862	\$ 54,157,294
Net OPEB (Asset) Liability - Ending	\$ (16,705,516)	\$ 18,019,186	\$ 58,422,141	\$ 57,523,032	\$ 114,775,704	\$ 119,479,780	\$ 126,752,930
Plan Fiduciary Net Position as a Percentage of Total OPEB Liability	112.87 %	85.98 %	63.27 %	63.41 %	37.66 %	34.01 %	29.94 %
Covered-employee Payroll	\$ 63,052,696	\$ 57,180,553	\$ 62,948,686	\$ 58,357,225	\$ 55,369,846	\$ 54,013,348	\$ 44,134,313
Net OPEB (Asset) Liability as a Percentage of Covered-employee Payroll	(26.49)%	31.51 %	92.81 %	98.57 %	207.29 %	221.20 %	287.20 %

Schedule is built prospectively upon implementation of GASB 75.

Suburban Mobility Authority for Regional Transportation

Required Supplementary Information Schedule of OPEB Contributions

**Last Ten Fiscal Years
Years Ended June 30**

	2024	2023	2022	2021	2020	2019	2018	2017	2016	2015
Actuarially determined contribution	\$ 4,691,554	\$ 6,494,557	\$ 6,637,149	\$ 10,915,002	\$ 11,119,377	\$ 13,305,693	\$ 13,486,227	\$ 13,048,354	\$ 13,232,377	\$ 11,175,415
Contributions in relation to the actuarially determined contribution	30,271,888	8,187,899	16,565,578	17,183,823	13,445,341	13,999,942	13,553,709	14,273,710	12,955,318	11,621,453
Contribution Excess (Deficiency)	\$ 25,580,334	\$ 1,693,342	\$ 9,928,429	\$ 6,268,821	\$ 2,325,964	\$ 694,249	\$ 67,482	\$ 1,225,356	\$ (277,059)	\$ 446,038
Covered-employee Payroll	\$ 63,052,696	\$ 57,180,553	\$ 62,948,686	\$ 58,357,225	\$ 55,369,846	\$ 54,013,348	\$ 44,134,313	\$ 36,833,068	\$ 36,833,068	\$ 35,107,048
Contributions as a Percentage of Covered-employee Payroll	48.01 %	14.32 %	26.32 %	29.45 %	24.28 %	25.92 %	30.71 %	38.75 %	35.17 %	33.10 %

Notes to Schedule of Contributions

Actuarial valuation information relative to the determination of contributions:

Valuation date Actuarially determined contribution rates are calculated as of December 31 of even numbered years, which is six months prior to the beginning of the fiscal year biennium in which contributions are required.

Methods and assumptions used to determine contribution rates:

Actuarial cost method	Entry age normal
Amortization method	Level dollar
Remaining amortization period	21 years - Closed
Asset valuation method	Market value of assets
Inflation	2.50 percent
Health care cost trend rates	Initial trend of 7.50 percent gradually decreasing to an ultimate trend rate of 3.50 percent in year 12
Salary increase	Increases 3.00 percent to 9.70 percent
Investment rate of return	5.50 percent - Net of OPEB plan investment expenses
Retirement age	Experience-based table of rates that are specific to the type of eligibility condition
Mortality	Sex-distinct Pub-2010 mortality tables
Other information	There were no benefit changes reported during the year

Suburban Mobility Authority for Regional Transportation

Required Supplementary Information
 Schedule of OPEB Investment Returns

**Last Seven Fiscal Years
 Years Ended June 30**

	<u>2024</u>	<u>2023</u>	<u>2022</u>	<u>2021</u>	<u>2020</u>	<u>2019</u>	<u>2018</u>
Annual money-weighted rate of return - Net of investment expense	10.28 %	7.47 %	(8.23)%	28.12 %	2.32 %	3.09 %	7.68 %

Schedule is built prospectively upon implementation of GASB 74.

Suburban Mobility Authority for Regional Transportation

Notes to Required Supplementary Information

June 30, 2024 and 2023

Pension Information

Changes in Assumptions

Amounts reported in 2015 reflect a change in inflation rates from 3.0 to 4.0 percent in 2014 to 3.25 percent in 2015. In addition, the assumed salary increases also changed from 4.5 to 3.75 percent in 2014 and 2015, respectively. The investment rate of return went from 8.25 percent in 2014 to 8.00 percent in 2015. Lastly, the 2014 mortality rates were based on the 1994 Group Annuity Mortality table of a 50 percent male and 50 percent female blend. For disabled retirees, the regular mortality table was used, with a 10-year set forward in ages to reflect the higher expected mortality rates of disabled members. In 2015, the mortality rates were updated based on mortality experience of nondisabled plan members, with a 50 percent male and 50 percent female blend of the following tables:

1. The RP-2014 Healthy Annuitant Mortality Tables, with rates multiplied by 105 percent
2. The RP-2014 Employee Mortality Tables
3. The RP-2014 Juvenile Mortality Tables

Amounts reported in 2019 reflect a reduction in the assumed investment rate of return from 8.00 percent to 7.60 percent and a reduction in the assumption for salary increases from 3.75 percent to 3.00 percent.

Amounts reported in 2021 reflect updated mortality tables from the RP-2014 Healthy Annuitant, Employee, and Juvenile Mortality Tables to the Pub-2010 Juvenile and PubG-2010 Employee and Healthy Retiree Mortality Tables with assumed mortality improvements using scale MP-2019.

Amounts reported in 2022 reflect an updated investment rate of return (gross of investment expenses) and discount rate from 7.60 percent to 7.25 percent.

Amounts report in 2024 reflect an updated investment rate of return (gross of investment expenses) and discount rate from 7.25 percent to 7.18 percent.

OPEB Information

Changes in Assumptions

Amounts reported in 2019 reflect a change in the mortality tables from the RP-2000 mortality tables projected 20 years with U.S. Projection Scale BB to the RP-2014 mortality tables. In addition, the investment rate of return (net of investment expenses) decreased from 6.5 to 5.5 percent, and the health care cost trend rate decreased from 9.0 to 8.25 percent.

Amounts reported in 2021 reflect a change in the initial pre-65 health care cost trend assumption from 8.25 percent to 7.50 percent and updated mortality tables from RP-2014 mortality tables to the sex-distinct Pub-2010 mortality tables, with future assumed mortality improvements using scale MP-2019.

Amounts reported in 2023 reflect an increase in the assumed rate of return from 5.50 percent to 7.00 percent.

Supplementary Information

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
1. Operating Revenue Schedule**

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Passenger fares	\$ 1,354,208	\$ 4,214,203	\$ 5,568,411
Contract fares	80,150	356,060	436,210
Advertising	162,703	486,005	648,708
Rental of buildings or other property	9,949	57,178	67,127
Gain/Loss from the sale of capital assets	-	114,218	114,218
Other nontrans. revenue	103,363	636,003	739,366
Other local contracts - Mun. Cr.	14,622	43,578	58,200
Other local contracts - Com. Cr.	29,534	88,602	118,136
Total operating revenue	<u>\$ 1,754,529</u>	<u>\$ 5,995,847</u>	<u>\$ 7,750,376</u>

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
2. Operating Revenue Schedule**

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Passenger fares	\$ 4,032,928	\$ 1,354,208	\$ 5,387,136
Contract fares	207,674	80,150	287,824
Advertising	632,243	162,703	794,946
Rental of buildings or other property	46,931	9,949	56,880
Gain/Loss from the sale of capital assets	71,115	-	71,115
Other nontrans. revenue	2,893,705	103,363	2,997,068
Other local contracts - Mun. Cr.	12,996	14,622	27,618
Other local contracts - Com. Cr.	128,713	29,534	158,247
Total revenue	\$ 8,026,305	\$ 1,754,529	\$ 9,780,834

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
3. Local Revenue Schedule**

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Taxes levied directly	\$ 23,683,750	\$ 51,208,749	\$ 74,892,499
Local community Stabilization	-	1,769,047	1,769,047
Total revenue	\$ 23,683,750	\$ 52,977,796	\$ 76,661,546
Interest Income	\$ 2,011,213	\$ 6,746,456	\$ 8,757,669
Other non-trans Revenue	\$ 146,343	\$ 441,583	\$ 587,927
Refunds and Credits	\$ 41,626	\$ 906,120	\$ 947,746

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
4. Local Revenue Schedule**

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Taxes levied directly	\$ 68,152,181	\$ 23,683,750	\$ 91,835,931
Local community Stabilization	1,658,647	-	1,658,647
Total revenue	\$ 69,810,828	\$ 23,683,750	\$ 93,494,578
Interest Income	\$ 3,117,203	\$ 2,011,213	\$ 5,128,416
Other non-trans Revenue	\$ 434,886	\$ 146,343	\$ 581,229
Refunds and Credits	\$ 481,617	\$ 41,626	\$ 523,243

**Suburban Mobility Authority
for Regional Transportation**

Supplementary Information
5. Federal and State Operating Revenue

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
State Operating Assistance	\$ 3,106,862	\$ 39,041,221	\$ 42,148,083
Other MDOT/BPT contracts and reimb.			
Reimb for section 5309 program admin	29,770	98,574	128,344
Mobility Mgt 2012-0170 P20	5,613	698	6,312
Lake Erie Preventative Maintenance	-	-	-
State Preventive Maintenance (NF Mobility Mgt)	-	-	-
Subtotal SMART State	<u>3,142,246</u>	<u>39,140,493</u>	<u>42,282,738</u>
Pass-through State Act 51:			
Act 51 Prior Year Adj	-	-	-
Bedford	26,357	127,368	153,725
Bedford (prior year)	-	66,812	66,812
LETC Urban and Non-Urban	303,420	1,713,843	2,017,263
LETC Urban and Non-Urban (prior year)	-	50,105	50,105
Line-item municipal credit	407,633	1,222,908	1,630,540
Mun. Cr. special appropriation	407,633	1,222,908	1,630,540
State Preventive Maintenance (Pass-thru)	-	-	-
Royal Oak Township	1,331	6,050	7,381
Royal Oak Township (prior year)	-	3,950	3,950
Total Pass-through State Act 51	<u>1,146,373</u>	<u>4,413,943</u>	<u>5,560,316</u>
Other state pass-through grants:			
Specialized Service Grant FY 2020	230,572	1,551,863	1,782,435
JARC PASS THRU 2012-0170 P21	-	-	-
MOBILITY MGT 2022-0138 P08	3,930	46,027	49,957
MOBILITY MGT 2017-0130 P12	2,245	4,823	7,068
MOBILITY MGT 2017-0130 P28	-	494	494
MOBILITY MGT 2017-0130 P37	25,232	25,034	50,266
NOTA JARC Non-Urban 2017-0130 P07	-	-	-
NOTA JARC Non-Urban 2022-0138 P10	42,946	-	42,946
NOTA New Freedom 2022-0138 P15	31,582	-	31,582
NOTA New Freedom 2022-0138 P06	-	140,808	140,808
WOTA - State Act 51	-	1,329,003	1,329,003
NOTA - State Act 51	-	1,200,285	1,200,285
Total other state pass-through grants	<u>336,507</u>	<u>4,298,338</u>	<u>4,634,844</u>
Grand total state revenue per F/S	<u>\$ 4,625,125</u>	<u>\$ 47,852,774</u>	<u>\$ 52,477,899</u>

Supplementary Information

5. Federal and State Operating Revenue (Continued)

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Preventive maintenance -	\$ -	\$ -	\$ -
Planning/capital cost of contracting -			
FY 2024 UWP -	75,705	243,100	318,805
CMAQ Grant	-	-	-
CARES Act (SMART)	-	-	-
CRRSA Act (SMART)	-	-	-
Reimb. for JARC Admin	-	-	-
Reimb. for New Freedom Admin.	22,454	248,788	271,242
Reimb. for section 5309 program admin	-	-	-
Subtotal SMART federal	<u>98,159</u>	<u>491,889</u>	<u>590,048</u>
Other federal pass-through grants:			
Section 5307 Lake Erie	331,900	233,520	565,420
CARES Act (Community)	-	-	-
CRRSA Act (Community)	264,503	159,335	423,838
Section 5310 PM	-	-	-
Section 5311 Lake Erie	172,159	467,595	639,754
JARC Federal Revenue	-	-	-
New Freedom	320,272	1,676,191	1,996,463
ARP Operating Revenue	-	-	-
Total pass-through federal	<u>1,088,835</u>	<u>2,536,641</u>	<u>3,625,475</u>
Grand total federal revenue per F/S	<u>\$ 1,186,993</u>	<u>\$ 3,028,529</u>	<u>\$ 4,215,523</u>
Grand total state and federal	<u>\$ 5,812,119</u>	<u>\$ 50,881,303</u>	<u>\$ 56,693,422</u>

**Suburban Mobility Authority
for Regional Transportation**

Supplementary Information
6. Federal and State Operating Revenue

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
State Operating Assistance	\$ 31,715,243	\$ 3,106,862	\$ 34,822,105
Other MDOT/BPT contracts and reimb. -			
Reimb for section 5309 program admin	68,237	29,770	98,007
Mobility Mgt 2012-0170 P20	8,202	5,613	13,815
Lake Erie Preventative Maintenance	-	-	-
State Preventive Maintenance (NF Mobility Mgt)	500,000	-	500,000
Subtotal SMART state	32,291,682	3,142,246	35,433,928
Pass-through State Act 51:			
Act 51 Prior Year Adj	-		
Bedford	79,083	26,357	105,440
Bedford (prior year)	52,713	-	52,713
LETC Urban and Non-Urban	1,365,390	303,420	1,668,810
LETC Urban and Non-Urban (prior year)	(10,751)	-	(10,751)
Line-item municipal credit	1,222,906	407,633	1,630,539
Mun. Cr. special appropriation	1,222,907	407,633	1,630,540
State Preventive Maintenance (Highland Twp.)	-		-
Royal Oak Township	11,979	1,331	13,310
Royal Oak Township (prior year)	(3,130)	-	(3,130)
Total pass-through State Act 51	3,941,097	1,146,373	5,087,470
Other state pass-through grants:			
Specialized Service Grant FY 2020	691,720	230,572	922,292
JARC PASS THRU 2012-0170 P21	-	-	-
MOBILITY MGT 2022-0138 P08	2,091	3,930	6,021
MOBILITY MGT 2017-0130 P12	12,256	2,245	14,501
MOBILITY MGT 2017-0130 P28	18,958	-	18,958
MOBILITY MGT 2017-0130 P37	50,953	25,232	76,185
NOTA JARC Non-Urban 2017-0130 P07	-	-	-
NOTA JARC Non-Urban 2022-0138 P10	137,694	42,946	180,640
NOTA New Freedom 2022-0138 P03	87,385	31,582	118,967
NOTA New Freedom 2022-0138 P06	109,226	-	109,226
Total other state pass-through grants	1,110,283	336,507	1,446,790
Grand total state revenue per F/S	\$ 37,343,062	\$ 4,625,125	\$ 41,968,187

**Suburban Mobility Authority
for Regional Transportation**

Supplementary Information

6. Federal and State Operating Revenue (Continued)

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Preventive maintenance -	\$ 2,000,000	\$ -	\$ 2,000,000
Planning/capital cost of contracting -			
FY 2024 UWP	-	75,705	75,705
FY 2023 UWP	258,477	-	258,477
CMAQ Grant	-	-	-
CARES Act (SMART)	3,349,569	-	3,349,569
CRRSA Act (SMART)	-	-	-
Reimb. for New Freedom Admin.	32,810	22,454	55,264
Reimb. for section 5309 program admin	-	-	-
Subtotal SMART federal	<u>5,640,856</u>	<u>98,159</u>	<u>5,739,015</u>
Other federal pass-through grants:			
Section 5307 Lake Erie	433,890	331,900	765,790
CARES Act (Community)	-	-	-
CRRSA Act (Community)	993,394	264,503	1,257,897
Section 5311 Lake Erie	401,805	172,159	573,964
JARC Federal Revenue	-	-	-
New Freedom	1,977,066	320,272	2,297,338
Total pass-through federal	<u>3,806,155</u>	<u>1,088,835</u>	<u>4,894,990</u>
Grand total federal revenue per F/S	<u>\$ 9,447,011</u>	<u>\$ 1,186,993</u>	<u>\$ 10,634,004</u>
Grand total state and federal	<u>\$ 46,790,073</u>	<u>\$ 5,812,119</u>	<u>\$ 52,602,192</u>

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
7. SMART Expense Schedule**

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Labor - Operators S&W	\$ 5,679,765	\$ 18,139,855	\$ 23,819,620
Labor - Other S&W	5,159,992	18,241,577	23,401,569
Labor - Dispatchers S&W	1,313,679	5,021,606	6,335,285
Other fringe benefits - total fringes	6,117,676	11,791,229	17,908,905
Pensions - Defined contribution	-	-	-
Pensions - Defined benefit	4,545	10,040,074	10,044,619
Other postemployment benefits (OPEB)	3,454,545	(17,043,760)	(13,589,215)
Advertising fees	49,966	1,163,877	1,213,843
Audit cost	87,075	104,940	192,015
Other services	1,509,124	6,403,959	7,913,083
Other Services (Microtransit)	2,015,268	5,879,538	7,894,806
Fuel and lubricants	1,724,030	4,738,166	6,462,196
Tires and tubes	296,094	875,564	1,171,658
Other materials and supplies	1,436,806	5,135,381	6,572,187
Utilities	249,127	983,261	1,232,388
Casualty and liab. costs	3,671,549	4,167,833	7,839,382
Other insurance	23,058	69,171	92,229
Purchased transportation service	1,285,902	3,857,745	5,143,647
Pass-throughs that are expensed -			
Other	1,013,815	3,909,667	4,923,482
Municipal Credits	815,265	2,445,815	3,261,080
Lake Erie/NOTA/WOTA	742,634	4,893,439	5,636,073
Travel, meetings, and training	43,549	229,309	272,858
Lobbying	-	96,000	96,000
Loss on disposal of asset	-	-	-
Other miscellaneous expenses	216,855	659,560	876,415
Leases and rentals	104,404	(82,842)	21,562
Depreciation	62,700	22,385,225	22,447,925
Total expenses	37,077,423	114,106,189	151,183,612

Supplementary Information
7. SMART Expense Schedule (Continued)

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Less ineligible expenses:			
Ineligible refunds and credits	\$ 41,626	\$ 906,120	\$ 947,746
Other ineligible state contracts			
Passthrough (Municipal Credits)	815,265	2,445,815	3,261,080
Other	29,770	98,574	128,344
Unused community credits	44,156	132,180	176,336
Ineligible depreciation	-	21,896,819	21,896,819
Other ineligible	87,075	104,940	192,015
Ineligible association dues	-	-	-
Ineligible non-trans exp	175	805	980
Preventive maintenance			
Passthrough	-	-	-
SMART	-	-	-
Other ineligible federal/state/local:			
Reimb. for JARC Admin	-	-	-
Reimb. for New Freedom Admin	22,454	248,788	271,242
Other ineligible state contracts:			
Pass-Thru Ineligibles	1,756,449	8,803,106	10,559,555
Planning/capital cost of contracting	75,705	243,100	318,805
Ineligible Lobbying Expense	72,000	96,000	168,000
Ineligible loss on disposal	-	-	-
Ineligible pension	-	-	-
Ineligible OPEB	3,454,545	(17,043,760)	(13,589,215)
Total ineligibles	<u>6,399,220</u>	<u>17,932,487</u>	<u>24,331,707</u>
Total eligible expenses	<u>\$ 30,678,203</u>	<u>\$ 96,173,702</u>	<u>\$ 126,851,905</u>

Supplementary Information
7. SMART Expense Schedule (Continued)

Year Ended June 30, 2024

Description	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Pass-throughs that are expensed:			
Lake Erie/NOTA/WOTA	742,634	4,893,439	5,636,073
Municipal credit - Formula	407,633	1,222,908	1,630,540
Municipal credit - Line Item	407,633	1,222,908	1,630,540
Specialized services	230,572	1,551,863	1,782,435
Royal Oak Twp	1,331	10,000	11,331
Contra SMART Paid Expense	-	-	-
NOTA JARC Non-Urban	42,946	-	42,946
NOTA New Freedom Non-Urban	31,582	281,616	313,198
JARC - New Freedom Urban	-	-	-
JARC - Mobility Management Urban	-	-	-
New Freedom Operating Assistant Urban	262,873	1,875,162	2,138,035
New Freedom Mobility Management Urban	157,034	381,894	538,928
New Freedom Local Operating Expense Urban	(68,228)	(645,294)	(713,523)
5311 Operating Assistance Expense	91,202	295,092	386,294
CRRSAA Act Operating	264,503	159,335	423,838
Pass-throughs that are expensed	<u>\$ 2,571,714</u>	<u>\$ 11,248,921</u>	<u>\$ 13,820,636</u>
Ineligible pass-throughs:			
Lake Erie/NOTA/WOTA	\$ 742,634	\$ 4,893,439	\$ 5,636,073
Municipal credit - Formula Admin Fee	407,633	1,222,908	1,630,540
Municipal credit - Line Item	407,633	1,222,908	1,630,540
Other state subsidized serv.:			
Specialized services	230,572	1,551,863	1,782,435
Royal Oak Twp	1,331	10,000	11,331
Contra SMART Paid Expense	-	-	-
NOTA JARC Non-Urban	42,946	-	42,946
NOTA New Freedom Non-Urban	31,582	281,616	313,198
JARC - New Freedom Urban	-	-	-
JARC - Mobility Management Urban	-	-	-
New Freedom Operating Assistant Urban	262,873	1,875,162	2,138,035
New Freedom Mobility Management Urban	157,034	381,894	538,928
New Freedom Local Operating Expense Urban	(68,228)	(645,294)	(713,523)
5311 Operating Assistance Expense	91,202	295,092	386,294
CRRSAA Act Operating	264,503	159,335	423,838
Ineligible pass-throughs	<u>\$ 2,571,714</u>	<u>\$ 11,248,921</u>	<u>\$ 13,820,636</u>

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
8. SMART Expense Schedule**

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Labor - Operators S&W	\$ 16,705,719	\$ 5,679,765	\$ 22,385,484
Labor - Other S&W	14,388,860	5,159,992	19,548,852
Labor - Dispatchers S&W	4,481,509	1,313,679	5,795,188
Other fringe benefits	11,188,888	6,117,676	17,306,564
Pensions - Defined contribution	-	-	-
Pensions - Defined benefit	16,079,704	4,545	16,084,249
Other postemployment benefits (OPEB)	(10,240,945)	3,454,545	(6,786,400)
Advertising fees	1,691,320	49,966	1,741,286
Audit cost	80,250	87,075	167,325
Other services	3,043,028	1,509,124	4,552,152
Other Services (Microtransit)	5,170,293	2,015,268	7,185,561
Fuel and lubricants	5,415,382	1,724,030	7,139,412
Tires and tubes	839,115	296,094	1,135,209
Other materials and supplies	4,033,031	1,436,806	5,469,837
Utilities	981,864	249,127	1,230,991
Casualty and liab. costs	7,297,888	3,671,549	10,969,437
Other insurance	63,982	23,058	87,040
Purchased transportation service	3,478,436	1,285,902	4,764,338
Pass-throughs that are expensed:			
Other	6,411,722	1,013,815	7,425,537
Municipal Credits	2,445,813	815,265	3,261,078
Lake Erie/NOTA/WOTA	-	742,634	742,634
Travel, meetings, and training	189,452	43,549	233,001
Lobbying	-	-	-
Loss on disposal of asset	-	-	-
Other miscellaneous expenses	524,063	216,855	740,918
Leases and rentals	(16,474)	104,404	87,930
Depreciation	21,697,010	62,700	21,759,710
Total expenses	115,949,910	37,077,423	153,027,333

Supplementary Information
8. SMART Expense Schedule (Continued)

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Less ineligible expenses:			
Ineligible refunds and credits	\$ 481,617	\$ 41,626	\$ 523,243
Other ineligible state contracts		-	-
Passthrough (Municipal Credits)	2,445,813	815,265	3,261,078
Other	68,237	29,770	98,007
Unused community credits	128,713	44,156	172,869
Ineligible depreciation	21,062,763	-	21,062,763
Other ineligible	80,250	87,075	167,325
Ineligible non-trans exp	898	175	1,073
Preventive maintenance	-	-	-
Passthrough	-	-	-
SMART	2,500,000	-	2,500,000
Other ineligible federal/state/local:			-
Reimb. for New Freedom Admin.	32,810	22,454	55,264
Pass-through ineligible	6,411,722	1,756,449	8,168,171
Planning/Cap. cost of contracting	258,477	75,705	334,182
Ineligible Lobbying Expense	2,015	72,000	74,015
Ineligible loss on disposal	-	-	-
Ineligible pension	-	-	-
Ineligible OPEB	(10,240,945)	3,454,545	(6,786,400)
Total ineligible	<u>23,232,370</u>	<u>6,399,220</u>	<u>29,631,590</u>
Total eligible expenses	<u>\$ 92,717,540</u>	<u>\$ 30,678,203</u>	<u>\$ 123,395,743</u>

Supplementary Information

8. SMART Expense Schedule (Continued)

State Year Ended September 30, 2023

Description	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Pass-throughs that are expensed:			
Lake Erie	2,139,730	742,634	2,882,364
Mun. Cr. - Formula	1,222,907	407,633	1,630,540
Mun. Cr. - Line Item	1,222,907	407,633	1,630,540
Specialized services	691,720	230,572	922,292
Royal Oak Twp	8,849	1,331	10,180
Contra SMART Paid Expense	-	-	-
NOTA JARC Non-Urban Expense	137,694	42,946	180,640
NOTA New Freedom Non-Urban	305,837	31,582	337,419
JARC - New Freedom Urban	-	-	-
JARC - Mobility Management Urban	-	-	-
New Freedom Operating Assistant Urban	2,249,107	262,873	2,511,980
New Freedom Mobility Management Urban	421,289	157,034	578,322
New Freedom Local Operating Expense Urban	(718,298)	(68,228)	(786,526)
5311 Operating Assistance Expense	182,400	91,202	273,602
CRRSAA Act Operating	993,394	264,503	1,257,897
Pass-throughs that are expensed	\$ 8,857,535	\$ 2,571,714	\$ 11,429,249
Ineligible pass-throughs:			
Lake Erie	2,139,730	742,634	2,882,364
Mun. Cr. - Formula	1,222,907	407,633	1,630,540
Mun. Cr. - Line Item	1,222,907	407,633	1,630,540
Other state subsidized services:			
Specialized services	691,720	230,572	922,292
Royal Oak Twp	8,849	1,331	10,180
Contra SMART Paid Expense	-	-	-
NOTA JARC Non-Urban Expense	137,694	42,946	180,640
NOTA New Freedom Non-Urban	305,837	31,582	337,419
JARC - New Freedom Expense Urban	-	-	-
JARC - Mobility Management Urban	-	-	-
New Freedom Operating Assistant Urban	2,249,107	262,873	2,511,980
New Freedom Mobility Management Urban	421,289	157,034	578,322
New Freedom Local Operating Expense Urban	(718,298)	(68,228)	(786,526)
5311 Operating Assistance Expense	182,400	91,202	273,602
CRRSAA Act Operating	993,394	264,503	1,257,897
Ineligible pass-throughs	\$ 8,857,535	\$ 2,571,714	\$ 11,429,249

**Supplementary Information
9. SMART Expense Schedule**

Year Ended June 30, 2024

	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total
Expense incurred:			
Pension - Defined benefit	\$ 4,545	\$ 10,040,074	\$ 10,044,619
OPEB - Defined benefit	3,454,545	(17,043,760)	(13,589,215)
Total	<u>\$ 3,459,090</u>	<u>\$ (7,003,686)</u>	<u>\$ (3,544,596)</u>

	Jul 1, 2023 thru Sep 30, 2023	Oct 1, 2023 thru Jun 30, 2024	Total
Amounts actually paid:			
Pension - Defined benefit	\$ -	\$ 60,000,000	\$ 60,000,000
OPEB - Defined benefit	5,022,524	25,249,390	30,271,914
Total	<u>\$ 5,022,524</u>	<u>\$ 85,249,390</u>	<u>\$ 90,271,914</u>

**Supplementary Information
10. SMART Expense Schedule**

State Year Ended September 30, 2023

	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total
Expense incurred:			
Pension - Defined benefit	\$16,079,704	\$ 4,545	\$ 16,084,249
OPEB - Defined benefit	(10,240,945)	3,454,545	(6,786,400)
Total	\$ 5,838,759	\$ 3,459,090	\$ 9,297,849
	Oct 1, 2022 thru Jun 30, 2023	Jul 1, 2023 thru Sep 30, 2023	Total
Amounts actually paid:			
Pension - Defined benefit	\$7,731,337	\$ -	\$ 7,731,337
OPEB - Defined benefit	1,870,950	5,022,524	6,893,474
Total	\$ 9,602,287	\$ 5,022,524	\$ 14,624,811

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
11. Schedule of Financial Assistance**

Year Ended June 30, 2024

FEDERAL GRANTOR/PASS-THROUGH GRANTOR/PROGRAM TITLE	FEDERAL STATE SHARE	FISCAL YEAR	FUNDING SOURCE	FEDERAL CFDA NUMBER	FEDERAL GRANTOR NUMBER	STATE GRANTOR NUMBER	<i>UNAUDITED</i> PROGRAM OR AWARD AMOUNT	<i>AUDITED</i> FEDERAL RECEIPTS/ REVENUE	<i>UNAUDITED</i> STATE RECEIPTS/ REVENUE	<i>UNAUDITED</i> AMOUNT REMAINING
U.S DEPARTMENT OF TRANSPORTATION:										
DIRECT ASSISTANCE:										
CAPITAL ASSISTANCE	80 % - 20 %	FY2009	SECTION 5309	20.500	MI-04-0080	N/A	200,000	\$ -	\$ -	-
CAPITAL ASSISTANCE	80 % - 20 %	FY2009	SECTION 5309	20.500	MI-04-0091	N/A	15,000,000	-	-	-
CAPITAL ASSISTANCE	80 % - 20 %	FY2009	SECTION 5309	20.500	MI-04-0080	N/A	37,720	-	-	-
CAPITAL ASSISTANCE	80 % - 20 %		SECTION 5339	20.526	MI-34-0005	N/A	6,920,868	-	-	-
CAPITAL ASSISTANCE FY 16 (TRAMS)	80 % - 20 %	FY2016	SECTION 5339	20.507	MI-34-0022	MI-2016-025-05	34,262	-	-	-
CAPITAL ASSISTANCE FY 16 (TRAMS)	80 % - 20 %	FY2016	SECTION 5339	20.507	MI-34-0022	MI-2016-025-09	3,961,269	-	-	-
CAPITAL ASSISTANCE FY 16	80 % - 20 %	FY2016	SECTION 5339	20.507	MI-34-0022	MI-2016-025-13	142,144	-	-	19,380
CAPITAL ASSISTANCE FY 18-19	80 % - 20 %	FY2018/19	SECTION 5339	20.507	MI-34-0046	2017-0130 P11	5,404,182	-	-	3,512,553
CAPITAL ASSISTANCE FY 18-19	80 % - 20 %	FY2018/19	SECTION 5339	20.507	MI-34-0046	2017-0130 P11	340,203	-	-	340,203
CAPITAL ASSISTANCE FY 20-21	80 % - 20 %	FY2020/21	SECTION 5339	20.507	MI-34-0047	MI-2020-061-02	793,000	-	-	-
CAPITAL ASSISTANCE FY 20-21	80 % - 20 %	FY2020/21	SECTION 5339	20.507	MI-34-0047	MI-2020-061-03	5,340,972	350,958	87,740	(350,958)
CAPITAL ASSISTANCE FY 20-21	80 % - 20 %	FY2020/21	SECTION 5339	20.507	MI-34-0047	MI-2020-061-06	279,991	-	-	-
CAPITAL ASSISTANCE FY 21-22	80 % - 20 %	FY2021/22	SECTION 5339	20.507	MI-34-0122	MI-2022-048-06	53,199	53,249	13,312	(53,249)
TOTAL							38,507,810	404,207	101,052	3,467,929
PLANNING AND TECHNICAL STUDIES UWP PROGRAM	80 % - 20 %	FY2011	SECTION 5303	20.505	MI-80-X006	N/A	318,805	\$ 318,805	\$ 318,805	\$ (318,805)
TRANSIT ASSET MGT	80 % - 20 %		SECTION 5303	20.505	2015-0009		130,828	-	-	-
OPER REVIEW	80 % - 20 %		SECTION 5303	20.505	2015-0009		28,655	-	-	-
PLANNING AND TECHNICAL STUDIES SECTIONS 5303/5304			SECTION 5303/5304	20.515		2017-0130 P26	400,000	128,344	128,344	-
							878,288	447,149	447,149	(318,805)

11. Schedule of Financial Assistance (Continued)

Year Ended June 30, 2024

FEDERAL GRANTOR/PASS-THROUGH GRANTOR/PROGRAM TITLE	FEDERAL STATE SHARE	FISCAL YEAR	FUNDING SOURCE	FEDERAL CFDA NUMBER	FEDERAL GRANTOR NUMBER	STATE GRANTOR NUMBER	UNAUDITED PROGRAM OR AWARD AMOUNT	AUDITED FEDERAL RECEIPTS/ REVENUE	UNAUDITED STATE RECEIPTS/ REVENUE	UNAUDITED AMOUNT REMAINING
U.S DEPARTMENT OF TRANSPORTATION (CONTINUED):										
CAPITAL ASSISTANCE	80 % - 20 %	FY2012	SECTION 5307	20.507	MI-90-0756	2007-0294 Z38	15,612,066	\$ -	\$ -	\$ 3,838,268
CAPITAL ASSISTANCE	80 % - 20 %	FY2012	SECTION 5307	20.507	MI-90-0758	2007-0294 Z39	492,476	-	-	52,852
CAPITAL ASSISTANCE	80 % - 20 %	FY2013	SECTION 5307	20.507	MI-90-0678		22,231,592	37,987	9,497	(37,987)
CAPITAL ASSISTANCE	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	2016-025-02	17,863,594	763,572	-	1,543,180
CAPITAL ASSISTANCE (preventative maint)	80 % - 20 %	FY2022	SECTION 5307	20.507	MI-90-0086	2022-048-03	10,000,000	5,399,739	1,349,935	(5,399,739)
CAPITAL ASSISTANCE (preventative maint)	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	2016-025-03	4,000,000	-	-	-
CAPITAL ASSISTANCE	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	2016-025-04	501,192	416,701	295,068	(416,701)
CAPITAL ASSISTANCE	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	2016-025-06	468,018	-	-	-
CAPITAL ASSISTANCE FY 16	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	2016-025-10	8,544,000	-	-	-
CAPITAL ASSISTANCE FY 16	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	2016-025-11	120,000	-	-	-
CAPITAL ASSISTANCE FY 16	80 % - 20 %	FY2016	SECTION 5307	20.507	MI-90-0777	MI-2016-025-08	434,698	-	-	209,694
OPERATING ASSISTANCE (MONROE) FY 21	50 % - 50 %	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-061-05	1,900,450	-	-	-
CAPITAL ASSISTANCE (MONROE) FY 21 PREV MAINT	50 % - 50 %	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-061-05	666,162	666,162	341,351	(666,162)
CAPITAL ASSISTANCE FY 21-22	80 % - 20 %	FY2022	SECTION 5307	20.507	MI-90-0086	MI-2022-048-03	20,839,708	-	-	-
CAPITAL ASSISTANCE FY 21-22	80 % - 20 %	FY2022	SECTION 5307	20.507	MI-90-0086	MI-2022-048-04	3,167,879	1,051,079	262,770	(1,051,079)
OPERATING ASSISTANCE (MONROE) FY 24	50 % - 50 %	FY2022	SECTION 5307	20.507	MI-XX-XXXX	MI-2022-048-04	1,028,966	233,520	-	(233,520)
OPERATING ASSISTANCE (MONROE) FY 23	50 % - 50 %	FY2023	SECTION 5307	20.507	MI-XX-XXXX	MI-2022-048-04	984,000	331,900	-	(331,900)
CAPITAL ASSISTANCE (CMAQ)	80 % - 20 %		CMAQ	20.507	MI-95-0077		11,575,989	-	-	10,683,856
CAPITAL ASSISTANCE FY 16/17 (CMAQ)	80 % - 20 %	FY2016/17	CMAQ	20.507	MI-95-0122	MI-2016-025-01	7,975,200	-	-	73,005
CAPITAL ASSISTANCE FY 17-18-19	80 % - 20 %	FY2018/19	SECTION 5307	20.507	MI-2018-018-01		2,336,490	-	-	1,296,490
CAPITAL ASSISTANCE FY 20-21	80 % - 20 %	FY2020/21	SECTION 5307	20.507	MI-2020-061-04		10,000,000	-	-	10,000,000
CAPITAL ASSISTANCE FY 18-19 (CMAQ)	80 % - 20 %	FY2018/19	CMAQ	20.507	MI-90-0079	MI-2018-018-03	35,571,136	793,492	197,804	28,069,431
CAPITAL ASSISTANCE FY 18-19 (CMAQ)	80 % - 20 %	FY2018/19	CMAQ	20.507	MI-90-0079	MI-2018-018-04	2,022,731	-	-	1,921,394
CAPITAL ASSISTANCE (SMART) FY 20 CARES	100% FED	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-052-01	24,738,365	845,392	-	(453,892)
OPERATING ASSISTANCE (SUB-RECIPIENTS) FY 20 CARES	100% FED	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-052-00	6,152,420	-	-	85,224
OPERATING ASSISTANCE(SUB-RECIPIENTS) FY 20 CARES	100% FED	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2022-032-01	29,741,115	-	-	-
OPERATING ASSISTANCE(SUB-RECIPIENTS) FY 21 CRRSAA	100% FED	FY2021	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-052-00	4,547,393	423,838	-	24,443,043
OPERATING ASSISTANCE(SMART) FY 21 CRRSAA	100% FED	FY2021	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-052-00	12,711,899	0	-	-
CAPITAL ASSISTANCE	80 % - 20 %	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-061-04	27,559,250	699,242	-	(699,242)
CAPITAL ASSISTANCE	80 % - 20 %	FY2020	SECTION 5307	20.507	MI-XX-XXXX	MI-2020-061-07	1,040,000	-	-	-
TOTAL							\$ 284,826,789	\$ 11,662,624.00	\$ 2,456,424.68	\$ 72,926,215

**Supplementary Information
11. Schedule of Financial Assistance (Continued)**

Year Ended June 30, 2024

FEDERAL GRANTOR/PASS-THROUGH GRANTOR/PROGRAM TITLE	FEDERAL STATE SHARE	FISCAL YEAR	FUNDING SOURCE	FEDERAL CFDA NUMBER	FEDERAL GRANTOR NUMBER	STATE GRANTOR NUMBER	<i>UNAUDITED</i> PROGRAM OR AWARD AMOUNT	<i>AUDITED</i> FEDERAL RECEIPTS/ REVENUE	<i>UNAUDITED</i> STATE RECEIPTS/ REVENUE	<i>UNAUDITED</i> AMOUNT REMAINING
MICHIGAN DEPARTMENT OF TRANSPORTATION:										
SECTION 5310- CAPITAL	100 % STATE		SECTION 5310	20.513	MI-XX-XXXX	2017-0130 P5	357,000	\$ -	-	\$ 2,820
SECTION 5310	100 % STATE		SECTION 5310	20.521	N/A	2017-0130 P6	102,896	-	-	51,448
	100 % STATE		SECTION 5310	20.516	MI-2017-030	2017-0130 P7	180,640	-	-	-
SECTION 5311	100 % STATE		SECTION 5311	20.516	MI-2017-030	2017-0130 P10	117,474	-	-	-
SECTION 5311	100 % STATE		SECTION 5311	20.516	MI-2017-030	2017-0130 P10	70,000	-	-	4,967
SECTION 5310	100 % STATE		SECTION 5310	20.521	MI-2018-033	2017-0130 P14	37,500	-	-	-
SECTION 5311	100 % STATE		SECTION 5311	20.516	MI-2017-030	2017-0130 P16	180,640	-	-	27,537
SECTION 5310	100 % STATE		SECTION 5310	20.513	MI-2019-037	2017-0130 P20	60,000	-	-	-
SECTION 5310	100 % STATE		SECTION 5310	20.513	MI-2019-037	2017-0130 P21	312,000	-	66,818	116,490
SECTION 5311	100 % STATE		SECTION 5311	20.509	MI-2020-008	2017-0130 P23	180,640	-	-	-
SECTION 5310	100 % STATE		SECTION 5310	20.513	MI-2020-068	2017-0130 P29	186,202	-	-	-
SECTION 5310 - COVID - CAPITAL ASST	100 % STATE		SECTION 5310	20.513	MI-16X005-5	2017-0130 P30	5,000	-	-	-
SECTION 5310 - COVID - OPER ASST	100 % STATE		SECTION 5310	20.513	MI-16X005-5	2017-0130 P30	2,100	-	-	-
SECTION 5311 OPER ASST	100% STATE		SECTION 5311	20.516	MI-2020-008-07	2022-0138 P1	180,640	91,202	91,202	(91,202)
SECTION 5310 OPER ASST	100% STATE		SECTION 5310	20.513	MI-2021-055-00	2022-0138 P3	281,616	-	-	-
SECTION 5311 OPER ASST	100 % STATE		SECTION 5311	20.516	MI-2020-008-07	2022-0318 P10	180,640	42,946	42,946	(42,946)
SECTION 5311 OPER ASST	100 % STATE		SECTION 5311	20.516	MI-2020-008-07	2022-0318 P10	180,640	80,957	80,957	(80,957)
SECTION 5310	100 % STATE		SECTION 5310	20.513	MI-2021-055-00	2022-0138 P3	281,616	-	-	-
SECTION 5310 OPER ASST	100 % STATE		SECTION 5310	20.513	MI-2021-055-01	2022-0138 P6	140,808	31,582	31,582	(31,582)
SECTION 5310 CAPITAL	100 % STATE		SECTION 5310	20.513	MI-2021-055-01	2022-0138 P7	340,801	-	66,818	-
SECTION 5310	100 % STATE		SECTION 5310	20.513	MI-2023-037-00	2022-0138 P15	140,808	140,808	140,808	(140,808)
COMBINED STATE CONTRACTS							<u>\$ 3,519,661</u>	<u>\$ 387,495</u>	<u>\$ 521,131</u>	<u>\$ (11,843)</u>
TOTAL CAPITAL ASSISTANCE							<u>\$ 327,732,548</u>	<u>\$ 12,901,475</u>	<u>\$ 3,525,756</u>	<u>\$ 76,063,496</u>

Supplementary Information
11. Schedule of Financial Assistance (Continued)

Year Ended June 30, 2024

FEDERAL GRANTOR/PASS-THROUGH GRANTOR/PROGRAM TITLE	FEDERAL STATE SHARE	FISCAL YEAR	FUNDING SOURCE	FEDERAL CFDA NUMBER	FEDERAL GRANTOR NUMBER	STATE GRANTOR NUMBER	<i>UNAUDITED PROGRAM OR AWARD AMOUNT</i>	<i>AUDITED FEDERAL RECEIPTS/ REVENUE</i>	<i>UNAUDITED STATE RECEIPTS/ REVENUE</i>	<i>UNAUDITED AMOUNT REMAINING</i>
ACCESS TO JOBS (FEDERAL SHARE):										
SECTION 5316 CAPITAL SMART			SECTION 5316	20.516	MI-37-0050		305,980	\$ -	\$ -	\$ 211,979
JARC PROGRAM OPERATING			SECTION 5316	20.516	MI-37-4050		1,894,878	-	-	1,344,218
JARC PROGRAM ADMIN		FY2008	SECTION 5316	20.516	MI-37-6043	N/A	214,639	-	-	-
SMART JARC PROGRAM OPERATING			SECTION 5316	20.516	MI-37-4050		947,439	-	-	898,661
TOTAL							<u>\$ 3,362,936</u>	<u>\$ -</u>	<u>\$ -</u>	<u>\$ 2,454,858</u>

11. Schedule of Financial Assistance (Continued)

							Year Ended June 30, 2024			
FEDERAL GRANTOR/PASS-THROUGH GRANTOR/PROGRAM TITLE	FEDERAL STATE SHARE	FISCAL YEAR	FUNDING SOURCE	FEDERAL CFDA NUMBER	FEDERAL GRANTOR NUMBER	STATE GRANTOR NUMBER	UNAUDITED PROGRAM OR AWARD AMOUNT	AUDITED FEDERAL RECEIPTS/ REVENUE	UNAUDITED STATE RECEIPTS/ REVENUE	UNAUDITED AMOUNT REMAINING
NEW FREEDOM FEDERAL SHARE:										
SECTION 5317 NEW FREEDOM PROGRAM ADMIN			SECTION 5307	20.521	MI-57-6018	N/A	147,999	\$ -	\$ -	\$ -
SECTION 5317 NEW FREEDOM CAPITAL			SECTION 5307	20.521	MI-57-0024	N/A	109,718	-	-	80,379
SECTION 5317 NEW FREEDOM PROGRAM ADMIN			SECTION 5307	20.521	MI-57-6024	N/A	51,247	-	-	6,165
SECTION 5310 NEW FREEDOM PROGRAM ADMIN			SECTION 5310	20.513	MI-16-X007	2012-0170 P20	50,000	-	-	7,209
SECTION 5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-16-X007	2012-0170 P20	1,500,000	-	-	141,885
SECTION 5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	20.513	MI-16-X007	2012-0170 P20	320,000	271,242	6,312	(271,242)
SECTION 5310 NEW FREEDOM CAPITAL			SECTION 5310	20.513	MI-16-X007	2012-0170 P20	2,907,322	26,801	6,700	539,494
SECTION 5310 NEW FREEDOM CAPITAL			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	1,442,708	-	-	-
SECTION 5310 NEW FREEDOM CAPITAL			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	25,000	-	-	-
SECTION 5310 NEW FREEDOM OPERATING			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	1,162,000	-	-	-
SECTION 5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	302,000	-	-	59,252
5310 NEW FREEDOM CAPITAL			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	4,074,751	64,634	16,159	4,074,751
SMART 5310 PROGRAM ADMIN			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	49,169	-	-	49,169
5310 NEW FREEDOM OPERATING			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	2,017,000	146,973	-	2,017,000
5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	21.513	MI-16-X013	2012-0170 P38	532,000	-	-	532,000
5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-2016-018-02	2012-0170 P38	2,017,000	-	-	-
5310 NEW FREEDOM CAPITAL			SECTION 5310	20.513	MI-2016-018-03	2012-0170 P38	934,513	-	-	934,513
SECTION 5310 PREVENTATIVE MAINTENANCE			SECTION 5310	20.513	MI-16-X007	2012-0170 P20	63,280	-	-	51,471
5310 NEW FREEDOM CAPITAL			SECTION 5310	20.513	MI-2018-020-01	2017-0130 P12	2,881,180	67,034	16,758	195,401
5310 NEW FREEDOM PREVENTATIVE MAINT			SECTION 5310	20.513	MI-2018-020-01	2017-0130 P12	18,856	-	-	14,613
SECTION 5310 PREVENTATIVE MAINTENANCE			SECTION 5310	20.513	MI-2018-020-02	2017-0130 P12	23,233	-	-	8,889
SMART 5310 PROGRAM ADMIN			SECTION 5310	20.513	MI-2018-020-02	2017-0130 P12	50,000	-	-	33,340
5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-2018-020-02	2017-0130 P12	1,573,630	154,350	-	545,955
5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	20.513	MI-2018-020-02	2017-0130 P12	843,220	28,272	7,068	420,523
5310 NEW FREEDOM CAPITAL			SECTION 5310	20.513	MI-2020-032-01	2017-0130 P28	553,168	-	-	436,881
5310 NEW PROGRAM ADMIN			SECTION 5310	20.513	MI-2020-032-01	2017-0130 P28	25,000	-	-	-
5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-2020-032-00	2017-0130 P28	1,197,936	17,100	-	(17,100)
5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	20.513	MI-2020-032-01	2017-0130 P28	347,120	1,977	494	(1,977)
5310 NEW PROGRAM ADMIN			SECTION 5310	20.513	MI-2021-051-01	2017-0130 P37	2,927,000	2,856,600	713,790	(2,856,600)
5310 NEW PROGRAM ADMIN			SECTION 5310	20.513	MI-2021-051-02	2017-0130 P37	25,000	-	-	-
5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-2021-051-02	2017-0130 P37	1,936,714	194,538	-	(194,538)
5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	20.513	MI-2021-051-02	2017-0130 P37	873,538	201,064	50,266	(201,064)
5310 NEW FREEDOM MOBILITY MANAGEMENT			SECTION 5310	20.513	MI-2022-052-01	2022-0138 P8	447,304	199,829	49,957	(199,829)
5310 NEW FREEDOM CAPITAL			SECTION 5310	20.513	MI-2022-052-01	2022-0138 P8	5,427,065	1,460,918	365,230	(1,460,918)
5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-2022-052-02	2022-0138 P8	843,591	254,292	-	(254,292)
5310 NEW FREEDOM CAPITAL			SECTION 5310	20.513	MI-2022-052-03	2022-0138 P8	29,268	29,268	7,317	(29,268)
5310 NEW FREEDOM OPERATING			SECTION 5310	20.513	MI-2022-053-01	N/A	652,137	573,641	-	(573,641)
5310 NEW FREEDOM CRRSAA OPERATING			SECTION 5310	20.513	MI-2022-054-01	N/A	657,149	224,427	-	(224,427)
TOTAL							\$ 39,037,816	\$ 6,772,960	\$ 817,547	\$ 6,606,369

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
11. Schedule of Financial Assistance (Continued)**

Year Ended June 30, 2024

FEDERAL GRANTOR/PASS-THROUGH GRANTOR/PROGRAM TITLE	FEDERAL STATE SHARE	FISCAL YEAR	FUNDING SOURCE	FEDERAL CFDA NUMBER	FEDERAL GRANTOR NUMBER	STATE GRANTOR NUMBER	<i>UNAUDITED PROGRAM OR AWARD AMOUNT</i>	<i>AUDITED FEDERAL RECEIPTS/ REVENUE</i>	<i>UNAUDITED STATE RECEIPTS/ REVENUE</i>	<i>UNAUDITED AMOUNT REMAINING</i>
PASSED THROUGH MDOT:										
OPERATING ASSIST. LET- SEC 5311 (2021)	100 % STATE	FY2021	SECTION 5311	20.509	MI-2020-008-03	2017-0130 P31	449,260	\$ -	\$ -	\$ -
OPERATING ASSIST. LET- SEC 5311 (2022)	100 % STATE	FY2022	SECTION 5311	20.509	MI-18-0055	20XX-XXXX PXX	150,996	-	-	-
OPERATING ASSIST. LET- SEC 5311 (2022) CRRSAA	100 % STATE	FY2022	SECTION 5311	20.509	MI-2021-023-00	2022-0138 P4	335,088	-	-	-
OPERATING ASSIST. LET- SEC 5311 (2021) CARES	100 % STATE	FY2021	SECTION 5311	20.509	MI-2020-015-02	2017-0130 P32	108,197	-	-	-
OPERATING ASSIST. LET- SEC 5311 (2019)	100% STATE	FY2019	SECTION 5311	20.509	MI-2017-030-03	2017-0130 P15	225,542	-	-	-
OPERATING ASSIST. LET- SEC 5311 (2024)	100% STATE	FY2023	SECTION 5311	20.516	MI-2024-001-00	2022-0138 P20	177,176	172,503	172,503	(172,503)
OPERATING ASSIST. WOTA- SEC 5311 (2024)	100% STATE	FY2023	SECTION 5311	20.516	MI-2024-001-00	2022-0138 P20	393,457	295,092	295,092	(295,092)
TOTAL							<u>\$ 1,839,716</u>	<u>\$ 467,595</u>	<u>\$ 467,595</u>	<u>\$ (467,595)</u>
SUBTOTAL							44,240,468	7,240,555	1,285,142	8,593,632
MICHIGAN DEPARTMENT OF TRANSPORTATION:										
OPERATING ASSISTANCE - ACT 51 SMART URBAN MUNICIPAL CREDIT SPECIAL APPROPRIATION				N/A			-	-	42,174,818	-
				N/A			-	-	3,261,080	-
OPERATING ASSISTANCE - ACT 51 BEDFORD URBAN				N/A			-	-	220,537	-
OPERATING ASSISTANCE - ACT 51 LETC COMBINED				N/A			-	-	2,067,368	-
OPERATING ASSISTANCE-ACT 51 NOTA				N/A					1,200,285	
OPERATING ASSISTANCE-ACT51 WOTA				N/A					1,329,003	
OPERATING ASSISTANCE - FY07 SECTION 5304				N/A		2007-0294 Z8	-	-	-	-
ROYAL OAK TWP NEW SERVICES FY24				N/A			-	-	13,950	-
ROYAL OAK TWP FY23									1,331	
OTHER STATE SERVICES REVENUE				N/A					0	
SPECIALIZED SERVICES		FY2024					-	-	984,033	-
SPECIALIZED SERVICES		FY2023		N/A			-	-	798,402	-
TOTAL							<u>-</u>	<u>-</u>	<u>52,050,807</u>	<u>-</u>
TOTAL OPERATING ASSISTANCE							<u>44,240,468</u>	<u>7,240,555</u>	<u>53,335,949</u>	<u>8,593,632</u>
GRAND TOTAL - ALL ASSISTANCE							<u>\$ 371,973,016</u>	<u>\$ 20,142,030</u>	<u>\$ 56,861,705</u>	<u>\$ 84,657,128</u>

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
12. Other Operating Expenses**

Year Ended June 30, 2024

Description	Community Based			Richmond Lenox		
	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total Community Based	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total RLEMS
Revenue:						
Fares	\$ 134,323	\$ 343,777	\$ 478,101	\$ -	\$ -	\$ -
Other Non-trans Revenue	1,237	5,055	6,292	-	-	-
Advertising	-	-	-	-	-	-
Auxiliary Trans Revenue	-	-	-	-	-	-
Taxes levied directly	41,497	563,680	605,177	-	-	-
Local operating assistance:						
General Fund/Property tax	-	-	-	-	-	-
Other	122,635	1,954,813	2,077,448	93,750	281,250	375,000
Other local contracts:						
Mun. Cr.	513,398	1,049,331	1,562,729	42,301	18,605	60,906
Comm. Cr.	650,926	891,486	1,542,412	54,623	188,998	243,621
Other MDOT/BPT contracts and reimb.:						
Act 51	815	30,252	31,067	-	-	-
Other Grants	-	-	-	4,926	83,326	88,253
Specialized services	17,167	161,340	178,507	3,300	97,648	100,948
Section 5311	-	5,621	5,621	-	-	-
CRRSAA	-	-	-	-	-	-
Other federal transit contracts and reimb.	612	149,518	150,130	239,076	342,096	581,172
Refunds and rebates	-	-	-	-	-	-
Interest income	13,398	2,879	16,277	-	-	-
Total revenue	\$ 1,496,009	\$ 5,157,752	\$ 6,653,761	\$ 437,977	\$ 1,011,923	\$ 1,449,901
Total operating expenses	\$ 2,744,927	\$ 7,629,772	\$ 10,374,698	\$ 335,222	\$ 951,335	\$ 1,286,558
Ineligible expenses:						
SMART Municipal Credits	513,398	1,049,331	1,562,729	42,301	18,605	60,906
SMART Community Credits	650,926	891,486	1,542,412	54,623	188,998	243,621
Other MDOT/BPT contracts and reimb.	-	-	-	4,926	83,326	88,253
State specialized services	17,167	161,340	178,507	3,300	97,648	100,948
CRRSAA	-	-	-	-	-	-
Section 5311	-	5,621	5,621	-	-	-
Other federal contracts and reimb	612	149,518	150,130	239,076	342,096	581,172
Depreciation	517	62,446	62,963	-	-	-
Total ineligible	1,182,620	2,319,742	3,502,362	344,227	730,673	1,074,901
Total eligible expenses	\$ 1,562,306	\$ 5,310,029	\$ 6,872,336	\$ (9,005)	\$ 220,662	\$ 211,657

**Suburban Mobility Authority
for Regional Transportation**

Supplementary Information
12. Other Operating Expenses (Continued)

Year Ended June 30, 2024

Description	Mt. Clemens			Nankin		
	Jul 1, 2023	Oct 1, 2023	Total Mt. Clemens	Jul 1, 2023	Oct 1, 2023	Total Nankin
	to Sep 30, 2023	to Jun 30, 2024		to Sep 30, 2023	to Jun 30, 2024	
Revenue:						
Fares	\$ 8,078	\$ 20,488	\$ 28,566	\$ 50,911	\$ 152,732	\$ 203,643
Other nontrans. revenue	-	-	-	25,193	75,580	100,773
Taxes levied directly	-	-	-	-	-	-
Local operating assistance:						
General Fund/Property tax	158,668	166,869	325,537	82,000	246,000	328,000
Other	9,403	62,215	71,618	128,164	384,492	512,656
Other local contracts:						
Mun. Cr.	-	-	-	62,873	188,617	251,490
Comm. Cr.	-	-	-	71,033	213,097	284,130
Other MDOT/BPT contracts and reimb. -						
Specialized services	-	73,715	73,715	-	-	-
CARES Act	-	-	-	-	-	-
Other federal transit contracts and reimb.	-	-	-	52,953	158,860	211,813
Refunds and rebates	-	-	-	-	-	-
Interest income	-	-	-	-	-	-
Total revenue	\$ 176,149	\$ 323,287	\$ 499,436	\$ 473,127	\$ 1,419,378	\$ 1,892,505
Total operating expenses	\$ 93,641	\$ 318,510	\$ 412,151	\$ 413,877	\$ 1,241,626	\$ 1,655,503
Ineligible expenses:						
SMART municipal credits	-	-	-	62,873	188,617	251,490
SMART community credits	-	-	-	71,033	213,097	284,130
SMART Subsidy	-	-	-	82,000	246,000	328,000
State specialized services	-	73,715	73,715	-	-	-
Other federal transit contracts and reimb.	-	-	-	52,953	158,860	211,813
Refunds and rebates	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-
Total ineligible	-	73,715	73,715	268,859	806,574	1,075,433
Total eligible expenses	\$ 93,641	\$ 244,795	\$ 338,436	\$ 145,018	\$ 435,052	\$ 580,070

Supplementary Information
12. Other Operating Expenses (Continued)

Redford Township Year Ended March 31, 2024

Description	Redford Twp.		Total Redford
	1-Apr-23 to 30-Sep-23	1-Oct-23 to 31-Mar-24	
Revenue:			
Fares	\$ 6,231	\$ 6,180	\$ 12,411
Other nontrans. revenue	-	-	-
Taxes levied directly	-	-	-
Local operating assistance:			
General Fund/Property tax	-	104,104	104,104
Other	-	20,635	20,635
Other local contracts:			
Mun. Cr.	-	-	-
Comm. Cr.	21,517	96,395	117,912
Other MDOT/BPT contracts and reimb. -			
Specialized services	24,316	9,372	33,688
CARES Act	-	-	-
Other federal transit contracts and reimb.	-	35,000	35,000
Refunds and rebates	5,099	-	5,099
Interest income	-	11,346	11,346
Total revenue	\$ 57,163	\$ 283,032	\$ 340,195
Total operating expenses	\$ 148,889	\$ 289,171	\$ 438,060
Ineligible expenses:			
SMART municipal credits	-	-	-
SMART community credits	21,517	96,395	117,912
State specialized services	24,316	9,372	33,688
CARES Act	-	-	-
Refunds and rebates	5,099	-	5,099
Depreciation	-	-	-
Total ineligible	50,932	105,767	156,699
Total eligible expenses	\$ 97,957	\$ 183,404	\$ 281,361

Supplementary Information
12. Other Operating Expenses (Continued)

S.T.A.R. Year Ended March 31, 2024

Description	S.T.A.R.		Total S.T.A.R.
	1-Apr-23 to 30-Sep-23	1-Oct-23 to 31-Mar-24	
Revenue:			
Fares	\$ 170	\$ 725	\$ 895
Other nontrans. revenue	38,977	(378)	38,599
Taxes levied directly	-	605,497	605,497
Local operating assistance:			
General Fund/Property tax	-	-	-
Other	-	133,431	133,431
Other local contracts:			
Mun. Cr.	-	-	-
Comm. Cr.	-	-	-
Other MDOT/BPT contracts and reimb. -			
Specialized services	815	32,249	33,064
CARES Act	-	-	-
Other federal transit contracts and reim	-	-	-
Refunds and rebates	-	-	-
Interest income	1,387	1,856	3,243
Total revenue	\$ 41,349	\$ 773,380	\$ 814,729
Total operating expenses	\$ 354,884	\$ 415,907	\$ 770,791
Ineligible expenses:			
SMART municipal credits	-	-	-
SMART community credits	-	-	-
State specialized services	91,637	301,675	393,312
CARES Act	-	-	-
Charter expense	-	-	-
Depreciation	-	-	-
Total ineligible	91,637	301,675	393,312
Total eligible expenses	\$ 263,247	\$ 114,232	\$ 377,479

Supplementary Information
12. Other Operating Expenses (Continued)

NOTA-WOTA Year Ended June 30, 2024

Description	NOTA			WOTA		
	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total NOTA	Jul 1, 2023 to Sep 30, 2023	Oct 1, 2023 to Jun 30, 2024	Total WOTA
Revenue:						
Fares	\$ 21,458	\$ 97,140	\$ 118,598	\$ 25,185	\$ 90,720	\$ 115,905
Auxiliary Trans Revenue	-	-	-	-	-	-
Other nontrans. revenue	-	-	-	-	-	-
Taxes levied directly	5,034	2,349,579	2,354,613	-	-	-
Local operating assistance:						
General Fund/Property tax	-	-	-	-	-	-
Other	67,311	191,446	258,757	13,728	2,450,714	2,464,442
Other local contracts:						
Mun. Cr.	-	46,825	46,825	63,076	-	63,076
Comm. Cr.	-	-	-	39,540	86,426	125,966
Other MDOT/BPT contracts and reimb. -						
Act 51	-	400,095	400,095	-	1,013,067	1,013,067
Specialized services	222,152	21,070	243,222	-	-	-
Section 5311	-	-	-	-	98,364	98,364
Other federal transit contracts and reimb.	231,056	469,751	700,806	264,180	-	264,180
Refunds and rebates	-	-	-	-	-	-
Interest income	44,431	111,628	156,059	-	7,240	7,240
Total revenue	\$ 591,442	\$ 3,687,535	\$ 4,278,976	\$ 405,709	\$ 3,746,530	\$ 4,152,239
Total operating expenses	\$ 648,284	\$ 3,041,765	\$ 3,690,049	\$ 704,895	\$ 2,642,220	\$ 3,347,115
Ineligible expenses:						
SMART municipal credits	-	46,825	46,825	63,076	-	63,076
SMART community credits	-	-	-	39,540	86,426	125,966
State specialized services	222,152	21,070	243,222	-	-	-
Section 5311	-	-	-	-	98,364	98,364
Other federal transit contracts and reimb.	231,056	469,751	700,806	264,180	-	264,180
Depreciation	35,763	117,032	152,796	-	-	-
Total ineligible	488,971	654,678	1,143,649	366,796	184,790	551,585
Total eligible expenses	\$ 159,313	\$ 2,387,086	\$ 2,546,400	\$ 338,099	\$ 2,457,431	\$ 2,795,530

**Suburban Mobility Authority
for Regional Transportation**

**Supplementary Information
13. Other Operating Expenses**

State Year Ended September 30, 2024

Description	Community Based			Richmond Lenox		
	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total Community Based	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total RLEMS
	Revenue:					
Fares	\$ 248,322	\$ 134,323	\$ 382,645	\$ -	\$ -	\$ -
Other Non-trans Revenue	3,832	-	3,832	-	-	-
Advertising	-	-	-	-	-	-
Auxiliary Trans Revenue	-	1,237	1,237	-	-	-
Taxes levied directly	648,686	41,497	690,183	-	-	-
Local operating assistance:						
General Fund/Property tax	-	-	-	-	-	-
Other	475,106	122,635	597,741	93,750	93,750	187,500
Other local contracts:						
Mun. Cr.	1,206,038	513,398	1,719,436	94,346	42,301	136,647
Comm. Cr.	1,106,809	650,926	1,757,735	196,359	54,623	250,982
Other MDOT/BPT contracts and reimb.:						
Act 51	9,319	815	10,134	-	-	-
Other Grants	-	-	-	71,108	4,926	76,034
Specialized services	67,506	17,167	84,674	3,300	3,300	6,600
CRRSAA	-	-	-	70,298	-	70,298
Other federal transit contracts and reimb.	-	612	612	411,798	239,076	650,874
Refunds and rebates	-	-	-	-	-	-
Interest income	10,415	13,398	23,814	-	-	-
Total revenue	\$ 3,776,034	\$ 1,496,009	\$ 5,272,042	\$ 940,958	\$ 437,977	\$ 1,378,936
Total operating expenses	\$ 5,888,686	\$ 2,744,927	\$ 8,633,613	\$ 468,555	\$ 335,222	\$ 803,777
Ineligible expenses:						
SMART Municipal Credits	1,206,038	513,398	1,719,436	94,346	42,301	136,647
SMART Community Credits	1,106,809	650,926	1,757,735	196,359	54,623	250,982
Other MDOT/BPT contracts and reimb				71,108	4,926	76,034
State specialized services	67,506	17,167	84,674	3,300	3,300	6,600
CRRSAA	-	-	-	-	-	-
Other federal contracts and reimb	-	612	612	411,798	239,076	650,874
Depreciation	-	517	517	-	-	-
Total ineligible	2,380,354	1,182,620	3,562,974	776,910	344,227	1,121,138
Total eligible expenses	\$ 3,508,333	\$ 1,562,306	\$ 5,070,639	\$ (308,355)	\$ (9,005)	\$ (317,360)

Supplementary Information

13. Other Operating Expenses (Continued)

State Year Ended September 30, 2023

Description	Mt. Clemens			Nankin		
	Oct 1, 2022	Jul 1, 2023	Total Mt. Clemens	Oct 1, 2022	Jul 1, 2023	Total Nankin
	to Jun 30, 2023	to Sep 30, 2023		to Jun 30, 2023	to Sep 30, 2023	
Revenue:						
Fares	\$ 23,585	\$ 8,078	\$ 31,663	\$ 149,825	\$ 50,911	\$ 200,736
Other nontrans. revenue	32,742	-	32,742	-	25,193	25,193
Taxes levied directly	-	-	-	-	-	-
Local operating assistance:						
General Fund/Property tax	147,670	158,668	306,338	246,000	82,000	328,000
Other	-	9,403	9,403	-	128,164	128,164
Other local contracts:						
Mun. Cr.	12,890	-	12,890	188,617	62,873	251,490
Comm. Cr.	25,650	-	25,650	202,950	71,033	273,983
Other MDOT/BPT contracts and reimb. -						
Specialized services	36,982	-	36,982	-	-	-
CARES Act	-	-	-	-	-	-
Other federal transit contracts and reimb.	-	-	-	-	52,953	52,953
Refunds and rebates	-	-	-	-	-	-
Interest income	-	-	-	-	-	-
Total revenue	\$ 279,519	\$ 176,149	\$ 455,668	\$ 787,392	\$ 473,127	\$ 1,260,519
Total operating expenses	\$ 331,781	\$ 93,641	\$ 425,422	\$ 1,072,628	\$ 413,877	\$ 1,486,505
Ineligible expenses:						
SMART municipal credits	12,890	-	12,890	188,617	62,873	251,490
SMART community credits	25,650	-	25,650	202,950	71,033	273,983
SMART Subsidy	-	-	-	246,000	82,000	328,000
State specialized services	36,982	-	36,982	-	-	-
Other federal transit contracts and reimb.	-	-	-	-	52,953	52,953
Refunds and rebates	-	-	-	-	-	-
Depreciation	-	-	-	-	-	-
Total ineligible	75,522	-	75,522	637,567	268,859	906,426
Total eligible expenses	\$ 256,259	\$ 93,641	\$ 349,900	\$ 435,061	\$ 145,018	\$ 580,079

Supplementary Information

13. Other Operating Expenses (Continued)

State Year Ended September 30, 2023

Description	Redford Twp.		Total Redford
	Oct 1, 2022 to Mar 31, 2023	Apr 1, 2023 to Sep 30, 2023	
Revenue:			
Fares	\$ 5,818	\$ 6,231	\$ 12,049
Other nontrans. revenue	\$ 35,000		
Taxes levied directly	-	-	-
Local operating assistance:			
General Fund/Property tax	97,341	-	97,341
Other	-	-	-
Other local contracts:			
Mun. Cr.	-	-	-
Comm. Cr.	101,881	21,517	123,398
Other MDOT/BPT contracts and reimb. -			
Specialized services	9,018	24,316	33,334
CARES Act	-	-	-
Other federal transit contracts and reimb.	21,056	-	21,056
Refunds and rebates	-	5,099	5,099
Interest income	15,689	-	15,689
Total revenue	\$ 285,803	\$ 57,163	\$ 307,966
Total operating expenses	\$ 278,530	\$ 148,889	\$ 427,419
Ineligible expenses:			
SMART municipal credits	-	-	-
SMART community credits	101,881	21,517	123,398
State specialized services	9,018	24,316	33,334
CARES Act	-	-	-
Refunds and rebates	-	5,099	5,099
Depreciation	-	-	-
Total ineligible	110,899	50,932	161,831
Total eligible expenses	\$ 167,631	\$ 97,957	\$ 265,588

Supplementary Information

13. Other Operating Expenses (Continued)

State Year Ended September 30, 2023

Description	S.T.A.R.		Total S.T.A.R.
	Oct 1, 2022 to Mar 31, 2023	Apr 1, 2023 to Sep 30, 2023	
	Revenue:		
Fares	\$ 695	170	\$ 865
Other nontrans. revenue	10,913	38,977	49,890
Taxes levied directly	540,738	-	540,738
Local operating assistance:			
General Fund/Property tax	-	-	-
Other	93,481	-	93,481
Other local contracts:			
Mun. Cr.	-	-	-
Comm. Cr.	-	-	-
Other MDOT/BPT contracts and reimb. -			
Specialized services	16,647	815	17,462
CARES Act	-	-	-
Other federal transit contracts and reiml	-	-	-
Refunds/rebates/insurance proceeds	-	-	-
Interest income	276	1,387	1,663
Total revenue	\$ 662,750	\$ 41,349	\$ 704,099
Total operating expenses	\$ 434,155	\$ 354,884	\$ 789,039
Ineligible expenses:			
SMART municipal credits	-	-	-
SMART community credits	138,881	-	138,881
State specialized services	-	91,637	91,637
CARES Act	-	-	-
Refunds/rebates/insurance proceeds	-	-	-
Charter expense	4,940	-	4,940
Depreciation	-	-	-
Total ineligible	143,821	91,637	235,458
Total eligible expenses	\$ 290,334	\$ 263,247	\$ 553,581

Supplementary Information
13. Other Operating Expenses (Continued)

State Year Ended September 30, 2023

Description	NOTA			WOTA		
	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total NOTA	Oct 1, 2022 to Jun 30, 2023	Jul 1, 2023 to Sep 30, 2023	Total WOTA
	Revenue:					
Fares	\$ 30,768	\$ 21,458	\$ 52,227	\$ 55,151	\$ 25,185	\$ 80,335
Auxiliary Trans Revenue	60,863	-	60,863	-	-	-
Other nontrans. revenue	24,796	-	24,796	-	-	-
Taxes levied directly	2,864,595	5,034	2,869,629	3,418,407	-	-
Local operating assistance:						
General Fund/Property tax	-	-	-	-	-	-
Other	50,200	67,311	117,511	92,752	13,728	106,480
Other local contracts:						
Mun. Cr.	30,624	-	30,624	79,490	63,076	142,566
Comm. Cr.	-	-	-	74,482	39,540	114,022
Other MDOT/BPT contracts and reimb. -						
Act 51	-	-	-	-	-	-
Specialized services	-	222,152	222,152	27,303	-	27,303
Section 5311	-	-	-	136,800	-	136,800
Other federal transit contracts and reimb.	-	231,056	231,056	189,066	264,180	453,245
Refunds and rebates	-	-	-	-	-	-
Interest income	43,136	44,431	87,567	-	-	-
Total revenue	\$ 3,104,981	\$ 591,442	\$ 3,696,423	\$ 4,073,450	\$ 405,709	\$ 1,060,751
Total operating expenses	\$ 1,139,163	\$ 648,284	\$ 1,787,447	\$ 1,495,622	\$ 704,895	\$ 2,200,517
Ineligible expenses:						
SMART municipal credits	30,624	-	30,624	79,490	63,076	142,566
SMART community credits	-	-	-	74,482	39,540	114,022
State specialized services	-	222,152	222,152	27,303	-	27,303
Section 5311	-	-	-	136,800	-	136,800
Other federal transit contracts and reimb.	-	231,056	231,056	189,066	264,180	453,245
Depreciation	-	-	-	-	-	-
Total ineligible	30,624	453,207	483,831	507,141	366,796	873,936
Total eligible expenses	\$ 1,108,539	\$ 195,077	\$ 1,303,616	\$ 988,481	\$ 338,099	\$ 1,326,581

14. Other Operating Expenses – Combined Total

Description	State Year Ended September 30, 2023								
	Total Community Based	Total Mt. Clemens	Total Nankin	Total Redford	Total S.T.A.R.	Total NOTA	Total WOTA	Total RLEMS	Total Other
Fares	\$ 382,645	\$ 31,663	\$ 200,736	\$ 12,049	\$ 865	\$ 52,227	\$ 80,335	\$ -	\$ 760,520
Auxiliary Trans Revenue	-	-	-	-	-	60,863	-	-	60,863
Other Non-trans Revenue	1,237	32,742	25,193	-	49,890	24,796	-	-	133,858
Taxes levied directly	690,183	-	-	-	540,738	2,869,629	-	-	4,100,550
Local operating assistance:									
General Fund/Property tax	-	306,338	328,000	97,341	-	-	-	-	731,679
Other	597,741	9,403	128,164	-	93,481	117,511	106,480	187,500	1,240,280
Other local contracts:									
Mun. Cr.	1,719,436	12,890	251,490	-	-	30,624	142,566	136,647	2,293,653
Comm. Cr.	1,757,735	25,650	273,983	123,398	-	-	114,022	250,982	2,545,770
Other MDOT/BPT contracts and reimb.:									
Act 51	10,134	-	-	-	-	-	-	-	10,134
Other	-	-	-	-	-	-	-	76,034	76,034
Specialized services	84,674	36,982	-	33,334	17,462	222,152	27,303	6,600	428,506
Section 5311	-	-	-	-	-	-	136,800	70,298	207,098
Other federal transit contracts and reimb.	612	-	52,953	21,056	-	231,056	453,245	650,874	1,409,796
Refunds/rebates/insurance proceeds	-	-	-	5,099	-	-	-	-	5,099
Interest income	23,814	-	-	15,689	1,663	87,567	-	-	128,732
Total revenue	\$ 5,268,210	\$ 455,668	\$ 1,260,519	\$ 307,966	\$ 704,099	\$ 3,696,423	\$ 1,060,751	\$ 1,378,936	\$ 14,132,572
Total operating expenses	\$ 8,633,613	\$ 425,422	\$ 1,486,505	\$ 427,419	\$ 789,039	\$ 1,787,447	\$ 2,200,517	\$ 803,777	\$ 16,553,739
Ineligible expenses:									
SMART municipal credits	1,719,436	12,890	251,490	-	-	30,624	142,566	136,647	2,293,653
SMART community credits	1,757,735	25,650	273,983	123,398	138,881	-	114,022	250,982	2,684,651
SMART Subsidy	-	-	328,000	-	-	-	-	-	328,000
Other MDOT/BPT contracts and reimb.:								76,034	76,034
State specialized services	84,674	36,982	-	33,334	91,637	222,152	27,303	6,600	502,681
Section 5311	-	-	-	-	-	-	136,800	-	136,800
Refunds/rebates/insurance proceeds	-	-	-	5,099	-	-	-	-	5,099
Other federal contracts and reimb	612	-	52,953	21,056	4,940	231,056	453,245	650,874	1,414,736
Depreciation	517	-	-	-	-	-	-	-	517
Total ineligible	3,562,974	75,522	906,426	182,887	235,458	483,831	873,936	1,121,138	7,442,172
Total eligible expenses	\$ 5,070,639	\$ 349,900	\$ 580,079	\$ 244,532	\$ 553,581	\$ 1,303,616	\$ 1,326,581	\$ (317,360)	\$ 9,111,567

15. URBAN Revenue Combined Schedule

State Year Ended September 30, 2023

Description	SMART Directly Provided	Other	Total for URBAN OAR
Passenger fares	\$ 5,387,136	\$ 760,520	\$ 6,147,657
Contract fares	287,824		287,824
Advertising	794,946	60,863	855,809
Rental of bldgs or other property	56,880		56,880
Gains from the sale of capital assets	71,115		71,115
Other nontrans revenue	3,578,297	133,858	3,712,155
Taxes levied directly	93,494,578	4,100,550	97,595,128
Local operating assistance	-	1,971,959	1,971,959
Other local contracts - Municipal credit recapture	27,618		27,618
Other local community credits	158,247	2,545,770	2,704,017
State operating assistance:			
SMART	34,822,105		34,822,105
Bedford	158,153		158,153
LETC Urban and Non-Urban	1,658,059		1,658,059
Royal Oak Township	10,180		10,180
Line-item municipal credit	1,630,539	2,293,653	3,924,192
Mun. Cr. special appropriation	1,630,540		1,630,540
State preventive maintenance (20% State share)	500,000		500,000
Other MDOT/BPT contracts and reimb. -	13,815		13,815
Reimb for section 5309 program admin	98,007	86,168	184,175
Other state pass-through grants:			
Specialized Service Grant FY 2020	922,292	428,506	1,350,798
JARC PASS THRU 2012-0170 P21	-		-
MOBILITY MGT 2017-0130 P12	14,501		14,501
MOBILITY MGT 2017-0130 P28	18,958		18,958
MOBILITY MGT 2017-0130 P37	76,185		76,185
MOBILITY MGT 2022-0138 P08	6,021		6,021
NOTA JARC Non-Urban 2022-0138 P01	180,640		180,640
NOTA New Freedom 2017-0130 P29	118,967		118,967
NOTA New Freedom 2022-0138 P03	109,226		109,226
Federal preventive maintenance -			
MI-90-0591	2,000,000		2,000,000
Planning/Capital cost of contracting -			
CMAQ Grant	-		-
FY 2023 UWP	75,705		75,705
FY 2022 UWP	258,477		258,477
CARES Act (SMART)	3,349,569	207,098	3,556,667
CARES Act (Community)	-		-
Other federal transit contracts and reimb.:			
Reimb. for JARC Admin	7,900,431		7,900,431
Reimb. for New Freedom Admin.	55,264		55,264
Other federal pass-through grants:			
Section 5307 Lake Erie MI-90-0777	765,790		765,790
Section 5310 PM	1,257,897		1,257,897
Section 5311 Lake Erie MI-18-0055	573,964		573,964
JARC Federal Revenue	-		-
New Freedom	2,297,338	1,409,796	3,707,134
Refunds, rebates, insurance proceeds	523,243	5,099	528,342
Gains from the sale of capital assets	-		-
Interest income	5,128,416	128,732	5,257,148
Total	\$ 170,010,922	\$ 14,132,572	\$ 184,143,495

**Suburban Mobility Authority
for Regional Transportation**

Supplementary Information
16. URBAN Expense Combined Schedule

State Year Ended September 30, 2023

Description	SMART Directly Provided	Other	Total for URBAN OAR
Operators salaries and wages	\$ 22,385,484	\$ -	\$ 22,385,484
Other salaries and wages	19,548,852	-	19,548,852
Dispatchers salaries and wages	5,795,188	-	5,795,188
Other fringe benefits	17,306,564	-	17,306,564
Pensions - Defined contribuion	-	-	-
Pensions - Defined benefit	16,084,249	-	16,084,249
Other postemployment benefits (OPEB)	(6,786,400)	-	(6,786,400)
Advertising fees	1,741,286	-	1,741,286
Audit cost	167,325	-	167,325
Other services	4,552,152	-	4,552,152
Other Services (Microtransit)	7,185,561	-	7,185,561
Fuel and lubricants	7,139,412	-	7,139,412
Tires and tubes	1,135,209	-	1,135,209
Other materials and supplies	5,469,837	-	5,469,837
Utilities	1,230,991	-	1,230,991
Casualty and liab. costs	10,969,437	-	10,969,437
Other insurance	87,040	-	87,040
Purchased transportation service	4,764,338	-	4,764,338
Pass-throughs that are expensed	-	-	-
Other	7,425,537	16,553,739	23,979,276
Municipal Credits	3,261,078	-	3,261,078
Lake Erie/NOTAWOTA	742,634	-	742,634
Travel, meetings, and training	233,001	-	233,001
Lobbying	-	-	-
Loss on disposal of asset	-	-	-
Other miscellaneous expenses	740,918	-	740,918
Leases and rentals	87,930	-	87,930
Depreciation	21,759,710	-	21,759,710
Total expenses	153,027,333	16,553,739	169,581,072
Less ineligible expenses:			
Ineligible refunds and credits	523,243	-	523,243
Other ineligible state contracts	-	-	-
Passthrough	3,261,078	-	3,261,078
Other	98,007	-	98,007
Unused community credits	172,869	-	172,869
Ineligible depreciation	21,062,763	-	21,062,763
Other ineligible	167,325	-	167,325
Ineligible non-trans exp	1,073	-	1,073
Preventive maintenance (MI-90-0591)	-	-	-
Passthrough	-	-	-
SMART	2,500,000	-	2,500,000
Other ineligible federal/state/local:	-	-	-
Reimb. for New Freedom Admin.	55,264	-	55,264
Pass-through ineligible	8,168,171	7,442,172	15,610,343
Planning/Cap. cost of contracting	334,182	-	334,182
Ineligible Lobbying Expense	74,015	-	74,015
Ineligible loss on disposal	-	-	-
Ineligible pension	-	-	-
Ineligible OPEB	(6,786,400)	-	(6,786,400)
Total ineligible	<u>29,631,590</u>	<u>7,442,172</u>	<u>37,073,762</u>
Total eligible expenses	<u>\$ 123,395,743</u>	<u>\$ 9,111,567</u>	<u>\$ 132,507,310</u>

**17. SMART Combined Urban Regular Service Revenue
Report**

State Year Ended September 30, 2023

Description	Amount
Passenger fares	\$ 6,147,657
Contract fares	287,824
Auxiliary transportation revenue (explain):	
.15 Advertising	855,809
Nontransportation revenue (explain):	
.20 Rental of buildings or other property	56,880
.99 Other nontransportation revenue	3,712,155
Taxes levied directly by transit system	97,595,128
Local cash grants and reimbursements (explain):	
.10 Local operating assistance	1,971,959
.99 Other local contracts - Municipal Credit recapture	27,618
.99 Other local contracts - Community Credit Program	2,704,017
State formula and contracts:	
.01 State operating assistance SMART	34,822,105
.01 State operating assistance municipal credits	1,630,540
.01 State operating assistance LETC, Bedford, Royal Oak	1,826,392
.10 Line item municipal credits	3,924,192
.11 Preventive maintenance	500,000
.99 Other state contracts and reimbursements	197,991
Federal contracts:	
.01 Section 5311 LAKE ERIE	573,964
.02 Section 5307 LAKE ERIE	765,790
.11 Preventive maintenance	2,000,000
.12 Capital cost of contracting	334,182
.61 Cares Act (SMART)	3,556,667
.62 Cares Act (Community)	-
.99 Other planning	-
.99 Other CMAQ SMART	-
.99 Other CMAQ LAKE ERIE	-
.99 Other federal contracts and reimbursements	7,955,695
Interest income	5,257,148
Pass-through grants	
State	1,875,296
Federal	4,965,032
Refunds and credits	528,342
Total Revenue	\$ 184,143,495

**18. SMART Combined Urban Regular Service Expense
Report**

	State Year Ended September 30, 2023			
	Operations	Maintenance	Gen. Admin.	Total
Labor:				
01 Oper salary and wages	\$ 22,385,484	\$ -	\$ -	\$ 22,385,484
02 Other salary and wages		7,037,799	12,511,053	19,548,852
03 Disp salary and wages	5,795,188			5,795,188
Fringe benefits	10,218,216	2,551,882	4,536,466	17,306,564
Postemployment benefits	(4,006,856)	(1,000,666)	(1,778,878)	(6,786,400)
Pension - Defined contribution			-	-
Pension - Defined benefit	9,496,532	2,371,650	4,216,067	16,084,249
Services:				
02 Advertising fees			1,741,286	1,741,286
05 Audit			167,325	167,325
99 Other services	320,241	9,464,361	1,953,111	11,737,713
Materials and supp. cons.:				
01 Fuel and lubricants	7,139,412			7,139,412
02 Tires and tubes	1,135,209			1,135,209
99 Other materials and supplies	320,384	4,964,154	185,298	5,469,836
Utilities	-	-	1,230,991	1,230,991
Casual and liability costs:				
03 Premium for public liability	10,969,437	-	-	10,969,437
99 Other insurance	-	87,040	-	87,040
Taxes	-	-	-	-
Purchased transportation service	4,764,338	-	-	4,764,338
Miscellaneous expense:				
02 Travel and meetings	-	-	233,001	233,001
03 Dues and subscriptions	-	-	-	-
07 Lobbying	-	-	-	-
09 Loss on disposal of asset	-	-	-	-
99 Other miscellaneous expense	-	-	740,918	740,918
Pass Thrus that are expensed				
Other	23,979,276	-	-	23,979,276
Municipal Credits	3,261,078	-	-	3,261,078
Lake Erie/NOTA/WOTA	742,634	-	-	742,634
Leases and rentals	-	-	87,930	87,930
Depreciation	-	-	21,759,710	21,759,710
Total expenses	96,520,573	25,476,220	47,584,278	169,581,071
Less ineligible expenses:				
Ineligible refunds and credits	-	-	523,243	523,243
Other ineligible state contracts	-	-	-	-
Passthrough	3,261,078			3,261,078
Other	98,007			98,007
Unused community credits	172,869	-	-	172,869
Ineligible depreciation	-	-	21,062,763	21,062,763
Other ineligible	167,325	-	-	167,325
Ineligible non-trans exp	1,073	-	-	1,073
Preventive maintenance (MI-90-0591)	-	-	-	-
Passthrough	-	-	-	-
SMART	-	2,500,000	-	2,500,000
Other ineligible federal/state/local:				
Reimb. for New Freedom Admin.	-	-	55,264	55,264
Pass-through ineligible	15,610,343	-	-	15,610,343
Planning/Cap. Cost of contracting	334,182	-	-	334,182
Ineligible Lobbying Expense	-	-	74,015	74,015
Ineligible loss on disposal	-	-	-	-
Ineligible pension	-	-	-	-
Ineligible OPEB	-	-	(6,786,400)	(6,786,400)
Total ineligible expenses	19,644,877	2,500,000	14,928,885	37,073,762
Total eligible expenses	\$ 76,875,696	\$ 22,976,220	\$ 32,655,393	\$ 132,507,309

19. SMART Combined Urban Regular Service Nonfinancial Report

State Year Ended September 30, 2023

DESCRIPTION	WEEKDAYS	SATURDAY	SUNDAY	TOTAL
FIXED ROUTE				
PUBLIC SERVICE				
VEHICLE HOURS	517,301	68,763	26,203	612,267
VEHICLE MILES	9,564,117	1,270,579	547,547	11,382,243
MISCELLANEOUS INFORMATION				
CHARTER SERVICE HOURS	-	-	-	-
CHARTER SERVICE MILES	-	-	-	-
CONNECTOR				
PUBLIC SERVICE				
VEHICLE HOURS	169,040	8,754	2,040	179,834
VEHICLE MILES	2,802,892	139,013	34,276	2,976,181
MISCELLANEOUS INFORMATION				
CHARTER SERVICE HOURS	-	-	-	-
CHARTER SERVICE MILES	-	-	-	-

The methodology used for compiling miles and hours has been reviewed and the recording method has been found to be adequate and reliable.

- 1.) Administrative Expenses that are charged to capital grants are not included in SMART's operating expenses.

All administrative costs related to capital contracts are deducted and transferred to the capital fund. Therefore these expenditures are not reimbursed by state formula funds.

- 2.) Expenses that are paid on behalf of our purchase of service providers are not included in SMART's eligible expenses.

Costs related to our purchase of service providers are deducted and reimbursed by these providers and included in their operating expenses.

- 3.) No expenses for Lake Erie Transit are included in SMART'S submittal.

- 4) Expenses for STAR, Community Based Nankin Transit, Redford, and Mt. Clemens are included only on schedule 4E on line Purchased Transportation.