



2025

Regional Transit Master Plan Update

DECEMBER 2025 | DRAFT 11252025

rta

Regional Transit Authority
Of Southeast Michigan



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Highlights

ABOUT THE RTA

The Regional Transit Authority of Southeast Michigan (RTA) has spearheaded and led regional transit planning efforts in the Detroit and Ann Arbor metropolitan area since the authority was created in 2012. Part of RTA's ongoing planning work includes annual updates to the Regional Transit Master Plan (RTMP), a long-range planning document that summarizes transit trends, regional accomplishments, and regional opportunities for the growth and expansion of public transit in Southeast Michigan. The RTMP outlines RTA's top ten regional transit priorities that serve as a path forward for RTA and regional partners to advance and improve upon various aspects of public transit in Metro Detroit. These priorities have been informed by public engagement conducted by RTA as part of prior and ongoing planning studies, and they are also closely coordinated with the region's transit providers.

A robust regional transit system is critical for growing both the region and the state's population and economy. The plans, programs, and projects that are led and coordinated by RTA – including the RTMP – define a path forward for critical public transit infrastructure and service enhancements. This prepares the region for future rapid transit - and other major capital and operational transit projects – which will result in enhanced regional access and connections between cities and communities in Macomb, Oakland, Washtenaw, and Wayne counties.



We are **Transit Subject Matter Experts**

We're deeply experienced, data-driven, dig into the nuts and bolts, and lead all regional planning.



We are **Drivers and Doers**

We come up with new ideas, implement them, test them and assess the results.



We are **Community Connectors**

We bring together citizens, governments and businesses to solve problems and create opportunities.

MISSION

Creating new and better ways to move and connect people.

VISION

A Southeast Michigan where advances in transit create greater prosperity for all.

VALUES

Creativity: *Bringing innovative thinking to enhance the transit experience.*

Empathy: *Understanding how we can help improve lives across the region.*

Opportunity: *Leading the way to the future of transit in Southeast Michigan.*

RTA's Role

RTA plans, funds, coordinates, and provides regional transit services, projects, and programs in Southeast Michigan, which comprises all of Macomb, Oakland, Washtenaw, and Wayne Counties, including the City of Detroit. Within these roles, RTA is responsible for leading regional transit planning, developing and implementing new services, allocating federal and state funding to transit service operators, and securing new regional funding sources for public transit.

Since it was established in 2012, RTA has led the development of several plans, studies, and discretionary grant applications, supported regional coordination initiatives, and developed and launched pilot services and technologies. Some of the initiatives RTA has led include the reflex service pilot, which was the precursor of FAST, the Suburban Mobility Authority for Regional Transportation's (SMART) limited-stop bus service, the Michigan Ride Paratransit app, Detroit to Ann Arbor Express Bus Service, the Transit app

collaboration booking pilot, development of a Diversity, Equity, and Inclusion, Diversity, Equity, and Accessibility (IDEA) Roadmap, launching Detroit to Air Express (DAX) service from Downtown to DTW, and bringing the QLINE streetcar on board.

RTA is responsible for annually allocating transit funding provided by the Federal Transit Administration (FTA) and the Michigan Department of Transportation (MDOT) to Southeast Michigan's transit agencies and community transportation services. In 2024 RTA allocated over \$95 million from these sources to support transit service in the region.

Subject to Board of Director's and voter approval, RTA has the authority to levy a property tax and/or a motor vehicle registration fee to fund investments in transit service and infrastructure. Though RTA does not currently raise revenue through either of these mechanisms, additional funding is key to improving transit in Southeast Michigan.



Source: Courtesy of QLINE (photo by Jack Stryker, Operations Supervisor), 2025

The RTMP

Part of RTA's ongoing planning work includes annual updates to the Regional Transit Master Plan (RTMP). The RTMP and RTA's IDEA Roadmap, and the Providers' Advisory Committee Coordination Priorities are three guiding documents which help the RTA achieve its vision of a Southeast Michigan region where advances in transit create greater prosperity for all. The RTMP is used by RTA and its partners - including transit agencies, community transit providers, nonprofit organizations, and government entities to guide them toward achieving this vision.

For example, the RTMP's goals are included within [SEMCOG's Vision 2050 RTP](#), with the RTMP serving as a guiding document for SEMCOG regarding transit priorities, projects and investments across Macomb, Oakland, Washtenaw and Wayne Counties.

The previous 2024 RTMP update included a categorization of RTA's top ten priorities into three priority focus areas:



Move People

- Increase Frequency, Reliability, Service Hours, and Service Span on Fixed Routes
- Build On and Coordinate Demand-Response Services
 - ⇒ Grow Mobility Access to Local Communities and Regional Destinations



Strengthen Access

- Invest in and Implement a Rapid Transit Network
- Advance Accessibility, Comfort, and Well-Being at Transit Stops
- Upgrade Multimodal Connections To and Between Services
- Regionalize Trip Planning and Fare Payment Systems



Enhance Experience

- Enhance Customer Satisfaction and Promote On-Board Safety
- Modernize and Maintain Infrastructure in a State of Good Repair
- Recruit, Develop, and Retain a Thriving Workforce

RTA adapts the RTMP annually to provide updates on recent regional transit accomplishments, to identify trends in the national transit industry, and to summarize recent public feedback received on the strengths, areas for growth, and opportunities for public transit in the region.



NATIONAL AND REGIONAL TRENDS IN TRANSIT

In 2024, transit agencies are continuing to navigate a "new normal" shaped by changing ridership patterns since the COVID-19 pandemic.² As ridership continues to rebound, transit agencies are implementing innovations to enhance mobility while addressing new operational challenges. The transit industry is reconsidering how to best serve riders and communities given new travel patterns, identifying solutions and strategies to overcome labor shortages, and working to address current and future funding deficits.

Successful approaches to meet these challenges include embracing new technologies, focusing on travel needs beyond the nine-to-five commute, and investing in bus rapid transit (BRT) and transit-oriented development (TOD). Through the annual RTMP update, RTA considers how these industry trends, as well as recent regional progress and accomplishments, impact Southeast Michigan's future priorities and allocation of resources.

The Post-Pandemic Transit Landscape

Both nationally and locally, transit ridership has not yet returned to pre-pandemic levels, though it is gradually recovering. COVID-19 had a huge impact on transit service with ridership declining as travel patterns changed and many office workers shifted to hybrid or full-time remote work. As of September 2024, national transit ridership was at 79 percent of pre-pandemic levels.³ Beginning in 2022, Southeast Michigan transit ridership has been trending upward from pandemic lows in 2021, when annual ridership in the region declined to 14.1 million trips. In 2023, people rode transit over 22.8 million times, 54 percent of pre-pandemic ridership (see Figure 10).⁴

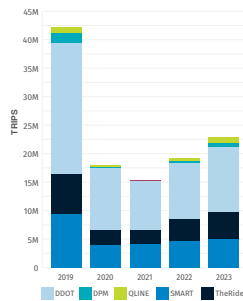


Figure 10. In 2023, people took over 22.8 million trips on public transit in Southeast Michigan. Ridership declined as a result of the COVID-19 pandemic and changing workplace policies, but has increased in the last two years. Source: National Transit Database.

Additionally, the 2024 update revised previously identified Implementation Activities, while also adding additional support activities that help to set a clear path for each Implementation Activity.

This 2025 RTMP update is focused around laying out the latest "baseline" of public transit services in the Southeast Michigan region and sets the stage for scenario planning with the upcoming RTMP update in 2026, pending the RTA Strategic Organizational Plan's Board direction..

Chapter 2 (Southeast Michigan's Regional Transit Network) has been updated to include current transit services and several key regional indicator metrics that help to define the baseline regional transit network.

In addition, the RTA has implemented a new financial modeling tool - summarized in Chapter 3 - that could support future scenario planning by estimating the operational and capital costs associated with various transit scenarios, and by evaluating the potential funding outcomes of different regional financing strategies.

The RTMP is a future-focused strategy document, and it is not tied to a budget. A critical next step in advancing regional transit is to identify sustainable regional funding sources and develop an expenditure plan that identifies specific prioritization of projects to be funded over a long-term period.



Source: Courtesy of DDOT (via social media), 2025

Figure 1. Snapshots from the 2024 RTMP document

PUBLIC ENGAGEMENT

At the RTA, community input is pivotal and directly shapes development of all of the agency's plans and programs. The goal of engaging the community is to understand and respond to Southeast Michigan residents' regional transit priorities and needs. To help gauge the general public's priorities and perception of transit, the RTA conducted a community survey in 2025. This survey was administered to 1,400 residents across the four-county region about their current use of transit, potential use of transit, transit benefits, and transit priorities. The survey shows that while 35 percent of respondents have used transit within the past year, 87 percent of respondents think that improved transit would provide a significant or very major benefit to the region as a whole. Additionally, there was 63 percent support for a truly major expansion of all types of bus and rail services to all parts of the four-county region. These survey results show that there is a strong desire for regional transit expansion in Southeast Michigan.

In addition to community engagement efforts completed by RTA, each of the fixed route transit providers and other regional partners have conducted outreach to communities about short- and long-term plans for local transit service and capital improvements. RTA also continues to coordinate with the region's public transportation and shared mobility providers to align transit providers' goals and initiatives.



Source: Courtesy of TheRide, 2025

Examples of Public Engagement:



Participation in community events throughout the region



Online engagement via RTA website, email, and online surveys



Phone engagement with the option of web-to-text surveys



Ride-along engagement



Coordination meetings with community leaders, transit providers and their local engagement efforts

RTA's engagement has document a 10% increase in support for regional transit.

To further strengthen its engagement strategy, the RTA is currently developing a comprehensive Community Engagement Plan for fiscal year (FY) 2026. This plan will outline community engagement standards, best practices, and detailed regional guidelines to foster greater impactful interactions with the public. This crucial plan will equip the RTA with the essential tools and processes to foster meaningful community engagement, ensuring stakeholders' voices play a valued role in driving engagement progress.



Southwest Michigan's Transit Network

Southeast Michigan has a wide-reaching public transit network that provides service to the four-county region of Macomb, Oakland, Washtenaw, and Wayne, including Detroit. Regionally, service is operated by multiple fixed-route, on-demand, and community transit providers.

Available transit and mobility services, some of which are shown in Figure 2, include:

- **Fixed local route bus:**
SMART, DDOT, TheRide
- **Express bus:**
DAX, D2A2, FAST, Jefferson, Washtenaw Express
- **Rail:**
QLINE, People Mover
- **Demand-response shuttles:**
paratransit, dial-a-ride, on-demand, and microtransit
- **Micromobility:**
bikeshare and e-scooter share
- **VanRide and MichiVan**

These are offered through public transit agencies, community-sponsored transportation services, institutional- and employer-sponsored transportation, for-profit companies, and other providers.

While transit service is available in most communities within the region, there are some gaps where transit service is not available, not operating at all hours, or where access to services is reserved to certain populations, such as seniors or people with disabilities.



QLINE is a 3.3-mile streetcar that serves stations at 12 intersections along Woodward Avenue in Downtown Detroit, Midtown, and New Center. QLINE has been operated by the RTA since October 2024. The RTA also contracts operation of Detroit-to-Ann Arbor (D2A2) and Detroit Air Xpress (DAX) express bus services.



SMART provides fixed-route, ADA paratransit, demand-response, and microtransit services in Macomb and Oakland Counties and portions of Wayne County.



TheRide provides fixed-route, ADA paratransit, demand-response, and microtransit services in the Greater Ann Arbor-Ypsilanti area.



The Detroit People Mover is a fully automated rail system that runs on an elevated single track loop around Downtown Detroit.



Oakland Transit coordinates services amongst different transit providers in Oakland County, including SMART, Older Person's Commission (OPC), North Oakland Transportation Authority (NOTA), Western Oakland Transportation Authority (WOTA), and People's Express (PEX).



DDOT provides fixed-route bus and ADA paratransit services throughout Detroit and in portions of neighboring communities, including Dearborn, Hamtramck, Highland Park, Livonia, and Southfield.

Some of these options are available to the general public, while others are geared toward specific populations, such as people aged 65 and over, people with disabilities, students, or veterans.

RTA is the umbrella organization that connects the five public transit agencies operating fixed-route bus or rail service in the region:

1. **The Ann Arbor Area Transportation Authority (AAATA)** also known as TheRide
2. **Detroit Department of Transportation (DDOT)**
3. **Detroit Transportation Corporation (DTC)** operating as the Detroit People Mover (DPM)
4. **Suburban Mobility Authority for Regional Transportation (SMART)**
5. **The RTA** which operates the QLINE, D2A2, and DAX.

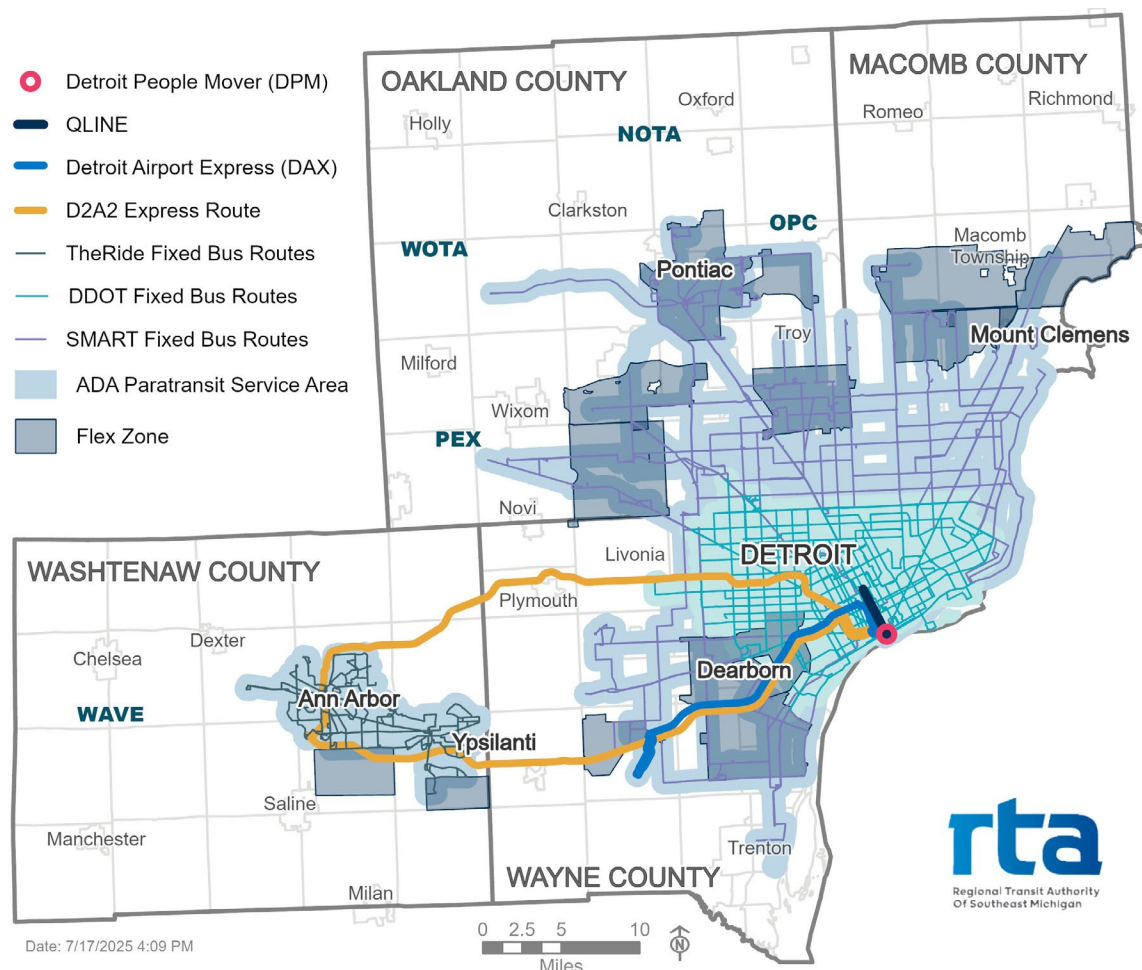


Figure 2. Transit services operated in Southeast Michigan, excluding community-sponsored transit providers (5310 providers)

Providers from other regions also offer connections to and from Southeast Michigan, including Amtrak, Flint’s Mass Transit Authority (MTA), Port Huron’s Blue Water Area Transit, Livingston County’s Livingston Essential Transportation Service (LETS), the Linq Tunnel Bus and various charter bus services.

RTA also assists approximately 80 community-sponsored transit providers serving the region, funded through Section 5310 grants. In addition, there are several organizations and companies that provide transportation and mobility services, including taxi companies, transportation network companies like Uber and Lyft, private services operated by assisted living and nursing facilities and adult day care providers, mobility management agencies (like AgeWays), and social service organizations (like Programs to Educate All Cyclists, or PEAC).

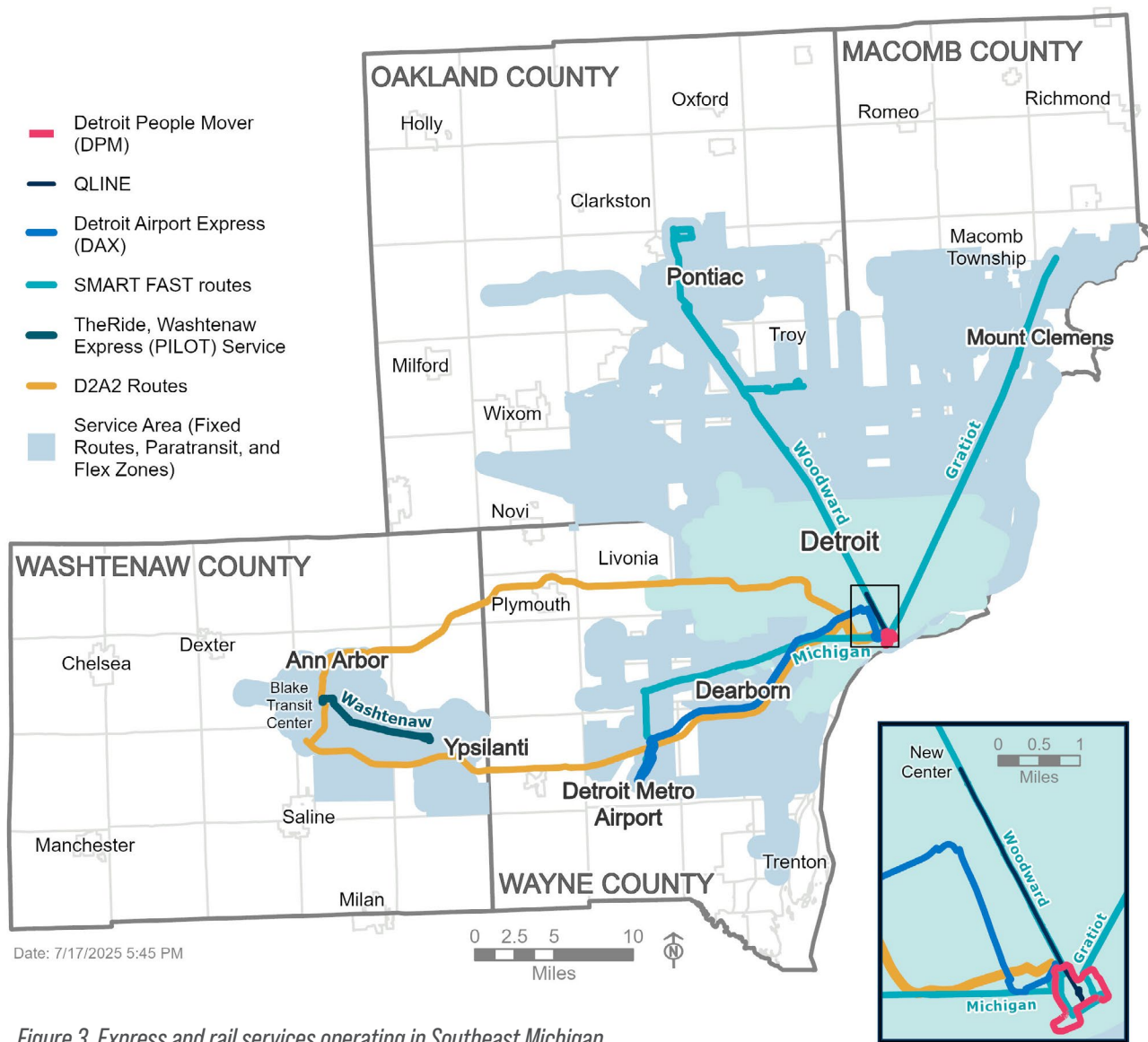


Figure 3. Express and rail services operating in Southeast Michigan

Fixed Route Transit Services

As shown in Figure 3, DDOT, SMART, and TheRide operate fixed route bus services within the Detroit and Ann Arbor urbanized areas. DDOT operates within the City of Detroit, with a limited number of routes reaching beyond the municipal boundary. SMART operates in Wayne, Macomb, and Oakland Counties, with some FAST and commuter services extending into the City of Detroit. TheRide operates in Washtenaw County, primarily serving the cities of Ann Arbor and Ypsilanti. The DDOT/SMART and TheRide fixed-route networks are connected by RTA's D2A2 service that runs from downtown Detroit to downtown Ann Arbor. These providers also offer paratransit services within $\frac{3}{4}$ of a mile of fixed routes, described in greater detail later in this chapter.

Regional and commuter express fixed route bus services operated throughout Southeast Michigan, shown in Figure 3, include D2A2, Detroit Airport Express (DAX), SMART FAST, and Washtenaw Express. Additional Regional fixed guideway rail service operating within the city of Detroit also includes Detroit People Mover (DPM), and The QLINE.



D2A2

The Detroit to Ann Arbor Express Bus Service, which is a service by RTA and was launched in partnership with TheRide. Operations are contracted with Michigan Flyer.



Detroit Airport Express (DAX)

A nonstop express bus from downtown Detroit to the Detroit Metro Airport. This pilot service was conceptualized and implemented by the RTA, funded by the Federal Highway Administration Carbon Reduction Program administered by the Southeast Michigan Council of Governments (SEMCOG). Michigan Flyer is the contracted operator of the service.



SMART FAST

Three limited-stop regional bus routes connecting downtown Detroit and suburban communities along Woodward, Michigan, and Gratiot Avenues. These corridors have been proposed for future bus rapid transit (BRT) service, as described in Chapter 5 (Transit Trends, Accomplishments, and Opportunities).



The QLINE

Now operated by RTA, is a 3.3 mile modern streetcar line that runs along Woodward Avenue from downtown Detroit to New Center. Prior to RTA operations, the streetcar service was operated by the M-1 Rail nonprofit. This transition facilitates access to new state and federal funding and represents a step toward a more unified regional transit system.



Detroit People Mover (DPM)

A 2.9 mile elevated and automated light rail system with a single loop track around downtown Detroit, operated by Detroit Transportation Corporation.



Washtenaw Express

A limited-stop express bus service operated by TheRide along Washtenaw Avenue that provides a faster connection from downtown Ann Arbor to downtown Ypsilanti with four stops in between. Launched in 2024, Washtenaw Express runs faster than existing local routes on Washtenaw Avenue and was made possible by the citizen-approved millage in 2022. This pilot express service, which currently operates at 30-minute frequency, is envisioned in the long-term to become a BRT line.

Paratransit Services

DDOT, SMART, and TheRide also operate Americans with Disabilities Act (ADA) complementary paratransit services for people with disabilities who are unable to ride fixed-route bus or rail services. Paratransit services operate within $\frac{3}{4}$ of a mile of fixed routes, which totals to 792.6 square miles of coverage for Southeast Michigan. These services are pre-scheduled trips that take eligible riders directly from their origin to their destination.

Figure 4 shows where DDOT, SMART, and TheRide operate paratransit services within the four-county region. DDOT provides paratransit service for Detroit, Highland Park, and Hamtramck residents, while TheRide operates paratransit within Washtenaw County, and SMART operates paratransit within Oakland and Macomb Counties and portions of Wayne County outside the City of Detroit.

Beginning in June 2025, DDOT began providing same-day paratransit service that exceeds federal requirements, thanks to \$2 million in funding from the RTA, making paratransit service more convenient for Detroit residents. See Figure 12 for a brief description of services and follow the links to agency websites for more information.

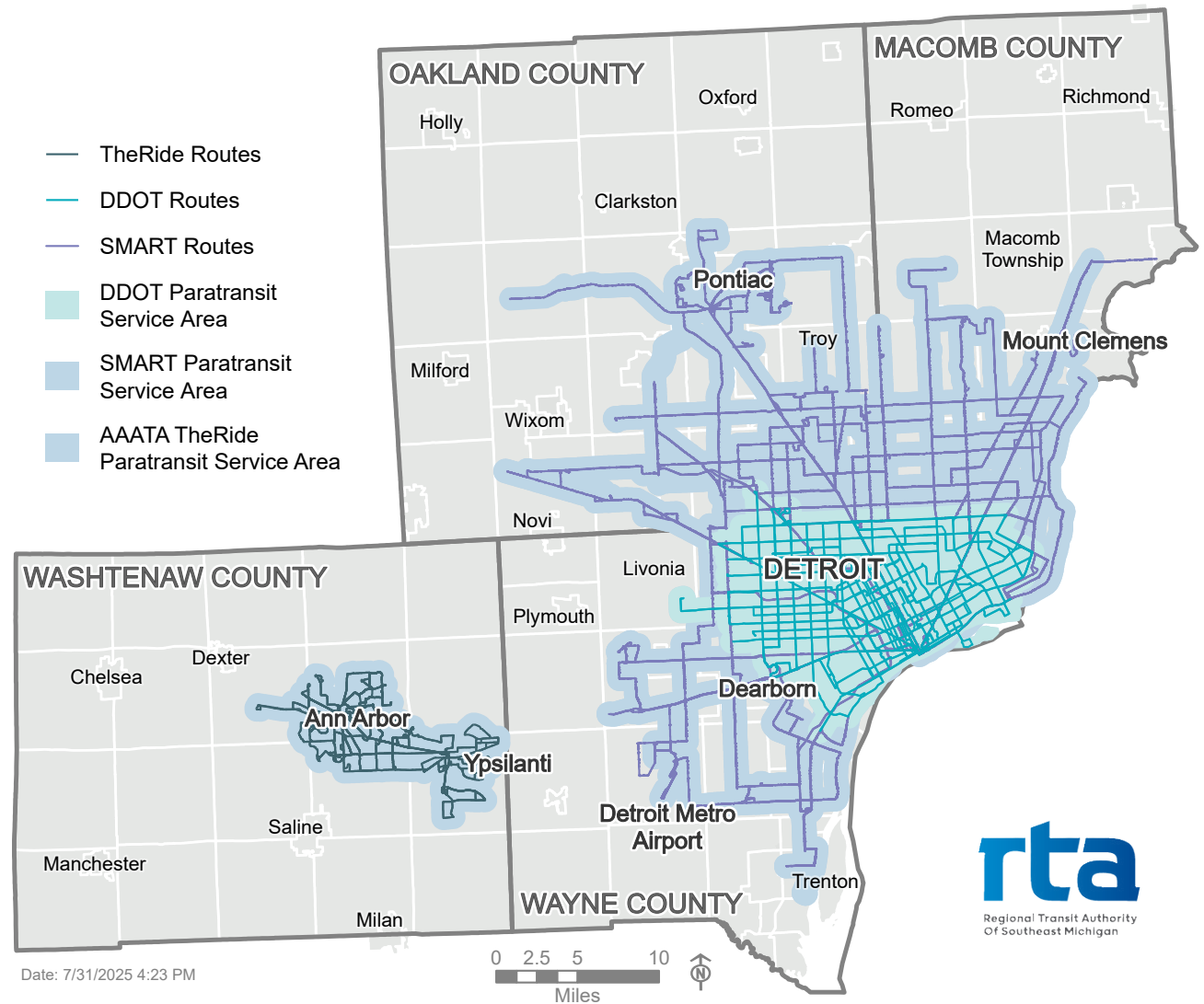


Figure 4. Paratransit services operated by DDOT, SMART, and TheRide in Southeast Michigan

This map shows the areas in southeast Michigan served by paratransit services offered within $\frac{3}{4}$ mile radius of fixed routes for those unable to use fixed-bus services.

Community-Sponsored And On-Demand Transit Community-Sponsored Transportation Services

In addition to the major fixed route transit providers, there are over 80 community-sponsored transit providers serving areas across Southeast Michigan outside of the service areas of DDOT, SMART, and TheRide. Community-sponsored transportation systems typically focus on providing local trips to seniors and people with disabilities, though some also provide rides for people with low incomes, and others are open to everyone.

RTA awards annual funding from FTA's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities grant program to support these community-sponsored transportation services. In July 2025, RTA awarded \$11.6 million to 40 service providers through its 5310 Call for Projects.

Community-sponsored transportation service providers include independent systems, like North Oakland Transportation Authority (NOTA), Peoples' Express (PEX), the Rochester Older Persons' Commission (OPC), Western Oakland Transportation Authority (WOTA), and Western-Washtenaw Area Value Express (WAVE) (all service areas shown in Figure 6).



Figure 5. Older Persons' Commission (OPC) is one of Southeast Michigan's community-sponsored services. Source: OPC



Qualifications to use the on-demand services, the hours that they operate, and the procedures for scheduling a trip can vary between community-sponsored transportation operators and locations. These services provide a vital link in the transportation system for residents of lower-density suburban and rural areas.



Figure 7. The People's Express. Source: People's Express

Community-sponsored transportation services also include Flex Ride and services funded through SMART's Community Partnership Program (CPP) (shown in Figure 8).

CPP allows communities that opt into SMART's local funding to develop and deliver targeted local services. There are currently 76 communities participating in SMART's CPP, including Nankin Transit, Pointe Area Assisted Transportation (PAATS), Richmond-Lenox Emergency Medical Services (EMS), Senior Transportation with Advanced Reservations (STAR), and many others.

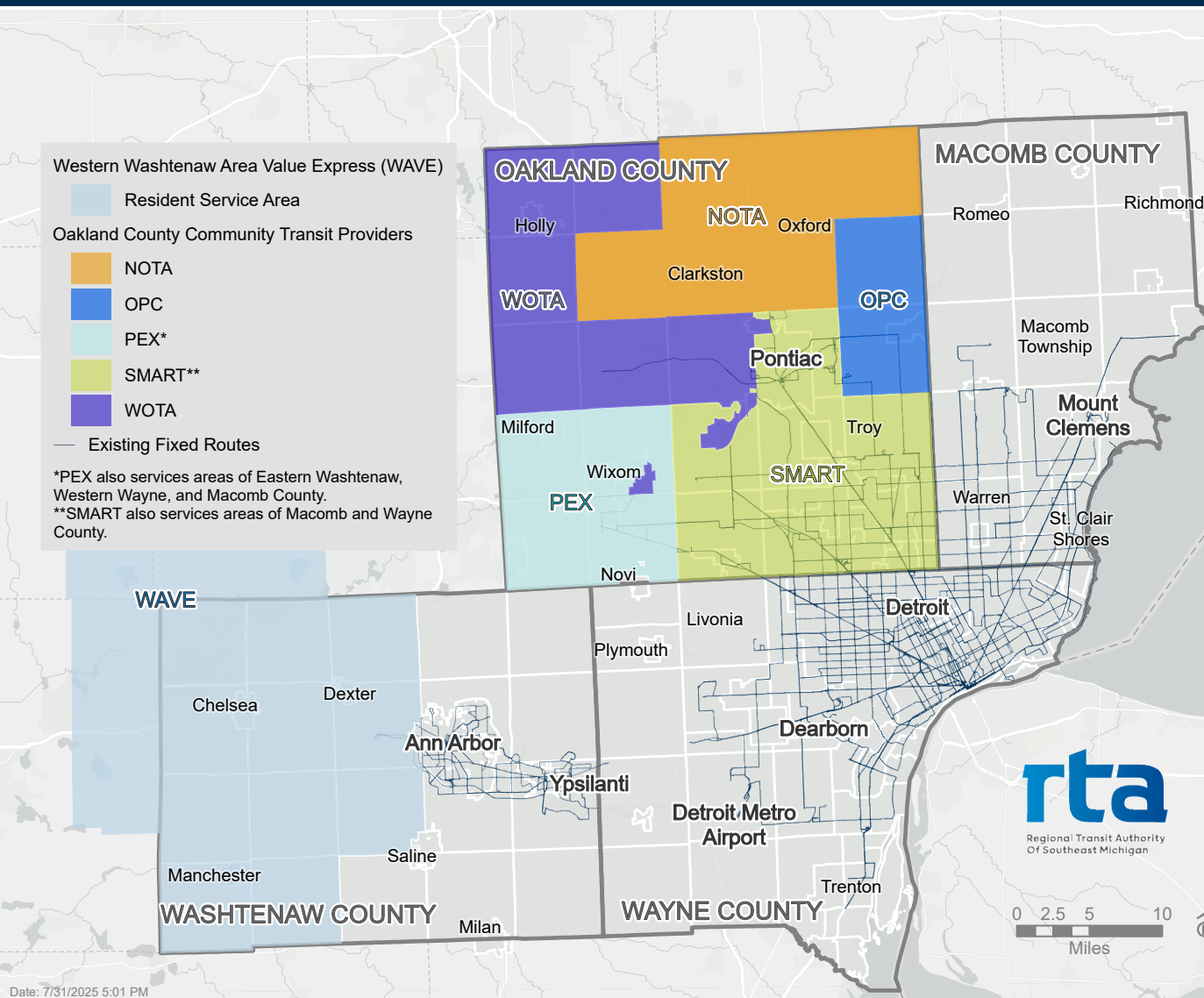


Figure 6. Service areas of community-sponsored transit providers in suburban and rural areas of Southeast Michigan

Service Policies	NOTA	OPC	PEX	WOTA
Rider Eligibility	General Public (14+)	General Public	General Public (14+)	General Public (18+)
	Priority for Veterans, persons with disabilities, low-income individuals, adults ages 55 and up. Companion rider allowed.			
Fares	\$4.00 one-way General Public \$2.00 one-way Reduced Fare Veterans ride free			
Scheduling in Advance**	3 days	4 days	3 days	2 days
Hours of Service	Monday - Friday 6 AM - 9 PM	Monday - Friday 7 AM - 8 PM	Monday - Friday 5 AM - 9 PM	Monday - Friday 6 AM - 9 PM
	Saturday 6 AM - 4 PM	Saturday 9 AM - 4 PM	Saturday 5 AM - 5 PM	Saturday 8 AM - 4 PM
	Sunday 7:30 AM - 3:30 PM	Sunday 8 AM - 1 PM	Sunday 8 AM - 5 PM	Sunday 7:30 AM - 3:30 PM

*Reduced-Fare Eligible: Veterans, Persons with Disabilities, and Adults ages 55 and up. Transfers require multiple fares. If operators go beyond the driving boundary, there is a per-mile fee.

** Days refers to business days

Table 5. Service policies of community-sponsored transportation providers in Oakland County (NOTA, OPC, PEX, and WOTA).

Oakland County Transit oversees services provided by the four community providers and coordinates with SMART to ensure transit services reach all corners of the county. These efforts have increased since the passing of the 2022 Oakland County Public Transportation Millage. This millage has helped to expand services and allow for greater coordination and standardization across the providers in the county. The combined service area of WOTA, NOTA, PEX, and OPC covers 1,052 square miles of the county. All four providers offer services to the general public but prioritize users with greater transit needs. The service parameters and eligibility of users for each of these four providers is summarized in Table 5.

SMART in SE Oakland County

SMART provides a variety of services in southeast Oakland County, including services provided in other parts of the region, such as standard fixed routes, FAST, Connector (demand response), ADA Paratransit, Flex (on-demand micro-transit), and Community Partnership Programs. These services are further explained in the following sections.

Flex

Flex services, often known in the transit industry as microtransit, provides on-demand, curb-to-curb transportation, typically in areas that are more difficult to serve by fixed route bus service. This service helps with access for short-distance trips to important community destinations that are too far from fixed bus routes. It is also used for first and last-mile connections by riders to access fixed route services. These services are provided on-demand and on a first-come, first-served basis.

SMART and TheRide both offer Flex transit services, although the specific services and eligibility of these services differ by provider. TheRide offers Flex service in two areas, each with differing service hours. SMART is in the process of adding Flex Zones based on the SMARTer Mobility Plan to total 11 Flex Zones, which will provide greater coverage, service options, and flexibility. Once the modified and new flex zones are completed, Flex/microtransit services will cover 305 square miles of the four county region's 2,600+ square miles.

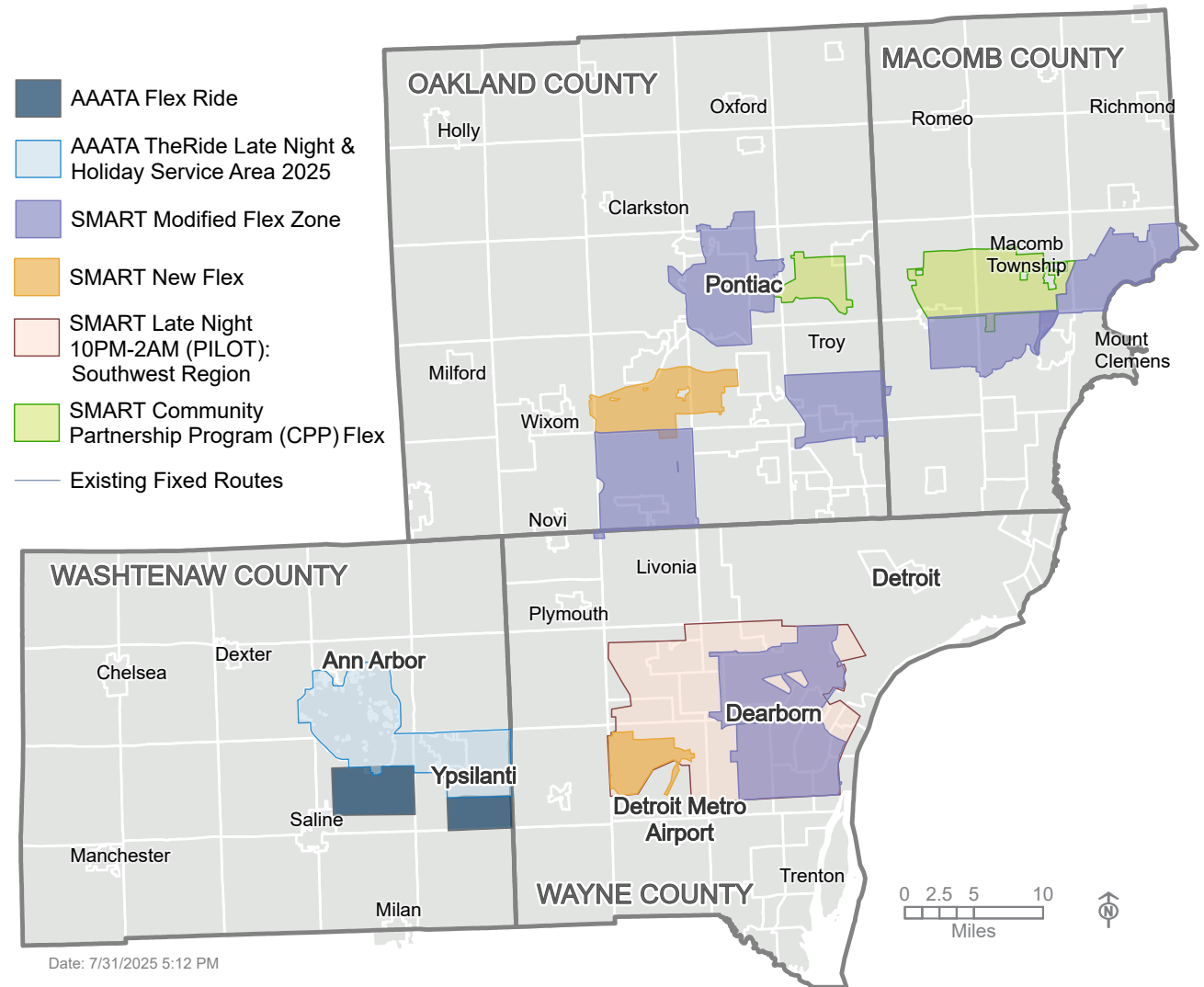


Figure 8. On-demand Flex transit service in Southeast Michigan



Figure 9. Examples of flex transit vehicle types used within Southeast Michigan. Top down: TheRide paratransit vehicle [source: TheRide]; SMART Community Transit [source: Jeff White]; SMART Flex [source: Detroit Free Press]

Late Night Flex Services

As part of the SMARTer Network plan, there is a proposed pilot Late Night Flex Zone that covers Dearborn, Romulus, and parts of Downriver, as well as the surrounding area that would provide scheduled door-to-door rides during late-night hours (10 p.m. until 2 a.m.).

TheRide offers late-night and holiday service when fixed route services are not operating. This service area varies from the FlexRide area and consists of the City of Ann Arbor and downtown Ypsilanti between Clark Road/East Huron River Drive on the north and Ellsworth Road/Michigan Avenue on the south.

Mobility Navigation

Mobility management services assist people with finding information on transportation options, helping with planning and scheduling trips, and offering travel training to help them learn to use services confidently. AgeWays, formerly known as the Area Agency on Aging-1B (AAA1-B), is a nonprofit organization dedicated to supporting seniors and caregivers in Southeast Michigan. It offers a variety of services, including in-home care, Meals on Wheels, community dining programs, and caregiving resources. One of its key programs is MyRide2, a mobility management service funded through the RTA that assists seniors and adults with disabilities in Oakland, Macomb, Washtenaw, and Wayne counties. MyRide2, in partnership with RTA, helps users find and arrange transportation options, including wheelchair accessible and door-to-door services, and provides travel training to promote independent use of public transportation. United Way for Southeastern Michigan's 2-1-1 helpline and the AARP Ride@50+ program in Washtenaw County are examples of additional mobility management services for navigating transit options in Southeast Michigan.

myride2

Contact info:
855-myride2 (855-697-4332)

Transit Facilities

Transit Centers

A transit center is an enhanced waiting area where several bus routes meet, enabling riders from various locations and modes of transportation to make transfer connections between transit routes. Figure 11 shows existing and planned transit centers throughout the region. These include facilities operated by TheRide, DDOT, SMART, and Amtrak, and park and ride lots maintained by the transit providers and by MDOT. The region has six Amtrak Stations, six existing bus transit centers (two of which are co-located at Amtrak stations), and three proposed bus transit centers on the periphery of the City of Detroit. DDOT intends for these new transit centers to better facilitate transfers between DDOT and SMART routes. Additionally, TheRide is actively working through the design process to make further improvements to their existing transit centers, including the Ypsilanti Transit Center and the Blake Transit Center.

Carpool and Vanpool Lots and Services

MDOT and TheRide sponsor MichiVan and VanRide, respectively, which are commuter vanpool services. The Southeast Michigan Council of Governments' (SEMCOG) Southeast Michigan Commuter Connect program allows program participants to plan trips and match with carpools and vanpools. In total, there are 51 park and ride lots in the region, 30 of which are owned and operated by MDOT and 21 of which are operated by transit agencies.

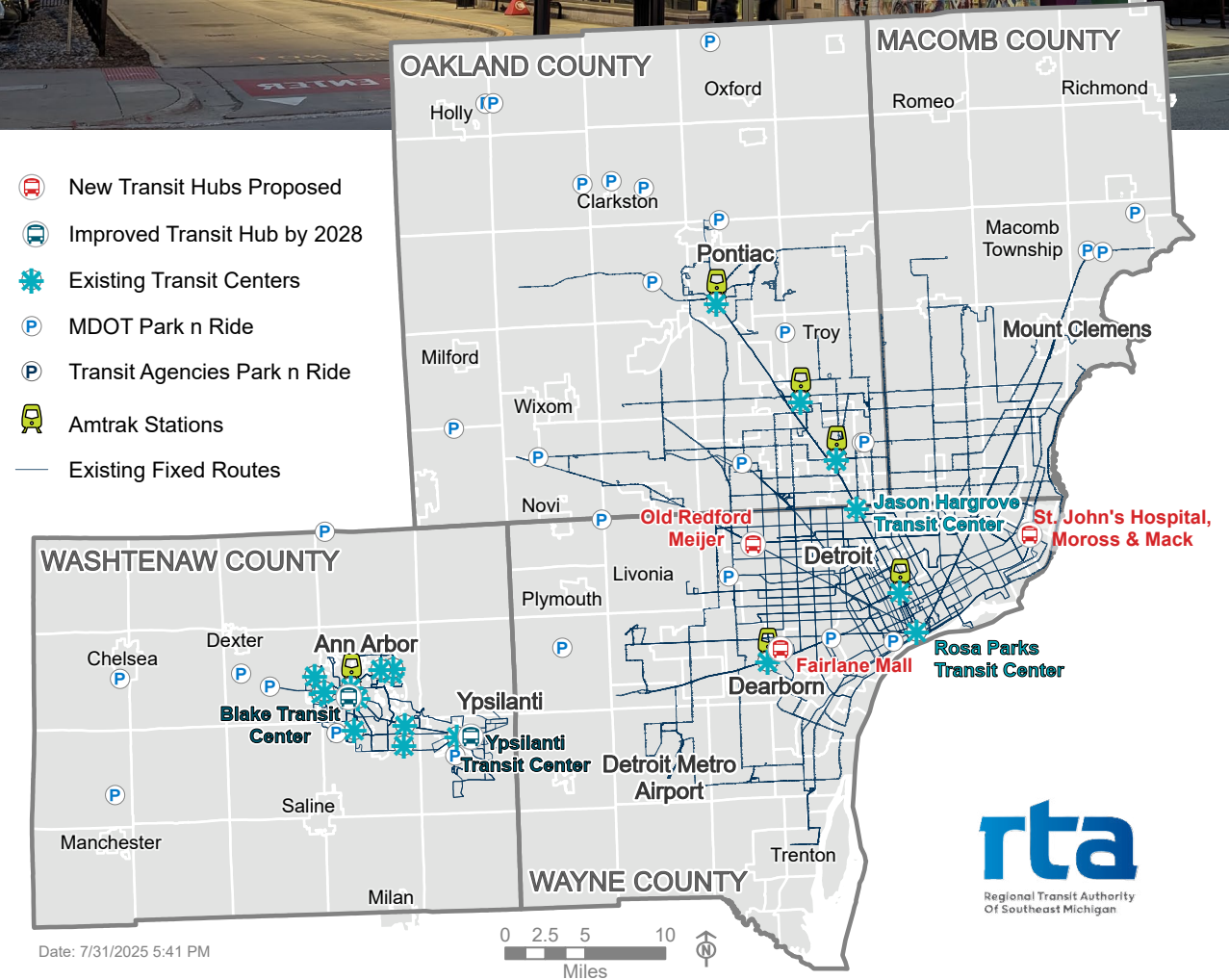


Figure 10. Transit centers and facilities in Southeast Michigan

Micromobility

Micromobility services, such as bikeshare and scooter share, create new mobility options for shorter trips and can serve as a solution to first- and last-mile connections to bus stops and train stations. MoGo is the Detroit area's nonprofit bikeshare system, and currently has 83 stations in Detroit and southern Oakland County. In 2024, people took nearly 100,000 rides on MoGo. There are also private companies – including Lime, Spin, and Boaz – operating e-scooters in Detroit and e-scooters and e-bikes in Ann Arbor.

Shared bike facilities can help connect transit riders to the station locations and to stops along fixed routes. MoGo operates bike share within the City of Detroit and southeast Oakland County. The maps on this and the previous page show the distribution of existing bike share stations and fixed route transit services. The greatest concentration of bike share stations are in the downtown Detroit area and southeast Oakland County.

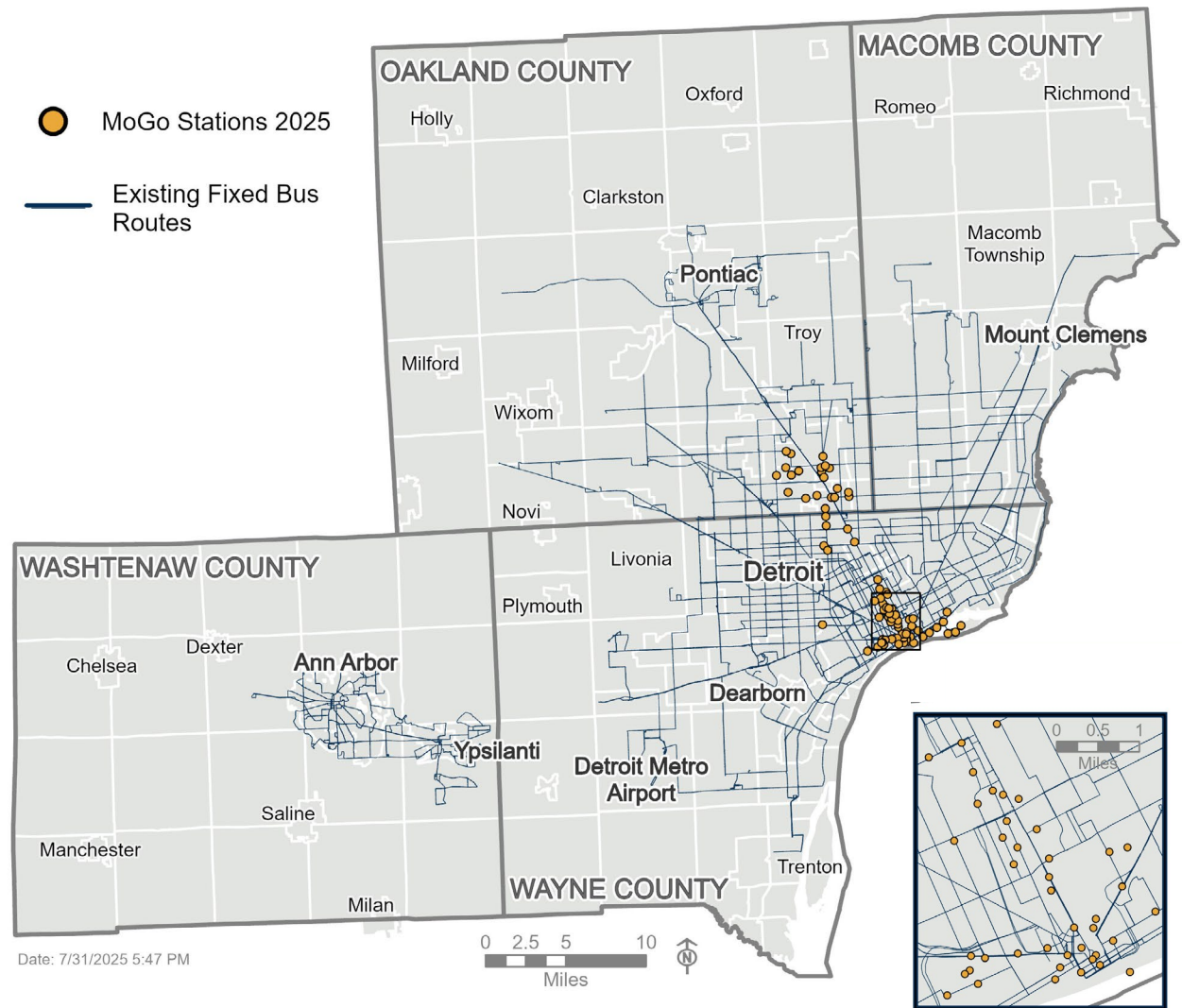
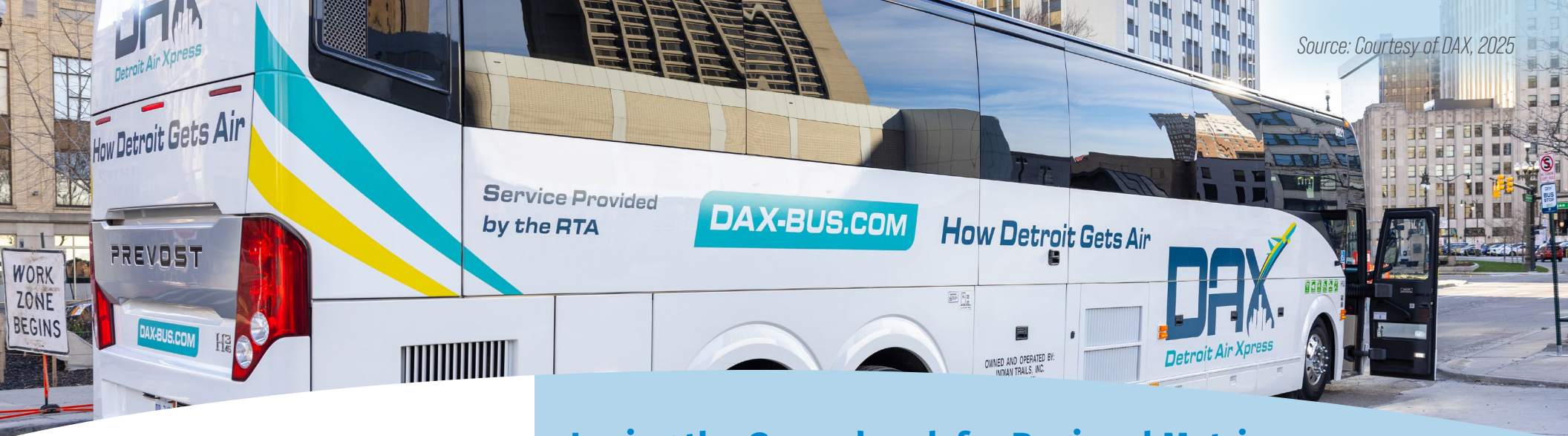


Figure 11. Existing MoGo stations with DDOT, SMART, and TheRide bus routes

Additional Services: Institutional And Employer Transportation

Some institutions and employers offer transit services to their students, staff, and visitors. The largest of these systems is the University of Michigan's bus service, which operates 13 bus routes and provided 4.9 million trips in FY2024.





KEY REGIONAL INDICATORS

In order to build support for transit expansion in Southeast Michigan, the RTA needs to identify ways to quantify and measure successes and progress over time. This section highlights a number of key regional indicators for each of the RTA's top-ten regional transit priorities. These key regional indicators also help to establish a starting point to evaluate the impact of proposed changes or future investments to Southeast Michigan's regional transit system. The listed indicators in this 2025 RTMP document could help inform future comparisons between the current transit network and potential regional scenarios, which may be explored in the 2026 RTMP update.

Laying the Groundwork for Regional Metrics

The following indicators represent the starting point for tracking how the region moves forward on shared transit priorities. While consistent data is not yet available for every metric, this framework sets the stage for building uniform, coordinated measurement across providers. These KPIs will help shape future planning, funding, and performance evaluation

Baseline Measures Per Priority Area



Move People

- Average wait times
- Service hours per day
- Coverage of on-demand transit
- Access to key destinations



Strengthen Access

- Number of rapid/frequent transit corridors
- ADA compliance at stops
- integrated fare system use



Enhance Experience

- Rider satisfaction
- Percent of fleet in good repair
- Operator retention



1 Priority 1: Increase Frequency, Reliability, and Hours on Fixed-Route Services

FIXED ROUTE SERVICES BY FREQUENCY

Frequency is a key indicator of the convenience and customer experience provided by public transit. When buses, trains, or other transit services arrive frequently, passengers can travel without needing to consult a schedule, reducing wait times and making transit feel more predictable and flexible.

Identifying key metrics that can be used to track the prevalence of - and access to - frequent transit services will be critical to communicating the benefit of future transit expansion plans.

Some examples of key regional indicators related to increased frequency include:

The number of frequent routes across the region:



20
frequent routes

The percentage of regional population who live within a half-mile of a frequent transit corridor:



18%
of the regional population

The percentage of regional jobs within a half-mile of a frequent transit corridor:



25%
of regional jobs

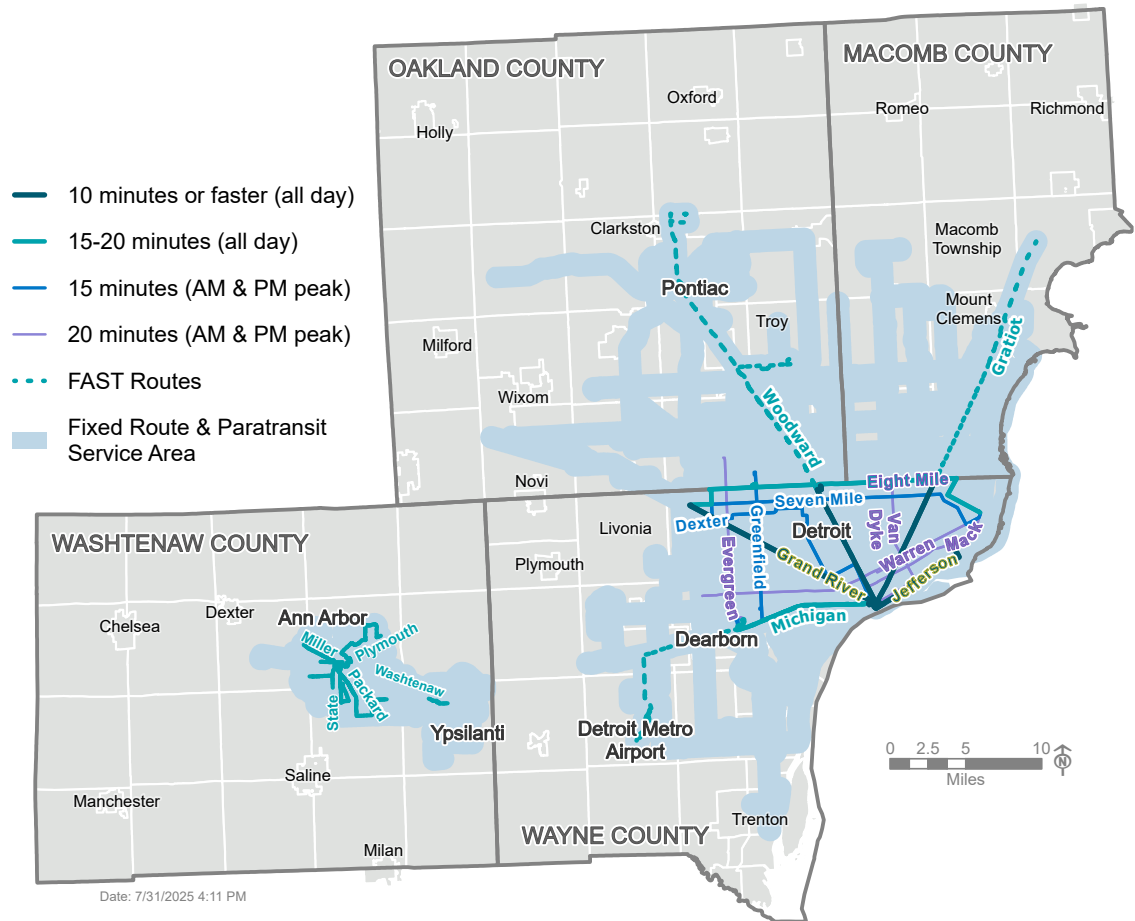


Figure 12. Current frequent fixed route transit corridors in Southeast Michigan

Move People



1 Priority 1 Service Spans Of Fixed Routes

Reviewing service span also helps to gauge functionality of the existing transit network, as longer service spans throughout the day and night mean that transit can be more readily relied upon for transportation outside of typical peak travel times. The data was gathered by reviewing publicly available operating schedules as of June 2025. Figure 13 shows the fixed transit routes that operate for 18 hours or more on weekdays.

Some examples of key regional indicators for service span of fixed routes include:

The number of routes operating 24 hours a day:



9 routes

The number of routes operating 18 to 20 hours per day:



32 routes

Hours of Operation

- 18 to 20
- 24

SMART
Route Number

DDOT Route
Number

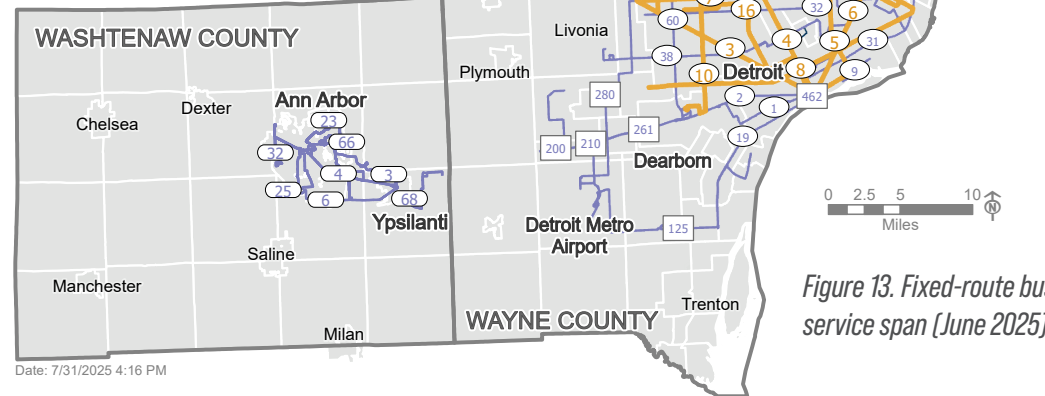


Figure 13. Fixed-route bus services by service span (June 2025).

Transit Reliability

Improving reliability of transit will be beneficial to increasing transit ridership across the region. By tracking reliability over time, and periodically adjusting schedules or making other changes to improve on-time performance, the RTA and transit providers can encourage more people to use transit for everyday trips, confident that transit can get them where the need to go on schedule.

Currently, on-time performance targets and metrics may vary by provider. Coordinating

and aligning on-time performance standards would be beneficial to being able to track progress over time at a regional level.

Some examples of transit reliability key regional indicators could include:

Percentage of on-time service (on-time performance)

The number of missed trips by transit provider (annually)



2 Priority 2: Build on and Coordinate Demand Response Services

Demand response services provide a lifeline to transportation for many individuals who have limited mobility options due to disability or age. Working to improve coordination and expand the coverage and capacity of these services across the region will provide greater access to opportunity for Southeast residents of all abilities. Identifying metrics to track progress towards more coordinated services will be key for RTA and partner transit providers to communicate the importance and need for demand response services.

Some examples of demand response related key regional indicators include:

Coverage of demand response services:



305 sq miles
of on-demand **Flex**
coverage



1,262 sq miles
of on-demand **Community**
Transit coverage

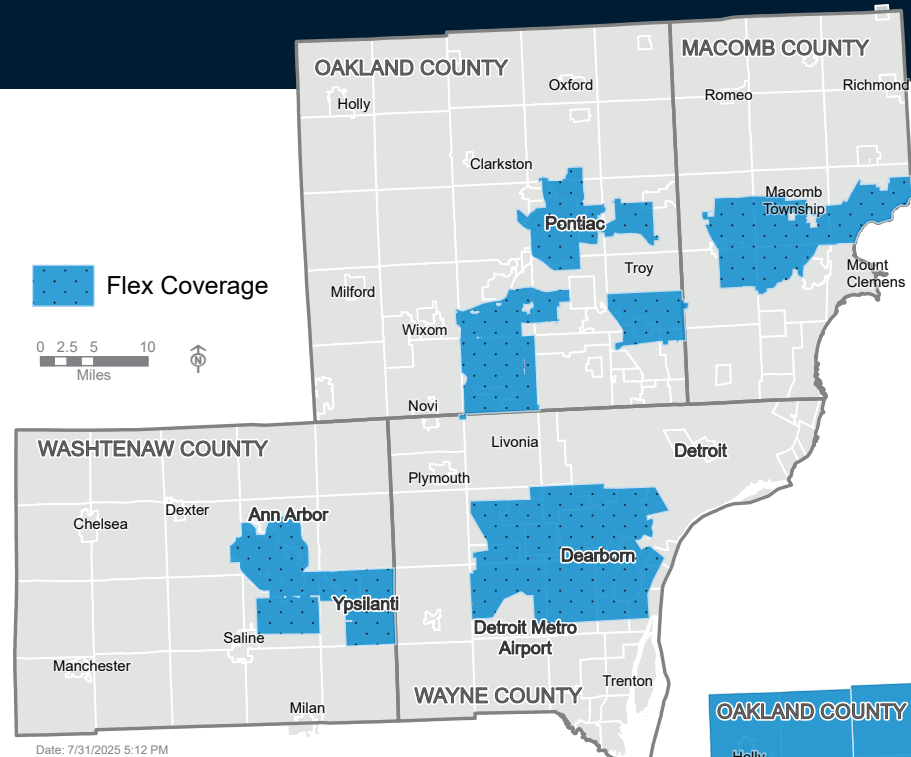


Figure 14. Flex Coverage

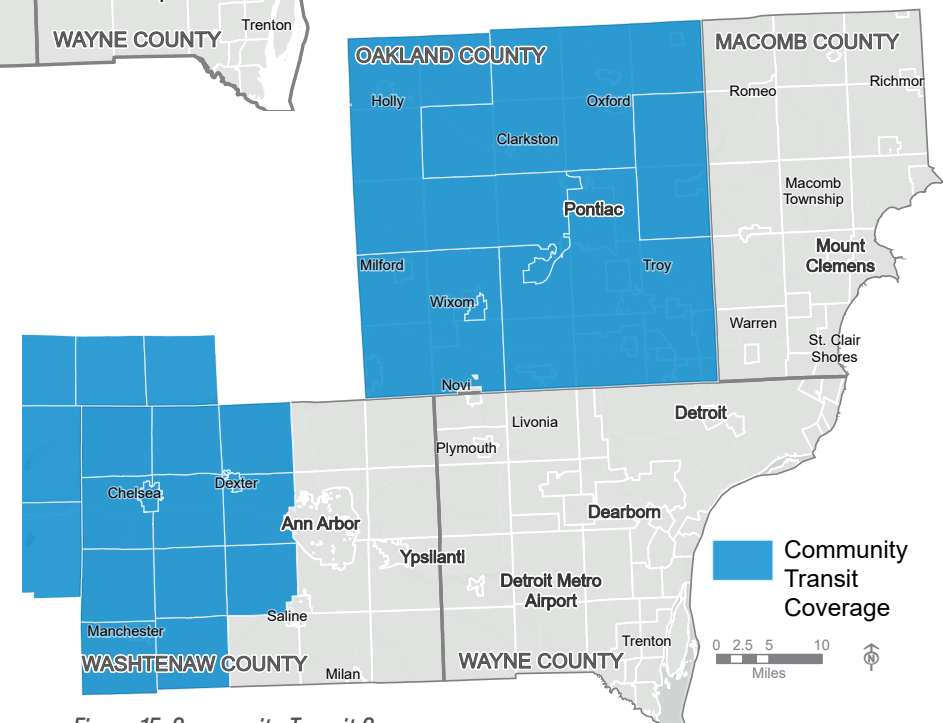


Figure 15. Community Transit Coverage

Move People



3 Priority 3: Grow Mobility Access to Local Communities and Regional Destinations

RTA is committed to ensuring that transit services are tailored to local needs and are available in every community in Southeast Michigan. The availability of transit helps people access jobs, healthcare, education, and many other resources across the region. Expanding coverage and improving access between communities and major job and activity centers can open doors to opportunity. Identifying ways to measure improved mobility and access will be important for RTA to show how transit can positively impact all communities across the region.

Some examples of key regional indicators related to mobility and access to local communities and regional destinations include:

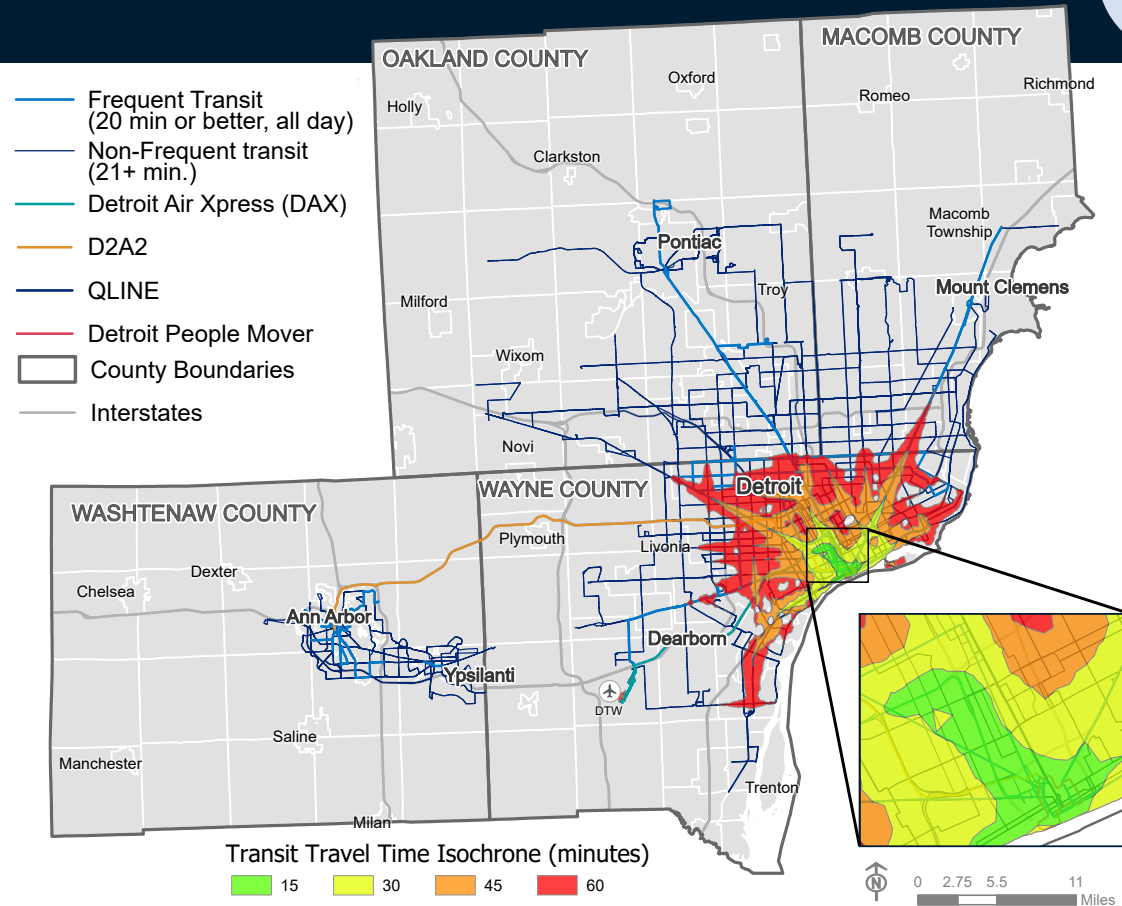


Figure 16. Downtown Detroit Isochrone Map (from Rosa Parks Transit Center)

Regional population within a half-mile of fixed route transit:



57%

or 2,439,452 people in the four-county region population live within a half-mile of fixed route transit



33%

of the regional* population within a half-mile of a frequent** transit corridor have an income under the federal poverty level.



25%

of the regional* households within a half-mile of a frequent** transit corridor spend greater than 30% of income on housing.

Transit travel time isochrone mapping (see Figure 17 as an example)

* region/regional: Region/regional, in this case, includes the four counties of Wayne, Macomb, Oakland, and Washtenaw. ** frequent: Frequent transit, in this case, includes any service that operates at 20-minute frequency or better on weekdays.



1 Priority 1: Invest in and Implement a Rapid Transit Network

Implementing a rapid transit network along priority corridors will help to provide high-quality and reliable service where it is most needed and will be most utilized. By investing in these corridors and building on the successes of the region's FAST and express routes, the RTA and regional transit partners will be able to further improve transit access in the region.

Some examples of key regional indicators related to investing in a rapid transit network include:

The number of current rapid transit routes (10-20 minutes or better):



DDOT:

1 Route

All others:

6 Routes

The number of new or expanded rapid transit projects ready to be designed and constructed:



4 Rapid Transit Lines

Gratiot, Michigan, Washtenaw, and Woodward Avenues

Linear miles of fixed-guideway rapid transit.

Average travel speed for rapid transit routes.

2 Priority 2: Advance Accessibility, Comfort, and Well-Being at Transit Stops

Improving accessibility, comfort, and well-being at transit stops can help to make transit more attractive to new customers while also improving the experience for existing transit customers. The ability to measure progress towards accessibility and comfort will help show how the RTA and partner transit providers remain committed to improving comfort and safe access for transit customers across the region.

Some examples of accessibility and comfort related to key regional indicators include:

Percentage of bus stops accessible via a sidewalk

Total number of shelters or benches at bus stops across the region

Total number of transit stations and transit centers

3 Priority 3: Regionalize Trip Planning and Fare Payment Systems

Moving to regionally coordinated systems for both trip planning and fare payments is a key priority for the RTA. To measure the region's progress in coordinating these systems over time, it will be critical to identify appropriate indicators to track progress towards greater integration between providers.

Some potential key regional indicators may include:

The number of mobile payment apps used by fixed route transit providers, with a long term goal of consolidating to one regional mobile payment app.

The percentage of fare payments using a regional mobile payment app.



4 Priority 4: Upgrade Multimodal Connections To-and- Between Services

RTA is Improving multimodal connections between transit services helps to close first- and last-mile gaps to services, which can help to expand the reach of transit in communities and neighborhoods. By providing access to services such as bikeshare and scootershare, along with improving the availability of safe and accessible spaces for active transportation modes, many trips that typically require a personal automobile can instead be completed using transit. Identifying ways to measure progress will help to show how multi-modal access is improved across the region.

Some examples of multi-modal connection related key regional indicators include:

Number of scootershare rides (annually)

Linear miles of bike lanes and greenways within one-mile of fixed route transit corridors

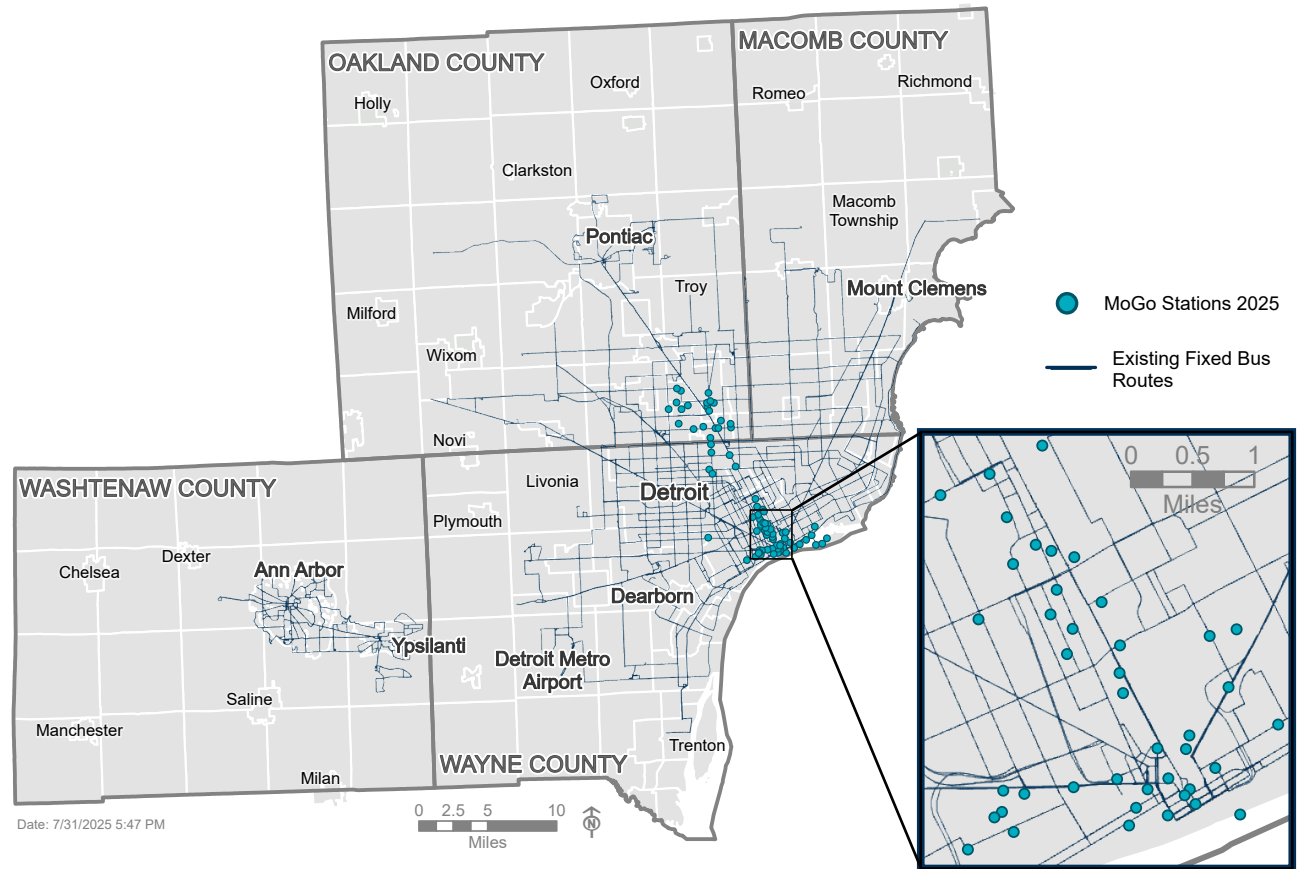


Figure 17. Existing MoGo stations with DDOT, SMART, and TheRide bus routes

Number of bicycles and bikeshare stations:



82 Bike Stations

Total: 82 stations (61 in the City of Detroit; 21 in Oakland County)



36%

Approximately 1 in 3 of the region's zero-car households live within a half-mile of a frequent transit corridor (51,604 households)



1

Priority 1: Enhance Ride Quality and Promote On-Board Safety

Improving ride quality and promoting on-board safety will be critical in the effort to encourage Southeast Michigan residents to view transit as a safe and attractive option for their daily transportation needs. Identifying key metrics that can be used to measure success over time will be helpful in promoting the safety and quality of transit service in the region.

Some potential key regional indicators may include:

Average number of major safety and security events per 100,000 passenger trips over the last five years:



1 Event

per 100,000 passenger trip using direct operated fixed route services



3 Events

per 100,000 passenger trip using on-demand services

The number of passenger complaints per 100,000 passenger trips

2

Priority 2: Modernize and Maintain Infrastructure in a State of Good Repair

Ensuring that transit facilities, equipment, and vehicles are maintained and modernized will improve the customer experience, enhance safety for customers and employees, and improve the reliability of transit service. Identifying key metrics that can be used to measure success over time will communicate how regional providers are working to modernize and enhance the transit experience for Southeast Michigan residents.

Some potential key regional indicators may include:

Percentage of vehicles beyond useful life (by transit provider)

Average backlog (in dollars) of unfunded capital projects

3

Priority 3: Recruit, Develop, and Retain a Thriving Workforce

Retaining, developing, and retaining a thriving transit workforce is a key step in the path to expanded transit in the region, with the potential to result in improved service for Southeast Michigan residents. By identifying key metrics, the RTA can show how transit providers are progressing towards this goal.

Some potential key regional indicators may include:

Number of full-time fixed route operators (by transit provider).

Number of full-time mechanics (by transit provider).

Number of unfilled fixed route operator positions.

Number of unfilled mechanic positions.

Number of recruitment events held or attended by transit providers annually.

Average hourly pay rate for transit operators and mechanics.

Transit employee career satisfaction rate (via employee surveying).

SOCIOECONOMIC INDICATORS

Understanding key socioeconomic metrics related to transit access is also important to be able to analyze how future transit scenarios may improve access to destinations for different groups of people or populations. The infographics below summarize some of these key indicators of the existing fixed route transit network, consisting of DDOT, People Mover, RTA, SMART, and TheRide transit services.

Compared to the four-county region, fixed route transit is accessible within a quarter-mile for:



41%
of the population



56%
of jobs



40%
of all K-12 schools



70%
of grocery stores



68%
of hospitals and urgent
care facilities



38%
of the population who are
age 65+



61%
of the households who are
living under the poverty level



64%
of the households who have
zero or one car available



54%
of the adults who have
limited English proficiency



46%
of the households who have
one resident with a disability



Source: Courtesy of SMART (photo by Quincy Jones), 2025



3.0

Community Engagement



COMMUNITY ENGAGEMENT

At the Regional Transportation Authority (RTA), community input is paramount and directly shapes the development of all of the agency's plans and programs. This includes programs such as the Coordinated Human Services Transportation Plan (CHSTP), also known as "Mobility for All" (M4A), the RTMP, and the Access to Transit Program, among others. Transit providers across the region also rely on community engagement to inform their planning efforts, including long-range service plans, short-range service changes, and planned customer-oriented capital projects, such as transit centers. This chapter highlights transit-related engagement activities that have taken place since Fall 2024 when the RTMP was last updated.



Mobility 4 All Engagement

RTA's Coordinated Human Services Transportation Plan is branded as Mobility 4 All. Community engagement for this plan was completed in Fall 2024 and Spring 2025. The primary goal of M4A community engagement is to provide stakeholders with opportunities to share their mobility experiences and help formulate solutions that address their needs.

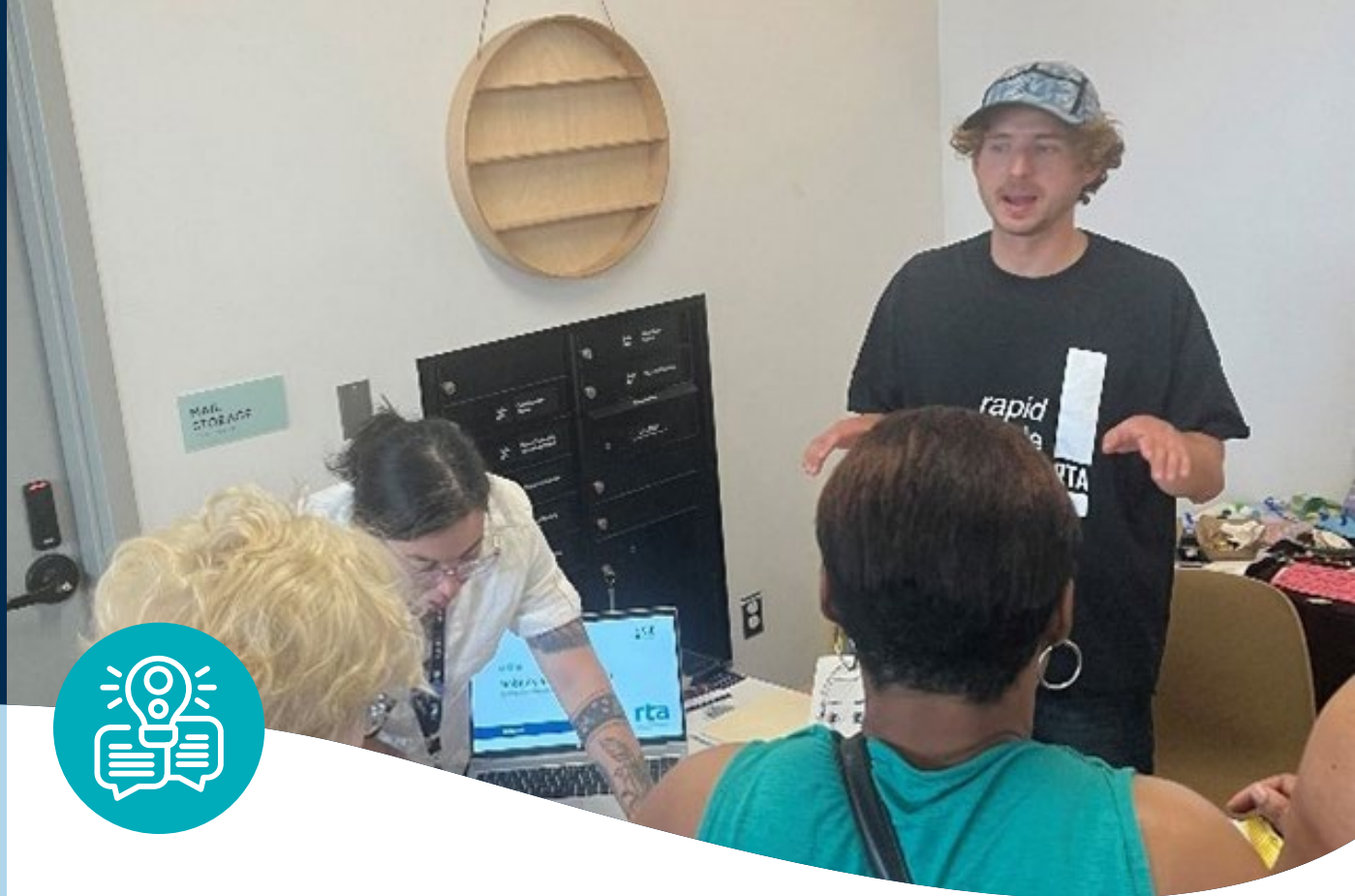
To ensure community input is represented throughout the plan's lifecycle, the RTA conducted two comprehensive rounds of engagement:

ROUND 1 ENGAGEMENT:

From August to November 2024, the RTA initiated the first phase of community engagement to gather initial feedback on transportation needs and challenges. Engagement included in-person and online community surveys as well as pop-up engagement events.

ROUND 2 ENGAGEMENT:

Beginning in early spring 2025, after the draft CHSTP was completed, the RTA invited stakeholders to review and comment on the goal recommendations before its finalization in Fall 2025. Engagement included in-person and online community surveys as well as pop-up engagement events.



Key Findings from Round 1 Engagement

Data collected during the initial engagement round indicates a strong desire among stakeholders for greater transit flexibility and a wider array of options. This aligns with insights gained in 2020. Specifically, survey respondents and participants at in-person events consistently expressed a need for increased service availability on weekends and during evening hours. Stakeholders also emphasized the importance of accessing more locations and establishing improved regional connections. The only significant difference between current findings and those from 2020 is a notable increase in the use of technology for transportation-related purposes. A more thorough evaluation of lessons learned will emerge as the project team continues to analyze this and other assembled data.

RTA M4A Spring Public Engagement

From April 29 to July 25, 2025, the RTA conducted 17 public engagement events across the region for the Mobility 4 All (M4A) initiative. These events focused on gathering feedback regarding transit challenges and priorities identified in round one of engagement. A key component involved reviewing the draft M4A Plan and asking riders and residents to identify and rank the transit services and improvements most important to them. To complete this, a survey has been shared with residents and riders. The survey closed in August 2025. The information from the survey will be incorporated into the final draft of the CHSTP.



RTA M4A Spring Public Engagement Summary: April 29 - July 25, 2025

MONDAY, APRIL 18

RTA CAC Hybrid meeting, Detroit
13 participants

TUESDAY, APRIL 29

Maybelle Barrett Branch Library, Warren
3 participants

TUESDAY, MAY 13

Berkeley Public Library, Berkeley
3 participants

WEDNESDAY, MAY 14

The Love Building, Detroit
4 participants

SATURDAY, MAY 17

Wayne County Community College District,
Downriver Campus, Taylor
15 participants

TUESDAY, MAY 20

DDOT LAC Virtual meeting
14 participants

THURSDAY, MAY 22

Washtenaw County Community College,
Ann Arbor
3 participants

TUESDAY, MAY 27

RTA Virtual Meeting
28 participants

WEDNESDAY, JUNE 4

Greater Missionary Baptist Church, Detroit
25 surveys

THURSDAY, JUNE 5

Costick Center, Farmington Hills
12 surveys (no presentation)

WEDNESDAY, JUNE 11

Wayne County Community College District,
Eastern Campus, Detroit
6 surveys (no presentation)

WEDNESDAY, JUNE 18

Freedom Road Transportation Authority,
Orion Township
Executive director is currently asking riders
to complete the Round 1 survey

TUESDAY, JUNE 24

Ruth Bowen Center, Pontiac
87 participants

THURSDAY, JUNE 26

University of Michigan, Ann Arbor
18 surveys (No presentation)

THURSDAY, JUNE 26

Warriors on Wheels (WOW), Detroit
175 participants

THURSDAY, JULY 24

Ferndale Disability Pride
Ice Cream Social, Ferndale

FRIDAY, JULY 25

Disability Pride Cookout
The Love Building, Detroit



Access to Transit (ATP) Engagement

In July 2025, the RTA launched the Access to Transit (ATP) survey at over 20 top prospective mobility hub locations. Access to transit refers to the ability of individuals to access and utilize public transit services easily and conveniently.

RTA staff strategically placed survey flyers at bus stops across the region to gain a comprehensive understanding of transit gaps, rider trends, accessibility, network connectivity, and overall ridership experience.

The insights gathered from this survey will be instrumental in developing a robust strategy to improve transit infrastructure and ensure safer and more accessible connections for transit riders, pedestrians, and cyclists.

RTA is in the process of meeting with staff leadership at ten municipalities to hone in on a handful of sites for pop-ups in the next few months.

Collaborative Innovation: Strategic Technology Plan

In June of 2025, the RTA launched a Strategic Technology Plan (STP), a forward-thinking initiative designed to guide investments in technologies that enhance public transit. This plan will improve public transit coordination, access, equity, and rider experience across Macomb, Oakland, Washtenaw, and Wayne counties.

A hallmark of the STP is its deep commitment to collaborative innovation, with RTA's transit partners playing a pivotal role in shaping technology priorities. Through a phased and collaborative process, the plan assesses current systems, incorporates national best practices, and, most critically, reflects the collective priorities of transit providers and regional stakeholders.

A list of key technology initiatives were initially identified for consideration by RTA and other regional transit stakeholders. However, the crucial step of prioritization was driven by direct input from RTA transit partners. Ten local transit agencies rigorously evaluated and scored these initiatives based

on their relevance to the RTA's focus areas, impact on sustainability, and overall benefit to the region. This insight from transit partners led to 15 technology initiatives emerging as key priorities, directly informing the definition of future-state technology needs. These needs are aligned with the Regional Transit Master Plan (RTMP) and regional coordination priorities identified by the Providers Advisory Committee (PAC).

The STP reflects the RTA's commitment to aligning service delivery and innovation through strategic partnerships with more than 80 community transit agencies. This includes vital feedback from key providers such as DDOT, Detroit People Mover, RTA, SMART, and The Ride. Through these collaborations, the RTA and its partners aim to leverage technology to create a more integrated, modern, efficient, and user-friendly transportation network for all of Southeast Michigan, ensuring that technology investments directly address the operational needs and strategic vision of those on the front lines of transit delivery.

Advancing Engagement: The RTA Community Engagement Plan

To further strengthen its engagement strategy, the RTA is currently developing a comprehensive Community Engagement Plan. This plan will outline community engagement standards, best practices, and detailed guidelines to foster more robust and impactful interactions with the public. A key component involves conducting focus groups with the RTA team, the Citizen Advisory Committee (CAC), the Public Advisory Committee (PAC), and the Board of Directors. These discussions aim to understand how these stakeholders can best support RTA's engagement efforts, explore areas of collaboration, and discover best practice for engaging transit riders. It will also establish key performance indicators (KPIs) and engagement metrics to consistently evaluate the effectiveness of outreach. This pivotal plan, set to be completed in Fall 2025, will equip the RTA and its consultants with the essential tools and processes to foster truly impactful community engagement, ensuring stakeholders' voices play a role in driving engagement progress.



RTA Community Survey Results

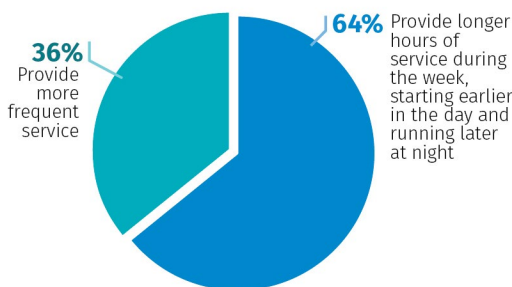
The RTA conducted a community survey in 2025 that asked respondents across the four-county Southeast Michigan region various questions about their current and potential use of transit, transit benefits, and transit priorities.

While only 35 percent of respondents said they used transit within the past year, 87 percent think that improved transit would provide a significant or very major benefit to the region. Nearly 63 percent support a truly major expansion of all types of bus and rail services to all parts of the four-county region, with the top three most important destinations to improve access to being medical services, employment centers, and educational facilities.

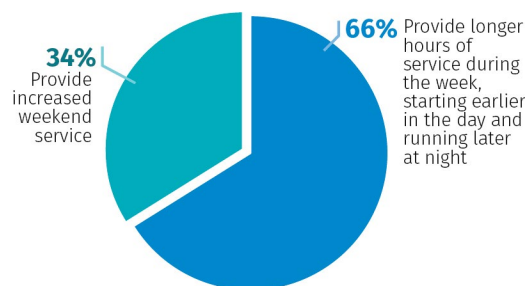
Respondents prioritized longer service hours on weekdays over expanded weekend services and longer service spans throughout the day and night over improved frequency of services.

These survey results will aid the RTA's planning efforts for future regional transit service expansions while also helping the RTA to build support for a future regional transit funding source.

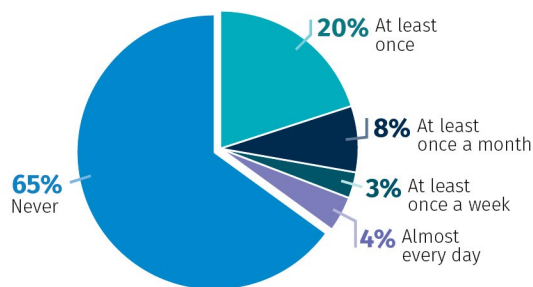
? If you had to choose, which should be the higher priority for the RTA Transit Improvement Plan?



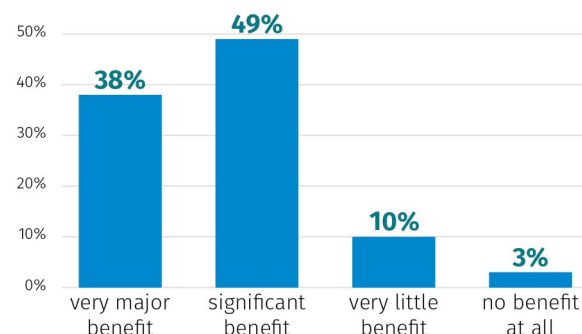
? If you had to choose, which should be the higher priority for the RTA Regional Transit Master Plan?



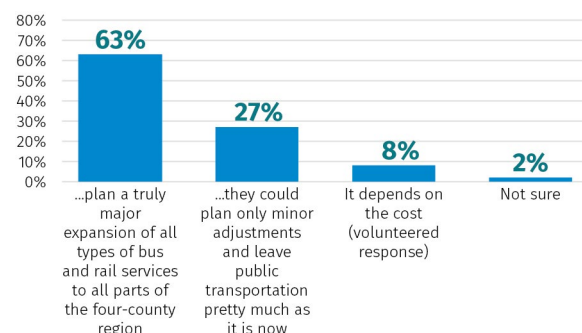
? In the past year how often have you used public transportation in Southeast Michigan?



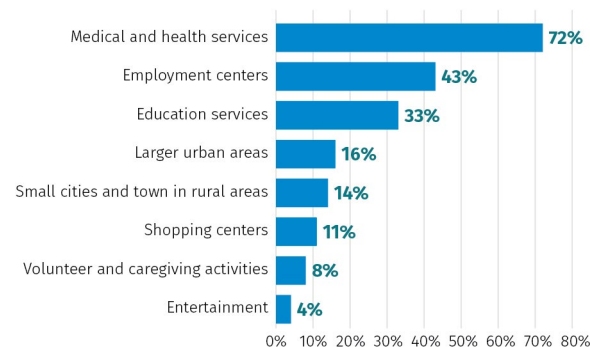
? Regardless of whether you personally might use any of these improved services, how much do you think that they would benefit the four-county region as a whole? Would they provide...



? In updating the Regional Transit Master Plan, the RTA will have to make a fundamental decision. Please tell me which you would prefer. They can either...



1st or 2nd Most Important to Plan Improved Access for:



Ridership Feedback

DAX Survey

From March 25 to April 30, 2025, RTA launched a Detroit Air Xpress ridership survey.

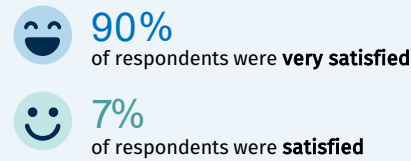
This survey aimed to understand ridership satisfaction, gain a better understanding of those who ride, and learn how this service can be improved.

Key metrics and takeaways on rider satisfaction, rider habits, and rider desires are included in the DAX Rider Satisfaction Survey Summary shown to the right in Figure 18.

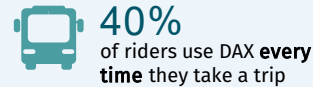
DAX SURVEY

Survey Dates: March 25 – April 30

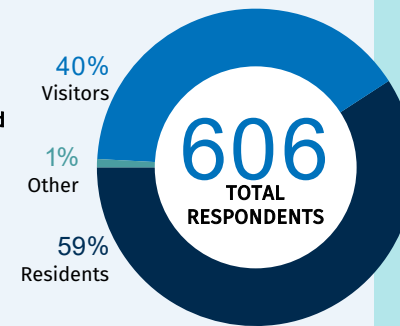
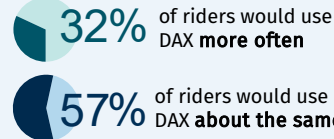
Rider Satisfaction



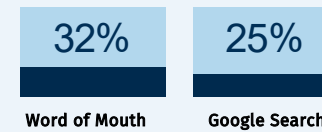
Rider Habits



With a Park-and-Ride Option



How They Heard About DAX



What Riders Want

- ✓ More frequency of service
- ✓ Improved wayfinding
- ✓ Quicker way to get tickets
- ✓ Bus shelter

Respondent Comments:

- “So happy to see such an excellent airport public transportation option in Detroit! So many cities lack this key infrastructure.”
- “I love the DAX and am always encouraging people to ride! This is a vital service for Detroiters.”
- “I absolutely LOVE the DAX service to the airport!! The drivers are helpful, and are professional. The seats are the most comfortable seats I have ever experienced on a bus. And most importantly, the service is 100% reliable.”
- “Would love to see a covered shelter or waiting area at the Downtown Detroit stop! If DAX were no longer available, it would be a significant loss to my household.”

Figure 18. DAX survey results



QLINE Survey

The Regional Transit Authority (RTA) is committed to gathering valuable feedback from both current QLINE riders and those who may consider riding in the future. Understanding experiences, perceptions, and needs is essential to improving and expanding services.

A comprehensive ridership survey is currently underway, utilizing both on-board (in-person) and digital engagement methods. QLINE staff and partners are conducting in-person surveys directly with riders, asking a series of questions designed to gauge familiarity, satisfaction, and overall experience with the QLINE.

This year, input is also being sought from non-QLINE riders to understand receptiveness to and perceptions of the service. This broader outreach helps identify potential barriers and opportunities for growth.

Survey results are anticipated to be completed and analyzed in Fall 2025. Input is invaluable as the RTA works to enhance regional transit for everyone.

Community Engagement by Transit Providers

RTA continues to engage with the region's public transit and mobility providers to ensure the RTMP and other regional planning efforts are aligned with transit providers' goals and initiatives. Public awareness of services is a key theme among all agencies, indicating the importance of marketing services and educational outreach. Providers have indicated that securing long-term funding is a top priority for the region and that the stability provided by long-term funding would help them achieve RTA's goals. Additionally, providers have expressed a desire to continue strengthening partnerships - whether it be with local municipalities or other mobility services - in order to enhance their existing services and the connections between them. DDOT and SMART hope to see a focus on continued workforce development strategies through a regional effort.

In addition to the community engagement efforts completed by RTA, each of the fixed route transit providers and other regional partners have continued to conduct their own outreach to communities about their short- and long-term plans for transit service and capital improvements. The following sections summarize engagement completed by each provider or partner since the last RTMP update.

DDOT Engagement

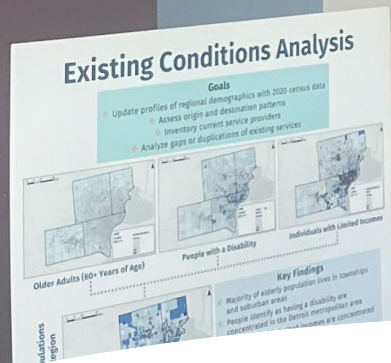
DDOT has been focused on implementing service changes outlined in the DDOT Reimagined long-range plan. While engagement related to the plan has been completed, DDOT continues to engage the public prior to any proposed service changes that are aligned with the DDOT Reimagined plan. Most recently, this has included public hearings in October 2024, March 2025, and July 2025, all held ahead of proposed service changes in order to gather public input on the proposed changes and how they would impact local communities. DDOT uses feedback received during these public hearings to make adjustments, as needed, to any future changes.

DDOT also holds regular virtual community input meetings as a way to gather community feedback on current services, fares, routes, and more. These meetings are typically held during months when there isn't a public hearing on proposed service changes. An additional public outreach that DDOT led in 2025 included a public hearing in July 2025 about the agency's proposed 2025-2027 Title VI Program Plan and 2025 to 2027 Disadvantaged Business Enterprise (DBE) policies and goals.

TheRide Engagement

Public engagement efforts led by TheRide since the last RTMP update included public engagement on TheRide's updated Service Standards as well as engagement on preliminary designs for the new Ypsilanti Transit Center. For engagement on the Service Standards, TheRide created a Service Standards webpage and online survey to gather public input on proposed changes related to standards for various operational metrics and goals, including on-time performance, frequency, span of service, and route productivity, among others. Input was also requested on metrics related to rider experience, such as bus stop spacing standards, passenger load standards, and transit stop amenities. Public input was open from April 15 to May 23, 2025.

TheRide also hosted a virtual open house, along with an in-person public meeting, to gather community feedback on the preliminary designs for the new Ypsilanti Transit Center. The public engagement period was open from April 17 to May 23, 2025 and included information on the project, proposed design concepts, project timeline, and a summary of what was learned through previous public engagement for the project. A virtual survey was provided to inform next steps for the project and further align the future Ypsilanti Transit Center with the vision of the public.



SMART Engagement

Since the last RTMP update, SMART's public engagement has been focused around the SMARTer Mobility Plan. SMART conducted public engagement in September and October 2024 which informed the development of a preferred future transit network. Stakeholder outreach was conducted in early-2025 to gain consensus on this preferred network, followed by public engagement in March and April 2025 in Sterling Heights, Pontiac, Dearborn, and Farmington. An online public hearing was also held in April for those unable to attend an in-person meeting. Public hearings are scheduled in Fall 2025 ahead of final adoption of the SMARTer Mobility Plan.

Oakland Transit Engagement

Since the last RTMP update, public engagement related to transit in Oakland County has been focused around the Oakland County Community Transit Plan (CTP). A CTP project website was created and kickoff virtual public meeting was held for the planning study in November 2024. At this meeting, the project was introduced, including a summary of project vision, goals, and existing transit conditions. A follow-up virtual public meeting was held in June 2025 where a draft service plan was presented along with a summary of the public feedback received on the project that informed the draft service plan. Virtual public surveys were made available during each engagement phase of the project to ensure that the community's voice was heard during the creation of the CTP.

It's not too late to get involved!

If you have not yet engaged with RTA or have additional thoughts to share on regional transit, it is not too late to make your voice heard. RTA continually welcomes the public to reach out through email, social media, or participation in RTA's public meetings.

For more information, please visit www.rtamichigan.org/, contact us by email at info@rtamichigan.org or call (313) 402-1020.





4.0

Regional Accomplishments

Each annual update to the RTMP is an opportunity to review accomplishments by transit providers across the region that are helping to move Southeast Michigan toward a more integrated, reliable, and accessible regional transit network. This chapter highlights some recent key accomplishments within each of the RTA's three priority focus areas:



MOVE PEOPLE

Move People



Strengthen Access



Enhance Experience



A more thorough review of national and regional trends, accomplishments, and opportunities is included in Appendix B: National and Regional Transit Trends, Accomplishments, and Opportunities. A more comprehensive list of regional accomplishments for each of the RTA's ten priority areas is also included in Chapter 5 (Regional Transit Priorities).

Increase Frequency, Reliability, and Hours on Fixed-Route Services

- In calendar year 2024, regional fixed route ridership surpassed 26 million trips, an increase of over 3 million trips (13%) from 2023.
- DDOT, SMART, and TheRide have all begun implementing service improvements to routes identified through planning studies: DDOT Reimagined, SMARTer Mobility Program, TheRide 2045.
- The Detroit People Mover increased operating hours and added fare free service in 2024. Fare free service has been extended for 2025.
- The QLINE and Detroit People Mover have seen high growth in ridership in 2024, demonstrating desire for fast and frequent transit. Both the QLINE and People Mover surpassed 1 million annual trips in 2024, a significant milestone for both services.

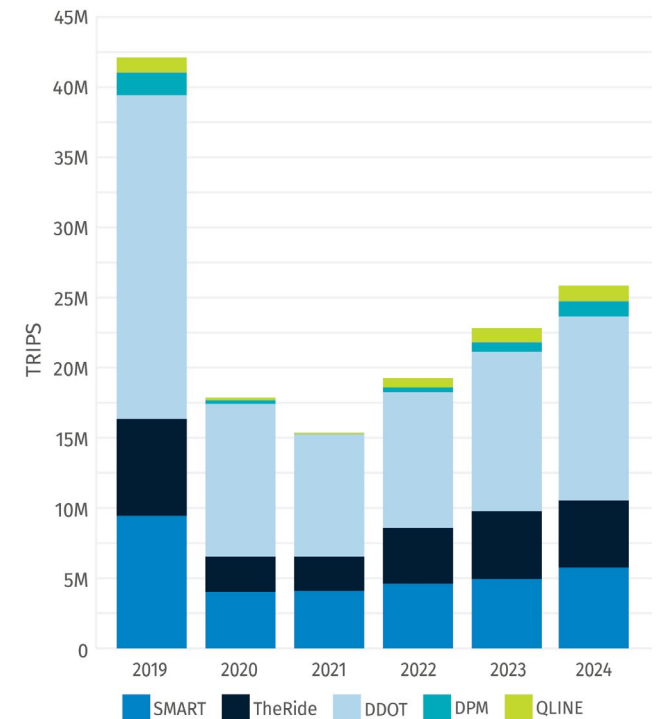


Figure 20. Combined annual fixed route transit ridership in Southeast Michigan, by transit provider and year.



Build On and Coordinate Demand Response Services

- With new funding, NOTA, OPC, and WOTA have standardized their fares. NOTA, People's Express (PEX), and WOTA increased their service areas, and NOTA increased its hours of operation.
- In 2024 and 2025, RTA has continued an update to the regional Coordinated Human Services Transportation Plan (CHSTP), rebranded as Mobility4All, which is a federally-mandated plan for coordinating regional demand response services.
- Oakland County is currently working on a Community Transit Plan to guide strategies and identify investments needed to improve coordination between providers, address gaps, make technological and human resource improvements.
- A \$530,000 grant from the Michigan Veterans Affairs Agency helped to extend the "This Ride's on Us" program, providing fare-free service for veterans and their caregivers
- In July 2025, DDOT began offering same-day paratransit rides through the DDOT Now service, with funding provided by RTA.

DDOT Now

Same-day paratransit service

Available to all current & future DDOT paratransit riders.

Trips can be booked as quickly as one (1) hour in advance.

Riders can call **313-570-6845** between the hours of 6 a.m. and 6 p.m. to book.

\$2.50
Fare



Figure 21. DDOT Now makes booking same-day short-notice trips possible. Image credit: DDOT



Source: Courtesy of DAX, 2025

Grow Mobility Access to Local Communities and Regional Destinations

- RTA's Detroit to Airport Xpress (DAX) was launched in March 2024, with ridership recently surpassing 9,000 riders per month.
- D2A2 ridership continued to grow in 2024 and 2025, with 2024 ridership surpassing 90,000 riders (a 40% increase from 2023) and recently reaching nearly 10,000 riders per month.

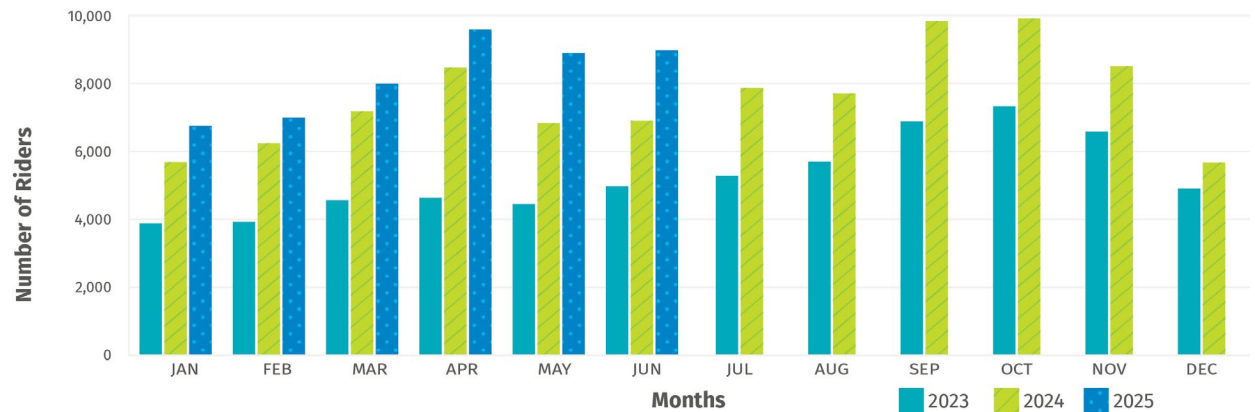


Figure 22. D2A2 ridership continues to climb annually, with additional growth throughout 2024 and 2025.

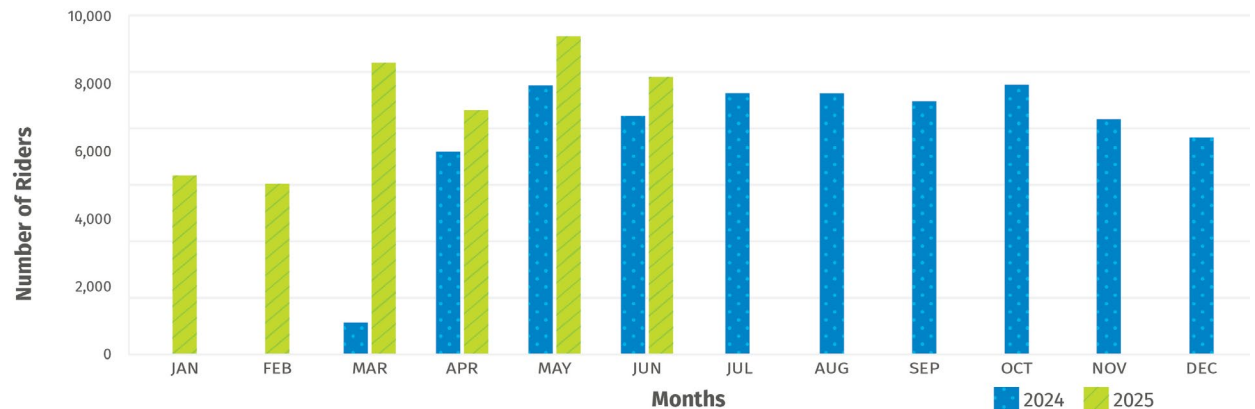


Figure 23. Year-over-year growth of DAX monthly ridership for 2024 (inaugural year of service) and 2025 (as of June 2025).



- In December 2023, the Federal Railroad Administration (FRA) announced that four intercity passenger rail corridors that would serve the Detroit area will receive grant funding to develop service plans through the Corridor ID Program. These include the Wolverine Corridor, the Pere Marquette Corridor, the Blue Water Corridor, and the Cleveland-Toledo-Detroit Corridor.
- The State of Michigan is assessing the feasibility of an intrastate corridor linking Grand Rapids, Lansing, and Detroit commonly referred to as Coast-to-Coast passenger rail.

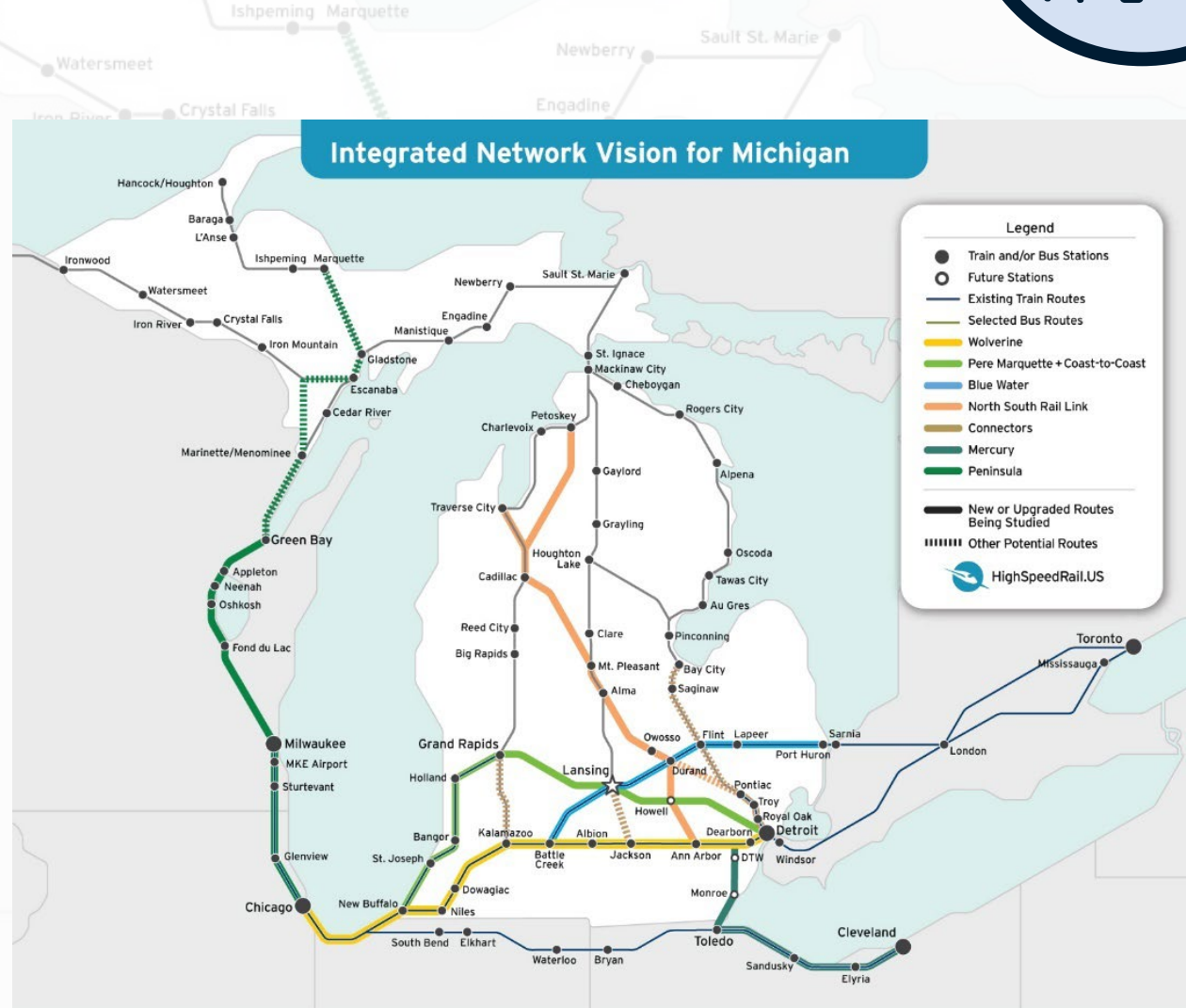
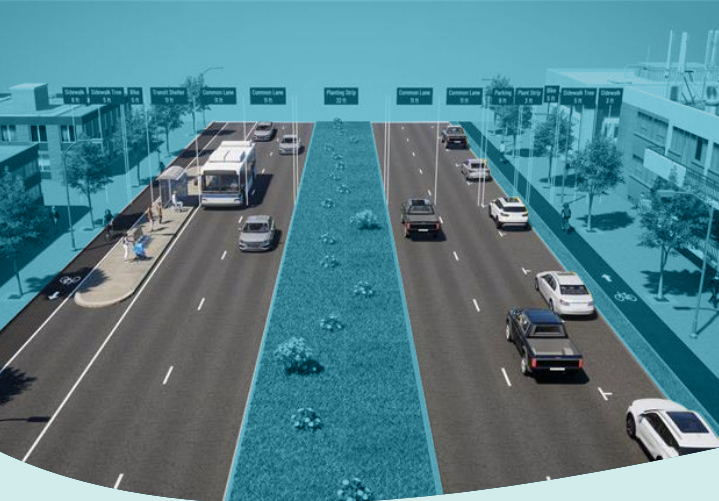


Figure 24. Michigan passenger rail proposed rail network vision map. Source: High Speed Rail Alliance



STRENGTHEN ACCESS

Invest In and Implement a Rapid Transit Network

- RTA completed a Corridors Framework Plan that begins to lay out a vision for the region's rapid transit network and the accompanying infrastructure, technology, safety, and accessibility improvements needed to make it successful.
- Studies to help identify preferred transit projects were completed on Gratiot (Gratiot PEL) and Washtenaw (Washtenaw PEL). A similar study is ongoing for Woodward Avenue (M-1 Corridor Plan) and is expected to be completed in December 2025.

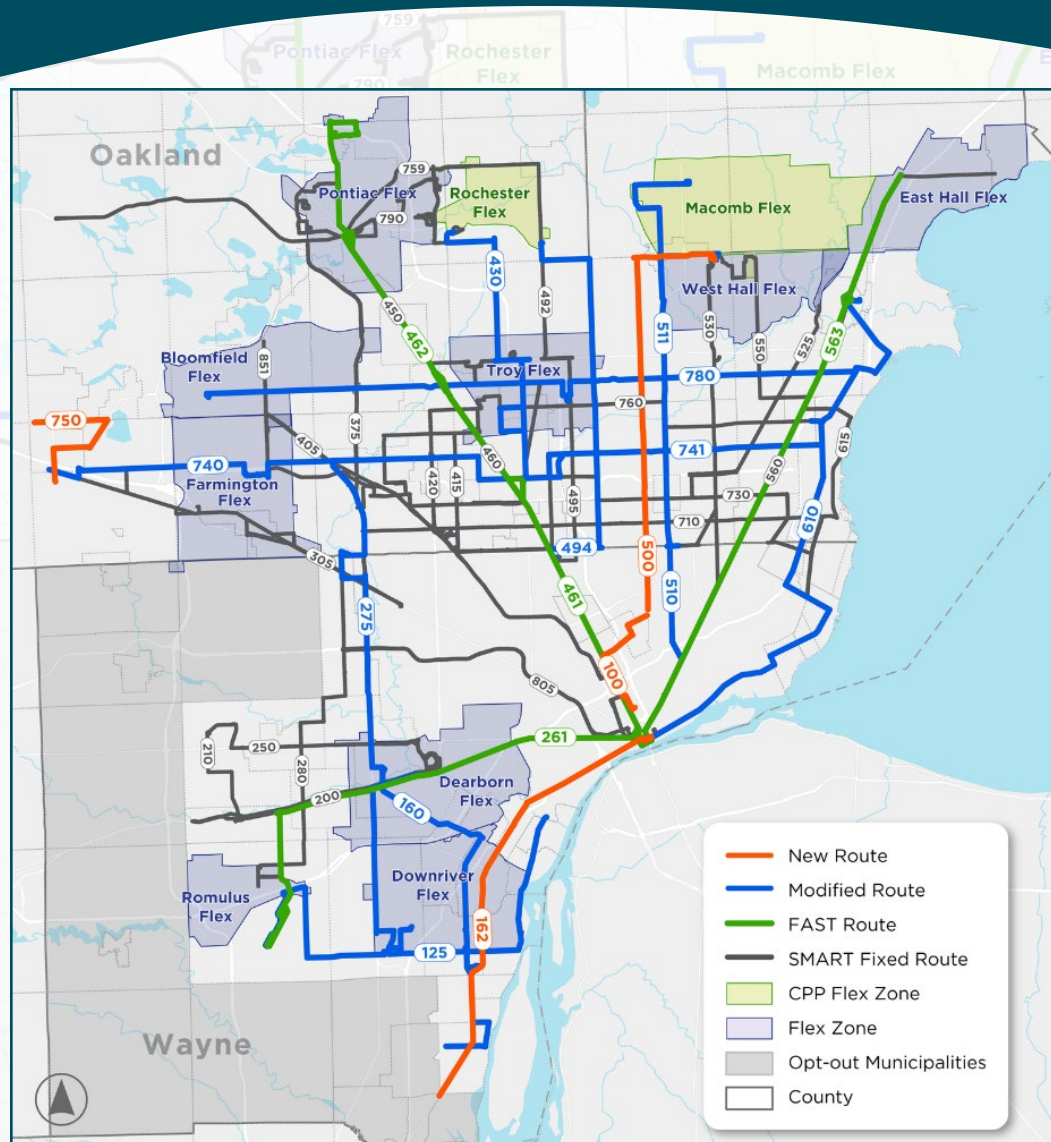




Figure 25. Site concept plan and renderings of the proposed improvements for the Ypsilanti Transit Center improvements. Image credit: TheRide

Advance Accessibility, Comfort, and Well-Being at Transit Stops

- The City of Detroit added funding to DDOT's budget to install new benches and shelters at bus stops throughout the city.
- DDOT has completed improvements to the Jason Hargrove Transit Center at the Michigan State Fairgrounds.
- DPM improved real-time data, ADA accessibility, connections to QLINE, and increased signage to improve wayfinding.
- TheRide is continuing planning and design work for improvements for improvements to the Blake Transit Center and Ypsilanti Transit Center.
- RTA is actively working on an Access to Transit plan to inform the creation of an Access to Transit program that will provide funding for transit infrastructure through a future call for projects program. The plan is expected to be completed in late-2025.
- SMART released an updated Bus Stop Design Standards Manual in January 2025 to guide planning, design, and construction of bus stops.



Figure 26. Updated Bus Stop Design Standards Manual graphics to describe bus stop elements and design in various community contexts. Image credit: SMART



Upgrade Multi-Modal Connections To and Between Services

- MoGo is planning an expansion in 2025 that will add 20 new bikeshare stations that facilitate transit access in Detroit.
- In 2024, people took nearly 100,000 rides on MoGo.
- OMI launched the Accessibili-D pilot program in June 2024 in Detroit. This free autonomous shuttle service is for Detroit seniors or those with disabilities, providing access to grocery stores, medical services, and more.

Regionalize Trip Planning and Fare Payment Services

- RTA is currently developing a mobility wallet pilot to test the feasibility of a solution and determine what would be needed for a broader implementation. Launch of the pilot is planned in 2025.
- MDOT is currently leading the process of envisioning and creating a statewide Mobility as a Service (MaaS) system.
- MoGo now accepts cash payments at DivDat Kiosks, which are available at 59 docking stations in metropolitan Detroit.



ENHANCE EXPERIENCE

Recruit, Develop, and Retain a Thriving Workforce

- In July 2024, SMART approved a new labor agreement that included higher wages, bonuses, and training pay premiums for union employees.
- In 2024, DDOT increased bus operator wages by \$3 per hour in an effort to attract more bus operators.

Enhance Ride Quality and Promote On-Board Safety

- In early 2024, the Detroit People Mover upgraded security cameras and public address system equipment at all stations.
- In May 2025, DDOT expanded security presence at the Rosa Parks Transit Center and the Jason Hargrove Transit Center. New metal detectors were also installed at each transit center.



Figure 27. An aerial rendering of DDOT's Coolidge Terminal project. Image Credit: MDOT

Modernize and Maintain Infrastructure in a State of Good Repair

- DDOT is constructing the new Coolidge Terminal and Maintenance Facility, with an expected opening date of December 2025.
- In July 2025, RTA awarded \$11.6 million in Section 5310 funding for agencies to replace and purchase new vehicles.
- The DPM 2024 Track Improvement Project replaced 7,000 feet of rail, 20 percent of the total system, as part of a \$5 million maintenance initiative.
- Planning and design work has progressed for the expansion of two transit centers for TheRide, including the Ypsilanti Transit Center and the Blake Transit Center.



5.0

Regional Transit Priorities

REGIONAL TRANSIT PRIORITIES

Funding Regional Priorities

Central to delivering RTA's mission and achieving its vision and goals is maintaining and increasing funding for public transit in Southeast Michigan. Fund Transformative Mobility is an overarching goal that will allow RTA and its partners to invest in the 10 regional transit priorities discussed in this chapter. RTA works to increase transit funding through grant opportunities and by building regional partnerships.

In Southeast Michigan, public transit is currently funded through multiple federal, state, and local sources. The federal government provides formula funding on an annual basis to the region that can be used to support capital projects. There are also annual opportunities to apply for discretionary grants for specific projects. MDOT provides the match funding required to use federal grants and also provides a portion of agencies' operating funds through the Local Bus Operating (LBO) Assistance Program.

This program can legally provide up to 50 percent of an urban agency's operating expenses, but given funding levels, is typically closer to 30 percent. The state also provides \$5 million annually for QLINE's operations through the Convention Center Development Fund, which is funded through taxes on liquor and hotel accommodations. Local funding is provided through property taxes and municipal general funds.

RTA has three strategies toward its goal to Fund Transformative Mobility in Southeast Michigan that are organized around current funding, one-time funding, and new long-term funding (see Figure 28). Actions that RTA and regional partners can complete are grouped by these funding categories to highlight what can be accomplished with different levels of funding. RTA annually develops a legislative agenda that seeks to ensure funding levels are at a minimum maintained while addressing the need for one-time and long-term funding.



Fund Transformative Mobility
Position Southeast Michigan for economic success by increasing funding and aligning regional policy advocacy.



No New Funding

Strategies: Execute a multi-year budget and business plan to align with advocacy for advancing regional policies.

Opportunities:

- Utilize existing federal, state, and local funding sources.



One-Time Funding

Strategies: Collaborate on regional grant applications and support provider funding initiatives.

Opportunities:

- Federal, state, and SEMCOG discretionary grant programs.
- Federal earmarks.
- Nonprofit partnerships.
- Corporate sponsorships.
- Public-private partnerships



Sustainable Funding

Strategies: Elevate per capita transit spending for greater services in Southeast Michigan.

Opportunities:

- Property tax millage.
- Vehicle registration tax.
- Additional opportunities to be determined, such as increasing Local Bus Operating Program Assistance and advancing RTA's legislative agenda with state support.

Figure 28. Funding Categories for Transformative Mobility

Regional Transit Priorities

In the 2023 RTMP update, RTA reviewed the strategies and actions in previous versions and consolidated them into 10 regional transit priorities for investment based on public input, transit industry trends, recent accomplishments, and ongoing projects in Southeast Michigan. RTA's goals guided the development of these regional transit priorities. Each priority supports aspects of RTA's overarching regional goals and serves as a crucial step toward achieving them.

The 2024 update of the RTMP grouped those top ten priorities into three focus areas: Move People, Strengthen Access, and Enhance Experience. The 2024 update also revised some of the previously identified implementation activities, while also adding supporting actions that outline a clear path for each identified activity. RTA's goals are to fund transformative mobility, improve existing services, expand transit coverage, innovate resilient projects, and sustain future programs (see Figure 28). These goals guided the development of the regional transit priorities.

Each priority represents an aspect of RTA's goals and is a key indicator of RTA's progress towards fulfilling its mission to improve, expand, innovate and sustain transit in Southeast Michigan.

RTA sets out to advance these ten regional priorities through activities that plan, fund, coordinate, and accelerate them in the region. Figure 29 outlines RTA's regional transit priorities, and this chapter provides more information on each priority, including actions RTA and its partners can carry out with no new funding, with a one-time infusion of funding, and with a new, long-term regional funding source.



Figure 29. Regional Transit Priorities



MOVE PEOPLE

Increase Frequency, Reliability, and Hours on Fixed-Route Services

Develop a core network of transit routes with frequencies of at least every 15 to 30 minutes for 18 hours every day of the week and increase the number of 24-hour bus and rail routes. Implement improvements that increase reliability and on-time performance, such as dedicated lanes, traffic queue jumps, streamlined boarding, and transit signal priority (TSP).



Why it Matters

Frequent service that is available throughout the day provides reliable transit for those who work a nine-to-five schedule and those who do not. Since 47 percent of transit trips in Southeast Michigan are not work-related, providing all-day access to groceries, health services, education, and other places is critical to ensuring riders can rely on transit to get to all of their destinations. High-frequency all-day services enable people to ride with confidence that they will arrive on time and always make the last bus back home. Improving frequency and reliability has been shown to increase transit ridership.³⁴

Public Feedback

Improved frequency and hours of service are consistently among the highest priorities in engagement RTA has conducted. In the 2023 survey, respondents ranked increasing frequency as their top priority.

Implementation Activities With No New Funding

- Review bottlenecks on key transit corridors that are impacting speed and reliability of fixed-route services.
- Implement targeted pilot projects that increase reliability of service on bus and rail corridors in congested areas (e.g., temporary dedicated lanes, non-stop express routes).

With One-Time Funding

- Pilot frequency and service hours improvements on priority routes identified in agency plans.
- Improve speed and reliability of key transit corridors through targeted capital projects in congested areas.

With Sustainable Funding

- Improve frequency and service hours on priority bus and rail corridors to make transit more a more attractive and convenient transportation option.



Figure 30. The dedicated transit lane on Woodward Avenue allows QLINE, DDOT, and SMART to connect folks across Detroit. Source: Courtesy of QLINE (photo by Jack Stryker, Operations Supervisor), 2025

Recent Progress and Accomplishments

- DDOT, SMART, and TheRide have all begun implementing service improvements to routes identified through planning studies: DDOT Reimagined, SMARTer Mobility Program, TheRide 2045.
- In 2025, DDOT has improved weekday and weekend frequencies on multiple routes, including Route 2 (Michigan), Route 3 (Grand River), Route 5 (Van Dyke/Lafayette), Route 10 (Greenfield), and Route 16 (Dexter).
- TheRide implemented a new route, Route 67 (Eisenhower) to extend coverage to 7-days a week to Briarwood Mall, Washtenaw Community College, and Trinity Health Hospital.
- TheRide implemented 30-minute frequencies on weekend daytime routes, improved from 60-minute intervals.
- SMART added new routes: Route 462 (Metro Parkway Crosstown) and Route 563 (Telegraph) to its fixed route network in April 2024.
- SMART extended evening and weekend service hours on multiple routes to accommodate late-night and weekend travelers, supporting shift workers and weekend commuters.
- The QLINE and Detroit People Mover have seen high growth in ridership in 2024, demonstrating desire for fast and frequent transit. Both the QLINE and People Mover surpassed 1 million annual trips in 2024, a significant milestone for both services.
- The Detroit People Mover increased operating hours and added fare free service in 2024. Fare free service has been extended for 2025.
- Both the QLINE and People Mover surpassed 1 million annual trips in 2024, a significant milestone for both services.



Increasing frequency, reliability, and service hours are the cornerstones of improving existing services for current riders and attracting future riders. Partnership with transit agencies will be critical to piloting and implementing service improvements.

Initial Priority Implementation Activity:

Implement targeted pilot projects that increase reliability of service on bus and rail corridors in congested areas (e.g., temporary dedicated lanes, nonstop express routes).

- Collect and analyze data on traffic and transit operations.
- Work with road agencies and transit agencies to identify solutions for any identified bottlenecks.
- Implement short-term pilot projects.
- Evaluate effectiveness and impacts of pilot project(s) using data from pre- and post-implementation.
- Implement additional pilot projects, using results from early pilot projects to raise awareness of program successes.

Increase Frequency, Reliability, and Hours on Fixed-Route Services



MOVE PEOPLE

Build On and Coordinate Demand-Response Services

Improve mobility for people who rely on demand-response transit services by offering same-day services, increasing hours of operation, expanding eligibility to more people, and streamlining transfers between services.



Why it Matters

Fixed-route bus and rail services are not efficient in all parts of the region, particularly in lower-density suburban communities and rural areas. There are over 80 government and nonprofit agencies providing demand-response transit service in Southeast Michigan, each with its own hours and days of operation, service areas, eligibility criteria, trip scheduling processes, and costs. This can make it challenging for people to understand what options are available and how to use them. In some areas, there may not be services available if a rider does not fit the eligibility criteria.

Additionally, Michigan's population is aging, with 2.7 million seniors projected to live in the state by 2030.³⁵ Many demand-response services in the region provide rides to this growing population and will need to expand capacity to meet demand.

Public Feedback

At RTA engagement events, some attendees indicated they were unaware of existing services in their area, and whether they were eligible to use it. Booking trips that cross service areas has been identified as a common pain point for both riders and agency staff.

Figure 31. The dedicated transit lane on Woodward Avenue allows QLINE, DDOT, and SMART to avoid congestion near Little Caesar's Arena. Image Credit: M-1 RAIL

Implementation Activities With No New Funding

- Promote existing services in the region through an educational campaign.
- ★ Create a paratransit and demand response task force to identify and pursue opportunities to improve rider experience and operational efficiency across the region.
- Update the Coordinated Human Services Transportation Plan (CHSTP), branded as the Mobility 4 All Plan.

With One-Time Funding

- Implement and execute a Rides to Wellness pilot program to fund additional access to medical, health, and wellness services.

With Sustainable Funding

- \$ Implement demand-response operational changes and rider experience improvements.
- \$ Sustain a Rides to Wellness program.



Recent Progress and Accomplishments

- The region anticipates an increase in paratransit demand as the population ages and has already seen ridership growth in 2024.
- With new funding, NOTA, OPC, and WOTA have standardized their fares. NOTA, People's Express (PEX), and WOTA expanded their service areas, and NOTA increased its hours of operation.
- In July 2025 DDOT began offering same-day paratransit rides with funding provided by RTA.
- In 2024 and 2025 RTA has continued to update the regional Coordinated Human Services Transportation Plan (CHSTP), rebranded as Mobility4All.
- NOTA piloted new service to Independence Township, Village of Clarkston, and Springfield township in March 2024. Service was permanently implemented in September 2024.
- PEX expanded its service to cover Novi and provide trips between communities where it previously only provided in-community travel.
- WOTA now operates seven days a week, including Sunday service from 7:30 am to 3:30 pm across all communities, and service all adult residents (18+).
- Oakland County is currently working on a Community Transit Plan to guide strategies and identify investments needed to improve coordination between providers, address gaps, make technological and human resource improvements.
- A \$530,000 grant from the Michigan Veterans Affairs Agency helped to extend the "This Ride's on Us" program, providing fare-free service for veterans and their caregivers.



This priority focuses on expanding and improving demand-response services across the region, requiring strong partnerships among providers to coordinate and promote services, and implementing technologies that make it easier to book and operate services.

Initial Priority Implementation Activity:

Create a paratransit and demand response task force to identify and implement opportunities to improve rider experience and operational efficiency across the region.

- Develop a regional eligibility and registration process.
- Improve operational coordination between services, including planning for streamlined transfers.
- Explore opportunities to integrate booking/reservations into a regional paratransit call center
- Explore opportunities for integrated training processes (such as wheelchair loading, etc.) and certification processes.

Build On and Coordinate Demand-Response Services



MOVE PEOPLE

Grow Mobility Access to Local Communities & Regional Destinations

Ensure transit service tailored to local needs is available in every community in Southeast Michigan. This can include demand-response and microtransit services in lower-density areas, new or extended fixed-route services in higher-density areas, and express routes that serve major regional destinations and provide connections to other regions.



Why it Matters

Public transit is an essential service for those who depend on it, including the 12.5 percent of households in the region that are transit-dependent.³⁶ Nationally, households can save over \$13,000 a year by riding transit instead of owning a car, a huge sum for many of the region's residents that they can use to significantly enhance their quality of life.³⁷

With new millage funding in Oakland County, network gaps have been filled in many areas that previously lacked transit service. However, some communities in Washtenaw County and western Wayne County lack transit service and connections to major destinations. As an example, according to an analysis using Remix - a transit planning and analysis application - a seven-mile long route extension in Livonia would connect people to over 16,000 additional jobs, as well as a hospital, college, and nursing home.

Public Feedback

On average, respondents to RTA's community survey said expanding service to new areas was their highest priority. People are especially interested in new airport services and increasing the Michigan Flyer service hours. Some respondents also desire connections to Livingston County, outside of the RTA region.

Figure 32. Riders waiting for D2A2 service. Image Credit: WSP

Implementation Activities With No New Funding

- Evaluate the operational effectiveness of existing regional express transit routes.
- Partner with intercity bus and rail service providers to foster connections to other regions.

With One-Time Funding

- ★ Pilot additional regional express routes and airport express services, including airport connections to Macomb and Oakland counties.

- Evaluate the operational effectiveness of existing microtransit services and identify best practices for integration with bus and rail services.

With Sustainable Funding

- \$ Sustain D2A2 and DAX as permanent services.
- \$ Expand regional express services in communities across the region, in particular in areas of Washtenaw and Wayne counties that are not currently served.
- \$ Expand microtransit services to facilitate access to transit stops.



Recent Progress and Accomplishments

- RTA's Detroit to Airport Xpress (DAX) was launched in March 2024, with ridership recently surpassing 5,000 riders per month.
- New funding in Oakland County has allowed SMART, NOTA, People's Express, and WOTA to expand their services to more areas.
- D2A2 has continued its Midnight Summer Run program of extended summer service hours on weekends.
- D2A2 ridership continued to grow in 2024 and 2025, with 2024 ridership surpassing 90,000 riders (a 40% increase from 2023) and recently reaching nearly 10,000 riders per month.
- RTA is pursuing funding for a pilot program to create two new non-stop bus service routes from Pontiac and Mount Clemens to downtown Detroit.
- In December 2023, the Federal Railroad Administration (FRA) announced that four intercity passenger rail corridors will receive grant funding to develop service plans through the Corridor ID Program. These include the Wolverine Corridor, the Pere Marquette Corridor, the Blue Water Corridor, and the Cleveland-Toledo-Detroit Corridor.
- The State of Michigan is assessing the feasibility of an intrastate corridor linking Grand Rapids, Lansing, and Detroit commonly referred to as Coast-to-Coast passenger rail.
- The Groundwork Center for Resilient Communities, nonprofit organization, is exploring a potential intrastate corridor connecting Detroit, Ann Arbor, and Traverse City/Petoskey commonly referred to North-South passenger rail.
- A new passenger rail transit center is being considered on the grounds of the recently revitalized Michigan Central in Corktown.
- SMART expanded its on-demand Flex service to additional areas in Macomb and Oakland counties in March 2025.



Regional partnerships and innovative service pilots will be required to expand services to parts of the region that lack transit service, or that warrant higher levels of service.

Initial Priority Implementation Activity:

Pilot additional regional express routes and airport express services, including airport connections to Macomb and Oakland counties.

- Using data from existing express services and data on regional travel patterns, identify priority nodes to connect with new pilot express services.
- Launch pilot services.
- Monitor and evaluate effectiveness of pilot services.

Grow Mobility Access to Local Communities & Regional Destinations



STRENGTHEN ACCESS

Invest In and Implement a Rapid Transit Network

Plan, design, fund, and operationalize rapid transit services along regionally significant corridors that support TOD, and work with local communities to develop mobility-oriented development (MOD) plans that encourage equitable economic growth.



Why it Matters

Rapid transit networks, such as subways, light rail, and BRT, improve access to jobs, essential services, and other opportunities. BRT routes provide communities with the benefits of rail, such as frequency and speed, while costing less to implement and offering greater flexibility for adjustment to travel and development patterns. BRT provides frequent, all-day bus service and can include dedicated or exclusive bus lanes, stations with raised platforms and fare payment kiosks, real-time arrival information, and other amenities to make bus service faster and more reliable and make riders safer and more comfortable. Increasing the speed of travel is critical for people who are transit-dependent. In Metropolitan Detroit, 2.3 million jobs are accessible in a one-hour car trip, compared to 64,000 in a one-hour transit ride. This represents a huge barrier to opportunity for people who do not have access to a car.

Transit-oriented development (TOD) is critical to the long-term success of rapid transit service. TOD is mixed-use, moderate-to-high density and has a complete sidewalk network, similar to places built along streetcar lines before 1950 in Detroit and other US cities. TOD provides opportunities for economic development, expanded supply of market-rate and affordable housing, and placemaking. Capital investments in transit are proven to catalyze business growth and housing development near stops served by high-frequency transit. Together these strategies encourage lively, walkable neighborhoods with thriving businesses and improve mobility options for all.

Figure 33. The IndyGo Red Line, a 13 mile BRT system in Indianapolis Indiana. Image Credit: IndyGo

Public Feedback

Rapid regional transit has been a consistent priority during public outreach that RTA has conducted since its inception. Recent engagement conducted by RTA and other regional entities has reinforced that a rapid transit network is still a strong priority for people in our region.

Implementation Activities With No New Funding

- ★ Prioritize regional corridors for capital investment and develop a funding strategy for capital improvements and operations.

With One-Time Funding

- Conduct or update corridor studies to determine which rapid transit modes best support local and regional needs in specific corridors.
- Partner with municipalities to enact policies that support TOD in existing or planned rapid transit corridors.
- Begin the project development process required to secure funding for rapid transit corridor projects.

With Sustainable Funding

- 💰 Fund, build and operate a network of regional rapid transit lines serving transit-oriented travel corridors.



Recent Progress and Accomplishments

- RTA completed a Corridors Framework Plan that begins to lay out a vision for the region's rapid transit network and the accompanying infrastructure, technology, safety, and accessibility improvements needed to make it successful.
- RTA has conducted a preliminary analysis of major corridors for FTA CIG program funding, as shown in Figure 34.
- RTA adopted BRT locally preferred alternatives (LPAs) on Gratiot, Michigan, Washtenaw, and Woodward Avenues.
- Studies to help identify preferred transit projects were completed on Gratiot (Gratiot PEL) and Washtenaw (Washtenaw PEL) Avenues. A study is ongoing for Woodward Avenue (M-1 Corridor Plan) and is expected to be completed in December 2025.
- SMART's FAST service (which was based on RTA's reflex pilot) and TheRide's planned Washtenaw Avenue Express lay the foundation for future BRT services.
- DDOT plans to install BRT-style amenities on the East Jefferson Avenue corridor.
- Construction of the Detroit Mobility and Innovation Corridor in Detroit's Downtown and Corktown neighborhoods is expected to be completed in 2026 and include dedicated bus and connected autonomous vehicle (CAV) lanes on Michigan Avenue.

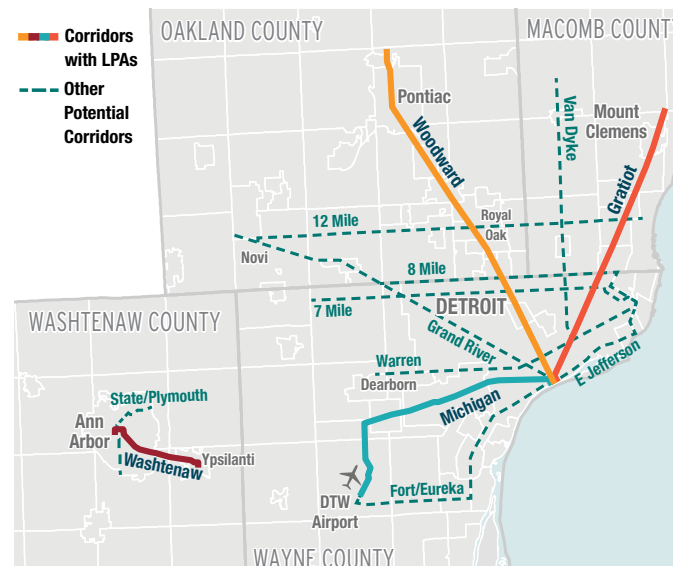


Figure 34. Potential Rapid Transit Corridors

Initial Priority Implementation Activity:

Prioritize regional corridors for capital investment and develop funding strategies.

- Prioritize regional corridors for rapid transit capital investment, including Woodward, Gratiot, Michigan, Washtenaw corridors.
- Determine corridor phasing strategies, based on need and coordination with other MDOT corridor projects (such as repaving or reconstruction projects).
- Launch frequent, corridor-length pilot services in high-priority corridors to build markets for future rapid transit services.
- Develop a funding strategy for the construction of rapid transit corridors improvements.
- Develop a permanent funding strategy for developing, operating, and maintaining rapid transit services.



Rapid transit and TOD will expand access to opportunity and can improve existing transit services while leveraging partnerships between transit agencies, mobility service providers, multiple levels of government, and developers.

Invest in and Implement a Rapid Transit Network





STRENGTHEN ACCESS

Advance Accessibility, Comfort, and Well-being at Transit Stops

Ensure transit stops meet ADA standards and have amenities and security features to help all riders feel safe and comfortable waiting for their ride. This can include improving and extending sidewalks, crosswalks, and curb ramps and providing seating, shelters, lighting, real-time vehicle arrival information, and greenscaping.



Why it Matters

Transit stop amenities help riders feel safer, healthier, more comfortable, and shield them from inclement weather. Research has shown that people waiting at bus stops with shelters perceive their wait times to be shorter than at bus stops without them.³⁸ Another recent study found that improved stops had increased use compared to unimproved stops, increasing ridership on those routes.³⁹ Filling gaps in sidewalk networks and making them more accessible for people with disabilities can also shift ridership from paratransit to fixed-route service by removing barriers to access.⁴⁰

Implementation Activities With No New Funding

- Conduct a regional bus stop and rail station inventory to assess current conditions and ADA accessibility and to prioritize improvements.
- Work with local and state road agencies to streamline permitting processes for transit facilities and transit-related improvements like sidewalks and crosswalks.
- Coordinate with local and state road agencies to integrate bus stop improvements into corridor capital improvement projects.

With One-Time Funding

- ★ Define and implement an Access to Transit program to fund priority transit stop and stop access projects.
- Create regional bus stop design guidelines and update service standards in partnership with road and transit agencies to improve safety and access for transit users and other pedestrians.

With Sustainable Funding

- 💰 Apply regional design standards to the upgrade stops across Southeast Michigan.

Figure 35. Shelters, lighting, seating, bike racks, and greenscaping are important components of transit stops that promote well-being. Image Credit: Reimagine Washtenaw

Recent Progress and Accomplishments

- RTA is actively working on an Access to Transit plan to inform the creation of an Access to Transit program that will provide funding for transit infrastructure through a future call for projects program. The plan is expected to be completed in late-2025.
- SMART is ensuring ADA-compliant bus stops are installed prior to launching new and extended bus routes, and released an updated Bus Stop Design Standards Manual in January 2025 to guide planning, design, and construction of bus stops.
- DPM improved real-time data, ADA accessibility, connections to QLINE, and increased signage to identify stop locations in public right-of-way, with updates to all stations including new security technology and informational kiosks in 2025.
- TheRide is continuing planning and design work for improvements for improvements to the Blake Transit Center and Ypsilanti Transit Center.
- The City of Detroit added funding to DDOT's budget to install new benches and shelters at bus stops throughout the city.



services and will increase accessibility for people who use mobility devices or strollers. Partnerships with municipalities and MDOT will be required to upgrade transit stops and ensure ADA compliance.

Initial Priority Implementation Activity:

Define and implement an Access to Transit program to fund transit stop priority projects.

- Define and establish an Access to Transit Program, including RTA's role, partner responsibilities, processes, and sustainable funding strategy. Coordinate with transit providers and local communities.
- Issue a call for projects and/or priority list and fund transit stop priority projects through the Access to Transit Program.
- Provide technical assistance to communities, as needed, throughout the call for projects process.

Advance Accessibility, Comfort, and Well-being at Transit Stops



STRENGTHEN ACCESS

Upgrade Multimodal Connections To and Between Services

Increase access to public transit by improving pedestrian and cycling infrastructure at and near transit stops, promoting complete streets designs, enhancing park-and-ride services, and increasing the availability of microtransit and micromobility options.



Why it Matters

Trips using multiple modes, services, or routes can extend the mobility range of riders and increase the number of destinations they can reach. Multimodal trips can be made easier by locating major transit services near one another and forming essential partnerships between providers. Mobility hubs provide an opportunity to co-locate services such as transit stops, micromobility, secure bike parking, microtransit drop-off zones, and park-and-rides.

Public Feedback

Over half of respondents in MoGo's Connect/D mobility survey in 2021 reported riding a bicycle and a bus on the same trip. Additionally, many DDOT survey respondents indicated a desire for route connections and timing improvements to facilitate transfers between bus routes.

Implementation Activities With No New Funding

★ Partner with local municipalities to improve pedestrian and bicycle access to transit stops through complete street policies, guidelines and projects.

- Partner with MDOT and major property owners to improve bus access to park-and-ride lots.

With One-Time Funding

- Prioritize locations for new mobility hubs at regionally significant transit stops and transfer points.

With Sustainable Funding

\$ Build mobility hubs at regionally significant transit stops and transfer points.



*Figure 36. SMART Flex service operates in multiple zones and can be used to travel to and from bus stops.
Image Credit: City of Dearborn.*



Recent Progress and Accomplishments

- In 2023, the City of Detroit was awarded \$24.8 million through the Safe Streets for All Program to improve safety and bus stop accessibility at 56 high-crash intersections to support safer transfers. Design of these improvements is now underway.
- Design is underway for improvements to TheRide's Blake and Ypsilanti Transit Centers, and DDOT has completed improvements to the Jason Hargrove Transit Center at the Michigan State Fairgrounds.
- In 2024, people took nearly 100,000 rides on MoGo. MoGo is planning an expansion in 2025 that will add 20 new bikeshare stations that facilitate transit access in Detroit. The bike share provider is also pursuing CMAQ funding that would allow for its entire fleet to be transitioned to electric-assist bicycles.
- OMI launched the Accessibili-D pilot program in June 2024 in Detroit. This free autonomous shuttle service is for Detroit seniors or those with disabilities, providing access to grocery stores, medical services, and more.



Figure 37. Micromobility services, such as MoGo bikeshare, can improve first- and last-mile connections to transit.

Image Credit: MoGo.

Initial Priority Implementation Activity:

Partner with local municipalities to improve pedestrian and bicycle access to transit stops through complete streets policies, guidelines, and projects.

- Review existing policies, guidelines, and planned capital improvements to identify gaps in bicycle and pedestrian access to transit stops.
- Coordinate with road and transit agencies to identify funding, apply for grants, and implement projects.



Upgrading first- and last-mile connections will improve access to the existing transit system and will leverage innovative modes like microtransit and micromobility. It will require forming partnerships between agencies, mobility service providers, and government entities that own roadways.

Upgrade Multimodal Connections To and Between Services



STRENGTHEN ACCESS

Regional Trip Planning and Fare Payment Services

Implement a regional multimodal fare collection system that simplifies payment and transfers between services and modes, and streamlines fare policies across providers, creating a seamless navigation experience. Deploy a trip planning platform that helps riders plan and schedule trips, and that is integrated with the regional fare system.



Why it Matters

Navigating the transit and mobility network can be challenging, especially without a centralized source of information on all services available in Southeast Michigan, or one easy way to pay for them. Cities across the United States are working to integrate transportation options into a unified app or fare card. Streamlined, regional fare payments and trip planning tools can help riders easily plan and pay for trips, providing greater freedom of movement.

Public Feedback


Recent engagement with transit riders revealed that fare systems in the region need improved connection, both between agencies and modes to ensure riders are getting the best fares.

Implementation Activities

With No New Funding

- Continue to develop and implement the Mobility Wallet pilot project.
- Continue to collaborate with MDOT on their statewide MaaS system.
- Determine the preferred parameters for an account-based regional fare system.

With One-Time Funding

- Deploy an account-based regional fare system that can be integrated with existing trip planning tools.
-  Develop regional technology standards to ensure interoperability between technology systems.
- Support full regional participation in a publicly available GTFS data repository.

With Sustainable Funding


-  Develop a regional MaaS platform and build integrations to support additional tools for customers.

Figure 38. Tapping fare cards, credit cards, and mobile wallets has become a faster and easier way to pay fares.
Image Credit: TheRapid.



Recent Progress and Accomplishments

- RTA is currently developing a mobility wallet pilot to test the feasibility of a solution and determine what would be needed for a broader implementation. Launch of the pilot is planned in 2025.
- myride2 offers web-based information and call centers to help people identify and use available mobility services in the region.
- QLINE provides zero-fare service, and DPM extended zero-fare service in 2025, removing a barrier to service and making it easier to connect to other modes.
- DDOT, SMART, and TheRide offer app-based payment options.
- MDOT is currently leading the process of envisioning and creating a statewide Mobility as a Service (MaaS) system.
- MoGo now accepts cash payments at DivDat Kiosks, which are available at 59 docking stations in metropolitan Detroit.



Innovative payment and trip planning technologies will improve current services by removing barriers to accessing them. This priority requires utilizing new payment technologies and building partnerships between transit agencies and other mobility providers.

Initial Priority Implementation Activity:

Develop regional technology standards to ensure interoperability between technology systems.

- Review existing technology standards of transit agency technology systems.
- Identify best practices for technology standards to improve system interoperability
- Implement new technology standards and incorporate into new and existing systems.

Regional Trip Planning and Fare Payment Services



ENHANCE EXPERIENCE

Enhance Ride Quality and Promote On-Board Safety

Enhance the rider experience by addressing real and perceived safety and cleanliness concerns through marketing campaigns, staff training, upgraded onboard technologies, and a transit ambassadors program that is focused on customer service, community outreach, rider support, and a sense of security.



Why it Matters

Flying is the safest way to travel, but that does not stop people from clinging to the armrest during takeoff.⁴² Commonly held perceptions of safety and cleanliness concerns on public transit cause some people to avoid it if they can. Though data indicate that public transit is safer than driving, perceptions of a lack of safety are a barrier to transit use.⁴³ Addressing actual and perceived safety and cleanliness concerns will improve the rider experience and help increase ridership. Increasing safety at transit stops is addressed in a separate priority (see page 38).

Public Feedback

Survey respondents expressed that safety was a high priority among initiatives that would remove barriers to using transit. In DDOT's 2023 Title VI Non-Rider Survey Report, 75 percent of respondents cited safety concerns on the bus as a reason why they do not ride transit. The second highest reason was cleanliness, which 44 percent of respondents labeled as a barrier to ridership. Though public transit is safe to ride and vehicles and stations are cleaned regularly, public and media perceptions need to be addressed to make the transit system more attractive.


Figure 39. Transit Ambassador programs can help provider increased customer service, community outreach, rider support, and an enhanced sense of security.

Image Credit: WDET/Laura Herberg



Implementation Activities With No New Funding

- Develop a public information campaign that promotes the safety and cleanliness of public transit.

With One-Time Funding

- Develop de-escalation and rider support training programs for transit operators.
-  Facilitate and oversee upgrades to on-board safety and security equipment.
- Facilitate and oversee improvements to off-board safety and security for transit riders.

With Sustainable Funding

-  Facilitate the creation (or expansion) of transit ambassador programs that provides riders with information, responds to cleanliness incidents, gathers feedback, addresses safety concerns, and assists riders in need of additional support services.
-  Review security staffing needs for the QLINE and other services that operate fare free or using off-board fare payment systems.

Recent Progress and Accomplishments

- The Transit Police regularly monitor DDOT, DPM, and QLINE services and buses and the QLINE have on-board cameras.
- TheRide posts security guards at transit centers to promote pedestrian and passenger security.
- In early 2024, the Detroit People Mover upgraded security cameras and public address system equipment at all stations.
- In May 2025, DDOT expanded security presence at the Rosa Parks Transit Center and the Jason Hargrove Transit Center. New metal detectors were also installed at each transit center.



Public opinions of safety and cleanliness discourage some people from using public transit. Partnerships between RTA, transit providers, Transit Police, and social service agencies and organizations will help RTA improve the rider experience and improve the perception of transit.

Initial Priority Implementation Activity:

Facilitate and oversee upgrades to on-board safety and security equipment.

- Inventory of existing on-board safety and security equipment on transit provider vehicles.
- Review best practices for improving on-board safety and security, such as driver barriers, new cameras, and other technology.
- Identify funding opportunities for safety and security upgrades.
- Coordinate grant funding requests for relevant local, state, and national funding resources/programs.

Enhance Ride Quality and Promote On-Board Safety



ENHANCE EXPERIENCE

Develop and Retain a Thriving Workforce

Engage, support, and sustain a diverse and talented workforce to continue reliable operations of current service and the ability to expand services in the future. Ensuring competitive compensation and benefits packages, providing training on new technologies and career advancement, and updating recruitment practices will attract new employees while helping current employees grow and thrive.



Why it Matters

Transit agencies across the nation have struggled to hire and retain the employees needed to operate and maintain transit systems. Without a stable workforce, agencies cannot implement new services, increase frequencies of existing routes, or even maintain current levels of service. According to a survey conducted by the American Public Transit Association (APTA) in February 2022, 92 percent of public transit agencies are struggling to hire new employees, and 66 percent are having difficulty retaining them. Bus operators and bus maintenance staff were ranked as the two most difficult positions to fill. Labor shortages have impacted transit service, with 71 percent of agencies having either cut service or postponed deploying service increases.

Public Feedback

Some survey respondents felt that staffing shortfalls need to be addressed to deliver current services before expansions can be successfully implemented.

Implementation Activities With No New Funding

- Identify recruitment and retention challenges and develop recommendations with transit providers to collaboratively address the issue.
- ★ Elevate marketing and run joint recruitment campaigns on the benefits of working in public transit.

With One-Time Funding

- Partner with agencies to formalize training and coaching programs that promote career pathways and help employees advance in their jobs.

With Sustainable Funding

- 💰 Build joint training centers for new and seasoned transit employees.
- 💰 Update pay and benefits packages to be competitive with other transportation industries.



Figure 40. DDOT operator. Image credit: VisitDetroit.com

Recent Progress and Accomplishments

- DDOT and SMART are offering bonuses and incentives to attract new bus operators and to encourage high attendance.
- SMART has hosted hiring events such as the Drive a Bus with Us career fair, where potential candidates could try driving fixed-route and paratransit vehicles.
- In July 2024, SMART approved a new labor agreement that included higher wages, bonuses, and training pay premiums for union employees.
- In 2024, DDOT increased bus operator wages by \$3 per hour in an effort to attract more bus operators.



Investing in the transit workforce is critical to expanding and enhancing services. RTA and transit agencies need to partner with schools and workforce training centers to develop innovative solutions to this challenge.

Initial Priority Implementation Activity:

Elevate marketing and run joint recruitment campaigns on the benefits of working in public transit.

- Elevate marketing campaigns on the benefits of working in public transit.
- Coordinate and facilitate joint recruitment campaigns.
- Consider coordinating job postings through a regional transit hiring platform.

Develop, and Retain a Thriving Workforce



ENHANCE EXPERIENCE

Modernize and Maintain Infrastructure in a State of Good Repair

Maintain transit infrastructure, including buses and trains, passenger and maintenance facilities, and service vehicles, in a state of good repair to ensure continuous and safe operations. When replacing infrastructure, integrate innovative technologies and best practices that improve operational efficacy and environmental impacts.



Why it Matters

Maintaining existing assets is critical to continuing to operate transit services and the foundation for service expansions. Preventive maintenance routines can ensure agencies can provide quality service for years to come. As agencies seek to replace infrastructure, they need to be forward-thinking and incorporate best practices and new technologies. For example, agencies can replace vehicles with low- and no-emission vehicles over time, allowing them to incorporate charging and refueling infrastructure into facilities and to train staff to use and maintain new technology.

Public Feedback

Public feedback tends to focus more on improvements to the system, rather than ensuring that current service can be sustained. Maintaining a state of good repair is critical to accomplishing both. Some respondents to the 2023 survey felt that funding should support service enhancements before adopting new technologies such as low- and no-emission vehicles.

Implementation Activities With No New Funding

- ★ Develop a long-term, needs-based capital plan for the region, inclusive of all transit operators (bus, rail, paratransit, and demand response).
- Facilitate and support ongoing, strategic coordination with regional partners for federal funding through discretionary grant programs.

With One-Time Funding

- Facilitate the replacement of transit vehicles with low-emission or no-emission vehicles, including any facility upgrades or equipment required for operations and maintenance.

With Sustainable Funding

- 💰 Continuously maintain and modernize transit facilities and equipment as a way to address project backlogs and incorporate new technologies.



Figure 41. 2024 Low-No Grant Award. Image Credit: AAATA

Recent Progress and Accomplishments

- DDOT is constructing the new Coolidge Terminal and Maintenance Facility, with an expected opening date of December 2025.
- To increase capacity and accommodate low- and no-emission vehicles, TheRide plans to construct a new garage and renovate the Ypsilanti Transit Center.
- DPM has acquired 16 replacement rail cars from the Toronto Transit Commission for use on the People Mover. Twelve of the rail cars rehabilitated and prepared for operations while the remaining four rail cars are being stored for future rehabilitation.
- In 2023, RTA distributed \$3 million in Section 5310 funding for agencies to replace and purchase new vehicles.
- MDOT was awarded \$10.5 million through FTA's 2023 Bus and Bus Facilities Program to build a new maintenance and operations facility for People's Express near Ann Arbor.
- The DPM 2024 Track Improvement Project replaced 7,000 feet of rail, 20 percent of the total system, as part of a \$5 million maintenance initiative.
- Planning and design work has progressed for the expansion of two transit centers for TheRide, including the Ypsilanti Transit Center and the Blake Transit Center.



Maintaining transit assets will allow service providers to operate and improve core services. Innovative technologies and collaborative approaches will be considered as assets are rehabilitated or replaced.

Initial Priority Implementation Activity:

Develop a long-term, needs-based capital plan for the region, inclusive of all transit operators (bus, rail, paratransit, and demand response).

- Develop well-defined project scopes and cost estimates for RTA's top capital initiatives.
- Share capital project scope, cost, and funding plans in coordination with regional partners.
- Develop and maintain funding plans for each of RTA's top initiatives (funding plans would identify how to sequence project phases and layer funding sources).
- Conduct periodic partner meetings to review RTA's top projects and funding strategy (i.e. which grants for which projects and how much). Identify where partner priorities align.
- Evaluate opportunities to gain economy of scale / collaborative project scoping to enhance cooperation and reduce competition.

Modernize and Maintain Infrastructure in a State of Good Repair

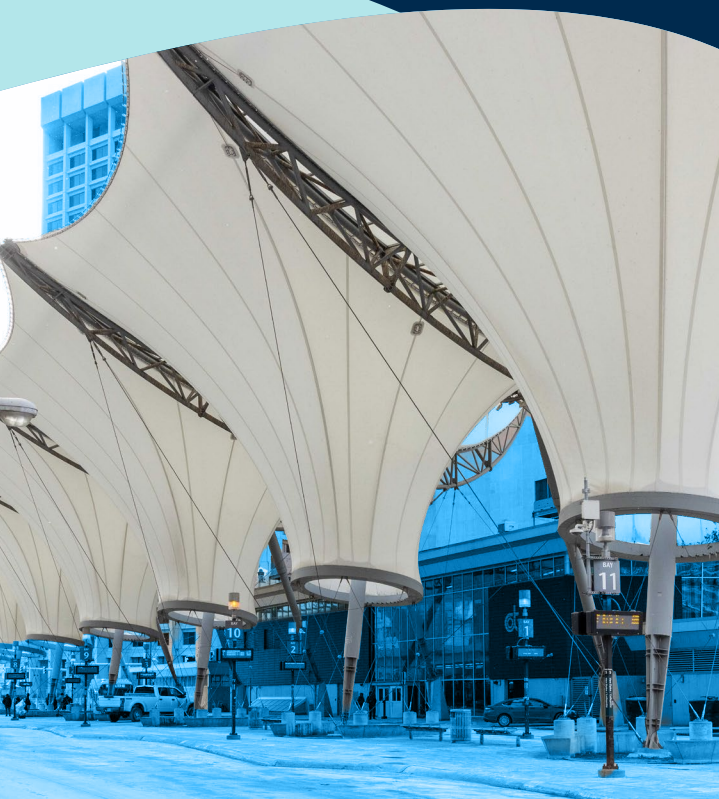


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The Path Forward

THE PATH FORWARD

Together, RTA and its partners can carry out several of the implementation activities outlined in this plan to improve, expand, innovate, and sustain transit services in Southeast Michigan. However, RTA needs a sustainable regional funding source to invest in the projects, services, and programs that will transform mobility and support a vibrant region.



Next Steps

With or without a stable regional funding source, RTA will continue to work with transit agencies and other partners to plan, fund, coordinate, and accelerate transit improvements. RTA develops a business plan on an annual basis to align its budget and staffing to carry out priority projects. The RTMP is used in the development of the business plan and helps to identify resources to apply to specific projects and programs.

While RTA continues its work with stakeholders and regional partners on a plan and path forward for a long-term funding source, the RTA's business plan will also focus on projects that require minimal funding, as well as grant applications that will provide one-time funding for specific projects or programs. For example, the ongoing pilot programs for the mobility wallet, D2A2, and DAX are funded through grants that allow RTA to test new services while also seeking permanent funding solutions to sustain the services.

The 2026 RTMP and RTA Organizational Strategic Plan

The RTMP will continue to be updated annually to document changes to regional priorities based on annual progress, as well as through input from transit riders, local and regional partners, and the general public. For the 2026 RTMP update, RTA will build upon the 2025 RTMP update by working through a scenario planning process. This scenario planning will help to frame a vision for an integrated, regional network of frequent and reliable transit that provides multi-modal access to communities, destinations, and jobs across Southeast Michigan. Through the process of conceptualizing different regional transit scenarios - and estimating the operational and capital costs that will be required to achieve those scenarios - RTA will engage stakeholders and the public in order to identify a preferred regional transit scenario to move forward with. This preferred regional transit scenario will help to inform the path towards a sustainable regional transit funding source.

RTA is also currently working through the process to create an Organizational Strategic Plan that will guide the authority's next steps and set the organization up for success in achieving RTA's vision of a Southeast Michigan where advances in transit create greater prosperity for all.

The Path to Regional Transit Funding

Public transit is a critical component of the nation's public infrastructure. Cities and regions across the US are investing in transit service and transit infrastructure as a way to support economic growth. Funding sources for transit vary from region to region, but common sources include sales, property, income, payroll, and fuel taxes, vehicle registration fees, and tolls, among other sources. In Southeast Michigan, RTA is authorized to collect a property tax millage and a vehicle registration tax within its service area, subject to voter approval. Based on recent estimates, in 2024, a one-mill property tax could have generated approximately \$164 million, and a \$1.20 vehicle registration fee could have generated \$117 million. Though it would require changes to the state constitution, and potentially to RTA's enabling legislation, as a comparison, a quarter-cent local sales tax is estimated to have generated approximately \$218 million in 2024.

Expenditure Plan and Ballot Process

If and when a decision is made to pursue a ballot initiative, the RTA would develop an expenditure plan that includes a multi-year program of projects that can be carried out with the projected revenues of the proposed ballot initiative. This process involves considering different project scenarios (for example, which routes to increase frequency on or where to construct rapid transit corridors). RTA will engage with the public to determine which scenario to adopt within the expenditure plan. The expenditure plan will also identify metrics to measure successes, which can also be used to identify future improvements.

Following the creation of an expenditure plan, RTA can then ask voters to consider approval of a property tax and/or a vehicle registration tax to fund and carry out the plan through a ballot measure. In order to get on the ballot, the measure would first need approval by seven of the nine voting RTA board members, including at least one from each county and the City of Detroit. A ballot initiative is also required to occur during a regular general election.



**a 1.0 mill property tax could generate
approximately
\$164 million**



**a \$1.2 vehicle registration fee could
generate approximately
\$117 million**

Figure 42. Subject to Board of Directors' and voter approval, RTA is authorized to collect a property tax and a vehicle registration fee.

Stay Engaged!

RTA cannot achieve its vision alone. The priorities outlined in this plan will require engagement, coordination, support, leadership, and action from RTA's regional partners, including transit agencies and providers, municipalities, counties, the state, businesses, nonprofits, elected officials, community leaders, advocates, and riders. You can support RTA and its vision by signing up for newsletters, following RTA on social media, attending public meetings, and - most importantly - taking public transit and talking to your friends, families, and colleagues about how important transit is to you and to the region.



**Get on board with
transit and RTA
feedback opportunities!**

It is never too late to ride and provide input. Reach out to RTA, whether by email, social media, or in-person to let us know how public transit can better service your needs. RTA's Board of Directors meets on the third Thursday of every month, the Providers Advisory Committee (PAC) meets quarterly, and the CAC meets bimonthly. Meeting calendars are available on RTA's website. You can also apply to join RTA's CAC.



2025 Regional Transit Master Plan

rta

Regional Transit Authority
Of Southeast Michigan