

Board of Directors Meeting

Thursday, January 15, 2025
SEMCOG Offices, Woodward Room
1001 Woodward Avenue, Suite 1400
Detroit, MI 48226
Zoom Virtual Public Participation
1:00 PM

AGENDA

1. Call to Order
2. Roll Call
3. **Approval of Agenda**
4. Public Comment – Time Limitation for Public Comment = 3 minutes per speaker
5. Executive Directors Report
6. Presentations
7. Consent Agenda
 - a. **Approval of December 2025 Board Meeting Summary**
 - b. **Approval of November 2025 Financial Report**
 - c. **Procurement Advisory Notice**
8. Regular Agenda
 - a. **Approval of December 2025 Financial Report**
 - b. **Approval of Transit Planning Software Contract**
 - c. **Approval of M4A Plan & Project Management Plan**
 - d. **Approval of 2025 RTMP Update**
9. New Business
10. Adjourn

The Board may, at its discretion, revise this agenda or take up any other issues as needed, and time allows. Request for reasonable accommodation at RTA meetings requires advanced reservations. Individuals with disabilities requiring assistance should contact RTA Information Services at least 48 hours in advance of the meeting. Documents and information are available in a variety of formats. Contact the RTA at info@rtamichigan.org or call 313-402-1020 to discuss your format needs.

**Proposed Meeting Summary
Board of Directors**

December 4, 2025

1:00 PM

1. Call to Order at 1:01 PM.

2. Roll Call:

Board of Directors members	Government Entity	Attendance Status
Jeannette Bradshaw	Oakland County	P
Freman Hendrix (Secretary)	City of Detroit	P
June Lee	Wayne County	P
Dave Massaron (Chair)	State of Michigan	P
Jon Moore	Macomb County	P
Don Morandini (Vice Chair)	Macomb County	P
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	P
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	P

Absent (A); Present (P); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)

June Lee arrived at 1:17 PM.

RTA Representatives Present:

Ben Stupka, Rachel Schmuhl, Julia Roberts, Corri Wofford, Mshadoni Smith-Jackson, Kristin Caffray, Isaac Constans, Dasia Mack, Jonathan Shead, Rebecca Donnelly-Lasecki, Kameron Bloye

Other Meeting Participants:

Michelle Hodges – Rehmann

Ryan Bridges, Mario Morrow, Sr. – MMA

John Tews – French West Vaughn (FWV)

Tatiana Grant – 20FIFTY Partners

3. Approval of Agenda

- Moved by Treasurer Wheeler Smith and supported by Member Moore. The agenda for December 4, 2025, was approved. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

4. Public Comment

- Brother Cunningham: Mr. Cunningham noted his as a transit advocate and emphasized the improvements in Southeast Michigan transit, while also noting areas for improvement. He also called for increased coordination between providers regarding their meetings. He left the phone number: (313) 444-9114.
- Robert Pawlowski, CAC Vice Chair: Mr. Pawlowski emphasized the accomplishments of the RTA this year and the role of the CAC in collaboration with the staff.
- James (Jimmy) McBroom: Mr. McBroom noted his role as a transit website developer in the region (Transit.det.city) that publishes schedule data and real-time data. He mentioned that he no longer has access to the QLINE real-time data but that there was no longer available data. He was just looking to hear back from QLINE.

5. Closed Session

- **Executive Director Review**
- The Board approved the motion to enter a closed session for the Executive Director Review. Moved by Chair Massaron and supported by Vice Chair Morandini. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Attendance Status
Jeannette Bradshaw	Oakland County	P
Freman Hendrix (Secretary)	City of Detroit	P
June Lee	Wayne County	P
Dave Massaron (Chair)	State of Michigan	P
Jon Moore	Macomb County	P
Don Morandini (Vice Chair)	Macomb County	P
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	P
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	P

Absent (A); Present (P); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)

- The Board approved the motion to resume open session. Moved by Chair Massaron and supported by Vice Chair Morandini. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Attendance Status
Jeannette Bradshaw	Oakland County	P
Freman Hendrix (Secretary)	City of Detroit	P
June Lee	Wayne County	P
Dave Massaron (Chair)	State of Michigan	P
Jon Moore	Macomb County	P
Don Morandini (Vice Chair)	Macomb County	P
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	P
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	P

Absent (A); Present (P); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)

- The Board finalized the Executive Director Review and approved the contractual bonus. Moved by Treasurer Wheeler Smith and supported by Member Zack. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

6. Executive Directors Report

- Big News – Transit app Launch
 - Launch Highlights
 - Next Steps
- QLINE Performance
 - Ridership
 - On-time metrics
 - Delays
 - Safety
- D2A2/DAX
- Communications
- General Updates
- Strategy
- Vice Chair Morandini: I noticed that almost every car on Woodward is on the tracks. Have we designed a system that improves safety as it relates to cars not being on the tracks?
 - ED Stupka: It would be helpful if we had dedicated lanes, but yes, most of our safety issues are related to individual cars and streetcars.

7. Presentations

There were no additional presentations.

8. Consent Agenda

- a. Approval of September 2025 Board Meeting Summary**
- b. Procurement Advisory Notice**
- Moved by Member Lee and supported by Secretary Hendrix to approve the Consent Agenda. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

9. Regular Agenda

- a. Approval of September and October 2025 Financial Reports**
- Michelle Hodges from Rehmann presented the September (preliminary FY 2025 financial statements) and October 2025 Financial Reports.
- Moved by Treasurer Wheeler Smith and supported by Member Zack to approve the September and October 2025 Financial Reports. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

b. Approval of Transit Marketing Services Vendor Award

- Moved by Vice Chair Morandini and supported by Treasurer Wheeler Smith to approve the Transit Marketing Services Vendor Award. The motion carried on the following roll call vote:
 - Secretary Hendrix asked John and Tatiana questions about their role in this contract, including who they are, where they are from, etc. Hendrix also asked about local representation.
 - John Tews: Tews gave information about the company's history, leadership, and experience.
 - Tatiana Grant: Grant explained the role of 20FIFTY Partners in this contract and provided information about this company's history, leadership, and experience. She also described the two company's relationship and history with one another and the ways in which they will provide local expertise.
- Member Robertson asked questions about community engagement, specifically around experience in this region and its communities.
 - Tatiana Grant: Grant offered a detailed explanation of 20FIFTY Partners' community engagement experience in this region and with public transit. This includes previous work done with QLINE, the Kresge Foundation, Kellogg Foundation, and the Joe Louis Greenway Partnership.

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

c. Approval of CY 2026 RTA Board of Directors Meeting Dates

- Moved by Secretary Hendrix and supported by Member Bradshaw to approve the CY 2026 RTA Board of Directors Meeting Dates. The motion carried on the following roll call vote:
- Member Robertson: Will there be a rescheduled Strategic Planning Session?
 - Executive Director Stupka: It has not presently been rescheduled, but it will most likely be at the January or February Board meeting. This is something that the staff is still planning.

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

d. Approval of Title VI Program Update

- Moved by Treasurer Wheeler Smith and supported by Member Moore to approve the Title VI Program Update. The motion carried on the following roll call vote:

Board of Directors members	Government Entity	Vote
Jeannette Bradshaw	Oakland County	Y
Freman Hendrix (Secretary)	City of Detroit	Y
June Lee	Wayne County	Y
Dave Massaron (Chair)	State of Michigan	Y
Jon Moore	Macomb County	Y
Don Morandini (Vice Chair)	Macomb County	Y
Dr. Erica Robertson	Wayne County	V
Alma Wheeler Smith (Treasurer)	Washtenaw County	Y
Ned Staebler	Washtenaw County	V
Helaine Zack	Oakland County	Y

- *Absent (A); Yea (Y); Nay (N); Virtual (V) means participating online, yet unable to vote on official business; Abstain (AB)*

e. Planning and Innovation Projects Update

- Planning and Innovation Director, Julia Roberts, presented the Planning and Innovation Projects Update.
- The Board received the Planning and Innovation Projects Update.
- Chair Massaron: Can we include earned media education with the installation of the bicycle crossing signs?
 - Julia: Yes, this is something that External Affairs is already working on.

f. Disadvantaged Business Enterprise (DBE) Update

- The Board received the Disadvantaged Business Enterprise (DBE) Update.
- Secretary Hendrix: In what ways is the federal government monitoring this IFR?

10. New Business

11. Meeting adjourned at 2:29 PM.

Regional Transit Authority of Southeast Michigan

**Statement of Net Position and
Governmental Funds Balance Sheet**

November 30, 2025

	Governmental Fund	Adjustments	Statement of Net Position	Prior Year (for comparison)
Assets				
Cash and cash equivalents	\$ 6,695,430	\$ -	\$ 6,695,430	\$ 5,604,528
Restricted cash and cash equivalents	66,327	-	66,327	55,938
Accounts receivable	1,029,331	-	1,029,331	2,223,726
Prepays and other assets	775,155	-	775,155	96,550
Inventory	1,063,635	-	1,063,635	863,163
Capital assets, net of depreciation	-	100,204,416	100,204,416	104,517,290
Other Assets	-	-	-	-
Total assets	\$ 9,629,878	\$ 100,204,416	\$ 109,834,294	\$ 113,361,195
Liabilities				
Accounts payable and other accrued liabilities	1,793,238	-	1,793,238	3,275,904
Accrued payroll and related liabilities	11,007	-	11,007	4,273
Refundable advance	81,361	-	81,361	81,361
Compensated absences	-	108,213	108,213	65,550
Unearned Revenue	-	-	-	55,758
Total liabilities	\$ 1,885,606	\$ 108,213	\$ 1,993,819	\$ 3,482,847
Fund balance				
Fund balance	8,232,921	(8,232,921)	-	-
Current year change in fund balance	(488,649)	488,649	-	-
Total fund balance	\$ 7,744,272			
Total liabilities and fund balance	\$ 9,629,878			
Net position				
Investment in capital assets	100,204,416	100,204,416	104,517,290	
Unrestricted	9,069,887	9,069,887	7,357,918	
Current year change in net position	(1,433,828)	(1,433,828)	(1,996,860)	
Total net position	\$ 107,840,475	\$ 107,840,475	\$ 109,878,348	

Regional Transit Authority of Southeast Michigan
Statement of Activities and
Governmental Revenues, Expenditures and Changes in Fund Balance
For the 2 Month Ending November 30, 2025

	Governmental Fund	GASB 34 Adjustments	Statement of Activities
Revenues			
Federal	\$ 775,176	\$ -	\$ 775,176
State	1,123,557	-	1,123,557
Local	-	-	-
Fares	132,172	-	132,172
Other	68,997	-	68,997
Total revenues	\$ 2,099,902	\$ -	\$ 2,099,902
Expenditures			
Salaries and Wages	638,363	-	638,363
Fringe Benefits	177,389	-	177,389
Professional Services	191,551	-	191,551
QLINE Maintenance	166,876	-	166,876
Planning Services	178,546	-	178,546
Communications	86,196	-	86,196
Services and Initiatives	878,450	-	878,450
Administrative	271,180	-	271,180
Total Expenditures before depreciation	2,588,551	-	2,588,551
Depreciation/amortization	-	945,179	945,179
Total expenditures/expenses	\$ 2,588,551	\$ 945,179	\$ 3,533,730
Change in fund balance/net position	\$ (488,649)	\$ (945,179)	\$ (1,433,828)

Regional Transit Authority of Southeast Michigan

Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual

For the 2 Months Ending November 30, 2025

	General Admin		Qline		D2A2	
	Actual		Budget		Actual	
	Federal	\$ 270,357	\$ 497,698	\$ -	\$ 226,260	\$ 279,141
State		\$ 214,499	\$ 207,899	690,402	1,530,860	\$ 116,434
Local		-	-	-	150,000	-
Fares		-	-	-	-	78,264
Other		18,370	-	-	-	28,168
Total revenues		\$ 503,226	\$ 705,597	\$ 690,402	\$ 1,907,120	\$ 502,007
Expenditures						
Salaries and Wages	203,544	254,892	434,819	627,864	-	-
Fringe Benefits	45,941	\$ 66,056	131,448	151,830	-	-
Professional Services	67,666	\$ 81,518	118,885	89,874	-	-
QLINE Maintenance	-	-	166,876	567,452	-	-
Planning Services	167,422	\$ 183,333	8,036	31,667	-	-
Communications	47,891	\$ 51,601	18,569	33,787	12,918	33,333
Services and Initiatives	-	-	-	-	489,089	497,716
Administrative	26,381	\$ 68,197	244,799	302,367	-	-
Total expenditures	\$ 558,845	\$ 705,597	\$ 1,123,432	\$ 1,804,841	\$ 502,007	\$ 531,049
Change in fund balance	\$ (55,619)	\$ -	\$ (433,030)	\$ 102,279	\$ -	\$ -

Regional Transit Authority of Southeast Michigan

Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual

For the 2 Months Ending November 30, 2025

	DAX		One Click/One Call		Mobility Wallet	
	Actual		Budget		Actual	
	Actual	Budget	Actual	Budget	Actual	Budget
Revenues						
Federal	\$ 225,678	\$ 249,500	\$ -	\$ 45,042	\$ -	\$ -
State	94,134	104,221	-	11,261	\$ 3,088	41,667
Local	-	-	-	-	\$ -	-
Fares	53,908	48,000	-	-	\$ -	-
Other	22,459	22,550	-	-	\$ -	-
Total revenues	\$ 396,179	\$ 424,271	\$ -	\$ 56,303	\$ 3,088	\$ 41,667
Expenditures						
Salaries and Wages	-	-	-	-	-	-
Fringe Benefits	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-
QLINE Maintenance	-	-	-	-	-	-
Planning Services	-	-	-	-	3,088	-
Communications	6,818	33,333	-	-	-	-
Services and Initiatives	389,361	390,938	-	56,303	-	41,667
Administrative	-	-	-	-	-	-
Total expenditures	\$ 396,179	\$ 424,271	\$ -	\$ 56,303	\$ 3,088	\$ 41,667
Change in fund balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

continued...

Regional Transit Authority of Southeast Michigan

Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual

For the 2 Months Ending November 30, 2025

	Access to Transit		Transit App		Total Year to Date		Annual
	Actual	Budget	Actual	Budget	Actual	Budget	Budget
Revenues							
Federal	\$ -	\$ 266,667	\$ -	\$ -	\$ 775,176	\$ 1,597,187	\$ 9,583,116
State	-	233,333	5,000	47,206	1,123,557	2,306,784	13,840,696
Local	-	-	-	-	-	\$ 150,000	900,000
Fares	-	-	-	-	132,172	\$ 108,000	648,000
Other	-	-	-	-	68,997	\$ 51,242	307,449
Total revenues	\$ -	\$ 500,000	\$ 5,000	\$ 47,206	\$ 2,099,902	\$ 4,213,213	\$ 25,279,261
Expenditures							
Salaries and Wages	-	-	-	-	638,363	882,756	5,296,530
Fringe Benefits	-	-	-	-	177,389	217,886	1,307,317
Professional Services	-	-	5,000	-	191,551	171,392	1,028,350
QLINE Maintenance	-	-	-	-	166,876	567,452	3,404,712
Planning Services	-	-	-	-	178,546	215,000	1,290,000
Communications	-	-	-	-	86,196	152,054	912,329
Services and Initiatives	-	500,000	-	47,206	878,450	1,533,830	9,202,961
Administrative	-	-	-	-	271,180	370,564	2,223,392
Total expenditures	\$ -	\$ 500,000	\$ 5,000	\$ 47,206	\$ 2,588,551	\$ 4,110,934	\$ 24,665,591
Change in fund balance	\$ -	\$ -	\$ -	\$ -	\$ (488,649)	\$ 102,279	\$ 613,670

concluded.

Project Tracker as of 11.30.25

Title	Detroit to Ann Arbor Express Bus (D2A2)		
Description	Express bus connecting downtown Detroit to downtown Ann Arbor.		
Schedule	October 2021 - September 2026		
Budget Tracker			
	Total	ITD	Balance
Cost	\$ 13,793,820	\$ 11,294,860	\$ 2,498,960
Grants			
MI-2021-036-01	\$4,311,592	\$4,311,592	(\$0)
2017-0119/P7/R2	\$1,635,893	\$1,635,893	\$0
Fares/Contrib	\$1,487,365	\$1,831,943	(\$344,578)
MI-2021-036-02	\$1,373,593	\$1,373,593	(\$0)
MDOT LBO	\$1,287,542	\$445,115	\$842,427
ARPA MI-2022-005-02	\$3,697,835	\$1,696,723	\$2,001,112
	\$13,793,820	\$11,294,860	\$2,498,960

Title	Regional Mobility Management (MyRide2)		
Description	Call center/website with information for seniors and persons with disabilities.		
Schedule	October 2017 - September 2026		
Budget Tracker			
	Total	ITD	Balance
Cost	\$2,587,554	\$1,897,630	\$689,924
Grants			
MI-2017-031-02	\$1,069,444	\$1,069,444	\$0
2017-0119/P2/R4	\$267,361	\$267,361	\$0
MI-2024-009-01	\$411,292	\$411,292	(\$0)
2022-0126/P7	\$102,823	\$102,823	\$0
Federal Grant*	\$589,307	\$37,367	\$551,940
State Grant*	\$147,327	\$9,342	\$137,985
	\$2,587,554	\$1,897,630	\$689,924

*Funding is secured and currently being amended into a grant. Pre-award authority.

Title	Universal Basic Mobility Pilot		
Description	Mobility wallet fare technology pilot focused on Detroit jobseekers.		
Schedule	June 2023 - July 2026		
Budget Tracker			
	Cost	ITD	Balance
Cost	\$1,025,000	\$892,038	\$132,962
Grants			
2022-0126-P3	\$1,025,000	\$892,038	\$132,962
	\$1,025,000	\$892,038	\$132,962

Title	Downtown to Airport Express
Description	Express bus connecting downtown Metro Airport to Downtown Detroit.
Schedule	March 2024 - September 2026

Budget Tracker			
	Cost	ITD	Balance
Cost	\$6,012,708	\$3,906,520	\$2,106,188
Grants			
MI-2024-002	\$2,000,000	\$2,000,000	\$0
2022-0126-P4 R1	\$500,000	\$500,000	\$0
Fares/Contrib	\$942,386	\$717,863	\$224,523
MDOT LBO	\$805,170	\$182,400	\$622,770
ARPA MI-2022-005-02	\$1,765,152	\$506,256	\$1,258,896
	\$6,012,708	\$3,906,519	\$2,106,189

Title	Access to Transit Program
Description	Grant program for safety and access improvements at bus stops.
Schedule	October 2024 - December 2026

Budget Tracker			
	Cost	ITD	Balance
Cost	\$3,363,395	\$132,142	\$3,231,254
Grants			
2022-0126-P6	\$1,363,395	\$132,142	\$1,231,254
FY2024 CMAQ*	\$1,600,000	\$0	\$1,600,000
State Grant*	\$400,000	\$0	\$400,000
	\$3,363,395	\$132,142	\$3,231,254

*Funding is secured. Will be amended into the grant at a future date.

Title	Transit App Program
Description	Regional Mobility as a Service (MaaS) application platform
Schedule	July 2025 - July 2028

Budget Tracker			
	Cost	ITD	Balance
Cost	\$910,000	\$138,236	\$771,764
Grants			
2022-0126-P8	\$828,000	\$138,236	\$689,764
Local In-Kind Match	\$82,000	\$0	\$82,000
	\$910,000	\$138,236	\$771,764



BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Becky Lasecki, Procurement & Contracts Manager

SUBJECT: Procurement Advisory Notice

DATE: January 15, 2026

REQUESTED ACTION: Receive and File

Background Information: The RTA procurement policy requires that all procurement types be reported to the Board through an advisory notice at the first available meeting after an award if/when the total value is more than \$50,000 and less than \$350,000.

Since the last Board meeting, the following contract awards have been made:

Method	Description	Vendor	Value
Contract Extension	QLINE Communications and Marketing Consulting Services	Beyond the Brand	\$70,000
Simplified Acquisition	QLINE Snow Removal Services	RNA Facilities Management	\$70,000

Regional Transit Authority of Southeast Michigan

**Statement of Net Position and
Governmental Funds Balance Sheet**

December 31, 2025

	Governmental Fund	Adjustments	Statement of Net Position	Prior Year (for comparison)
Assets				
Cash and cash equivalents	\$ 5,680,653	\$ -	\$ 5,680,653	\$ 5,388,744
Restricted cash and cash equivalents	66,371	-	66,371	55,984
Accounts receivable	1,183,408	-	1,183,408	1,920,466
Prepays and other assets	670,981	-	670,981	117,550
Inventory	1,063,635	-	1,063,635	863,163
Capital assets, net of depreciation	-	99,730,909	99,730,909	104,058,479
Other Assets	-	-	-	-
Total assets	\$ 8,665,048	\$ 99,730,909	\$ 108,395,957	\$ 112,404,387
Liabilities				
Accounts payable and other accrued liabilities	1,177,000	-	1,177,000	2,958,711
Accrued payroll and related liabilities	23,308	-	23,308	37,448
Refundable advance	81,361	-	81,361	81,361
Compensated absences	-	108,213	108,213	65,550
Unearned Revenue	-	-	-	55,758
Total liabilities	\$ 1,281,669	\$ 108,213	\$ 1,389,882	\$ 3,198,828
Fund balance				
Fund balance	8,232,920	(8,232,920)	-	-
Current year change in fund balance	(849,541)	849,541	-	-
Total fund balance	\$ 7,383,379			
Total liabilities and fund balance	\$ 8,665,048			
Net position				
Investment in capital assets	99,730,909	99,730,909	104,058,479	
Unrestricted	9,543,394	9,543,394	7,816,729	
Current year change in net position	(2,268,228)	(2,268,228)	(2,669,650)	
Total net position	\$ 107,006,075	\$ 107,006,075	\$ 109,205,558	

Regional Transit Authority of Southeast Michigan
Statement of Activities and
Governmental Revenues, Expenditures and Changes in Fund Balance
For the 3 Month Ending December 31, 2025

	Governmental Fund	GASB 34 Adjustments	Statement of Activities
Revenues			
Federal	\$ 1,205,756	\$ -	\$ 1,205,756
State	1,669,684	-	1,669,684
Local	-	-	-
Fares	178,956	-	178,956
Other	114,218	-	114,218
Total revenues	\$ 3,168,614	\$ -	\$ 3,168,614
Expenditures			
Salaries and Wages	1,091,564	-	1,091,564
Fringe Benefits	344,919	-	344,919
Professional Services	254,466	-	254,466
QLINE Maintenance	294,672	-	294,672
Planning Services	205,015	-	205,015
Communications	104,349	-	104,349
Services and Initiatives	1,307,947	-	1,307,947
Administrative	415,223	-	415,223
Total Expenditures before depreciation	4,018,155	-	4,018,155
Depreciation/amortization	-	1,418,687	1,418,687
Total expenditures/expenses	\$ 4,018,155	\$ 1,418,687	\$ 5,436,842
Change in fund balance/net position	\$ (849,541)	\$ (1,418,687)	\$ (2,268,228)

Regional Transit Authority of Southeast Michigan

Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual

For the 3 Months Ending December 31, 2025

	General Admin		Qline		D2A2	
	Actual		Budget		Actual	
	Federal	\$ 442,967	\$ 746,548	\$ -	\$ 339,390	\$ 417,337
Federal	\$ 289,220	\$ 311,848		1,049,205	2,296,290	\$ 174,078
State					225,000	195,505
Local	-	-		-	-	-
Fares	-	-		-	-	102,276
Other	33,850	-		4,975	-	41,444
Total revenues	\$ 766,037	\$ 1,058,396		\$ 1,054,180	\$ 2,860,680	\$ 735,135
Expenditures						\$ 796,573
Salaries and Wages	337,354	382,337		754,210	941,795	-
Fringe Benefits	105,572	\$ 99,084		239,347	227,746	-
Professional Services	103,390	\$ 122,277		146,076	134,811	-
QLINE Maintenance	435	-		294,237	851,178	-
Planning Services	188,255	\$ 275,000		13,672	47,500	-
Communications	38,351	\$ 77,401		33,636	50,681	15,744
Services and Initiatives	-	-		-	-	50,000
Administrative	43,972	\$ 102,297		371,251	453,551	719,391
Total expenditures	\$ 817,329	\$ 1,058,396		\$ 1,852,429	\$ 2,707,262	\$ 746,573
Change in fund balance	\$ (51,292)	\$ -		\$ (798,249)	\$ 153,418	\$ -
						\$ 735,135
						\$ 796,573

Regional Transit Authority of Southeast Michigan

Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual

For the 3 Months Ending December 31, 2025

	DAX		One Click/One Call		Mobility Wallet	
	Actual	Budget	Actual	Budget	Actual	Budget
Revenues						
Federal	\$ 345,452	\$ 374,249	\$ -	\$ 67,563	\$ -	\$ -
State	144,093	156,331	-	16,891	\$ 3,088	62,500
Local	-	-	-	-	\$ -	-
Fares	76,680	72,000	-	-	\$ -	-
Other	33,949	33,825	-	-	\$ -	-
Total revenues	\$ 600,174	\$ 636,405	\$ -	\$ 84,454	\$ 3,088	\$ 62,500
Expenditures						
Salaries and Wages	-	-	-	-	-	-
Fringe Benefits	-	-	-	-	-	-
Professional Services	-	-	-	-	-	-
QLINE Maintenance	-	-	-	-	-	-
Planning Services	-	-	-	-	3,088	-
Communications	11,618	50,000	-	-	-	-
Services and Initiatives	588,556	586,405	-	84,454	-	62,500
Administrative	-	-	-	-	-	-
Total expenditures	\$ 600,174	\$ 636,405	\$ -	\$ 84,454	\$ 3,088	\$ 62,500
Change in fund balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

continued...

Regional Transit Authority of Southeast Michigan

Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual

For the 3 Months Ending December 31, 2025

	Access to Transit		Transit App		Total Year to Date		Annual
	Actual	Budget	Actual	Budget	Actual	Budget	Budget
Revenues							
Federal	\$ -	\$ 400,000	\$ -	\$ -	\$ 1,205,756	\$ 2,395,780	\$ 9,583,116
State	-	350,000	10,000	70,809	1,669,684	3,460,174	13,840,696
Local	-	-	-	-	-	\$ 225,000	900,000
Fares	-	-	-	-	178,956	\$ 162,000	648,000
Other	-	-	-	-	114,218	\$ 76,863	307,449
Total revenues	\$ -	\$ 750,000	\$ 10,000	\$ 70,809	\$ 3,168,614	\$ 6,319,817	\$ 25,279,261
Expenditures							
Salaries and Wages	-	-	-	-	1,091,564	1,324,132	5,296,530
Fringe Benefits	-	-	-	-	344,919	326,830	1,307,317
Professional Services	-	-	5,000	-	254,466	257,088	1,028,350
QLINE Maintenance	-	-	-	-	294,672	851,178	3,404,712
Planning Services	-	-	-	-	205,015	322,500	1,290,000
Communications	-	-	5,000	-	104,349	228,082	912,329
Services and Initiatives	-	750,000	-	70,809	1,307,947	2,300,741	9,202,961
Administrative	-	-	-	-	415,223	555,848	2,223,392
Total expenditures	\$ -	\$ 750,000	\$ 10,000	\$ 70,809	\$ 4,018,155	\$ 6,166,399	\$ 24,665,591
Change in fund balance	\$ -	\$ -	\$ -	\$ -	\$ (849,541)	\$ 153,418	\$ 613,670

concluded.

Project Tracker as of 12/31/25

Title	Detroit to Ann Arbor Express Bus (D2A2)		
Description	Express bus connecting downtown Detroit to downtown Ann Arbor.		
Schedule	October 2021 - September 2026		
Budget Tracker			
	Total	ITD	Balance
Cost	\$ 13,793,820	\$ 11,527,989	\$ 2,265,831
Grants			
MI-2021-036-01	\$4,311,592	\$4,311,592	(\$0)
2017-0119/P7/R2	\$1,635,893	\$1,635,893	\$0
Fares/Contrib	\$1,487,365	\$1,869,232	(\$381,867)
MI-2021-036-02	\$1,373,593	\$1,373,593	(\$0)
MDOT LBO	\$1,287,542	\$502,759	\$784,783
ARPA MI-2022-005-02	\$3,697,835	\$1,834,921	\$1,862,915
	\$13,793,820	\$11,527,989	\$2,265,831

Title	Regional Mobility Management (MyRide2)		
Description	Call center/website with information for seniors and persons with disabilities.		
Schedule	October 2017 - September 2026		
Budget Tracker			
	Total	ITD	Balance
Cost	\$2,587,554	\$1,897,630	\$689,924
Grants			
MI-2017-031-02	\$1,069,444	\$1,069,444	\$0
2017-0119/P2/R4	\$267,361	\$267,361	\$0
MI-2024-009-01	\$411,292	\$411,292	(\$0)
2022-0126/P7	\$102,823	\$102,823	\$0
Federal Grant*	\$589,307	\$37,367	\$551,940
State Grant*	\$147,327	\$9,342	\$137,985
	\$2,587,554	\$1,897,630	\$689,924

*Funding is secured and currently being amended into a grant. Pre-award authority.

Note: FY2026 Q1 invoicing not received yet

Title	Universal Basic Mobility Pilot		
Description	Mobility wallet fare technology pilot focused on Detroit jobseekers.		
Schedule	June 2023 - July 2026		
Budget Tracker			
	Cost	ITD	Balance
Cost	\$1,025,000	\$892,038	\$132,962
Grants			
2022-0126-P3	\$1,025,000	\$892,038	\$132,962
	\$1,025,000	\$892,038	\$132,962

Title **Downtown to Airport Express**
Description Express bus connecting downtown Metro Airport to Downtown Detroit.
Schedule March 2024 - September 2026

Budget Tracker			
	Cost	ITD	Balance
Cost	\$6,012,708	\$4,110,514	\$1,902,194
Grants			
MI-2024-002	\$2,000,000	\$2,000,000	\$0
2022-0126-P4 R1	\$500,000	\$500,000	\$0
Fares/Contrib	\$942,386	\$752,125	\$190,261
MDOT LBO	\$805,170	\$232,360	\$572,810
ARPA MI-2022-005-02	\$1,765,152	\$626,030	\$1,139,122
	\$6,012,708	\$4,110,514	\$1,902,194

Title **Access to Transit Program**
Description Grant program for safety and access improvements at bus stops.
Schedule October 2024 - December 2026

Budget Tracker			
	Cost	ITD	Balance
Cost	\$3,363,395	\$132,142	\$3,231,254
Grants			
2022-0126-P6	\$1,363,395	\$132,142	\$1,231,254
FY2024 CMAQ*	\$1,600,000	\$0	\$1,600,000
State Grant*	\$400,000	\$0	\$400,000
	\$3,363,395	\$132,142	\$3,231,254

*Funding is secured. Will be amended into the grant at a future date.

Title **Transit App Program**
Description Regional Mobility as a Service (Maas) application platform
Schedule July 2025 - July 2028

Budget Tracker			
	Cost	ITD	Balance
Cost	\$910,000	\$143,236	\$766,764
Grants			
2022-0126-P8	\$828,000	\$143,236	\$684,764
Local In-Kind Match	\$82,000	\$0	\$82,000
	\$910,000	\$143,236	\$766,764



BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Becky Lasecki, Procurement & Contracts Manager

SUBJECT: Remix Technologies, LLC Transit Planning Software Contract

DATE: January 15, 2026

REQUESTED ACTION: Board of Directors Approval

Approval Request:

The memo seeks board approval to enter into an eight (8)-month contract beginning February 1, 2026, with up to two (2), one (1)-year renewal options, for Transit Planning Software as a Service with Remix Technologies, LLC, at a contract amount not to exceed \$140,000 in the first year, and \$200,000 per year for each renewal term. The initial term is truncated to align this contract with RTA's fiscal year ending September 30, 2026.

Procurement Process:

This solicitation followed RTA's procurement policy for goods and services over \$350,000, the federal threshold for a formal RFP process. The Evaluation Committee included the Planning and Innovation Director, the Program Director, and the Transit Planning Manager. Three (3) vendors submitted qualified proposals, which were scored for experience and qualifications; equitable approach and innovation; understanding of RTA systems; and price.

Selection Rationale:

Remix Technologies, LLC, the incumbent provider of these services, was selected because it scored the highest in every category of the technical evaluation and offered a reasonable pricing structure that fits within the RTA's budget projections.

Scope of Work:

The initial term of this contract will begin on February 1, 2026, and end on September 30, 2026. Remix Technologies, LLC will continue to provide Software as a Service (SaaS)



functionality for analyzing demand and rider behavior; optimizing network design and operations; scheduling services; supporting fleet management and driver resources; providing real-time vehicle tracking; and integrating on-demand services into the existing network. This SaaS project will support RTA services as well as DDOT, DPM, SMART, and TheRide, at the same access and performance level.

Budget Impact:

Remix Technologies, LLC's proposed budget is competitive in the marketplace and aligns with the RTA's FY2026 budget.



BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Julia Roberts, Planning & Innovation Director

SUBJECT: Mobility 4 All Plans

DATE: January 15, 2025

REQUESTED ACTION: Board of Directors Approval

Approval Request:

This memo requests board approval of the RTA's 2025 Mobility 4 All (M4A) Coordinated Plan and Program Management Plan (PMP).

Background Information:

The M4A Program is the region's federally compliant initiative for guiding the investment of FTA Section 5310 funding in the Detroit and Ann Arbor Urbanized Areas. Broadly, it supports equitable transportation for people with disabilities, older adults, and individuals with limited incomes across the four-county region. It ensures access to safe, reliable, and affordable transit while helping the Regional Transit Authority (RTA) assess service needs and develop strategies to improve mobility in Southeast Michigan.

The M4A Coordinated Plan and PMP are foundational documents for this initiative. These are required for the distribution of FTA Section 5310 funds. Every two years, the RTA conducts a competitive call for projects, allowing transportation providers, local jurisdictions, and other non-profits organizations to apply for funding aligned with M4A Coordinated Plan program strategies. The PMP is the FTA required companion document that describes how the RTA works together with all of its partners to manage and implement the M4A plan and the management of the FTA Section 5310 funding.

Planning and Engagement Process:

The M4A Plan was developed through a collaborative process led by the RTA and Technical Working Group (TWG). Stakeholders across the four counties, Macomb, Oakland, Wayne, Washtenaw and the City of Detroit, contributed input via 27 in-person events, online



questionnaires and mailed surveys with 783 responses. The draft 2025 M4A Plan was posted for comment on the RTA website from October 21st to November 3rd, 2025.

Key Findings

- **An Aging Population:** The population of aging adults in the four-county region is expected to increase by 35% by 2050. Concentrations of older adults are most often in suburban areas where access to transportation and health care may be limited.
- **Expanding Regional Connectivity:** Regional residents are restricted by existing services and want to travel further. Roughly 85% of all trips begin and end within a single county. Land use patterns and access to cross-county transportation could explain this pattern. Increasing the ability for users to travel across jurisdictional borders remains a priority for the RTA. Noted gaps in cross border travel include Eight Mile Road, serving as Detroit's northern border with Oakland and Macomb Counties.
- **Service Eligibility Requirements:** The wide range of transportation providers in the RTA region have varying eligibility requirements and complicated trip planning or exclude certain users. Some providers require trips to be scheduled far in advance, especially for medical appointments. The RTA Region has made strides in connecting the transportation network across the four counties, and the next steps should focus on streamlining eligibility into one regional set of requirements and registration process.
- **Navigating Transportation Options:** Vulnerable populations in the RTA region have numerous options for transportation, but with different requirements, fare structures, and policies navigating these services can be confusing and challenging. The Myride2 database serves as the basis for trip-planning simplification, but lacks tools that allow users to navigate the system easily. Integrating fare policies across transit agencies can also improve the overall user experience regionally.
- **Funding:** Federal grants, state programs, local and other direct funds make up the sources of funding for the RTA Region. Federal funding is the most significant source for all providers. Smaller providers depend on multiple streams of revenue which create operational complications and significant administrative burdens in identifying, applying to, and maintaining potential funding sources. Because of the large number and types of providers, there is not a consistent and reliable source for funding data. In the RTA Region, federal and state subsidies are key to the provision of public and human service transportation for operating and capital expenditures.



Strategic Goals and Recommendations

Below is a snapshot of recommendations laid out in the M4A plan.

1. **Improve Existing Services:** Extend hours and reliability of fixed-route and demand-response options.
2. **Increase Connectivity:** Simplify border crossings and enhance first/last-mile access.
3. **Simplify Transit Use:** Standardize ADA eligibility, establish a regional booking platform, and unify fare systems.
4. **Grow Healthcare Transit:** Launch *Rides to Wellness* partnerships with healthcare providers.
5. **Prepare Future Resources:** Create a centralized funding and operations database and provide technical assistance to smaller providers.

As part of RTA efforts toward broader collaboration, a new mobility management for Southeast Michigan kicked off in December 2025, with a pilot regional operators committee being planned for this spring. Both will help with implementing strategically, including greater coordination of travel training, potential for GTFS Flex integration with the Transit App, and smaller provider pooled purchasing options regionally of items like fuel, insurance, and parts to aid in offsetting community agencies' larger operational costs.

The RTA posted a final draft of each as well as M4A Coordinated Plan appendices on RTA's M4A webpage (<https://www.rtamichigan.org/planning-policy-programs/mobility-4-all-m4a>).

Next Steps

The M4A Plan positions the RTA to secure and deploy Section 5310 funding effectively while guiding implementation over the next five years. The RTA conducts Section 5310 calls for projects every couple of years, with the next call anticipated for fiscal years 2027 and 2028. Prospective applicants will use the recommendations in this plan to identify relevant transit service operations, mobility management services, and capital improvement projects for implementation.

Attachment: Executive Summary for the RTA M4A Plan.

Transit solutions for people with disabilities, older adults, and individuals with limited incomes

WHAT IS MOBILITY 4 ALL?

- The **Mobility 4 All Program (M4A)** is a regional initiative to improve existing transportation services in Southeast Michigan, with a focus on older adults, people with disabilities, and people with low incomes.
- This effort is coordinated by the **Regional Transit Authority of Southeast Michigan (RTA)**. RTA plans, funds, coordinates, and accelerates regional transit services, projects, and programs for the entirety of Macomb, Oakland, Washtenaw, and Wayne Counties, including the City of Detroit.
- M4A aims to ensure that everyone, regardless of ability or income, has access to **safe, reliable, and affordable transportation services** to get where they need to go in the four-county region.
- The M4A Plan identifies opportunities to **address transportation issues in the RTA Region and better meet transportation needs**, so people can get to work, medical appointments, and other daily activities.
- These opportunities, presented as a series of goals and recommendations, will guide improvements to the delivery of human service transportation in the RTA Region over the next five years by prioritizing transportation projects for funding and implementation.
- The M4A Plan provides a **regional strategy** to:
 - Improve coordination, collaboration, and reliability of transportation services.
 - Reduce duplicative services and increase access.
 - Strengthen regional mobility across the four-county region.



M4A OBJECTIVES

- Evaluate transportation needs.
- Investigate travel patterns.
- Inventory transportation providers.
- Seek feedback and comments on the regional transit network.
- Review and update transportation improvement strategies.

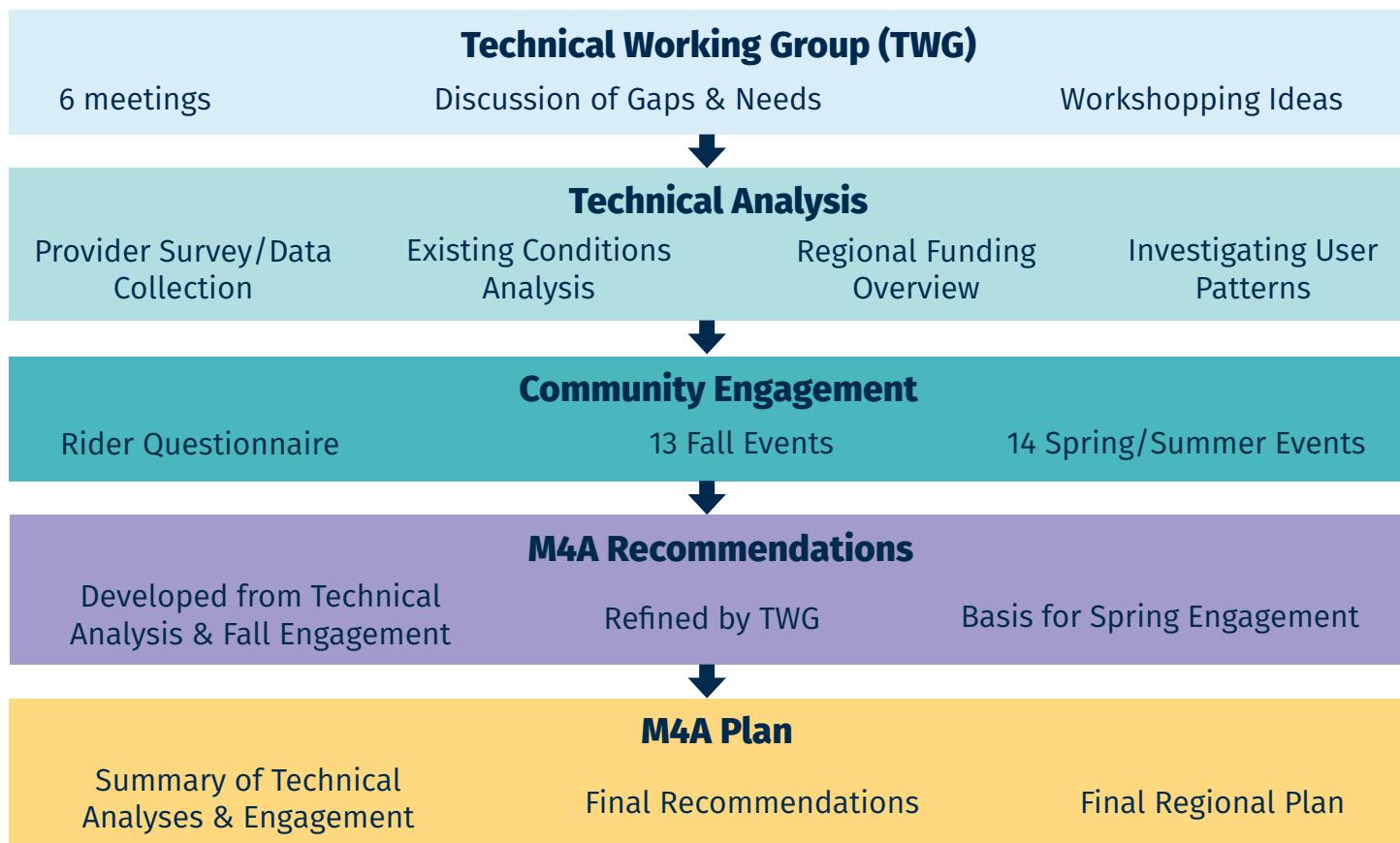
M4A OUTCOMES

- Refresh the 2020 OnHand Plan.
- Prioritize actionable steps for improving human services and public transportation.
- Continue to meet federal and state requirements.
- Explore and coordinate investments and innovative transit solutions.

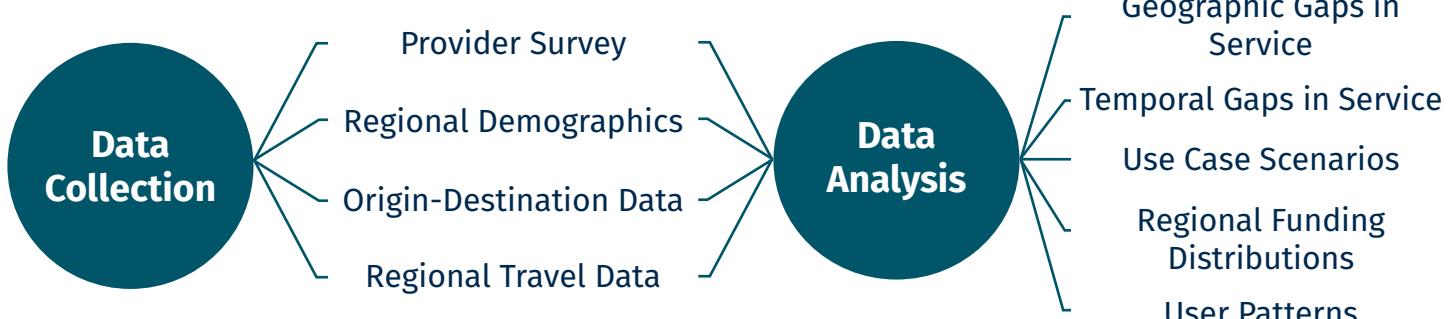
M4A Development

Working closely with the Technical Working Group (TWG), an advisory body formulated to support the development of the plan, the M4A Plan focuses on examining how well existing public and human service transportation options match the needs of the region's residents. The final M4A Plan summarizes the technical analyses completed, including examining existing conditions of the region, available funding mechanisms that support transportation services, and user travel patterns. Concurrent to the technical analyses, the study team conducted an extensive community engagement effort, reaching out to both current and potential riders to better understand the way people travel through the region and to identify any unmet needs. Based on findings from these efforts, the plan culminates with a set of regional goals to improve the delivery of public and human service transportation in the RTA Region.

PLANNING PROCESS



TECHNICAL ANALYSIS PROCESS



Key Findings and Unmet Needs

Enhancing the Delivery of Existing Services

The RTA region must continue efforts to enhance the efficiency, coordination, and accessibility of its transit services. The focus of these improvements should not only maintain the current level of service, but expand and strengthen the network by increasing evening and weekend services, integrating demand response services into trip planning tools, and modernizing scheduling and dispatching software.

Expanding Regional Connectivity

Within the RTA Region, 85% of trips on existing transit services begin and end within a single county, highlighting the need to improve cross-jurisdictional mobility where service gaps hinder regional travel for all users. Coordination between providers to streamline cross-border transit trips and better connect service areas is a productive next step in closing this mobility gap.

Streamlining Transit Access

The RTA Region must continue working toward a more regionally connected transportation network to accommodate growth while supporting the needs of present users. Next steps focus on building an enhanced trip-planning system off of the [myride2 database](#), integrating fare policies and fare payment technologies, and streamlining eligibility requirements and the registration process.

Improving Access to Healthcare

By 2050, the RTA Region's population aged 65+ is expected to increase 34.8%, and the already high demand for medical trips is expected to rise. By prioritizing targeted transit solutions to increase healthcare transit access, the region can boost its baseline healthcare transit services, overcome healthcare cost challenges related to missed appointments, and prepare for future demand increases.

Building Capacity for the Future

Smaller providers in the RTA Region face significant challenges, often needing to manage multiple funding streams with limited administrative capacity. Key next steps to build resilience, increase capacity, and improve long-term financial health include: the availability of more streamlined and supportive funding mechanisms, strategic use of the influx of federal funding, and a unified funding database.

M4A Goals and Recommendations

Through the course of this study, the M4A project team, with assistance from the TWG, identified regional goals to guide the improvement of the delivery of public and human service transportation in the RTA Region over the next five years. These goals reflect shared priorities among stakeholders and are grounded in the needs of older adults, individuals with disabilities, and individuals with limited income.



Improve Existing Services



Increase Connectivity



Simplify Transit Use



Grow Healthcare Transit



Prepare Future Resources

Within each goal, the team developed a series of recommendations to help guide decision-making, prioritize investments, and support the distribution of FTA Section 5310 program funds in both the Detroit and Ann Arbor urbanized areas. These recommendations are intended to serve as a roadmap for enhancing coordination, expanding service coverage, improving accessibility, and ensuring long-term sustainability of public and human service transportation in the region.

Goals

Recommendations

	<ul style="list-style-type: none">• Add fixed-route and demand-response service offerings on evenings and weekends.• Maintain and strengthen existing fixed-route and demand-response services.• Promote myride2 and transit providers' existing services.• Create a unified branding for demand-response services.• Incorporate demand-response services into multimodal trip planners.
	<ul style="list-style-type: none">• Develop policies that support transit-oriented communities.• Align bus stop guidelines and update service standards for improved accessibility, safety, and ADA compliance.• Expand accessible microtransit services to facilitate access to bus and rail stops.• Improve pedestrian and cyclist access to transit stops.• Evaluate operational performance of existing microtransit services.• Build educational programs and develop policies that make it easier to cross borders.
	<ul style="list-style-type: none">• Align ADA eligibility requirements — one regional application process, one portal and database, and more places to sign up.• Add a regional demand response phone number and online booking / scheduling platform.• Implement a regional fare collection system across all modes of transportation.• Standardize ADA requirements for eligibility, appeals, no-shows, and late cancellations.
	<ul style="list-style-type: none">• Partner with medical facilities for consistent transportation.• Initiate a Rides to Wellness program to fund additional access to medical, health, and wellness services.• Create a working group for community providers to address medical transportation needs, barriers, and challenges.
	<ul style="list-style-type: none">• Document current funding sources, uses, and cost efficiency across the region.• Generate a small set of performance measures to track productivity.• Document data collection processes to better understand existing policies.• Develop a regional demand response task force.• Implement a technical assistance program to support community providers.



Section 5310 Program Management Plan

Mobility 4 All Program

Regional Transit Authority of Southeast Michigan

December 2025



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Appendices

[Appendix A – Sample Scoring Rubric](#)

Acronyms and Abbreviations

BIL	Bipartisan Infrastructure Law
CAA	Clean Air Act
CAC	Citizen's Advisory Committee
CE	Categorical Exclusion
CHSTP	Coordinated Human Service Transportation Plan
DBE	Disadvantaged Business Enterprise
DDOT	Detroit Department of Transportation
DTC	Detroit Transportation Corporation
EA	Environmental Assessment
EEO	Equal Employment Opportunity
EIS	Environmental Impact Statement
FFATA	Federal Funding Accountability and Transparency Act
FMCSA	Federal Motor Carrier Safety Administration
FONSI	Finding of No Significant Impact
FSRS	Federal Subaward Reporting System
FTA	Federal Transit Administration
JFS	Jewish Family Services
MDOT	Michigan Department of Transportation
M4A	Mobility 4 All
NTD	National Transit Database
PAC	Provider Advisory Committee
PEAC	Program to Educate All Cyclists
PMP	Program Management Plan
POP	Program of Projects
RTA	Regional Transit Authority
RTMP	Regional Transit Master Plan
SEMCOG	Southeast Michigan Council of Governments
SMART	Suburban Mobility Authority for Regional Transportation
TheRide	Ann Arbor Area Transportation Authority
TIP	Transportation Improvement Program

TWG Technical Working Group
UZA Urbanized Area
WATS Washtenaw Area Transportation Study

1. Introduction

1.1 Overview of the Regional Transit Authority of Southeast Michigan (RTA)

The RTA was created by Public Act No. 387 of 2012. Its 10-member board is appointed for three-year terms by the county executives of Wayne, Oakland and Macomb counties, the chair of the Washtenaw County Board of Commissioners, the Mayor of Detroit, and the Governor of Michigan.

The RTA plans, funds, coordinates, and accelerates regional transit services, projects, and programs in Southeast Michigan, which comprises the entirety of Macomb, Oakland, Washtenaw, and Wayne Counties, including the City of Detroit. The RTA's mission is to create new and better ways to move and connect people in Southeast Michigan, with a vision of a region where advances in transit create greater prosperity for all. To meet this vision, the RTA develops regional transit plans, coordinates a complex network of local service providers, accelerates pilot projects and programs, and distributes public transportation funds regionally.

1.2 The Section 5310 Program in Southeast Michigan

The Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310), administered by the Federal Transit Administration (FTA), supports transportation services planned, designed, and carried out to address the specific needs of older adults and people with disabilities. The Section 5310 program is now reauthorized under the Infrastructure Investment and Jobs Act (IIJA).

The RTA is the designated recipient of Section 5310 funds apportioned by FTA to the Detroit and Ann Arbor urbanized areas (UZAs) (Figure 1). As the designated recipient, the RTA is responsible for administering Section 5310 funds in those areas, within the RTA region of Wayne, Oakland, Macomb, and Washtenaw counties.

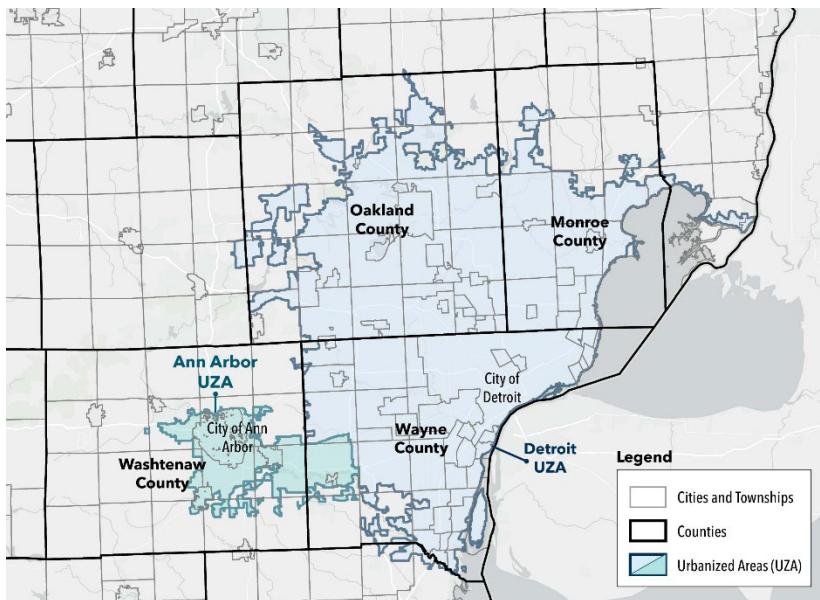


Figure 1. Ann Arbor and Detroit Urbanized Area Boundaries

Direct recipients of FTA funds in the region, include the Suburban Mobility Authority for Regional Transportation (SMART), Ann Arbor Area Transportation Authority (TheRide), the Detroit Department of

Transportation (DDOT), and the Detroit Transportation Corporation (DTC), for Section 5310 funding. A couple of these organizations, SMART and TheRide in particular, play a contributing role in the selection and implementation of Section 5310 projects in their respective local areas through the coordinated transit/human services transportation planning processes, calls for 5310 projects, and ongoing oversight of local subrecipients of 5310 funds. Each serves as the pass-through agencies to community provider subrecipients.

1.3 Overview of the Program Management Plan (PMP)

This document describes a regional approach to the management of the Section 5310 program in southeast Michigan. Input was obtained from members of the Technical Working Group (TWG) that guided development of the first regional Coordinated Human Service Transportation Plan (CHSTP): the RTA, DDOT, DTC (owner/operator of the Detroit People Mover), SMART, TheRide, Southeast Michigan Council of Governments (SEMCOG), Washtenaw Area Transportation Study (WATS), Area Agency on Aging 1B (AgeWays), Program to Educate All Cyclists (PEAC), Michigan Department of Transportation (MDOT), and other regional transit stakeholders.¹

As recommended by the 2020 OnHand Plan, the RTA has worked to regionalize the management and administration of the Section 5310 program funds annually apportioned to the Detroit and Ann Arbor UZAs. The RTA is responsible for the biennial competitive selection process, planning for future transportation needs, and ensuring integration and coordination among a diverse range of transportation modes and providers. Further, RTA is responsible for overseeing the implementation of projects developed and prioritized in the CHSTP.

Changes to the management of the 5310 program in the region as described in this PMP are based on comments by TWG members about current practices and desired enhancements for the regional program, and best practices from peer 5310 programs.

2. Program Goals and Objectives

Goals and objectives for the M4A Program² in southeast Michigan as expressed by TWG members include the following:

- Align available resources with the highest regional priorities to improve mobility for the target populations (older adults, and people with disabilities throughout Southeast Michigan)³
- Continue and expand on regional collaboration
- Streamline the project solicitation and selection process
- Distribute Section 5310 funds to providers and subrecipients throughout the region fairly and equitably
- Reduce duplicative administrative efforts
- Build upon beneficial working relationships between direct recipients and local transportation providers with regional partnerships

¹ The coordinated plan developed in 2020 is entitled: OnHand: Expanding Transportation Access Across Southeast Michigan. The plan has subsequently been updated in 2025 and is now titled the Mobility 4 All (M4A) Plan.

² The M4A Program is a regional initiative that supports equitable transportation options for seniors, people with disabilities, and individuals with limited incomes. M4A aims to ensure that everyone, regardless of ability or income, has access to safe, reliable, and affordable transportation services to get where they need to go in the four-county region. Through the development of this plan, M4A helps the RTA better understand how well existing transportation services are meeting the needs of Southeast Michigan and providing innovative strategies to solve transportation issues so residents can get to work, medical appointments, and other daily activities.

³ While the transportation needs of people with lower incomes are considered in the CHSTP, they are not the target populations for use of Section 5310 funds.

- Encourage coordination and collaboration among local transportation providers and services
- Collect more information about the performance of funded projects to ensure the most effective use of limited Section 5310 funds
- Involve a variety of stakeholders in Section 5310 planning and project selection

3. Roles and Responsibilities

3.1 RTA

The RTA is responsible for overall management of the Section 5310 program in the region. This involves the following tasks:

- Lead development of one coordinated human service transportation plan (CHSTP) for the region
- Distribute a single, regional call for projects, with assistance from direct recipients
- Determine 5310 funding targets for use of 5310 administrative funds, set-asides for current regional priorities, and the split between the required 55% of funds for “traditional” 5310 projects and the ceiling of 45% of funds for “non-traditional” projects in each UZA
- Oversee or provide technical assistance to potential applicants
- Serve on the 5310 project selection committee
- Approve the 5310 Program of Projects (POP)
- Develop one regional PMP and agreements with direct recipients

3.2 Direct Recipients

The Direct Recipients, the City of Detroit, including DDOT and DTC, SMART, and TheRide, receive 5310 funds directly from FTA, based on RTA’s split letter. The split letter is agreed upon regionally then approved by FTA.

The direct recipients are also responsible for:

- Participating in the development of the regional CHSTP
- Providing input on annual goals, objectives, and funding targets/set-asides
- Serving on the 5310 project selection committee

SMART and TheRide (and DDOT, should there be local subrecipients from the City of Detroit in the future) will also continue to be responsible for:

- Administering selected projects, handling contracting with local subrecipients, billing, and reporting.
- Administering the procurement of vehicles (SMART only)
- Providing technical assistance to subrecipients pre- and/or post-award of 5310 funds
- Oversight of subrecipients for compliance with federal, state, and local requirements

3.3 Stakeholders

The broad, inclusive group of stakeholders included in the TWG convened for the development of the 2020 CHSTP remains involved in the management of the regional 5310 program by participating in the development of future CHSTPs and providing comments on the proposed annual programs of 5310 projects.

A smaller, more targeted group of stakeholders serves on the 5310 project selection committee with the RTA and the direct recipients. Those stakeholders include:

- SEMCOG and WATS
- AgeWays

- MDOT
- Organizations that serve older adults and people with disabilities

In addition, SEMCOG and WATS are responsible for obtaining public comment on proposed 5310 Program of Projects (POPs) as part of the public participation activities associated with preparing the Transportation Improvement Programs (TIPs) in their respective regions.

4. Coordination

Coordination among state and regional entities in the various aspects of management of the 5310 program is described above and in the sections that follow.

At the local level, staff of SMART and TheRide meet regularly with organizations that have an interest in human service transportation and attend events such as economic development meetings, public forums, and elected officials' outreach events. SMART and TheRide also host stakeholder meetings as part of their administration of contracts with 5310 local subrecipients. Within the network of specialized service providers in the four-county region and the SMART Community Partnership Program providers, transportation coordination committees meet annually, biannually, or bi-monthly to discuss issues related to providing transit services. Members of those committees include operators and managers of transit services as well as users and advocates for riders who have disabilities.

Washtenaw County's potential 5310 subrecipients are required to participate in 25% of the Washtenaw County Transportation Coordination Council every year, while ongoing subrecipients must attend 60%.

5. Planning

Section 5310 regulations require that all projects selected for funding be included in a locally developed coordinated public transit–human services transportation plan. In the past, separate coordinated CHSTPs have been prepared in the Southeast Michigan region, which includes both the Detroit and Ann Arbor urbanized areas. Prior to the RTA, plans have been prepared by:

- DDOT – City of Detroit
- SMART – Detroit urbanized area outside of the City of Detroit
- WATS for TheRide – Ann Arbor urbanized area

In 2020, stakeholders jointly developed the first CHSTP that covers both urbanized areas, with the RTA taking the lead role in plan development. This approach continues. The regional CHSTP documents existing transportation services and assesses transportation needs and service gaps for the target populations at the local level and includes both regional and local strategies and priorities among potential uses of 5310 funds. In 2025, the Mobility 4 All (M4A) Plan updated and replaced the OnHand plan. Goals and recommendations from 2020 were be revisited, simplified, and coordinated with the investment priorities identified in the RTA's Regional Transit Master Plan (RTMP) and with the help of the revitalized TWG, formulated to support the development of the M4A Plan.

Stakeholders representing RTA, the major service providers and direct recipients of 5310 funds (SMART, DDOT, TheRide, and DTC), metropolitan planning organizations (SEMCOG and WATS), community providers that are subrecipients of 5310 funds, and organizations that provide services for the target populations are involved in the development of the regional CHSTP.

6. Eligible Subrecipients

Entities considered eligible under [federal guidelines](#) for the Section 5310 program are eligible to receive 5310 awards through the RTA. Eligibility requirements are no more restrictive than the federal eligibility requirements.

7. Project Solicitation and Selection

Prior to 2020, the RTA, SMART, and TheRide each solicited applications for 5310 funding. RTA, as the designated recipient of 5310 funds for the Detroit and Ann Arbor urbanized areas, solicited applications from DDOT, SMART, TheRide, and DTC, including funding requests for both agency-led projects and projects to be implemented by subrecipients. SMART and TheRide, solicited applications from local non-profit organizations and public transportation providers and recommended projects for funding to the RTA. To date, DDOT and DTC have applied to the RTA for funding but have not conducted solicitations to identify local subrecipient projects.

Since 2020, the RTA has administered the combined regional call for projects including funding for both the Detroit and Ann Arbor urbanized areas.

Eligible applicants will include the RTA (for administrative funding only), the four current direct recipients, and potential subrecipients in both urbanized areas, including private non-profit organizations, local government authorities, and public and private providers of public transportation. Organizations that previously applied directly to either SMART or TheRide for 5310 funding now respond to the RTA's call for projects. Organizations covering the non-urbanized areas of the RTA region (Macomb, Oakland, Wayne and Washtenaw Counties) that now apply to MDOT for 5310 funding will continue to do so.

7.1 Private Sector Participation

During each call for projects, the direct recipient assists the RTA with distribution of the notice of funding availability, identifying not only public transportation providers but also private nonprofit and private for profit providers in their areas.

Local organizations are encouraged to include private sector providers in the delivery of services and identify private providers that are eligible subrecipients. The RTA will publish a notice of funding programming through its standard meeting notification process and encourage comments from the public stakeholders, and private and public transportation providers.

Membership of the TWG and other relevant transportation planning committees include representatives of private transportation providers (both for profit and nonprofit organizations).

8. Funding Distribution

Section 5310 funding may not be transferred between the two urbanized areas. In the regional call for projects, funding apportioned to each urbanized area is available only to potential subrecipients in that urbanized area. In addition, funding for each area may be set aside for 1) program administration by the RTA, the designated recipient, and the four direct recipients (up to 10% of the area's annual apportionment) and 2) key priorities such as coordinated service proposals submitted by applicants, or new/ innovative services. Administrative funds are not made available to subrecipients.

Within each urbanized area's annual funding apportionment, at least 55% must be spent on "traditional" projects, as defined below and in the FTA Circular C 9070.1 H (<https://www.transit.dot.gov/regulations-and-programs/fta-circulars/enhanced-mobility-seniors-and-individuals-disabilities>). Up to 45% may be spent on "non-traditional" projects

- **"Traditional" 5310 projects:** traditional projects must meet two criteria. They are carried out by the traditional subrecipients of 5310 funds—private non-profit organizations and state or local governmental authorities that are designated as coordinators of services for older adults and people with disabilities or that certify that there are no non-profit organizations available to provide services. Traditional projects are primarily capital projects but may also include mobility management activities and contracted transportation services.
- **"Non-traditional" 5310 projects:** may be carried out by any eligible type of subrecipient. Eligible activities include: 1) capital projects that address the needs of older adults and people with disabilities when public transportation service is unavailable, insufficient, or inappropriate, and 2) capital and operating projects that go beyond ADA requirements, improve access to fixed route service for the target populations or decrease reliance on paratransit service, or provide new transportation options for those populations. Mobility management activities are eligible non-traditional projects.

After consultation with the four direct recipients, the RTA determines target amounts for set-asides, traditional projects, and non-traditional projects for each urbanized area.

Targets for traditional and non-traditional projects for each urbanized area are included in the call for projects for transparency and to help manage expectations among potential subrecipients. Following project recommendations from the project selection committee (discussed below), the RTA makes final funding distribution decisions.

8.1 Local Share Requirements

This program provides funds for capital and operating assistance to support all eligible activities under Section 5310. FTA requires a state/local match to access federal funds. Capital projects are matched 80 percent federal with a 20 percent state or local match, while operating assistance is matched with at least a 50 percent state or local share. An increased federal share (85-90%) is allowable for certain ADA and Clean Air Act (CAA) projects. The match required to access federal capital funds has typically been provided by MDOT utilizing a combination of cash, bond revenues, and toll revenue credits – this is subject to change at any time by the State, in which case the subrecipient would be responsible for providing the local match (or would forfeit the funds). The match required to access operating funds has been provided by a local share, sources of which can include but are not limited to dedicated tax revenues, private donations, revenue from human service contracts, net income generated from advertising, and non-DOT Federal funds. Subrecipients are responsible for providing the 50% non-federal share of operating assistance projects.

9. Development and Approval of 5310-Funded Program of Projects (POP)

9.1 Project Selection Committee

A project selection committee is responsible for scoring subrecipient applications and making funding recommendations to the RTA. Committee members include organizations with detailed knowledge about current transportation providers and services, and the transportation needs of the target populations in each urbanized area:

- RTA
- Metropolitan Planning Organizations (SEMCOG and WATS)
- AgeWays
- One liaison from each local advisory or transportation coordination committee as a non-voting member representing organizations serving older adults and people with disabilities
- Representatives of disadvantaged communities and/or organizations that serve them
- MDOT⁴
- Direct recipients (SMART, TheRide, DDOT, and DTC)

To ensure the impartiality of the committee, the direct recipients and other committee members are recused from scoring any applications from their own organizations.

9.2 Project Selection Process

The project selection process meets the requirements of the Section 5310 circular, which states that the recipient's procedures should "assur[e] equity of distribution of benefits among eligible groups within the State or urbanized area, as required by Title VI of the Civil Rights Act". Additionally, RTA's IDEA Roadmap helps guide the RTA's decision-making process to advance regional transit in a way that creates greater prosperity for all. This roadmap is embedded in the Section 5310 project selection process. Of the four goals included in the roadmap, three align with the M4A Program:

- Goal 2 (Planning) aims to reframe the RTA's community engagement approach alongside the M4A Plan, aligning public feedback received with the plan.
- Goal 3 (Coordinating) aims to co-create an integration agenda/policy with the Citizen Advisory Committee (CAC) and the Provider Advisory Committee (PAC), utilizing RTA's Guiding Principles and a funding evaluation matrix to align projects with the roadmap initiatives and ensure that RTA grant programs, including the M4A Program, can fund these initiatives.
- Goal 4 (Funding) aims to formalize a process to evaluate funding priorities in alignment with RTA's Guiding Principles, centering on equity.

On a biennial basis the selection committee meets in advance of the Call for Projects and agrees on the project selection process to be used for that cycle and specific selection goals and objectives that the selection committee wishes to achieve. Project selection criteria will be revised as necessary to reflect goals and objectives for that year.

The RTA is responsible for distributing each cycle's Call for Projects, with assistance from the direct recipients to identify potential applicants and increase awareness of the upcoming call and project application materials.

Upon conclusion of the window for submitting project applications, applications undergo initial screening by staff of the RTA or the appropriate direct recipient to determine:

- Eligibility of the applicant and project(s) for 5310 funding
- Project type (urbanized area, type of applicant, traditional vs. non-traditional project)
- Compliance with regional vehicle replacement thresholds
- Completeness of application
- Submission of required certifications and assurances

Applications for capital funding from inter-urbanized area subrecipients are also pre-screened by the appropriate direct recipient/proxy (SMART, TheRide/WATS, DDOT), or the RTA, based on previous vehicle usage and delivery of service.

Applications passing the initial screenings are scored by the selection committee.

⁴ MDOT provides the 20% state match on capital projects regardless of project selection committee ranking if funding is available.

The committee considers the elements of each application by type of project: vehicles, equipment, and infrastructure projects in one category and operations and mobility management in another. If an application contains both capital and operations/mobility management components, those components are scored separately by the committee. Each committee member awards points to the application for each selection criterion discussed below. The committee meets to discuss all applications. As a result of the discussion, committee members may revise their scoring of particular applications. At the conclusion of the meeting, the committee prepares funding recommendations for the RTA.

A sample application scoring sheet can be found in Appendix A. For each of the selection criteria identified in the section below, committee members provide a score. The sheet identified the maximum number of points each sub-criterion can receive. The scoring sheet provides the following general guidelines for scoring the selection criteria:

- **Low Score (zero to minimal points)** = the application does not meet the criterion; answers are vague or misaligned with the 5310 program objectives and/or the CHSTP.
- **Medium Score (middle range of points)** = the application meets some but not all of the criterion; answers lack detail and are in line with the 5310 program objectives and/or the CHSTP but are not strongly linked.
- **High Score (high range to maximum points)** = the application fully meets the criterion; answers are clearly stated and are directly in line with the 5310 program objectives and/or the CHSTP.

9.2.1 Selection Criteria

There are four categories of criteria, each with their own sub-criteria, outlined below.

Need and Benefits

- Alignment with priorities, needs, strategies, and solutions identified in the regional CHSTP
- Extent to which the project eliminates transportation barriers or improves mobility for older adults and people with disabilities
- Extent to which the project provides additional benefits or addresses needs of target groups
- Racial, ethnic, and economic characteristics (indicated by measures of income or auto ownership, for example) of the communities served by the applicant
- Vehicle useful life exceeded in miles and years (see the Vehicle Scoring section below for more details)
- Vehicle useful life greatly exceeds the useful life threshold (see the Vehicle Scoring section below for more details)
- Amount of unspent 5310 funds greater than two years old
- Utilization of existing 5310 services (ridership, vehicle miles or hours)

Coordination and Partnerships

- Extent to which the project utilizes or coordinates with existing public transportation providers, non-profit organizations, or other partner agencies
- Extent to which the applicant's current vehicles or services are used to provide coordinated services and/or shared with another agency's clients
- Extent to which the project contributes to development of coordinated transportation services in the region
- Extent of local support (participation of other organizations in application, letters of support, results of public outreach, overmatch of required local share)

While not included in this round, the following criterion should be considered for future grant rounds:

- Subrecipient oversight risk level, based on information submitted with the application and direct recipients' knowledge of the subrecipient on factors such as experience with federal grant management in general and the 5310 program in particular, staff experience, effective financial

and asset management procedures and controls, timeliness and responsiveness to reporting requirements or requests for information.

Project Readiness

- *For sub-recipient applications only:* A letter of commitment from a direct recipient that states that they will act as a pass-thru for federal funds. Direct recipients are THERIDE, DDOT, DTC, RTA, and SMART.
- Reasonableness and completeness of the applicant's financial plan
- Project sustainability beyond the grant period
- Reasonableness and completeness of the project implementation plan and schedule
- Experience the applicant has executing the type of transportation project listed in the application
- Demonstration of the applicant's technical capacity
- Number of years the agency has provided transportation services
- Number of projects the agency has carried out that are similar to the project listed
- Reasonableness and completeness of applicant's plan to monitor project success, including proposed performance measures

Highly Competitive Projects

Characteristics of “highly competitive projects” will be included in the call for project’s explanatory material. Extra points may be awarded to applications that exhibit those characteristics that address regional or local priorities for the use of 5310 funds, as identified in the regional CHSTP. For example:

- Joint application submitted by more than one subrecipient
- Vehicle sharing between organizations
- Purchase of service from an existing subrecipient
- New or innovative program or service
- Application addresses multiple needs, strategies, or solutions identified in the regional CHSTP

While not included in this round, the following criterion should be considered for future grant rounds:

- Proposed project serves disadvantaged communities or addresses issue of transportation inequity (“disadvantaged communities” and “transportation inequity” to be defined using methods or measures developed as part of regional transit/transportation planning efforts)

9.2.2 Vehicle Scoring

Applications requesting the replacement of vehicles receive additional scores that are specific to the vehicles’ useful life in terms of age and mileage. Applications requesting funding for other project types do not receive a vehicle score.

The vehicle scoring is done in two parts. First, the vehicles are automatically scored based on their reported mileage and by age, depending on whether they are a bus (Table 1) or a van (Table 2). Each vehicle receives then receives a final score, which sums the mileage and age scores. In general, the justification for the mileage and age scores is that the lower the total vehicle score, the closer the vehicle is to being eligible for replacement, while the higher the total vehicle score, the further the vehicle is from being replaced.

Table 1. Bus Score by Mileage and by Age

Total Miles	Score	Age (Years)	Score
200,000+	1	6 or greater	1
166,001-199,999	2	4.5-5.99	2
133,001-166,000	3	3-4.49	3
100,001-133,000	4	1.5-2.99	4

Total Miles	Score	Age (Years)	Score
0-100,000	5	0-1.49	5

Table 2. Van Score by Mileage and by Age

Total Miles	Score	Age (Years)	Score
100,000+	1	4 or greater	1
83,001-99,999	2	3	2
66,001-83,000	3	2	3
50,001-66,000	4	1	4
0-50,000	5	0	5

Because applicants can apply for the replacement of more than one vehicle, the second step aggregates the individual vehicles scores into an average score by applicant. The same guidelines apply, where the lower the average vehicle score, the closer the applicant is to be eligible for vehicle replacement, while the higher the average vehicle score, the further the applicant is to be eligible for vehicle replacement. The average vehicle score is then assigned a score to answer the sub-criteria of useful life exceeded in miles and years, where the lower the average vehicle score the higher the selection criteria score an applicant receives (Table 3).

Table 3. Final Vehicle Scores

Average Vehicle Score	Score for Exceeding Useful Life in Miles and Years	Score for Greatly Exceeding Useful Life in Miles and Years
2	5	5
3	5	4
4	4	3
5	4	2
6	3	1
7	3	0
8	2	0
9	1	0
10	0	0

9.3 POP Approval

After receiving project selection recommendations from the project selection committee, the RTA prepares a list of tentative project awards and shares it with committee members for feedback. Refinements are incorporated into a draft Program of Projects.

SEMCOG is responsible for obtaining public comment on the proposed POP in accordance with their Transportation Improvement Program (TIP) public participation procedures and schedule.

The final POP is approved by the RTA Board of Directors. Approval by the management or advisory boards of SMART, THERIDE, DDOT, and DTC is obtained, if desired.

9.4 Anticipated Project Selection Timeline

The anticipated timeline for the cycle of regional project selection is outlined in Table 4. The cycle typically begins in the early winter, proceeding through the states through spring to early summer.

Table 4. Anticipated Timeline by Project Selection Stage

Stage	Anticipated Timeline
1. Project selection committee meets in advance of the call for projects to discuss the selection process and determine annual goals and funding priorities	1 month
2. Regional call for projects	2 months
3. Project selection and development of POP, including circulation of a draft POP for review and comment	3 months
4. Regional split of federal 5310 funds to direct recipients as approved by the RTA Board	1 month
5. POP public comment	1-4 months

The final subrecipient awards are published following completion of all prior stages. This typically occurs in the fall. Final awards are subject to FTA approval, the process of which can take 3-12 months.

10. Management and Administration

10.1 Subrecipient Grant Agreements

Direct recipients enter into grant agreements with local subrecipients in their area, to build upon the relationship between those local entities. For example, SMART contracts with community transportation providers in the urbanized area outside of the City of Detroit for operation of transportation services with 5310 funds. If community providers in the City of Detroit apply for 5310 funds in the future, DDOT and/or DTC would contract with those providers selected to receive funds. THERIDE passes through funds for subrecipients operating entirely within Washtenaw County. The RTA or the appropriate direct recipient is responsible for subrecipient grant management on behalf of subrecipients that provide transportation cross-county between multiple provider areas, currently including agencies such as Jewish Family Services (JFS), Programs to Educate All Cyclists (PEAC), and People's Express.

10.2 Program Management

10.2.1 Requirements for Project Administration, Financial Management, Procurement, and Vehicle Use and Maintenance

Direct recipients are responsible for managing 5310 funds awarded to them or local subrecipients in their area. The agreement between the RTA and the direct recipients describes requirements for accounting, reporting, project closeout, record retention, audit, and other elements of program management. The RTA is responsible for drawing down funds and reimbursing one subrecipient, AgeWays, for its mobility management expenses.

SMART and THERIDE detail program management requirements in their agreements with local subrecipients. Financial management, procurement, property management, vehicle use and maintenance, accounting systems, audit, and project closeout requirements are covered in those agreements and additional program manuals and resources provided by the direct recipients to their local subrecipients.

10.2.2 Subrecipient Oversight and Technical Assistance

Prior to the issuance of the regional call for projects, the RTA coordinates technical assistance to potential 5310 applicants, including discussion of proposed projects before applications are developed and/or mandatory or encouraged pre-submission workshops or webinars. The direct recipients may

provide this assistance; SMART and THERIDE typically work with subrecipients to ensure that applications are complete and as compelling as possible.

Once project awards have been made, the direct recipients (SMART, THERIDE, and DDOT), or their proxies, as applicable, are responsible for ongoing oversight of subrecipient to ensure compliance with FTA requirements, as outlined in [FTA Circular 9070.1 H, Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance](#).

The RTA requires direct recipients to comply with the terms of FTA's Master Agreement and includes executed certifications and assurances from each recipient in its agreements with them. Direct recipients pass on the same requirements to local subrecipients and obtain additional certifications and assurances as part of their contracting processes.

On an ongoing basis, the risk of noncompliance for each subrecipient is assessed and monitored through a combination of regular monthly, quarterly, and annual reporting of project administrative, operations, and financial statistics as described below. Direct recipients provide technical assistance to subrecipients, as needed, to address and correct any issues or findings of noncompliance that are identified.

Additional guidance regarding federal requirements can be found in the following FTA Circulars and other documents:

- C 4220.1F Third Party Contracting Guidance
- 5010.1F Award Management Requirements
- C 4710.1 Americans with Disabilities Act Guidance
- 4704.1A Equal Employment Opportunity Act (EEO) Guidance
- C 4702.1B Title VI Requirements and Guidelines for Federal Transit Administration Recipients
- 2 CFR Part 200, Uniform Administrative Requirements, Cost Principles, And Audit Requirements for Federal Awards

Civil Rights

The direct recipients ensure that local subrecipients meet all applicable federal civil rights requirements, including Title VI, Equal Employment Opportunity (EEO), and Disadvantaged Business Enterprise (DBE). Title VI, EEO, and DBE assurances are included in agreements with subrecipients. All three areas are included in the ongoing subrecipients monitoring programs of the direct recipients.

The 2020 CHSTP for southeast Michigan includes a discussion of ways to advance transportation equity in the region. The plan includes the following actions to encourage the participation of minority transportation providers and those that serve disadvantaged communities:

- Requesting specific information from applicants about the racial, ethnic, and economic characteristics (income, auto ownership) of their communities and considering that information when scoring applications on the "Need and Benefits" selection criterion
- Including projects that serve disadvantaged communities or address issues of transportation inequity to the list of "highly competitive projects" that are eligible for additional points during 5310 application scoring
- Providing mentorship or project support during the first 18 months of operations for new providers

Section 504 and ADA Reporting

Direct recipients ensure that local subrecipients meet all applicable Section 504 and ADA regulations and requirements. ADA requirements are among the areas checked during the ongoing monitoring practices of both direct recipients.

Program and Performance Measures

The TWG expressed interest in performance measures that could be incorporated into management of the region's 5310 program to help address the following objectives for 5310 projects:

1. Progress toward the primary federal 5310 program objective of improved mobility for older adults and people with disabilities
2. Progress toward the specific regional and local objectives and priorities identified in the regional CHSTP
3. Effective use of limited 5310 funds

Federal 5310 regulations require the reporting of several useful measures that address the first objective:

- Number of older adults and/or people with disabilities with improved mobility they would not have without traditional 5310 projects
- Ridership, for traditional and non-traditional projects
- Service improvements—geographic coverage, service days and hours, service quality
- Physical improvements—facilities, technology, and vehicles
- The following performance measures are used to address the third objective:
- Cost per passenger trip
- Cost per vehicle hour
- Passenger trips per vehicle hour
- Expenditures as a percentage of subrecipient's total 5310 award for each funding cycle, if applicable (i.e., timely use of current and prior 5310 funding by subrecipient)

Data related to the program and performance measures above, as well as any additional data necessary for required reporting to MDOT, is collected from subrecipients by the appropriate designated or direct recipients. THERIDE may work through WATS on program measurement project oversight for local subrecipients, for instance non-financial records. If so, upon mutual agreement, an MOU between THERIDE and WATS will address details. Other reporting requirements are described below.

Other Provisions

Section 5310 subrecipients must comply with other federal regulations and include them in their subcontracts when applicable. These include: Buy America; pre-award and post-delivery audit, drug and alcohol testing, and environmental protection for construction projects not subject to a general waiver.

Buy America

The Buy America requirements apply to construction contracts and acquisition of goods or rolling stock valued at more than \$100,000. The requirements flow down from Section 5310 subrecipients to first tier contractors, who are responsible for ensuring that lower tier contractors and subcontractors are in compliance. A Buy America clause is included in all Section 5310 subrecipient agreements and third-party contracts. OPT monitors for compliance.

The pre-award and post-delivery audit requirements apply to the acquisition of rolling stock. A clause is included in all subrecipient agreements and third-party contracts.

Drug and Alcohol Testing

Recipients or subrecipients that receive only Section 5310 program assistance are not subject to FTA's drug and alcohol testing rules, but must comply with the Federal Motor Carrier Safety Administration (FMCSA) rule for all employees who hold commercial driver's licenses (49 CFR part 382). Section 5310 recipients and subrecipients that also receive funding under one of the covered FTA programs (Section 5307, 5309, or 5311) should include any employees funded under Section 5310 projects in their testing program.

An FTA compliant testing program, as required by the receipt of FTA operating or capital funding (5307, 5309, 5311), may be used for Section 5310 employees; there is no need to have separate testing programs. Employees of a subrecipient of Section 5310 funds from a state or designated recipient of another FTA program (e.g., 5307 or 5311) should also be included in the designated recipient's testing program.

In accordance with the FTA's regulation at 49 CFR part 655, "Prevention of Alcohol Misuse and Prohibited Drug Use in Transit Operations", each recipient is required to maintain a drug-free workplace for all employees and to have an antidrug policy and awareness program. The recipient must agree that it will provide a drug-free workplace and comply with all requirements of 49 CFR part 655. These provisions apply only to FTA's direct recipients and do not extend to subrecipients.

The recipient is required to provide a written drug-free workplace policy statement notifying employees that the unlawful manufacture, distribution, dispensing, possession, or use of a controlled substance is prohibited in the workplace and stating specific actions that will be taken for violations.

Environmental Protection

Proposed projects need to be looked at to determine their effect, if any, on the environment. Most capital projects under 5310 are "categorical exclusions" involving the acquisition of vehicles and vehicle related equipment. If a project has an environmental impact, MDOT follows all environmental regulations. There are several categories of projects:

- a) **"Categorical Exclusions."** Many projects and activities assisted with bus and bus related category funds normally do not involve significant environmental impacts. The joint FHWA/FTA environmental regulations use the term "categorical exclusions" (CEs) to environmental document [environmental assessment (EA) or environmental impact statement (EIS)]. In February 2013, FTA published new CEs tailored specifically to transit projects in an effort to provide a more straightforward and efficient environmental review process. Under the new regulations, Section 771.118 (below) is reserved exclusively for FTA actions. In accordance with the regulations, bus and bus-related projects that are predetermined to be categorical exclusions include:

Section 771.118(c)

1. Utility and similar appurtenance action
2. Pedestrian or bicycle action
3. Environmental mitigation or stewardship activity
4. Planning and administrative activity
5. Action promoting safety, security, accessibility
6. Acquisition, transfer of real property interest
7. Acquisition, maintenance of vehicles/equipment
8. Maintenance, rehab, reconstruction of facilities
9. Assembly or construction of facilities
10. Joint development of facilities
11. Emergency recovery actions
12. Action within Existing Operational Right-of-Way
13. Action with Limited Federal Funding

Section 771.118(d)

1. Highway modernization

2. Bridge replacement or rail grade separation
3. Hardship or protective property acquisition
4. Acquisition of right-of-way
5. Reserved
6. Facility modernization

Experience has shown that many construction projects can be built and operated without causing significant impacts if they are carefully sited in areas with compatible, non-residential land use where the primary access roads are adequate to handle the additional bus traffic. FTA may approve the designation of these construction projects as categorical exclusions if the grant applicant provides documentation which clearly demonstrates that the conditions stated above are met and that no significant adverse effects will result.

- b) **Projects That May Have an Environmental Impact.** Projects that significantly affect the environment require an EIS. The following are examples of projects that normally require an EIS: (1) A new controlled access freeway; (2) A highway project of four or more lanes on a new location; (3) New construction or extension of fixed transit facilities (e.g., rapid rail, light rail, commuter rail, bus rapid transit that will not be located within an existing transportation right-of-way) and; (4) New construction or extension of a separate roadway for buses or high occupancy vehicles not located within an existing highway facility. Most of the projects in which our subrecipients have been involved are outlined at Item (3) above. For these projects, our subrecipients have prepared environmental documentation with appropriate technical analysis to support a categorical exclusion, as applicable. So far no EIS actions have been required for the projects in our grant applications.
- c) **Projects That Require an Environmental Assessment.** The grant applicant must prepare an EA for any project that is not a CE and does not clearly require the preparation of an EIS. An EA documents the impacts of the proposed project and considers alternatives to the proposed site or design and is subject to public comment. FTA will review the EA and any public hearing comments and other comments received regarding the EA. A finding of no significant impact (FONSI), depending on the scope and magnitude of the probable environmental impacts, will be made by FTA.
- d) FTA is not permitted to provide federal assistance to support a project requiring an EA or an EIS until FTA has completed the environmental review process and determined either that the project qualifies for a FONSI or that the final EIS supports a Federal grant for the project.

Lobbying Restrictions

Agencies applying for federal assistance exceeding \$100,000, must certify that no federal appropriated funds have been paid or will be paid, on their behalf, to influence or attempt to influence anyone pertaining to the award, continuation or modification of federal assistance. If funds other than federal appropriated funds have been used for this purpose, the agency is instructed to complete the Standard Form-LLL, "Disclosure Form to Report Lobbying."

School Bus Operations

Agencies are instructed that they must comply with this rule. They sign an annual certification with their applications that they will engage in school transportation operations only to the extent permitted by an exception provided by 49 U.S.C. 5323(f).

Suspension and Debarment

Subrecipients must certify that their agency and its principals are not currently suspended, debarred, ineligible, or voluntarily excluded from participation in federally assisted transactions or procurements. This certification will be included in subrecipient agreements.

Compliance Monitoring

The regional approach to compliance monitoring seeks to preserve the effective oversight practices developed by direct recipients while adding a few minimum steps to improve regional consistency and documentation. At a minimum, all subrecipients will undergo a risk level assessment as described below and an in-depth compliance review, consisting of a desk review and a site visit, at least once during the term of the organization's 5310 subrecipient agreement. New subrecipients will receive an in-depth compliance review within one year of the date of their 5310 awards. Compliance reviews for such subrecipients will follow the schedules discussed below thereafter.

Documentation of oversight activities in each subrecipient's file will include a copy of the risk assessment and notes of any oversight activities conducted during the year, including results and any corrective actions taken to address issues identified during oversight.

Apart from the regional requirements, the direct recipients continue to monitor the operations of subrecipients according to their current oversight procedures and schedules. Direct recipients are responsible for updating their procedures in accordance with federal guidelines. The scope and frequency of desk reviews and site visits, particularly for subrecipients in the Low and Medium risk categories, is determined by the direct recipients. Subrecipients in the High risk category typically receive more frequent oversight.

Risk Level Determination

A tiered approach, based on the level of risk of noncompliance with federal, state, and local requirements determined for each subrecipient, guides oversight activities.

Risk levels for each subrecipient are assessed at the time of award of Section 5310 funds and during the contracting process by the direct recipients. Information from subrecipients' applications for project funding and follow-up collection of information, and, in the case of subrecipients that are not new to the 5310 program, the direct recipients' knowledge of and experience with the subrecipient, are used to make the risk level determination. Subrecipients that operate regionally are assessed jointly by the entities with which they have subrecipient agreements, and risk level scores are averaged to arrive at a total score. The entity responsible for ongoing monitoring and oversight of those regional providers is either RTA or a direct recipient, as determined on a case-by-case basis.

The factors shown in Table 5 illustrate those that may be used to determine the risk of non-compliance for 5310 subrecipients (direct recipients may add or revise these factors as needed). Lower scores for each factor denote lower levels of risk.

Table 5. Subrecipient Risk-Level Factors

Factor	Determinations	Score 1-5
1. Subrecipient experience with state or federal funds	5+ years, 2-4 years, 0-1 year	
2. Subrecipient experience with Section 5310 program	5+ years, 2-4 years, 0-1 year	
3. Management or staff turnover or reorganization	None, occasional, frequent	

Factor	Determinations	Score 1-5
4. Average experience of management staff assigned to the program	5+ years, 2-4 years, 0-1 year	
5. Subrecipient timeliness in document submission	On time, occasionally late, typically often or very late	
6. Subrecipient timely response to program/fiscal questions	On time, occasionally late, typically often or very late	
7. Complexity of the business environment (type of organization, location of transportation function within the organization, resources available for management and administration of grant funds)	Simple, moderately complex, complex	
8. Effective written financial and asset management procedures and controls*	Written and implemented, unwritten and implemented, none	
9. Difficulty meeting matching requirements	None, some difficulty, much difficulty	
10. Legal assessment (lawsuits)*	None, minor, major	
Total Score		

The information needed to complete the risk assessment of a new subrecipient will be found in the organization's application for 5310 funding, which includes a summary cover sheet/questionnaire about the organization and its experience to supplement the more detailed description of the organization and the proposed 5310 project in the body of the application. Additional information may be collected as part of executing agreements between the direct recipient and the local subrecipient. As mentioned above, the direct recipients' previous knowledge of and experience with subrecipients that have received 5310 awards in the past are also used in the risk assessment.

A lower total score (10-20) indicates a lower level of noncompliance risk; a higher score indicates a medium (30) or higher risk level (40-50).

Technical Assistance

Technical assistance is provided by the RTA and/or direct recipients at the following stages of engagement with a subrecipient:

- Pre-application assistance through workshops, online meetings, or one-on-one application review
- Assistance during project implementation to orient new subrecipients or address and resolve findings of noncompliance or other issues

To advance transportation equity in the region, mentoring of new subrecipients by more experienced providers during their first 18 months of operation of 5310 services may also be available.

10.2.3 Reporting

Direct recipients are responsible for collecting the data needed from subrecipients to prepare the following required federal reports, as referenced in FTA Circular C 9070.1 H, Enhanced Mobility of Seniors and Individuals with Disabilities Program Guidance, as applicable:

- Annual and quarterly Program of Projects reports
- Federal Funding Accountability and Transparency Act (FFATA) information for the Federal Subaward Reporting System (FSRS) one month after subawards are made
- Milestone Progress Reports
- Federal Financial Reports
- Program Measures for both traditional and nontraditional 5310 projects
- National Transit Database (NTD) reports, as applicable
- Disadvantaged Business Enterprise (DBE) reports
- Transit Vehicle Manufacturer Disadvantaged Business Enterprise (DBE) Program Requirement

In addition, direct recipients require subrecipients to compile and submit a number of financial and operating reports as detailed in SMART's *Community Transit Manual* and THERIDE's *Federal Award Management Policies and Procedures*.

10.2.4 Documentation of Oversight Activities

Direct recipients prepare notes for each subrecipient's file to document risk assessment and oversight activities conducted during the year and their results.

At the end of each year, direct recipients prepare a brief annual summary report for RTA, based on a regional template developed by RTA and reviewed by direct recipients (Appendix B), that documents highlights of oversight activities and the performance of 5310-funded projects and services in that year.

Appendix A – Sample Scoring Rubric

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Selection Criteria Category	Use the Identified Application Questions to Guide the Scoring of each Sub-Criterion		Maximum Number of Points
	Fillable PDF Section/ Page #	Online Form Section/ Question #	
Need and Benefits			
Consistency with and support for needs, strategies, and solutions identified in the regional Coordinated Human Services Transportation Plan (CHSTP)	Section 4 Regional Goals, Need pg. 11	Section 4 Q# 51, 52, 53	10
Extent to which the project eliminates transportation barriers or improves mobility for older adults and people with disabilities	Section 3a pg. 7 Section 3b pg. 8 Section 3c pg. 9 Section 3d pg. 10	Section 3a Q# 33 Section 3b Q# 36 Section 3c Q# 42, 43, 44 Section 3d Q# 48, 49	10
Vehicle useful life exceeded in miles and years (current thresholds will be provided)*	Appendix A: Vehicle Inventory*	Appendix A: Vehicle Inventory*	5
Vehicle useful life greatly exceeds the threshold (current thresholds will be provided)*	Appendix A: Vehicle Inventory*	Appendix A: Vehicle Inventory*	5
Amount of unspent 5310 funds greater than two years old	Section 2 5310 Experience pg. 4	Section 2 Q# 17, 18, 19, 20, 21	7
Utilization of existing 5310 services (ridership, vehicle miles, or hours)	Section 2 Ridership pg. 4	Section 2 Q# 15, 16	8
Need and Benefit Subtotal			45
Coordination and Partnerships			
Extent to which the project utilizes or coordinates with existing public transportation providers or non-profit organizations, or other partner agencies	Section 4 Partnership and Coordination pg. 11	Section 4 Q# 54	5
Extent to which the applicant's current vehicles or services are used to provide coordinated services and/or shared with another agency's clients	Section 4 Partnership and Coordination pg. 11	Section 4 Q# 54	5
Extent to which the project contributes to the development of coordinated transportation services in the region	Section 4 Regional Goals, Need pg. 11	Section 4 Q# 51, 52, 53	5
Extent of local support (for example, the role of local organizations in the proposed project, letters of support, results of public outreach, overmatch of local share)	Section 4 Partnership and Coordination pg. 12 See also: letters of support attachments	Section 4 Q# 55 See also: letters of support attachments	5
Coordination and Partnerships Subtotal			20
Project Readiness			

<i>For sub-recipient applications only: A letter of commitment from a direct recipient that states that they will act as a pass-thru for federal funds. Direct recipients are AAATA, DDOT, DTC, RTA, and SMART.</i>	<i>See letter of commitment attachment</i>	<i>See letter of commitment attachment</i>	N/A
Reasonableness and completeness of the applicant's financial plan	Section 3 Budget pg. 6	Section 3 Q# 24, 25, 26, 27	6
Project sustainability beyond the grant period	Section 4 Sustainability pg. 12	Section 4 Q# 56	4
Reasonableness and completeness of the project implementation plan and schedule	Section 3 Project Description pg. 7 Section 3a pg. 7 Section 3b pg. 8 Section 3c pg. 9 Section 3d pg. 10	Section 3 Q# 29 Section 3a Q# 34 Section 3b Q# 38 Section 3c Q# 41, 45 Section 3d Q# 50	6
Experience the applicant has to execute the type of transportation project listed in the application	Section 2 5310 Experience pg. 4	Section 2 Q# 17, 18, 19	5
Demonstration of the applicant's technical capacity	Section 2 Capability pg. 5	Section 2 Q# 22, 23	5
Number of years the agency has provided transportation services	Section 2 5310 Experience pg. 4	Section 2 Q# 19	3
Number of projects the agency has carried out that are similar to the project listed	Section 2 5310 Experience pg. 4	Section 2 Q# 19	3
Reasonableness and completeness of applicant's plan to monitor project success, including proposed performance measures	Section 5 Performance Measures pg. 13	Section 5 Question 58	3
Project Readiness Subtotal			35
Highly Competitive Projects			
Joint application submitted by more than one sub-recipient	Section 2 Project Description pg. 7	Section 2 Q# 28	2
Vehicle sharing between organizations	Section 1 Applicant Information Appendix A: Vehicle Inventory	Section 1 Q# 12 Appendix A: Vehicle Inventory	2
Purchase of service from an existing sub-recipient	Section 1 Applicant Information	Section 1 Q# 12	2
New or innovative program or service	Section 2 Project Description pg. 7 Section 3a pg. 7 Section 3b pg. 8 Section 3c pg. 9 Section 3d pg. 10	Section 3 Q# 29 Section 3a Q# 34 Section 3b Q# 38 Section 3c Q# 41, 45 Section 3d Q# 50	2
Application addresses multiple needs, strategies, or solutions identified in the regional CHSTP	Section 4 Regional Goals, Need pg. 11	Section 4 Q# 51, 52, 53	2
Highly Competitive Projects Subtotal (Bonus Points)			10

General Guidance

Use this document as a "working draft" for scoring assignments. Once you are confident in your scores, please enter them into the FY25 - FY26 M4A 5310 Application Score Sheet Survey.

General guidance on assigning a score for each sub-criterion can be found below:

Low Score (zero to minimal points) = the application does not meet the criterion; answers are vague or misaligned with the 5310 program objectives and/or the CHSTP.

Medium Score (middle range of points) = the application meets some but not all of the criterion; answers lack detail and are in line with the 5310 program objectives and/or the CHSTP but are not strongly linked.

High Score (high range to maximum points) = the application fully meets the criterion; answers are clearly stated and are directly in line with the 5310 program objectives and/or the CHSTP.

*Applications for Capital - Vehicles (Replacement) will receive scores based on the useful life of the vehicles intended to be replaced. Please refer to the vehicle scoring spreadsheet for information on how each vehicle meets or does not meet these thresholds. General guidance for assigning scores for these sub-criterion is as follows:

- The lower the vehicle score, the closer the vehicle is to being eligible for replacement (i.e., closer to meeting the identified ULB). Therefore, the application would receive a higher score for this sub-criterion.
- The higher the vehicle score, the further the vehicle is from being replaced (i.e., further from meeting the identified ULB). Therefore, the application would receive a lower score for this sub-criterion.

If the application is not for replacement vehicles (i.e., operating, mobility mgmt., other capital, new/expansion vehicles), you will enter N/A, and the Need and Benefit Subtotal will be 35 points instead of 45 points.



BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Julia Roberts, Planning & Innovation Director

SUBJECT: RTA 2025 Regional Transit Master Plan Update

DATE: January 15, 2025

REQUESTED ACTION: Board of Directors Approval

Approval Request:

This memo requests board approval of RTA 2025 Regional Transit Master Plan (RTMP) Update.

Background Information:

The previous RTA 2024 RTMP Update was adopted in January 2025. Staff worked with the transit providers and community members in the Southeast Michigan region to develop an RTMP update this year for the RTA Board of Director's to review, consider and approve including highlights such as:

- key performance indicators
- financial modeling
- community survey integration

RTA staff posted a final draft of the RTA 2025 Regional Transit Master Plan (RTMP) on the RTA's Master Plan webpage (<https://www.rtamichigan.org/planning-policy-programs/master-plan>). The next update is planned for fall 2026.

Attachment: Executive Summary for the RTA 2025 RTMP.



2025 Regional Transit Master Plan: Executive Summary

JANUARY 2026

rta

Regional Transit Authority
Of Southeast Michigan

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.

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 plans, studies, and discretionary grant applications, supported regional coordination initiatives, and developed and launched pilot services and technologies. RTA led 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 (D2A2), the Transit app collaboration booking pilot,

development of a Diversity, Equity, and Inclusion, Diversity, Equity, and Accessibility (IDEA) Roadmap, launching Detroit Air Xpress (DAX) service from Downtown Detroit 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 Directors' 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 - 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, and Hours on Fixed-Route Services
- 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 Ride Quality and Promote On-Board Safety
- Modernize and Maintain Infrastructure in a State of Good Repair
- Recruit, Develop, and Retain a Thriving Workforce



Source: Courtesy of WSP, 2025

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.

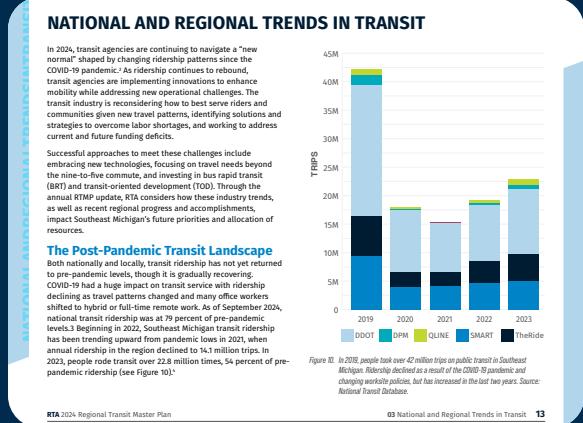


Figure 1. Snapshots from the 2024 RTMP document

The 2024 RTMP 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

Southeast Michigan's Transit Network

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

Available transit and mobility services 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 operated by RTA that provides service between 12 station intersections along Woodward Avenue in Downtown Detroit, Midtown, and New Center. Since October 2024, QLINE is operated by the RTA. The RTA also contracts operation of Detroit-to-Ann Arbor (D2A2) and Detroit Air Xpress (DAX) express bus services.



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



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



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



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



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).

Some of these options are available to the general public, and 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 QLINE:** now operated by RTA following acquisition of the service from M-1 RAIL in 2024.

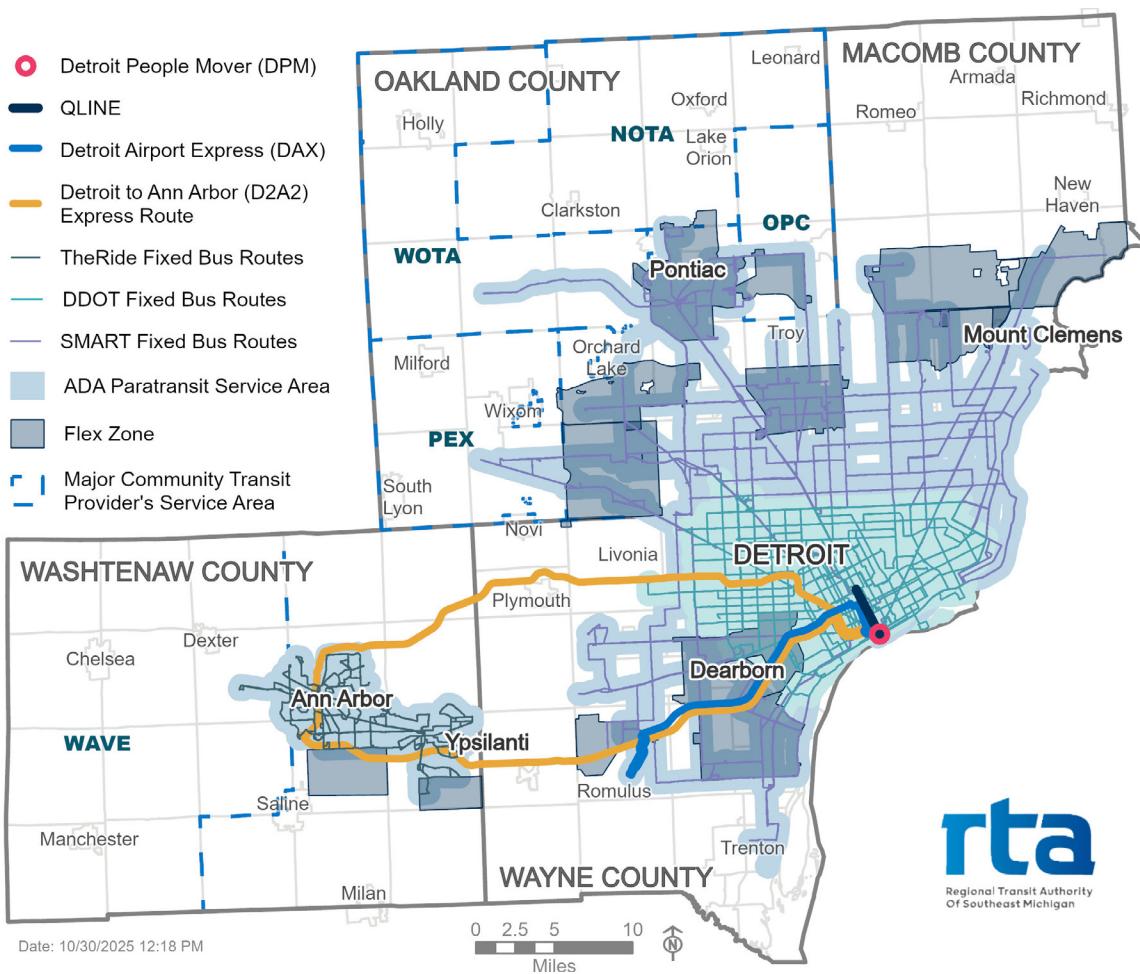


Figure 3. *Transit services operated in Southeast Michigan, excluding community-sponsored transit providers [5310 providers]*

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 Tunnel Bus, and various charter bus services.

RTA assists over 80 community-based transit providers across the region, with a portion of these organizations receiving Section 5310. 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).



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
- Operator retention

- Percent of fleet in good repair

Move People

Key Regional Indicators per Priority



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



Number of routes operating at 20-minute frequencies or better:



20 frequent routes



9 routes operating 24 hours a day



32 routes operating 18 to 20 hours per day



Regional population within a half-mile of frequent transit routes:



18% of the population lives within a half-mile of a frequent transit corridor



20% of jobs are within a half-mile of a frequent transit corridor



To measure Priority 1, additional key regional indicators may include:

- Percentage of on-time service (on-time performance)
- Number of missed trips by transit provider (annually)

2 For Priority 2: Build on and Coordinate Demand Response Services



Geographic area covered by demand-response (Flex) transit service (in square miles):



305 square miles of on-demand Flex coverage



1,262 square miles of on-demand Community Transit coverage

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



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



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



Transit travel time maps:



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



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

Strengthen Access

Key Regional Indicators



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



7 Rapid transit routes
(10-20 min or better):



DDOT (Jefferson)



DTC (People Mover)



RTA (QLINE)



SMART (FAST)



TheRide (104)



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



Gratiot, Michigan, Washtenaw, and
Woodward Avenues

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



To measure Priority 2, key regional
indicators may 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 For Priority 3: Regionalize Trip Planning and Fare Payment Systems



To measure Priority 3, 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



Number of bicycles and
bikeshare stations:



in the City of Detroit



in Oakland County



To measure Priority 4, additional key
regional indicators may include:

- Linear miles of bike lanes and
greenways within one-mile of fixed
route transit corridors
- Number of scootershare
rides (annually)

Enhance Experience

Key Regional Indicators



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



Average number of major safety and security events over the last five years:



event per passenger trip using direct operated fixed route services



events per passenger trip using on-demand services



To measure Priority 1, additional key regional indicators may include:

- The number of passenger complaints per 100,000 passenger trips*

**More data is needed from transit providers to create a benchmark key regional indicator for future tracking.*

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



To measure Priority 2, key regional indicators may include:

- Percentage of vehicles beyond useful life (by transit provider)
- Average backlog (in dollars) of unfunded capital projects

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



To measure Priority 3, 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

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 documented 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.

TRENDS & ACCOMPLISHMENTS



Transit Operations

- Both nationally and regionally, transit ridership has not yet returned fully to pre-pandemic levels, though it is gradually recovering. National ridership stands at 79 percent of pre-pandemic levels. In calendar year 2024, regional fixed route ridership surpassed 29 million trips, up by over 3 million trips (about a 13% increase) compared to 2023. The region experienced a 36.2% reduction in ridership on the regional fixed route transit network from 2019 to 2024 according to the National Transit Database.
- Transit agencies in Southeast Michigan and across the country continue to face hiring and retention challenges. In 2024, DDOT and SMART, now fully staffed, both increased wages for union transit employees to help with recruitment and retention.



Improved & Expanded Transit Services

- In 2024, QLINE and DPM both continued fare-free services, which led to a surge in ridership to over 1 million trips each for both providers. The People Mover also expanded service hours, improved scheduling for large scale events, enhanced station safety, installed real-time service displays and kiosks, and improved the on-board/platform public announcements system.
- DAX and D2A2 pilot express services continued to grow, with over 5,000 and 10,000 respectively riders monthly as of September 2025.
- Local providers all continued to roll out expanded fixed-route services, including new routes, extended service spans, and increased frequency through DDOT Reimagined, SMARTer Mobility, and TheRide 2045 plans.



Accessible & Shared Mobility

- RTA's Access to Transit Program (ATP) kicked off with an initial planning study to help identify a framework for RTA to use in partnering with local municipalities and townships to improve the accessibility of transit services through a regular call for projects process.
- DDOT continued to invest in bus stop accessibility and amenity improvements and SMART released a new Bus Stop Design Standards Manual in January 2025.
- MoGo continued to prepare for a future system expansion and saw ridership grow to nearly 100,000 annual bikeshare rides.



Fleet & Facility Investment

- In 2024, DDOT and TheRide secured \$30 million and \$25 million, respectively, to expand their fixed route fleets with low- and no-emission buses. SMART began developing its zero-emission plan in 2025 scheduled to wrap up by 2026.
- DDOT opened the new Jason Hargrove Transit Center in 2024 and continues work on the Coolidge Terminal that will be completed in 2026 and will have capacity to store up to 250 buses.
- TheRide continued public outreach to inform the final designs for the Ypsilanti Transit Center and continued design for improvements at the Blake Transit Center. The improved facilities are expected to be completed by 2028.



Technology and Mobile Applications

- RTA collaborated to launch the Transit app in 2025, continued the Mobility Wallet pilot, and completed a new Strategic Technology Plan, all part of RTA's continued work to leverage technology in order to create a more integrated, modern, efficient, and user-friendly regional transportation network.



Transit Planning

- Studies of key regional corridors continued, including Woodward, Michigan, Gratiot, and Washtenaw avenues. MDOT has a study underway for Woodward and completed new Planning and Environmental Linkages (PEL) studies of Gratiot and Washtenaw in 2024. The RTA is leading a Thriving Communities program for all four corridors through 2027.
- RTA drafted a Corridors Framework to continue planning efforts and lay out a pathway for a regional rapid transit network with infrastructure, technology, safety, and accessibility improvements.
- TheRide and DDOT continued efforts to implement their respective long-range plans, TheRide 2045 and DDOT Reimagined. SMART has continued the SMARTer Mobility Plan, a short-range plan used to study and design a renewed SMART fixed route bus network, with the final plan adoption expected in Fall 2025.
- RTA finalized the Mobility 4 All plan, the region's Coordinated Human Services Transportation Plan in 2025. Extensive public outreach informed the plan.
- DPM launched two new planning efforts to better understand ridership trends and travel patterns, as well as to study the potential for People Mover system expansion.
- Oakland County kicked off its first Community Transit Plan which will identify ways to improve coordination among the county's various community transit providers in order to improve the customer experience.

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 included a categorization of those top ten priorities into three focus areas: Move People, Strengthen Access, and Enhance Experience. Additionally, the 2024 update revised some of the previously identified Implementation Activities, while also adding additional 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. These goals guided the development of the regional transit priorities. Each priority supports aspects of RTA's goals and serves as a crucial step toward achieving them.



Through a comprehensive community survey conducted in 2024 and early 2025, RTA heard from residents across all four counties. Thousands of people weighed in on what matters most:

 **Frequent and reliable service**

 **Better weekend and evening access**

 **Faster regional connections, safer stops**

 **Simpler ways to pay and plan trips**

Over 87% of the region supports transit!



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).

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.

Grow Mobility Access to Local Communities & Regional Destinations

Ensure transit service that is 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 services that serve major regional destinations and provide access to other regions.

Image Credit: Courtesy of TheRide, 2025

STRENGTHEN ACCESS

Invest In and Implement a Rapid Transit Network:

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

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 healthy and comfortable waiting for their vehicle. This can include improving sidewalks and curb ramps and providing seating, shelters, lighting, real-time signage, and greenscaping.

Upgrade Multimodal Connections To and Between Services:

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

Regionalize 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.

Image Credit: Courtesy of DDOT (via social media), 2025





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.

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.

Recruit, 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.

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

The Path Forward

Together, RTA and its partners can carry out implementation activities and supporting actions outlined in this plan to improve, expand, innovate, and sustain transit services in Southeast Michigan. While RTA will continue to pursue and execute new programs and projects that are funded through short term funding and grants, a stable regional funding source is required to sustainably invest in the region's long-term transit priorities in order to further transform mobility in the region.

RTA is authorized to collect a property tax millage and a vehicle registration tax in Southeast Michigan, subject to Board of Directors' and voter approval. If or when RTA proposes a ballot initiative, it would develop an expenditure plan that proposes a multi-year program of projects that can be carried out with projected revenues. The planning process involves considering different project scenarios (for example, which routes to increase frequency on or where to construct rapid transit corridors). Through public engagement, the RTA would determine which scenario to pursue and then draft potential referendum language for a property tax and/or vehicle registration fee to support the preferred approach pending public approval by vote. In the interim, RTA will work with state and local stakeholders to pursue competitive grants and develop alternative funding options for priority projects.



a 1.0 mill property tax could generate approximately

\$164 million



a \$1.2 vehicle registration fee could generate approximately

\$117 million

Figure 2. 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 this regional vision alone. The priorities outlined in the 2025 Regional Transit Master Plan will require engagement, coordination, support, leadership, and action from RTA's 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 for 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. Typically, the RTA's Board of Directors meets on the third Thursday monthly at 1:00 p.m., the Citizen's Advisory Committee (CAC) meets bimonthly on the first Monday at 6:00 p.m., and the Providers Advisory Committee (PAC) meets quarterly on the second Tuesday at 1:00 p.m. Meeting calendars are available on RTA's website. You can also apply to join RTA's CAC. Applications are available at rtamichigan.org.

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





2025 Regional Transit Master Plan: Executive Summary

rta

Regional Transit Authority
Of Southeast Michigan