



**Board of Directors Meeting**  
Thursday, April 16, 2026  
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
  - a. Detroit Transportation Corporation (DTC)
7. Consent Agenda
  - a. **Approval of March 2026 Board Meeting Summary**
8. Regular Agenda
  - a. **Approval of March 2026 Financial Report**
  - b. **Approval of RTA Strategic Plan**
  - c. **Planning & Innovation Project 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](mailto:info@rtamichigan.org) or call 313-402-1020 to discuss your format needs.*



**Proposed Meeting Summary  
Board of Directors**

March 19, 2026

1:00 PM

**1. Call to Order at 1:06 PM.**

**2. Roll Call:**

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

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

**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, Melanie Piana

**Other Meeting Participants:**

Michelle Hodges – Rehmann  
Ryan Bridges, Mario Morrow, Sr. – MMA  
Jordan Smith - Maner Costerisan  
Tina Toma - Dykema Gossett PLLC

### 3. Approval of Agenda

- Moved by Vice Chair Morandini and supported by Treasurer Wheeler Smith. The agenda for March 19, 2026, was approved. The motion carried on the following roll call vote:

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

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

### 4. Public Comment

- A resident named William spoke on behalf of transit riders in the state and region.

### 5. Executive Directors Report

- Big News
- QLINE Ridership
- QLINE Performance
- D2A2/DAX Ridership
- Transit app
  - Station & Stop Decals
- Program Updates
- Upcoming Items

### 6. Presentations

- DDOT & DTC: Robert Cramer
  - Member Staebler asked who will operate Acessibili-D 2.0, namely who will replace May Mobility.

- Mr. Cramer noted that it will be a different provider to be determined.
- Member Robertson commented on the quality of the presentation and on the partnerships with local colleges, training, and primary education, noting that transportation is the key barrier. She also asked the following questions:
  - What are key areas in the city that need more attention/bus service?
  - What is the actual ridership goal?
    - Mr. Cramer noted that 8-Mile, 7-Mile, Grand River, etc. have been identified by the public through *DDOT Reimagined*. He also noted that ideally, DDOT gets back to pre-pandemic numbers as that would be a great measure of success, as that would show growth due to changes in ridership patterns.
- Chair Massaron asked what can be done regarding coordination to support DDOT.
  - Mr. Cramer asked for continued open communication and support.

## **7. Consent Agenda**

- a. Approval of February 2026 Board Meeting Summary**
- b. Approval of February 2026 Financial Report**
- c. Procurement Advisory Notice**
- d. Approval of Updated Procurement Policy**
- Moved by Member Staebler and supported by Member Robertson to approve the Consent Agenda. The motion carried on the following roll call vote:

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

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

## **8. Regular Agenda**

### **a. Approval of FY 2025 Financial Audit**

- Jordan Smith, CPA, Principal at Maner Costerisan, presented the FY 2025 Financial Audit.
- Vice Chair Morandini asked if this was a typical audit for a transit agency, i.e. if anything was abnormal about the RTA's audit compared to other audits of transit agencies that Mr. Smith had worked on in the past.
  - Mr. Smith noted that this was a typical audit for a transit agency.
- Moved by Treasurer Wheeler Smith and supported by Vice Chair Morandini to approve the FY 2025 Financial Audit. The motion carried on the following roll call vote:

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

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

**b. Approval of Legal Counsel Services Vendor Contract Award**

- Member Robertson asked to clarify the difference between our legal counsel and our government affairs consultants.
- Moved by Vice Chair Morandini and supported by Member Robertson to approve the Legal Counsel Services Vendor Contract Award. The motion carried on the following roll call vote:

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

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

**c. Approval of Transit Provider FY 2026 State Funding Applications**

- Moved by Member Robertson and supported by Treasurer Wheeler Smith to approve the Transit Provider FY 2026 State Funding Applications. The motion carried on the following roll call vote:

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

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

**d. Approval of Subrecipient Agreement with DDOT**

- Moved by Member Lee and supported by Vice Chair Morandini to approve the Subrecipient Agreement with DDOT. The motion carried on the following roll call vote:

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

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

**e. Acceptance of External Affairs Report**

- External Affairs Director, Corri Wofford, delivered the External Affairs Report.
- Chair Massaron asked about the potential to promote cyclist safety on the QLINE tracks.
- Treasurer Wheeler Smith asked if External Affairs keeps records of growth across communication platforms.
  - Director Wofford answered affirmatively.

**9. New Business**

- There was no new business.

**10. Meeting adjourned at 2:31 PM.**

**Regional Transit Authority of Southeast Michigan**

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

**March 31, 2026**

	Governmental Fund	Adjustments	Statement of Net Position	Prior Year (for comparison)
<b>Assets</b>				
Cash and cash equivalents	\$ 3,423,484	\$ -	\$ 3,423,484	\$ 3,507,382
Restricted cash and cash equivalents	66,493	-	66,493	65,939
Accounts receivable	2,433,521	-	2,433,521	1,067,022
Prepays and other assets	423,240	-	423,240	109,563
Inventory	1,063,635	-	1,063,635	863,163
Capital assets, net of depreciation	-	97,743,322	97,743,322	101,511,606
<b>Total assets</b>	<u>\$ 7,410,373</u>	<u>\$ 97,743,322</u>	<u>\$ 105,153,695</u>	<u>\$ 107,124,676</u>
<b>Liabilities</b>				
Accounts payable and other accrued liabilities	1,317,661	-	1,317,661	1,300,401
Accrued payroll and related liabilities	-	-	-	9,300
Refundable advance	81,361	-	81,361	81,361
Due to state	490,202	-	490,202	-
Unearned revenue	-	-	-	65,585
Compensated absences	-	108,213	108,213	77,112
Subscription liability				
Due within one year	-	122,258	122,258	-
Due in more than one year	-	299,991	299,991	-
<b>Total liabilities</b>	<u>\$ 1,889,224</u>	<u>\$ 530,462</u>	<u>\$ 2,419,686</u>	<u>\$ 1,533,759</u>
<b>Fund balance</b>				
Fund balance	7,639,056	(7,639,056)	-	-
Current year change in fund balance	<u>(2,117,907)</u>	2,117,907	-	-
<b>Total fund balance</b>	<u>\$ 5,521,149</u>			
<b>Total liabilities and fund balance</b>	<u>\$ 7,410,373</u>			
<b>Net position</b>				
Investment in capital assets		97,321,073	97,321,073	101,511,606
Unrestricted		10,335,949	10,335,949	9,193,161
Current year change in net position		<u>(4,923,013)</u>	<u>(4,923,013)</u>	<u>(5,113,851)</u>
<b>Total net position</b>		<u>\$ 102,734,009</u>	<u>\$ 102,734,009</u>	<u>\$ 105,590,917</u>

**Regional Transit Authority of Southeast Michigan**  
**Statement of Activities and**  
**Governmental Revenues, Expenditures and Changes in Fund Balance**  
**For the 6 Month Ending March 31, 2026**

	<u>Governmental Fund</u>	<u>GASB 34 Adjustments</u>	<u>Statement of Activities</u>
<b>Revenues</b>			
Federal	\$ 2,638,038	\$ -	\$ 2,638,038
State	3,351,029	-	3,351,029
Local	-	-	-
Fares	329,670	-	329,670
Other	224,386	-	224,386
<b>Total revenues</b>	<u>\$ 6,543,123</u>	<u>\$ -</u>	<u>\$ 6,543,123</u>
<b>Expenditures</b>			
Salaries and Wages	2,067,259	-	2,067,259
Fringe Benefits	706,439	-	706,439
Professional Services	520,029	-	520,029
QLINE Maintenance	1,097,044	-	1,097,044
Planning Services	385,853	-	385,853
Communications	332,668	-	332,668
Services and Initiatives	2,713,210	-	2,713,210
Administrative	838,528	-	838,528
<b>Total Expenditures before depreciation</b>	<u>8,661,030</u>	<u>-</u>	<u>8,661,030</u>
Depreciation/amortization	-	2,805,106	2,805,106
<b>Total expenditures/expenses</b>	<u>\$ 8,661,030</u>	<u>\$ 2,805,106</u>	<u>\$ 11,466,136</u>
<b>Change in fund balance/net position</b>	<u>\$ (2,117,907)</u>	<u>\$ (2,805,106)</u>	<u>\$ (4,923,013)</u>

**Regional Transit Authority of Southeast Michigan**

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

**For the 6 Months Ending March 31, 2026**

	General Admin		Qline		D2A2	
	Actual	Budget	Actual	Budget	Actual	Budget
<b>Revenues</b>						
Federal	\$ 973,788	\$ 1,493,095	\$ -	\$ 678,780	\$ 860,454	\$ 936,060
State	497,724	\$ 623,696	2,123,587	4,592,580	358,910	391,011
Local	-	-	-	450,000	-	-
Fares	-	-	-	-	189,592	180,000
Other	68,712	-	4,975	-	83,392	86,076
<b>Total revenues</b>	<b>\$ 1,540,224</b>	<b>\$ 2,116,791</b>	<b>\$ 2,128,562</b>	<b>\$ 5,721,360</b>	<b>\$ 1,492,348</b>	<b>\$ 1,593,147</b>
<b>Expenditures</b>						
Salaries and Wages	622,111	764,673	1,445,148	1,883,591	-	-
Fringe Benefits	193,409	\$ 198,168	513,030	455,491	-	-
Professional Services	256,481	\$ 244,555	256,348	269,621	1,100	-
QLINE Maintenance	435	-	1,096,609	1,702,356	-	-
Planning Services	310,289	\$ 550,000	37,578	95,000	-	-
Communications	135,685	\$ 154,803	81,042	101,362	44,181	100,000
Services and Initiatives	-	-	-	-	1,447,067	1,493,147
Administrative	89,739	\$ 204,592	748,789	907,105	-	-
<b>Total expenditures</b>	<b>\$ 1,608,149</b>	<b>\$ 2,116,791</b>	<b>\$ 4,178,544</b>	<b>\$ 5,414,526</b>	<b>\$ 1,492,348</b>	<b>\$ 1,593,147</b>
<b>Change in fund balance</b>	<b>\$ (67,925)</b>	<b>\$ -</b>	<b>\$ (2,049,982)</b>	<b>\$ 306,834</b>	<b>\$ -</b>	<b>\$ -</b>

**Regional Transit Authority of Southeast Michigan**

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

**For the 6 Months Ending March 31, 2026**

	DAX		One Click/One Call		Mobility Wallet	
	Actual	Budget	Actual	Budget	Actual	Budget
<b>Revenues</b>						
Federal	\$ 721,419	\$ 748,499	\$ 79,427	\$ 135,126	\$ -	\$ -
State	300,916	312,663	19,856	33,782	\$ 34,298	125,000
Local	-	-	-	-	\$ -	-
Fares	140,078	144,000	-	-	\$ -	-
Other	67,307	67,649	-	-	\$ -	-
<b>Total revenues</b>	<b>\$ 1,229,720</b>	<b>\$ 1,272,811</b>	<b>\$ 99,283</b>	<b>\$ 168,908</b>	<b>\$ 34,298</b>	<b>\$ 125,000</b>
<b>Expenditures</b>						
Salaries and Wages	-	-	-	-	-	-
Fringe Benefits	-	-	-	-	-	-
Professional Services	1,100	-	-	-	-	-
QLINE Maintenance	-	-	-	-	-	-
Planning Services	-	-	-	-	34,298	-
Communications	61,760	100,000	-	-	-	-
Services and Initiatives	1,166,860	1,172,811	99,283	168,908	-	125,000
Administrative	-	-	-	-	-	-
<b>Total expenditures</b>	<b>\$ 1,229,720</b>	<b>\$ 1,272,811</b>	<b>\$ 99,283</b>	<b>\$ 168,908</b>	<b>\$ 34,298</b>	<b>\$ 125,000</b>
<b>Change in fund balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>

continued...

**Regional Transit Authority of Southeast Michigan**

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

**For the 6 Months Ending March 31, 2026**

	Access to Transit		Transit App		Total Year to Date		Annual
	Actual	Budget	Actual	Budget	Actual	Budget	Budget
<b>Revenues</b>							
Federal	\$ 2,950	\$ 800,000	\$ -	\$ -	\$ 2,638,038	\$ 4,791,560	\$ 9,583,116
State	738	700,000	15,000	141,618	3,351,029	\$ 6,920,350	13,840,696
Local	-	-	-	-	-	\$ 450,000	900,000
Fares	-	-	-	-	329,670	\$ 324,000	648,000
Other	-	-	-	-	224,386	\$ 153,725	307,449
<b>Total revenues</b>	<b>\$ 3,688</b>	<b>\$ 1,500,000</b>	<b>\$ 15,000</b>	<b>\$ 141,618</b>	<b>\$ 6,543,123</b>	<b>\$ 12,639,635</b>	<b>\$ 25,279,261</b>
<b>Expenditures</b>							
Salaries and Wages	-	-	-	-	2,067,259	2,648,264	5,296,530
Fringe Benefits	-	-	-	-	706,439	653,659	1,307,317
Professional Services	-	-	5,000	-	520,029	514,176	1,028,350
QLINE Maintenance	-	-	-	-	1,097,044	1,702,356	3,404,712
Planning Services	3,688	-	-	-	385,853	645,000	1,290,000
Communications	-	-	10,000	-	332,668	456,165	912,329
Services and Initiatives	-	1,500,000	-	141,618	2,713,210	4,601,484	9,202,961
Administrative	-	-	-	-	838,528	1,111,697	2,223,392
						-	
<b>Total expenditures</b>	<b>\$ 3,688</b>	<b>\$ 1,500,000</b>	<b>\$ 15,000</b>	<b>\$ 141,618</b>	<b>\$ 8,661,030</b>	<b>\$ 12,332,801</b>	<b>\$ 24,665,591</b>
<b>Change in fund balance</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ (2,117,907)</b>	<b>\$ 306,834</b>	<b>\$ 613,670</b>

concluded.

**Project Tracker as of 2/28/26**

**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
<b>Cost</b>	<b>\$ 13,793,820</b>	<b>\$ 12,285,202</b>	<b>\$1,508,618</b>
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	\$1,998,496	(\$511,131)
MI-2021-036-02	\$1,373,593	\$1,373,593	(\$0)
MDOT LBO	\$1,287,542	\$687,591	\$599,951
ARPA MI-2022-005-02	\$3,697,835	\$2,278,038	\$1,419,797
	\$13,793,820	\$12,285,202	\$1,508,618

**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
<b>Cost</b>	<b>\$2,742,107</b>	<b>\$2,104,756</b>	<b>\$637,351</b>
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
ARPA MI-2022-005-01	\$154,553	\$154,553	(\$0)
Federal Grant*	\$589,307	\$79,427	\$509,880
State Grant*	\$147,327	\$19,856	\$127,471
	\$2,742,107	\$2,104,756	\$637,351

FY2026 Q2 invoice not received, yet

\*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
<b>Cost</b>	<b>\$1,025,000</b>	<b>\$923,249</b>	<b>\$101,751</b>
Grants			
2022-0126-P3	\$1,025,000	\$923,249	\$101,751
	\$1,025,000	\$923,249	\$101,751

**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	<b>\$6,012,708</b>	<b>\$4,740,063</b>	<b>\$1,272,645</b>
Grants			
MI-2024-002	\$2,000,000	\$2,000,000	\$0
2022-0126-P4 R1	\$500,000	\$500,000	\$0
Fares/Contrib	\$942,386	\$848,880	\$93,506
MDOT LBO	\$805,170	\$389,184	\$415,986
ARPA MI-2022-005-02	\$1,765,152	\$1,001,999	\$763,153
	<b>\$6,012,708</b>	<b>\$4,740,062</b>	<b>\$1,272,646</b>

**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	<b>\$3,363,395</b>	<b>\$135,829</b>	<b>\$3,227,566</b>
Grants			
2022-0126-P6	\$1,363,395	\$135,829	\$1,227,566
FY2024 CMAQ*	\$1,600,000	\$0	\$1,600,000
State Grant*	\$400,000	\$0	\$400,000
	<b>\$3,363,395</b>	<b>\$135,829</b>	<b>\$3,227,566</b>

\*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	<b>\$910,000</b>	<b>\$148,236</b>	<b>\$761,764</b>
Grants			
2022-0126-P8	\$828,000	\$148,236	\$679,764
Local In-Kind Match	\$82,000	\$0	\$82,000
	<b>\$910,000</b>	<b>\$148,236</b>	<b>\$761,764</b>



## BOARD OF DIRECTORS MEMORANDUM

**TO:** RTA Board of Directors

**FROM:** Melanie Piana, Program Director

**SUBJECT:** 2026-2028 Strategic Plan

**DATE:** April 10, 2026

**REQUESTED ACTION:** Board of Directors Approval

### **Approval Request:**

The memo seeks board approval to adopt RTA's inaugural 2026-2028 Strategic Plan.

### **Background Information:**

RTA engaged Bridgeport Consulting, through a competitive procurement process, with sub-consultants Watson and Yates, to develop the agency's first strategic plan. The strategic planning process kicked off in the summer of 2025 with a planned board adoption in April 2026. Four phases guided document development, including planning and design, discovery and data gathering, drafting and vetting, and adoption. RTA stewarded broad and extensive engagement with strategic stakeholders and transit providers to ensure priorities and implementation strategies reflect current conditions and future needs.

Following plan adoption, RTA will align budget development and organizational performance with implementation progress updates provided to the Board.

**Attachment:** RTA 2026-2028 Strategic Plan



# STRATEGIC PLAN

## 2026-2028



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.

A robust regional transit system is critical for growing both the region and the state's population and economy. The RTA works in close collaboration with regional transit providers—including the Suburban Mobility Authority for Regional Transportation (SMART), the Detroit Department of Transportation (DDOT), and TheRide—to coordinate service improvements and strengthen the overall regional transit network.

The plans, programs, and projects that are led and coordinated by RTA 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.

### MISSION

*Creating new and better ways to move and connect people.*

### VISION

*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.*



## DIRECT SERVICES



A 3.3-mile streetcar on the Woodward Corridor in Detroit with more than one million riders annually.



Express bus service between downtown Detroit and downtown Ann Arbor



Express bus service between Detroit and Detroit Metro Airport (DTW)

Since its creation, the Regional Transit Authority of Southeast Michigan (RTA) has worked to lay the foundation for a more coordinated and connected regional transit system. Over the years, the organization has helped convene regional partners, pilot new services, and elevate the importance of regional mobility as a driver of economic opportunity and quality of life across Southeast Michigan.

Today, the RTA complements the existing transportation system with express buses that travel on highways across existing provider service areas.

**IN 2025, THE RTA PARTNERED WITH SOUTHEAST MICHIGAN TRANSIT PROVIDERS TO ADOPT A CRITICAL TECHNOLOGICAL UPGRADE: THE TRANSIT APP, WHICH PROVIDES A ONE-STOP-SHOP FOR RIDERS TO PAY FARES, PLAN TRIPS, BOOK ON-DEMAND TRIPS, AND TRACK THEIR RIDE IN REAL TIME.**



These efforts reflect the central role the RTA plays in convening partners, aligning regional priorities, and advancing work that makes for an improved rider experience. It is in this spirit of partnership that this strategic plan was developed, inviting and incorporating the perspectives of the region's transit partners and stakeholders. This collaborative approach is the RTA's intended modus operandi going forward: partnering with service providers, local jurisdictions, SEMCOG, MDOT, and others to implement the plan's priorities and objectives. Through regular convenings and coordinated planning, the RTA will work to ensure that the organization best positioned to deliver a given service is supported in doing so.

The tremendous work of many, over years and decades, has helped Southeast Michigan reach this inflection point in which the belief that we can achieve more together is stronger than ever. This plan articulates the ways in which the RTA will play our part in continuing to advance transit in Southeast Michigan, focusing on delivering the greatest value to the public over the next three years and building momentum and support for a transformative transit future across the region.

Part of RTA’s ongoing planning work includes maintaining a Regional Transit Master Plan (RTMP) that serves as a unified vision and blueprint for transit progress in Southeast Michigan.

The RTMP process has included hundreds of meetings, thousands of comments, and years of discussion to understand what matters most for the people of Southeast Michigan.

Through this strategic plan, we are advancing five key programs from the Regional Transit Master Plan that will make everyday travel across Southeast Michigan faster, safer, and easier—helping people get to work, school, healthcare, and the places that matter most.



**Express Bus:** Provides fast, reliable connections between major destinations—helping people spend less time in traffic and more time where they need to be.

**Transit Corridors:** Reimagines major regional roads to move people more efficiently and safely, while creating stronger, more connected communities—with the QLINE serving as a catalyst for future investment.

**Seamless Customer Experience:** Makes transit simple and intuitive—so riders can plan, pay for, and track their trip in one place, without confusion or delay.

**Expanded Access:** Provides seniors and people with disabilities independence and ensures more people can reach essential services and stay connected to their communities.


**Transit Stops:** Makes bus stops safer, easier to reach, and more comfortable, while developing modern mobility hubs that connect different ways of getting around.


# PRIORITY 1


## BUILD ON RTA'S EXISTING PROGRAMS AND SERVICES


### Objectives


- 1** Grow DAX and D2A2 ridership, and work with providers to establish new highway express bus service, where it would add value and where funding exists.



- 2** Partner to develop a regional approach to corridors and advance at least one signature corridor project to demonstrate the region's capacity to work together to deliver safe and effective transit.


- 3** Support local providers in using the Transit App, and coordinate with provider farebox replacements and on the potential future of the Mobility Wallet pilot.


- 4** Advance regional priorities from the Mobility4All program like expanded mobility management and travel training, and coordination with the community providers.


- 5** Coordinate with providers to implement Access to Transit, improving safety and accessibility at high-usage, high-need transit stops across the region.


- 6** Continue to improve and develop plans to leverage the QLINE, in close collaboration with the People Mover to provide for a more seamless user experience.



# PRIORITY 1

## IMPLEMENTATION TIMELINE

NOW | 2026

### Launch and Strengthen Core Initiatives



Grow ridership on DAX and D2A2.  
Complete Express Bus Expansion Study.



Work with Woodward Avenue stakeholders to plan a signature project that leverages existing funding, including the RTA's federal funding for QLINE improvements.



Expand and improve the Transit app marketing with the providers, focusing on vehicle and station information.

Develop a fare modernization pathway using the Transit App and Mobility Wallet as baseline components.



Finalize plans to advance mobility management and travel training through Mobility4All.



Meet with providers to understand their preferences for implementing bus stop improvements funded by the Access to Transit program, and begin Phase 1 (design).

NEXT | 2027

### Expand and Integrate Programs



Launch DAX and D2A2 improvements and develop new highway express bus services, pending funding and partnership.



Evaluate and implement the Woodward Avenue corridor project.



Expand adoption of the Transit App across regional providers.  
Launch the next phase of the Mobility Wallet.



Issue competitive call for projects, for providers, local jurisdictions, and other non-profit organizations to apply for funding for projects aligned with the [Mobility4All Coordinated Plan](#).



Complete Phase 1 of the Access to Transit program, and begin Phase 2 (construction), directly or via providers.



Review and begin implementing planned improvements to QLINE service.

# PRIORITY 1

## IMPLEMENTATION TIMELINE





### SUSTAIN | 2028

#### Expand Regional Impact

-  Maintain strong ridership growth on DAX and D2A2.  
 Conduct a region-wide survey to gauge transit priorities and rider satisfaction.
-  Apply lessons from the Woodward corridor project to advance additional regional corridors, as appropriate.
-  Complete Phase 2 of the Access to Transit program, and begin Phase 3 (construction), directly or via providers.  
 Strengthen regional coordination around fare systems, technology, and rider information tools.
-  Continue implementing QLINE improvements in alignment with regional providers.

### METRICS

Progress toward these objectives will be tracked using the following measures:





-  Percentage growth in DAX, D2A2 and QLINE ridership
-  Percentage growth in adoption of the Transit App and Mobility Wallet
-  Percentage completed of needed transit improvements identified
-  Percentage increase in DAX, D2A2, and QLINE rider satisfaction via survey results

**These metrics will help the RTA track both the completion and effectiveness of key strategic objectives.**

## PRIORITY 2

# MAXIMIZE LOCAL, STATE AND FEDERAL FUNDING OPPORTUNITIES, REGARDLESS OF THE RECIPIENT.

### Objectives

-  **1** Convene collaborative discussions among providers to establish shared transit project priorities, from a regional perspective, to take advantage of new state funding and other opportunities; quarterback collaborative pursuit of funding in support of the projects.
-  **2** Work with providers to understand, support, and collectively pursue local, state, and federal funding priorities—especially the upcoming county ballot proposals, funding from the new state infrastructure program, and competitive grant opportunities.
-  **3** Work with regional partners to secure new sustainable funding sources to support the comprehensive operational and capital needs of RTA direct services (QLINE, D2A2, and DAX) as well as other local needs, where synergies exist.
-  **4** Optimize the legislatively mandated Provider Advisory Council (PAC) and Citizens Advisory Council (CAC) for effectiveness.

# PRIORITY 2

## IMPLEMENTATION TIMELINE

**NOW | 2026**

### Align Regional Priorities and Optimize Internal Efficiencies



Evolve the RTMP process to focus on creating a consolidated list of priority transit projects that link with the RTA's Regional Capital Program and SEMCOG's Regional Transportation Plan.



Convene providers in a meeting or series of meetings to build a shared understanding of priority transit projects and to collaboratively synthesize those into a set of regional priorities.



Support the upcoming county ballot proposals, in coordination with the local jurisdictions.



**NEXT | 2027**

### Secure Funding



As funding opportunities arise, alert providers and convene them to reflect on the priorities previously identified to determine which priorit(es) best aligns with the funding opportunity.

Quarterback a consensus-building process to align partners around projects that offer the greatest impact and are most competitive for available funding.



Work with regional partners to secure new external funding sources wherever possible and to secure contributions from regional partners where there is clear connection between RTA services and benefits to their constituents.



Leveraging learnings from Strategic Plan Priority 2, page 9, work with regional stakeholders to refocus the PAC and CAC for maximum effectiveness.

# PRIORITY 2 IMPLEMENTATION TIMELINE

## SUSTAIN | 2028



Continue ongoing dialogue with providers and regional stakeholders to ensure the region remains coordinated, prepared, and strategically aligned to maximize funding.



Convene the redesigned PAC and CAC.



## METRICS

**Progress toward these objectives will be tracked using the following measures:**

- ✓ Percentage of efficiency savings goal implemented and achieved
- ✓ Percentage of long-term funding gap solved
- ✓ Number of funding opportunities identified and shared with regional partners
- ✓ Number of funding applications submitted with letters of support from regional partners
- ✓ Total dollar value of funding applications submitted with regional coordination or support
- ✓ In future years, total funding dollars secured for projects through coordinated efforts

**These metrics will help the RTA track both the scale of funding opportunities being pursued and the region's success in securing resources over time.**

## Internal Organizational Alignment to Deliver on the Plan

Achieving the priorities and objectives outlined in this strategic plan will require not only strong external partnerships, but also a deliberate and sustained focus on internal alignment. As the RTA advances this work, it will be essential to ensure that organizational structure, staffing, and business processes are driving as much value as possible for the region. This includes making intentional decisions about how RTA resources are deployed, how internal responsibilities are defined, and how internal systems support efficient and effective implementation.

To support this alignment, the RTA will undertake several key internal actions. The organization will explore opportunities to leverage internal capacity by bringing in house select professional services that are currently contracted. Staff roles and responsibilities will be updated to reflect strategic priorities, with an emphasis on clearly defined functions and more centralized business operations. In parallel, the RTA will strengthen financial alignment by assigning all applicable expenses to specific service lines within the budget.

Finally, the organization will evaluate and implement updated financial and purchasing systems to ensure that internal processes are modern, streamlined, and capable of supporting the RTA's evolving role.

Once these internal systems and structures are optimized, the RTA will be better positioned to seek out funding to ensure the sustainability of the organization as a whole. In doing so, the RTA will prioritize the pursuit of new external funding sources—including state and federal programs and competitive grant opportunities—as the first pathway for securing additional resources. Only once RTA's existing budget is optimized and new sources are pursued would other options be discussed.

Where appropriate, and where there is a clear connection between RTA services and benefits to local communities, the RTA will also work with regional partners to explore contributions that align with the value delivered to their constituents. This sequenced approach ensures that all funding strategies are pursued thoughtfully, transparently, and in a manner that reinforces regional collaboration.

Together, these efforts will position the RTA to more effectively deliver on its strategic plan, ensuring that internal capacity and resources are fully aligned with the ambition and impact of this strategic plan.



**BOARD OF DIRECTORS MEMORANDUM**

**TO:** RTA Board of Directors

**FROM:** Julia Roberts, Planning & Innovation Director

**SUBJECT:** Planning & Innovation Update

**DATE:** April 16, 2026

**REQUESTED ACTION:** None.

**Approval Request:** Not applicable – Board of Directors informational update only.

**Background Information:** The RTA Planning & Innovation (P&I) projects have made significant progress on several transit plans and projects in 2026. The purpose of this memorandum is to document those projects and provide our Board with some key highlights on upcoming activities that advance the project.

**Planning & Innovation Projects Updates:**

**Woodward Corridor Modernization:**

In preparation for a potential federal Capital Investments Grant (CIG) entry letter in the next year, the RTA is hosting a workshop for key governmental partners around prospective bus rapid transit (BRT) on the Woodward (M-1) corridor. MDOT, SEMCOG, Oakland County, SMART, DDOT, and the People Mover, all confirmed attendance for participation starting with the upcoming working session before Memorial Day. Following MDOT’s M-1 Corridor plan, which wraps up into fall 2026, a subsequent RTA project initiation is underway with a consultant task order anticipated for May 2026 to carry through as far as August 2027. That project is intended to develop a formal project scope, operating plan, and Project Development funding strategy for CIG project on the corridor.

**Highway Express Bus Planning:**

Our Transit Planning Manager is leading Highway Express Bus plans. The purpose of the study is to consider promising routes and key elements, such as:

- Pontiac in Oakland to Detroit Air Xpress (DAX)
- Mount Clemens in Macomb to DAX
- A few communities in Wayne to Washtenaw, like Detroit to Ann Arbor (D2A2)
- Better understanding sustainability for Detroit to Windsor
- Partnering with MDOT, the counties, cities, and local providers

The first tasks in progress include conducting a peer review and taking a deeper look at potential adjustments to D2A2 and DAX to accommodate a broader Wayne County connection. We also intend to look at bus-on-shoulder and park & rides. The study is anticipated to be done by summer 2026.

### Mobility for All:

In advance of the next Mobility for All (M4A) Program grants call for projects, likely in summer or fall 2026, Mobility Management Coordination Committee has met twice and site visits are happening over the next couple of months with:

- AgeWays
- Freedom Road Transportation Authority (FRTA)
- Richmond Lenox EMS (RLEMS)
- PEAC
- Western Oakland Transportation Authority (WOTA)

Based on Federal Transit Administration (FTA) approval of the Coordinated Plan, RTA was given the greenlight to transmit its Section 5310 award amendment for Enhanced Mobility of Seniors and Persons with Disabilities. FTA is undergoing required internal reviews over the next few weeks, prior to sign-off for drawdown of funds with these community provider subrecipients.

### Access to Transit Program:

Led by our Senior Planning Strategist, the first five regional site locations selected include:

- Macomb County – Warren at 12 Mile and Hoover
- Oakland County – Southfield at 9 Mile and Providence
- Washtenaw County – Pittsfield at Washtenaw and Carpenter
- Wayne County – Dearborn at Michigan and Schaefer
- City of Detroit – Old Redford Meijer at Grand River and McNichols

Historical preservation analysis has been completed and cleared for each, along with preliminary National Environmental Policy Act (NEPA) review for a categorical exclusion rating. This is ideal, most likely not requiring a lengthier environmental analysis.

Kicking-off last Wednesday, April 8<sup>th</sup>, partners with a draft Memorandum of Understanding involve DDOT, SMART, and TheRide providers, municipalities, counties, and MDOT. It will set an unprecedented model for future collaborations in Southeast Michigan's transit sphere.

Next steps are finalizing environmental review, including community engagement in spring through summer design and fall 2026 or 2027 construction.

### Mobility Wallet Pilot:

The MyRide Wallet pilot is launched and working with a dozen or more users to start. Riders tested thus far love the demo app, giving it nearly a perfect score. They find it easy to use, dependable, and much prefer it over paper passes, with no crashes reported. The biggest wins are getting on the bus faster and feeling confident about their pass, thanks to simple features like seeing when a pass expires and being able to buy one ahead of time to use later. Our Senior Planning Strategist, as project lead, is coordinating with the Citizens Advisory Committee and Transit Riders United to amplify testing for observations through June 2026.

### Thriving Communities Subawards:

As part of the Thriving Communities Program (TCP), we will have access to approximately \$50k to conduct a TCP subaward project. Through decisions with regional partners, we have selected to pursue placemaking and public art at a location(s) on Woodward for Grand Circus Park, where all five large providers connect, and potentially a second place in the suburbs, have been scoped to explore quick-build opportunities, such as wayfinding. Also, a bus rapid transit (BRT) corridor visit to Cleveland's HealthLine in summer 2026, has been sent to USDOT for review as well.

#### [National Transit Database:](#)

RTA's first required annual NTD report on QLINE, D2A2, and DAX metrics beginning October 2025 was submitted in January 2026 with review updates completed through the spring. That successful finalization in large part is thanks to joint efforts internally from our Transit Innovation Fellow running point, staff from our QLINE team, Indian Trails and Rehmann contractors. The standard set will become an iterative template for yearly efforts. Automated Passenger Count (APC) certification follows by summer 2026 and every few years after.

#### [Community Engagement Calendar:](#)

Courtesy of our Transit Innovation Fellow, a region-wide transit events calendar is now live to share related local and collaborative opportunities. Through cooperation from the RTA Providers Advisory Committee, gathering collective input from riders, residents, and visitors, streamlines coordination and awareness.