



Board of Directors Meeting
Thursday, May 21, 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**
 - b. **Procurement Advisory Notice**
8. Regular Agenda
 - a. **Approval of March & April 2026 Financial Reports**
 - b. **Approval of RTA Strategic Plan**
 - c. **Approval of FY 2026 Federal Formula Funding Distribution**
 - d. **Planning & Innovation Project Update**
 - e. **Resolution for Departing Board Member: Freman Hendrix**
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**

March 19, 2026

1:00 PM

1. Call to Order at 1:06 PM.

2. Roll Call:

Board of Directors members	Government Entity	Attendance Status
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:

Board of Directors members	Government Entity	Vote
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:

Board of Directors members	Government Entity	Vote
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:

Board of Directors members	Government Entity	Vote
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:

Board of Directors members	Government Entity	Vote
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:

Board of Directors members	Government Entity	Vote
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:

Board of Directors members	Government Entity	Vote
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.



BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Becky Lasecki, Procurement & Contracts Manager

SUBJECT: Procurement Advisory Notice

DATE: May 21, 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 Custodial Services (Month-to-Month Extension through end of FY 2026)	RNA Facilities Management	\$147,508

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)
Assets				
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
Total assets	<u>\$ 7,410,373</u>	<u>\$ 97,743,322</u>	<u>\$ 105,153,695</u>	<u>\$ 107,124,676</u>
Liabilities				
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	-
Total liabilities	<u>\$ 1,889,224</u>	<u>\$ 530,462</u>	<u>\$ 2,419,686</u>	<u>\$ 1,533,759</u>
Fund balance				
Fund balance	7,639,056	(7,639,056)	-	-
Current year change in fund balance	<u>(2,117,907)</u>	2,117,907	-	-
Total fund balance	<u>\$ 5,521,149</u>			
Total liabilities and fund balance	<u>\$ 7,410,373</u>			
Net position				
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>
Total net position		<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>
Revenues			
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
Total revenues	<u>\$ 6,543,123</u>	<u>\$ -</u>	<u>\$ 6,543,123</u>
Expenditures			
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
Total Expenditures before depreciation	<u>8,661,030</u>	<u>-</u>	<u>8,661,030</u>
Depreciation/amortization	-	2,805,106	2,805,106
Total expenditures/expenses	<u>\$ 8,661,030</u>	<u>\$ 2,805,106</u>	<u>\$ 11,466,136</u>
Change in fund balance/net position	<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
Revenues						
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
Total revenues	\$ 1,540,224	\$ 2,116,791	\$ 2,128,562	\$ 5,721,360	\$ 1,492,348	\$ 1,593,147
Expenditures						
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	-	-
Total expenditures	\$ 1,608,149	\$ 2,116,791	\$ 4,178,544	\$ 5,414,526	\$ 1,492,348	\$ 1,593,147
Change in fund balance	\$ (67,925)	\$ -	\$ (2,049,982)	\$ 306,834	\$ -	\$ -

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
Revenues						
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	-	-	\$ -	-
Total revenues	\$ 1,229,720	\$ 1,272,811	\$ 99,283	\$ 168,908	\$ 34,298	\$ 125,000
Expenditures						
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	-	-	-	-	-	-
Total expenditures	\$ 1,229,720	\$ 1,272,811	\$ 99,283	\$ 168,908	\$ 34,298	\$ 125,000
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 6 Months Ending March 31, 2026

	Access to Transit		Transit App		Total Year to Date		Annual
	Actual	Budget	Actual	Budget	Actual	Budget	Budget
Revenues							
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
Total revenues	\$ 3,688	\$ 1,500,000	\$ 15,000	\$ 141,618	\$ 6,543,123	\$ 12,639,635	\$ 25,279,261
Expenditures							
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
						-	
Total expenditures	\$ 3,688	\$ 1,500,000	\$ 15,000	\$ 141,618	\$ 8,661,030	\$ 12,332,801	\$ 24,665,591
Change in fund balance	\$ -	\$ -	\$ -	\$ -	\$ (2,117,907)	\$ 306,834	\$ 613,670

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
Cost	\$ 13,793,820	\$ 12,285,202	\$1,508,618
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
Cost	\$2,742,107	\$2,104,756	\$637,351
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
Cost	\$1,025,000	\$923,249	\$101,751
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	\$6,012,708	\$4,740,063	\$1,272,645
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
	\$6,012,708	\$4,740,062	\$1,272,646

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	\$135,829	\$3,227,566
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
	\$3,363,395	\$135,829	\$3,227,566

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

Regional Transit Authority of Southeast Michigan

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

April 30, 2026

	Governmental Fund	Adjustments	Statement of Net Position	Prior Year (for comparison)
Assets				
Cash and cash equivalents	\$ 3,288,824	\$ -	\$ 3,288,824	\$ 3,498,720
Restricted cash and cash equivalents	66,534	-	66,534	65,988
Accounts receivable	3,081,293	-	3,081,293	1,888,343
Prepays and other assets	408,296	-	408,296	130,735
Inventory	1,063,635	-	1,063,635	863,163
Capital assets, net of depreciation	-	97,410,308	97,410,308	101,052,795
Total assets	<u>\$ 7,908,582</u>	<u>\$ 97,410,308</u>	<u>\$ 105,318,890</u>	<u>\$ 107,499,745</u>
Liabilities				
Accounts payable and other accrued liabilities	1,441,114	-	1,441,114	1,483,174
Accrued payroll and related liabilities	7,828	-	7,828	3,302
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	-
Total liabilities	<u>\$ 2,020,505</u>	<u>\$ 530,462</u>	<u>\$ 2,550,967</u>	<u>\$ 1,710,533</u>
Fund balance				
Fund balance	7,639,055	(7,639,055)	-	-
Current year change in fund balance	(1,750,978)	1,750,978	-	-
Total fund balance	<u>\$ 5,888,077</u>			
Total liabilities and fund balance	<u>\$ 7,908,582</u>			
Net position				
Investment in capital assets		96,988,059	96,988,059	101,052,795
Unrestricted		10,668,963	10,668,963	9,651,972
Current year change in net position		(4,889,099)	(4,889,099)	(4,915,556)
Total net position		<u>\$ 102,767,923</u>	<u>\$ 102,767,923</u>	<u>\$ 105,789,211</u>

Regional Transit Authority of Southeast Michigan
Statement of Activities and
Governmental Revenues, Expenditures and Changes in Fund Balance
For the 7 Month Ending April 30, 2026

	<u>Governmental</u> <u>Fund</u>	<u>GASB 34</u> <u>Adjustments</u>	<u>Statement of</u> <u>Activities</u>
Revenues			
Federal	\$ 3,261,043	\$ -	\$ 3,261,043
State	3,921,897	-	3,921,897
Local	900,000	-	900,000
Fares	402,336	-	402,336
Other	257,607	-	257,607
Total revenues	<u>\$ 8,742,883</u>	<u>\$ -</u>	<u>\$ 8,742,883</u>
Expenditures			
Salaries and Wages	2,414,952	-	2,414,952
Fringe Benefits	804,523	-	804,523
Professional Services	641,067	-	641,067
QLINE Maintenance	1,347,200	(133,750)	1,213,450
Planning Services	586,714	-	586,714
Communications	400,238	-	400,238
Services and Initiatives	3,288,546	-	3,288,546
Administrative	1,010,621	-	1,010,621
Total Expenditures before depreciation	<u>10,493,861</u>	<u>(133,750)</u>	<u>10,360,111</u>
Depreciation/amortization	-	3,271,871	3,271,871
Total expenditures/expenses	<u>\$ 10,493,861</u>	<u>\$ 3,138,121</u>	<u>\$ 13,631,982</u>
Change in fund balance/net position	<u>\$ (1,750,978)</u>	<u>\$ (3,138,121)</u>	<u>\$ (4,889,099)</u>

Regional Transit Authority of Southeast Michigan
Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
For the 7 Months Ending April 30, 2026

	Regional Services		Qline		D2A2		DAX		One Click/One Call	
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
Revenues										
Federal	\$ 1,198,379	\$ 1,741,944	\$ -	\$ 791,909	\$ 1,022,114	\$ 1,092,069	\$ 856,230	\$ 873,248	\$ 178,396	\$ 157,646
State	602,326	\$ 727,645	2,436,449	5,358,010	426,341	456,179	357,148	364,773	44,598	39,412
Local	-	-	900,000	525,000	-	-	-	-	-	-
Fares	-	-	-	-	233,462	210,000	168,874	168,000	-	-
Other	76,468	-	4,975	-	97,738	100,421	78,426	78,924	-	-
Total revenues	\$ 1,877,173	\$ 2,469,589	\$ 3,341,424	\$ 6,674,919	\$ 1,779,655	\$ 1,858,669	\$ 1,460,678	\$ 1,484,945	\$ 222,994	\$ 197,058
Expenditures										
Salaries and Wages	726,722	892,120	1,688,230	2,197,522	-	-	-	-	-	-
Fringe Benefits	219,256	\$ 231,195	585,267	531,406	-	-	-	-	-	-
Professional Services	314,666	\$ 285,314	319,201	314,558	1,100	-	1,100	-	-	-
QLINE Maintenance	-	-	1,347,200	1,986,082	-	-	-	-	-	-
Planning Services	492,636	\$ 641,667	52,375	110,833	-	-	-	-	-	-
Communications	105,047	\$ 180,603	108,354	118,256	82,631	116,667	99,950	116,667	-	-
Services and Initiatives	-	-	-	-	1,695,924	1,742,002	1,359,628	1,368,278	222,994	197,058
Administrative	119,909	\$ 238,690	890,712	1,058,289	-	-	-	-	-	-
Total expenditures	\$ 1,978,236	\$ 2,469,589	\$ 4,991,339	\$ 6,316,946	\$ 1,779,655	\$ 1,858,669	\$ 1,460,678	\$ 1,484,945	\$ 222,994	\$ 197,058
Change in fund balance	\$ (101,063)	\$ -	\$ (1,649,915)	\$ 357,973	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -

continued...

Regional Transit Authority of Southeast Michigan
Statement of Revenues, Expenditures and Changes in Fund Balance - Budget to Actual
For the 7 Months Ending April 30, 2026

	Mobility Wallet		Access to Transit		Transit App		Total Year to Date		Annual
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Budget
Revenues									
Federal	\$ -	\$ -	\$ 5,924	\$ 933,333	\$ -	\$ -	\$ 3,261,043	\$ 5,590,149	\$ 9,583,116
State	34,298	145,833	1,481	816,667	19,256	165,221	3,921,897	8,073,740	13,840,696
Local	-	-	-	-	-	-	900,000	\$ 525,000	900,000
Fares	-	-	-	-	-	-	402,336	\$ 378,000	648,000
Other	-	-	-	-	-	-	257,607	\$ 179,345	307,449
Total revenues	\$ 34,298	\$ 145,833	\$ 7,405	\$ 1,750,000	\$ 19,256	\$ 165,221	\$ 8,742,883	\$ 14,746,234	\$ 25,279,261
Expenditures									
Salaries and Wages	-	-	-	-	-	-	2,414,952	3,089,642	5,296,530
Fringe Benefits	-	-	-	-	-	-	804,523	762,601	1,307,317
Professional Services	-	-	-	-	5,000	-	641,067	599,872	1,028,350
QLINE Maintenance	-	-	-	-	-	-	1,347,200	1,986,082	3,404,712
Planning Services	34,298	-	7,405	-	-	-	586,714	752,500	1,290,000
Communications	-	-	-	-	4,256	-	400,238	532,193	912,329
Services and Initiatives	-	145,833	-	1,750,000	10,000	165,221	3,288,546	5,368,392	9,202,961
Administrative	-	-	-	-	-	-	1,010,621	1,296,979	2,223,392
								-	
Total expenditures	\$ 34,298	\$ 145,833	\$ 7,405	\$ 1,750,000	\$ 19,256	\$ 165,221	\$ 10,493,861	\$ 14,388,261	\$ 24,665,591
Change in fund balance	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (1,750,978)	\$ 357,973	\$ 613,670

concluded.

Project Tracker as of 4/30/26

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
Cost	\$ 13,793,820	\$ 12,572,510	\$1,221,310
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	\$2,056,712	(\$569,347)
MI-2021-036-02	\$1,373,593	\$1,373,593	(\$0)
MDOT LBO	\$1,287,542	\$755,022	\$532,520
ARPA MI-2022-005-02	\$3,697,835	\$2,439,698	\$1,258,137
	\$13,793,820	\$12,572,510	\$1,221,310

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	\$2,742,107	\$2,228,468	\$513,639
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	\$178,396	\$410,911
State Grant*	\$147,327	\$44,599	\$102,728
	\$2,742,107	\$2,228,468	\$513,639

*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	\$923,249	\$101,751
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	\$6,012,708	\$4,971,021	\$1,041,687
Grants			
MI-2024-002	\$2,000,000	\$2,000,000	\$0
2022-0126-P4 R1	\$500,000	\$500,000	\$0
Fares/Contrib	\$942,386	\$888,795	\$53,591
MDOT LBO	\$805,170	\$445,416	\$359,754
ARPA MI-2022-005-02	\$1,765,152	\$1,136,810	\$628,342
	\$6,012,708	\$4,971,021	\$1,041,687

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

Budget Tracker			
	Cost	ITD	Balance
Cost	\$3,363,395	\$139,546	\$3,223,849
Grants			
2022-0126-P6	\$1,363,395	\$139,546	\$1,223,849
FY2024 CMAQ*	\$1,600,000	\$0	\$1,600,000
State Grant*	\$400,000	\$0	\$400,000
	\$3,363,395	\$139,546	\$3,223,849

*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	\$152,492	\$757,508
Grants			
2022-0126-P8	\$828,000	\$152,492	\$675,508
Local In-Kind Match	\$82,000	\$0	\$82,000
	\$910,000	\$152,492	\$757,508



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



Value Through Action

2026-2028 Strategic Plan



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 refocused 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: RTA 2026 Federal Fund Programming

DATE: May 21, 2026

REQUESTED ACTION: Board of Directors Approval

Approval Request:

Motion to approve the RTA Fiscal Year (FY) 2026 split letter Resolution 60 Federal Formula Funding Distribution for the Detroit and Ann Arbor Urbanized Areas.

Background Information:

According to Public Act 387 of 2012, RTA is the designated recipient of all Federal Transit Administration (FTA) formula funds for both the Detroit and Ann Arbor Urbanized Areas. In that role, the RTA is responsible for allocating funding to existing direct recipients in both Urbanized Areas. In the Detroit Urbanized Area DDOT, DTC, RTA, and SMART are direct recipients. In the Ann Arbor Urbanized Area, AAATA and RTA are direct recipients.

The purpose of this memorandum is to review the FY 2026 federal apportionment, the proposed funding split, and the capital priorities of the providers. For the latter, RTA requested 5-Year financial plans and 1-Year non-financial updates from providers. Staff are requesting Board approval for the FY 2026 federal programming, so providers can move forward with the state and federal actions needed to secure funding.

Fiscal Year 2026 Formula Funds

In April 2026, FTA released FY 2026 apportionment for the following funding programs:

The federal formula funds for review are:

- Urbanized Area Formula Grants (5307)
- State of Good Repair Grants (5337)
- Bus and Bus Facilities Program (5339)



- Enhanced Mobility of Seniors & Individuals with Disabilities (5310)

For Sections 5307 and 5337 funding in the Detroit UZA, the RTA and providers agreed on a weighted formula driven allocation methodology for the allocation of funds. That formula included looking at the following statistics:

- Vehicle Revenue Miles (25%)
- Ridership (25%)
- Population (25%)
- Local Contribution to Operating Budgets (25%)

This formula has historically supported a general 50%-50% distribution of Section 5307 funds between Detroit providers (DDOT/DTC/RTA) and SMART. Section 5339 is split 50%-50% between DDOT and SMART. DTC and RTA are both eligible for Section 5337 as the only rail providers in the region. FY2026 is the second year that the RTA's QLINE was included in the national calculation of Section 5337 funds. This resulted in an \$887k increase in those funds. All Ann Arbor Urbanized Area funds are directly distributed to AAATA.

Attachment A documents this consideration through **RTA Resolution 60**.

Below is the RTA funding distribution through the existing allocation formula:

Section 5307: Urbanized Area Formula Grants

Agency	Percent	Amount
Ann Arbor Area Transportation Authority (AAATA)	100%	\$10,585,900
<i>Ann Arbor Urbanized Area TOTAL</i>	<i>100%</i>	<i>\$10,585,900</i>
Detroit Department of Transportation (DDOT)	48%	\$28,259,164
Detroit Transportation Corporation (DTC)	1%	\$588,733
Regional Transit Authority of Southeast Michigan (RTA)	1%	\$588,733
Suburban Mobility Authority for Regional Transportation (SMART)	50%	\$29,436,630
<i>Detroit Urbanized Area TOTAL</i>	<i>100%</i>	<i>\$58,873,260</i>



Section 5337: State of Good Repair

Agency	Percent	Amount
Detroit Transportation Corporation (DTC)	62%	\$1,469,282
Regional Transit Authority of Southeast Michigan (RTA)	38%	\$887,387
<i>Detroit Urbanized Area TOTAL</i>	100%	\$2,356,669

Section 5339: Bus and Bus Facilities

Agency	Percent	Amount
Ann Arbor Area Transportation Authority (AAATA)	100%	\$1,004,611
<i>Ann Arbor Urbanized Area TOTAL</i>	100%	\$1,004,611
Detroit Department of Transportation (DDOT)	50%	\$2,536,725
Suburban Mobility Authority for Regional Transportation (SMART)	50%	\$2,536,725
<i>Detroit Urbanized Area TOTAL</i>	100%	\$5,073,450

Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities

Agency	Percent	Amount
Ann Arbor Area Transportation Authority (AAATA)	68%	\$244,806
Regional Transit Authority of Southeast Michigan (RTA)	32%	\$151,441
<i>Ann Arbor Urbanized Area TOTAL</i>	100%	\$396,247
Detroit Department of Transportation (DDOT)	4%	\$230,400
Regional Transit Authority of Southeast Michigan (RTA)	16%	\$904,574
Suburban Mobility Authority for Regional Transportation (SMART)	80%	\$4,543,730
<i>Detroit Urbanized Area TOTAL</i>	100%	\$5,678,704

Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Call for Projects



Section 5310 funds are awarded by the RTA every two years through a detailed regional Call for Projects process. FY2026 5310 funding is the second year of programming from the 2024 Call for Projects, which was approved by the RTA Board in May 2025. That process is described in detail on the RTA website here: <https://www.rtamichigan.org/planning-policy-programs/m4a-grants>. The next Call for Projects, covering FY2027 and FY2028, is anticipated to be released by FY 2027. The table above shows the funding distribution to direct recipients. For the most part, these recipients pass funding through to community providers and non-profits (aka subrecipients) that deliver these services. For FY 2026, the funding is going to support 30 services throughout the region. See **Attachment B for FY 2025-2026 Section 5310 Notice of Award** for all the subrecipients.

Attachment C is for **Provider Capital Updates**, outlining the highlights of regional provider 5-year capital plans fiscally constrained for FY 2026-2030 and introducing an illustrative transit projects draft listing process in coordination with RTA and SEMCOG.

Ongoing Performance Metrics

The RTA keeps up its efforts to collect ongoing service information from transit providers. We established a baseline and reporting mechanism on an annual basis. Our aim is to gain insight on day-to-day performance of systems we are supporting through capital funding actions.

Provider Performance Metrics (2025)

Metric	AAATA	DDOT	DTC	QLINE	SMART
Ridership	5,353,446	13,694,797	1,056,704	1,009,548	7,037,019
Service Coverage**	100%	93%	99%	85%	99%
Pull-Out Rate	N/A***	95%	99%	85%	99%
On-Time Performance	84%	72%	100%	65%	64%
Complaints/100k miles	1.2	14.1	0	8.8	18.3
Compliments/100k miles	1.7	0.4	0	1	N/A****

** Percent of scheduled miles operated.

***This was not measured for TheRide in 2025.

**** SMART compliments tracking are currently unavailable in their software system.



ATTACHMENT A

Regional Transit Authority of Southeast Michigan Resolution No. 60 Federal Formula Funding Distribution for the Detroit and Ann Arbor Urbanized Areas

RTA Resolution No. 60, a resolution that the Board of Directors of the Regional Transit Authority of Southeast Michigan (RTA) approves and supports the allocation of federal funding under the Federal Transit Administration's (FTA) Urbanized Area Formula Grant Program (5307), Bus and Bus Facilities Program (5339), State of Good Repair Program (5337), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310) between the Detroit Department of Transportation (DDOT), Detroit Transportation Corporation (DTC), Regional Transit Authority of Southeast Michigan (RTA), the Suburban Mobility Authority for Regional Transportation (SMART) in the Detroit Urbanized Area, and the Ann Arbor Area Transportation Authority (AAATA) in the Ann Arbor Urbanized Area.

WHEREAS, the RTA is required, pursuant to Public Act 387 of 2012 (PA 387), to determine a methodology for distributing federal funding made available to the urbanized areas under the FTA's Urbanized Area Formula Grant Program (Section 5307), Bus and Bus Facilities Program (Section 5339), State of Good Repair (5337), and Enhanced Mobility of Seniors and Individuals with Disabilities (5310); and

WHEREAS, the agreed upon methodology for funding in the Detroit Urbanized Area will result in an effective 50%-50% distribution of Section 5307 and Section 5339 funds between DDOT/DTC/RTA and SMART; and

WHEREAS, the agreed upon methodology will result in an effective 62%-38% distribution of Section 5337 funds between DTC and RTA; and

WHEREAS, the agreed upon methodology for the funding in the Ann Arbor Urbanized Area will result in 100% distribution of Section 5307 and Section 5339 funds to AAATA; and

WHEREAS, the agreed upon process for the distribution of Section 5310 funding is determined through an RTA call for projects; and

WHEREAS, the RTA Board has determined that this methodology and allocation advances sound transportation policy, is fair and reasonable among the providers, and will allow for stability and predictability in capital budgeting; and



NOW, THEREFORE, BE IT RESOLVED, that the RTA Board of Directors hereby approves and supports the aforesaid methodology for determining the allocation of federal funds under the FTA’s Urbanized Area Formula Grant Program, Bus and Bus Facilities Program, State of Good Repair Program, and Enhanced Mobility of Seniors and Individuals with Disabilities.

Authorizing signature _____ (Dave Massaron, Chair of the Board)

Date: May 21, 2026

ATTACHMENT B

**RTA Mobility 4 All (M4A) Program of Projects
FY2025-FY2026 Section 5310 Funds
UPDATED NOTICE OF AWARDS**

May 6, 2026

Ann Arbor Urbanized Area

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
AgeWays Nonprofit Senior Services	Mobility Management	Continuation of myride2, a one-call, one-click mobility management service developed by Area Agency on Aging 1-B (AgeWays)	\$147,327	\$67,563	\$79,764
Jewish Family Services of Washtenaw County	Operating	Ongoing operating expenses, such as drivers'/dispatchers' wages	\$70,000	\$35,000	\$35,000
Jewish Family Services of Washtenaw County	Vehicle Replacement	Replacement of 1 van	\$84,000		\$84,000
Jewish Family Services of Washtenaw County	Other Capital	Subscription renewal for dispatch software	\$56,565	\$18,210	\$18,355
Jewish Family Services of Washtenaw County	Other Capital	Preventative maintenance	\$20,000		\$20,00
Milan Seniors for Healthy Living (MSHL)	Operating	Ongoing operating expenses for MSHL's transportation services within the Ann Arbor urbanized area	\$28,000	\$14,000	\$14,000
People's Express (PEX)	Operating	Continue servicing Eastern Washtenaw County to provide access to the Ann Arbor UZA to rural seniors and people with disabilities.	\$46,172	\$35,000	\$11,172
Programs to Educate All Cyclists (PEAC)	Operating	Ongoing operating expenses for the School Active Transportation Program, which allows PEAC to take participants on trips via the fixed route bus systems and first mile/last mile trips	\$19,695	\$9,916	\$9,779
Program to Educate All Cyclists (PEAC)	Mobility Management	Ongoing mobility management expenses, including mobility manager and travel training	\$93,288	\$50,748	\$42,540

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
		personnel wage and benefits, for the School Active Transportation Program			
Regional Transit Authority of Southeast Michigan	Administration	Grant administration and transit provider coordination	\$29,137		\$29,137
Western-Washtenaw Area Value Express (WAVE)	Vehicle Expansion	Purchase 1 expansion full transit van with lift	\$104,000	\$104,000	
Western-Washtenaw Area Value Express (WAVE)	Operating	Support the expansion vehicle's operational costs and to hire an additional dispatcher	\$87,500	\$35,000	\$52,500
TOTAL			\$765,684	\$369,437	\$396,247

Ann Arbor UZA Breakdown

Fiscal Year	Administration (\$)	Administration (%)	Traditional Capital (\$)	Traditional Capital (%)	Operating (\$)	Operating (%)	Total
FY2025	\$0	0%	\$240,521	65%	\$128,916	35%	\$369,437
FY2026	\$29,137	7%	\$244,660	62%	\$122,451	31%	\$396,247

Detroit Urbanized Area

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
AgeWays Nonprofit Senior Services	Mobility Management	Continuation of myride2, a one-call, one-click mobility management service developed by Area Agency on Aging 1-B (AgeWays)	\$589,287	\$270,231	\$319,056
Allen Park (City of)	Vehicle Replacement	Replacement of 1 bus and 1 van	\$240,000	\$104,000	\$136,000
Auburn Hills (City of)	Vehicle Replacement	Replacement of 1 bus to provide transportation services more efficiently with reduced wait times, keeping fares low and allowing for greater accommodation to residents	\$136,000	\$136,000	
Berkley Parks and Recreation (City of)	Vehicle Replacement	Replacement of 1 bus with wear and tear brought on by Michigan winters and daily use	\$136,000	\$136,000	
Bloomfield Township	Vehicle Replacement	Replacement of 1 van to maintain fleet	\$104,000	\$104,000	

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
Bloomfield Township	Operating	Maintain transportation coordinator role to continue to serve older adults with disabilities	\$67,106	\$32,930	\$34,176
Brandon Township	Vehicle Replacement	Replacement of 1 bus to improve mobility by more reliable transportation, less out of service vehicles	\$136,000	\$136,000	
Catholic Charities of Southeast Michigan	Vehicle Replacement	Replacement of 1 bus with a new bus to continue to provide transportation to adult day clients to and from the center	\$136,000		\$136,000
Detroit Department of Transportation (DDOT)	Operating	Funding to bolster the same day trip service project for seniors and disabled customers that is being implemented currently	\$230,400		\$230,400
Downriver Community Conference	Operating	Funding to continue current services that “fill in the gaps” for seniors and individuals with a disability by coordinating with workforce programs, partnered agencies and community-based services	\$63,497	\$26,825	\$36,672
Farmington Hills (City of)	Vehicle Replacement	Replacement of 1 bus for curb-to-curb van services to adults 55 or better and disabled residents of Farmington and Farmington Hills	\$136,000	\$136,000	
Farmington Hills (City of)	Operating	Funding for transportation program that targets the frail elderly, people with a disability, seniors with low income living in subsidized housing in Farmington and Farmington Hills	\$75,400	\$37,000	\$38,400
Ferndale (City of)	Vehicle Replacement	Replacement of 1 bus that has become increasingly unsuitable for providing safe and reliable transportation for seniors and individuals with disabilities	\$136,000	\$136,000	
Freedom Road Transportation Authority (FRTA)	Operating	Continued funding for mileage reimbursement to eligible riders with no travel restrictions	\$148,814	\$73,025	\$75,789
Freedom Road Transportation Authority (FRTA)	Mobility Management	Continued operation of the Rider Volunteer Driver Program, where FRTA’s mobility managers help riders who are disabled or senior find drivers for safe transportation	\$80,014	\$37,504	\$42,510
Harrison Township	Vehicle	Replacement of 1 bus	\$136,000	\$136,000	

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
	Replacement				
Jewish Family Services of Metropolitan Detroit	Vehicle Replacement	Replacement of 1 van with lift with a similar vehicle	\$104,000	\$104,000	
Jewish Family Services of Metropolitan Detroit	Operating	Maintain dispatchers and drivers at current staffing level, allowing the program to continue operation without having to reduce capacity	\$625,960	\$303,400	\$322,560
Livonia (City of)	Vehicle Replacement	Replacement of 1 van	\$104,000		\$104,000
Macomb Community Action	Vehicle Replacement	Replace 1 van and 1 bus used to provide transportation to Macomb County seniors and disabled individuals to essential medical appts.	\$240,000		\$240,000
Madison Heights (City of)	Vehicle Replacement	Replacement of 1 bus, which is eligible and in need of replacement	\$136,000	\$136,000	
Mount Clemens (City of)	Vehicle Replacement	Replacement of 1 bus in fair condition with new, more reliable model	\$136,000	\$136,000	
Mount Clemens (City of)	Operating	Continue same-day, on-demand service for residents and people traveling through the city	\$45,240	\$22,200	\$23,040
Nankin Transit Commission	Operating	Add one full time driver to Nankin Transit to meet the demand for transportation	\$45,240	\$22,200	\$23,040
North Oakland Transportation Authority (NOTA)	Vehicle Replacement	Replacement of 3 vehicles which have met their useful life	\$408,000	\$272,000	\$136,000
North Oakland Transportation Authority (NOTA)	Operating	Operating costs to cover the 20 routes currently running at NOTA that cover the Urban Senior and Disabled population rides that NOTA provides	\$671,420	\$321,295	\$350,125
Northville Township	Vehicle Replacement	Replacement of 1 van in order to continue providing transportation services to all Northville residents' ages 60+ or any age with a documented disability	\$104,000	\$104,000	
Older Person's Commission (OPC)	Vehicle Replacement	Replacement of 2 buses with wheelchair accessible vans	\$208,000	\$208,000	
Older Person's Commission (OPC)	Operating	Operations for residents 55 and older and people with disabilities in Rochester and Oakland.	\$77,358	\$37,296	\$40,062
People's Express (PEX)	Operating	Operational funding for regional transportation	\$154,020	\$66,600	\$87,420

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
		connecting Oakland seniors and people with disabilities with complex medical needs to medical facilities outside of the county			
Pointe Area Assisted Transportation Service (PAATS)	Vehicle Replacement	Replacement of 2 buses that have met their useful life based on age	\$272,000		\$272,000
Programs to Educate All Cyclists (PEAC)	Operating	Ongoing operating expenses for the School Active Transportation Program, which allows PEAC to take participants on trips via the fixed route bus systems and first mile and last mile trips	\$286,265	\$139,406	\$146,859
Program to Educate All Cyclists (PEAC)	Mobility Management	Ongoing mobility management expenses, including mobility manager and travel training personnel wage and benefits, for the School Active Transportation Program	\$397,052	\$177,099	\$219,953
Regional Transit Authority of Southeast Michigan	Administration	Grant administration and transit provider coordination	\$215,627		\$215,627
Richmond Lenox EMS Ambulatory Authority	Vehicle Replacement	Replacement of 2 high-mileage paratransit vans	\$272,000	\$136,000	\$136,000
Richmond Lenox EMS Ambulatory Authority	Operating	Continuation and enhancement of transit services	\$263,900	\$129,500	\$134,400
Richmond Lenox EMS Ambulatory Authority	Mobility Management	Continuation of the Mobility Manager position critical to overseeing and managing paratransit services	\$202,208	\$94,780	\$107,428
Saint Clair Shores Senior Activity Center	Vehicle Replacement	Replace 1 van and 1 bus for transportation program that serves Senior Citizens and Disabled Adults throughout the community	\$240,000	\$104,000	\$136,000
Senior Transportation through Advance Registration (STAR) Transportation	Vehicle Replacement	Replacement of 1 bus due to age	\$136,000	\$136,000	
Senior Transportation through Advance Registration (STAR) Transportation	Operating	Continuation of the Mediroutes scheduling program to see drivers in real time and to schedule efficiently	\$15,080	\$7,400	\$7,680
Shelby Township	Vehicle	Replacement of 3 buses to allow the Shelby	\$408,000	\$136,000	\$272,000

Agency	Category	Project	Total Approved	FY2025 5310	FY2026 5310
	Replacement	Township Senior Citizens Transportation program to continue providing service			
Southfield Parks and Recreation (City of)	Vehicle Replacement	Replacement of 1 bus to have more reliable vehicles ready and available to meet the needs of riders	\$136,000	\$136,000	
Sterling Heights (City of)	Vehicle Replacement	Replacement of 1 bus for the Sterling Heights Minibus service for Seniors and individuals with disabilities	\$136,000		\$136,000
Suburban Mobility Authority for Regional Transportation (SMART)	Vehicle Replacement	Replacement of 6 cutaway vehicles for the Community Partnership Program	\$816,000	\$544,000	\$272,000
Troy (City of)	Vehicle Replacement	Replacement of 2 buses with wheelchair lifts	\$272,000		\$272,000
Warren Parks and Recreation (City of)	Vehicle Replacement	Replacement of 1 bus	\$136,000		\$136,000
West Bloomfield Township	Vehicle Replacement	Replacement of 2 vans	\$208,000		\$208,000
Western Oakland Transportation Authority (WOTA)	Vehicle Replacement	Replacement of 4 vehicles that have reached required service limits	\$512,000	\$136,000	\$376,000
Western Oakland Transportation Authority (WOTA)	Operating	Development of two deviated fixed routes to enhance transportation access for students, adult learners, and residents travelling between Oakland and Livingston counties.	\$479,319	\$223,812	\$255,507
Western Oakland Transportation Authority (WOTA)	Mobility Management	Hire and train a mobility manager responsible for coordinating connection rides with 759 SMART, LETS, NOTA, OPC, and PEX to align scheduling and time requirements, ensuring seamless transfers	\$62,832	\$62,832	
TOTAL			\$11,076,039	\$5,397,335	\$5,678,704

Detroit UZA Breakdown

Fiscal Year	Administration (\$)	Administration (%)	Traditional Capital (\$)	Traditional Capital (%)	Operating (\$)	Operating (%)	Total
FY2025	\$0	0%	\$3,954,446	73%	\$1,442,889	27%	\$5,397,335
FY2026	\$215,627	4%	\$3,656,947	64%	\$1,806,130	32%	\$5,678,704



ATTACHMENT C

Provider Capital Updates

The RTA collects multi-year capital programs from regional transit providers to better understand Southeast Michigan's transit investment needs, identify opportunities for regional coordination, support long-range planning, and position the region to pursue state and federal funding opportunities collaboratively.

This work supports implementation of the Regional Transit Master Plan (RTMP) and the RTA Strategic Plan by helping align provider priorities with regional mobility goals, infrastructure needs, and future transit investments.

RTA requested constrained 5-Year Capital Programs and non-financial (i.e., performance metrics) in December 2025. We received information on 2025 non-financial provider reports in January 2026 and FY 2026 – FY 2030 Capital Programs in February 2026. We combine the 5-Year Capital Programs into an overall Regional Capital Program that we analyze from both a funding and project perspective.

Regional Capital Funding

Items that we look for in our analysis involve:

- Overall amounts and any annual fluctuations
- Funding split between federal, state, and local sources

Timely use of funding trends

The table below shows the funding amounts and high-level source splits for the 5-Year period. An important element to highlight is that the planned use of federal funding far exceeds the amount we authorize on an annual basis. For example, the region's need for federal financial support is around \$138 million per year. We typically authorize approximately \$84 million per year. That additional funding is a combination of discretionary grants and older formula funding that the providers are holding for larger capital projects. It is important to note that governmental transit dollars typically get allocated a year in advance of becoming obligated (available) for reimbursement and are eligible for distribution over a few (usually 3 or 4) years. This leads to a varying combination of old and new money being utilized each year. For example, the FY 2026 funds were appropriated by the federal government in April of this year, which would regularly become available through grant award obligations by September, and are planned to be used for each operator beginning as early as October in time for FY 2027. In



other words, the funding considered for each year can even be used until the start of the next fiscal year.

FY 2026 – FY 2030 Capital Plan Funding Amounts (millions) and Source Splits

Provider	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Fed	State	Local	TOTAL
AAATA	\$24,911	\$36,409	\$39,972	\$66,732	\$68,450	80%	20%	0%	\$236,474
DDOT	\$50,485	\$75,070	\$65,559	\$64,359	\$63,868*	80%	20%	0%	\$319,340
DTC	\$6,409	\$7,574	\$5,492	\$1,558	\$2,988	76%	22%	2%	\$24,021
RTA	\$3,975	\$1,375	\$1,375	\$1,375	\$1,375	80%	20%	0%	\$9,475
SMART	\$53,827	\$50,922	\$54,798	\$55,693	\$57,959	77%	18%	5%	\$273,199
SE MI	\$149,607	\$171,350	\$167,196	\$189,717	\$194,640	79%	19%	2%	\$862,510

**FY 2030 estimated average of FY2026-FY2029 plus inflation*

Regional Capital Projects

Items that we look for in our analysis involve:

- Programming trends by project type (e.g., % of vehicle replacements, % of preventive maintenance, etc.)
- Projects for coordination (e.g., fare equipment, planning, corridor projects, etc.)
- Large capital projects

Provider’s capital plans have the following:

AAATA

- Facilities are the highest cost grouping including for several transit terminals, like the Ypsilanti Transit Center (YTC), Blake Transit Center (BTC), and Dawn Gabay Operations Center (DGOC).
- A couple of unique programs are its research and development (R&D) and transit priorities for projects beyond traditional scopes. It also includes funding to support the Washtenaw BRT project.

DDOT

- Vehicles, primarily large low-floor buses, are the predominant guidance factor for keeping services running as smoothly as possible.
- Its other specific areas of focus fundamentally cover a large portion of preventative maintenance, as well as some equipment and bus stop materials.



DTC (People Mover)

- Sticks principally to passenger rail technology rehabilitation, such as the electronic system wiring (mechanical brains) that continue operations.
- Additional necessary planned improvement spaces are also preventative maintenance for advance parts and facilities such as upgrading station pieces.

RTA

- QLINE currently includes funding for preventative maintenance for streetcars, facilities, and track guideway and funding for transit dedicated lanes on Woodward.
- RTA staff is developing the first 5-Year Capital Program for the QLINE, which we anticipate bringing to the Board for review and approval this summer. The program will include items like the tech center garage, along with station amenities, plus IT hardware and software, that are nearing the end of their useful life.

SMART

- Vehicle procurements, especially larger buses as well, are significant.
- Outside of operations eligible for federal formula funding, preventative maintenance and facility enhancements are both closely tied together as the next biggest expected expenditures, followed by bus stops infrastructure.

FY 2026 – FY 2030 Capital Plan Funding Amounts (millions) Categorically Ranked by Provider

Category	AAATA	DDOT	DTC	QLINE	SMART	Subtotal	Percent
Vehicles	\$60,436	\$215,262*			\$174,890	\$473,159	52%
Facilities	\$107,680	\$5,063*	\$1,909	\$2,600	\$25,945	\$142,798	16%
PM		\$73,625*	\$6,918	\$6,875	\$29,664	\$120,990	13%
Technology	\$22,259		\$13,638		\$6,800	\$44,134	5%
Operations					\$32,527	\$32,527	4%
BRT	\$30,951					\$30,951	3%
Bus Stops	\$2,187	\$11,081*			\$3,150	\$27,887	3%



Category	AAATA	DDOT	DTC	QLINE	SMART	Subtotal	Percent
Equipment	\$5,724	\$14,309*	\$290			\$21,194	2%
Transit Priorities	\$7,110					\$7,110	1%
Planning			\$667			\$667	0.07%
Improvements			\$600			\$600	0.07%
Administration					\$224	\$224	0.03%
R&D	\$125					\$125	0.01%
Total	\$236,474	\$319,340	\$24,021	\$9,475	\$273,199	\$862,510	100%

**FY 2030 estimated average of FY2026-FY2029 plus inflation*

For the abbreviated RTMP this year, we will continue to meet with providers to review plan progress updates to assess the uniform categories, monitor project and program priorities, and to review opportunities to help fill funding gaps.

Development of an Illustrative Transit Project List

An Illustrative Transit Project List would serve as the region’s coordinated inventory of significant unfunded transit priorities. Inclusion on the list would not constitute funding approval but would allow projects to remain visible in regional planning discussions, support future discretionary grant pursuits, and help coordinate corridor development activities across providers and jurisdictions. In accordance with the Strategic Plan, the development of this list will be a primary focus for the RTA. That effort will effectively replace the standard Regional Master Transit Plan effort that we have undertaken for the last several years.

It is envisioned that this list will include future transit investments of regional significance, including potential rapid transit corridors, service expansions, and intermodal improvements, need a means for discussion and coordination in a regional forum.

A dedicated Illustrative Transit Project List would:



- Preserve visibility for transit investments that have community and regional support but lack identified funding
 - Allow projects to continue to be planned and studied (including NEPA Tier 1 activities, alternatives analyses, and corridor studies) without requiring fiscal constraint
 - Allow transit providers to act quickly when new funding opportunities emerge (e.g., federal discretionary programs, state appropriations, or local ballot initiatives)
 - Signal the region's long-term transit vision to state and federal partners.

Outside of existing service plans and funding levels, proposed eligible project types could include, but not be limited to:

- Fixed-guideway transit (Bus Rapid Transit, Light Rail Transit, Commuter Rail)
- Regional transit corridors
- Major transit hub and intermodal facility investments
- Significant service expansion or restoration efforts with capital components
- Transit technology or fleet investments of regional significance
- Capital projects designed to directly support transit infrastructure
- Regionally significant projects
- A lead Act-51 transit provider to submit the project(s)
- An established dollar amount for consideration

We anticipate presenting the results of this effort along with our FY2027 Federal Funding Programming recommendations in spring 2027.

BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Julia Roberts, Planning & Innovation Director

SUBJECT: Planning & Innovation Update

DATE: May 21, 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 has transmitted 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 8th, 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.



Regional Transit Authority of Southeast Michigan

Resolution No. 61

RTA Resolution No. 61, a resolution recognizing and honoring the dedicated service of Freman Hendrix upon their retirement from the Board of Directors of the Regional Transit Authority (RTA) of Southeast Michigan.

WHEREAS, Freman Hendrix was appointed to the RTA Board of Directors by the Mayor of Detroit and has faithfully served the residents of Southeast Michigan for eleven years since 2015; and

WHEREAS, Mr. Hendrix served as Secretary for the RTA Board of Directors from 2017 through 2026, providing nine years of leadership and service in that role; and

WHEREAS, throughout his tenure, Mr. Hendrix provided thoughtful leadership, steady guidance, and a strong commitment to advancing regional mobility, public transportation access, and collaboration with regional stakeholders; and

WHEREAS, Freman Hendrix served during multiple transitional periods for the RTA, contributing to important discussions, policies, and initiatives that strengthened regional transit planning and helped position the organization for future growth and opportunity; and

WHEREAS, Mr. Hendrix consistently demonstrated a deep belief in public service and the importance of creating a more connected, equitable, and accessible Southeast Michigan region for residents, workers, students, seniors, and visitors alike; and

WHEREAS, Mr. Hendrix has departed from his position on the Regional Transit Authority Board of Directors effective May 8, 2026.

NOW, THEREFORE, BE IT RESOLVED that the RTA Board of Directors, Executive leadership, and staff hereby express its gratitude and appreciation to formally recognize and express appreciation for the time and expertise Mr. Hendrix contributed to the RTA and the region;

BE IT FINALLY RESOLVED that the RTA Board of Directors hereby expresses its best wishes for Mr. Hendrix's continued success in his endeavors.

Authorizing signature: _____ (Davis Massaron, Chair of the Board)

Date: May 21, 2026