Board of Directors Meeting
Thursday, September 17, 2026 | 1:00 PM
SEMCOG / Woodward Room
1001 Woodward Avenue, Suite 1400
Detroit, MI 48226
Zoom Virtual Public Participation

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 Director Report
6. Presentations
7. Consent Agenda
    a. **Approval of August 2026 Board Meeting Summary**
    b. **Approval of August 2026 Financial Reports**
    c. **Procurement Advisory Notice**
8. Regular Agenda
    a. **Approval of FY 2026-2027 RTA Budget & Investment Plan**
    b. **Approval of QLINE Custodial Cleaning Services Vendor Award**
    c. **Approval of New Office Space Lease**
9. Closed Session
    a. The RTA Board of Directors will consider a motion to enter into closed session pursuant to Section 8(1)(e) of the Michigan Open Meetings Act, MCL 15.268(1)(e), to consult with legal counsel regarding trial and/or settlement strategy in connection with the pending litigation known as *Garry Fitzpatrick v. Progressive Michigan Insurance Company, Latesha Baker, Gary Jackson, and Regional Transit Authority of Southeast Michigan* and *Garry Fitzpatrick v. M-1 Rail, M-2 Rail, M-3 Rail, LLC, et* al.

10. New Business
11. 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
August 20, 2026
1:00 PM

1. **Call to Order at** 1:03 PM.

2. **Roll Call:**

Board of Directors members	Government Entity	Attendance Status
Jeannette Bradshaw	Oakland County	P
Terry Campbell	City of Detroit	P
June Lee	Wayne County	P
Dave Massaron (Chair)	State of Michigan	A
Jon Moore	Macomb County	A
Don Morandini (Vice Chair)	Macomb County	P
Dr. Erica Robertson	Wayne County	A
Conan Smith	Washtenaw County	P
Ned Staebler	Washtenaw County	P
Helaine Zack	Oakland County	P

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

Member Terry Campbell introduced herself to the Board at the start of her first meeting. Member Smith arrived at 1:07 PM.

RTA Representatives Present:
Ben Stupka, Rachel Schmuhl, Julia Roberts, Corri Wofford, Mshadoni Smith-Jackson, Kristin Caffray, Isaac Constans, Dasia Mack, Jonathan Shead, Rebecca Donnelly-Lasecki, Melanie Piana

Other Meeting Participants:
Michelle Hodges – Rehmann
Ryan Bridges, Mario Morrow, Sr. – MMA
Robert Cramer – City of Detroit
Farai Gundan – Bhadala

3. **Approval of Agenda**

- Moved by Member Staebler and supported by Member Zack. The agenda for August 20, 2026, was approved. The motion carried via unanimous consent:

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

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

4. **Public Comment**
    - There was no public comment.

5. **Executive Directors Report**
    - Big News
        - Wayne County transit millage passed by over 60%.
        - Member Zack asked about the calculation of .9831 mills.
    - QLINE Ridership
    - QLINE Performance
    - QLINE Harm Reduction Boxes
    - D2A2/DAX Ridership
    - Transit app
    - Woodward Rapid Transit Study
    - Program Updates
        - Access to Transit Projects
        - Highway Express Bus Study
        - Procurements in Progress:
            - IT Managed Services Provider
            - QLINE Direct Internet Access (Fiber)
            - QLINE Custodial Cleaning Services

        - Office Space
- External Affairs Updates
    - Social Media Influencer Collaboration
    - Digital Billboard & Radio Advertising Metrics
    - APTA AdWheel Grand Award Winners
- Upcoming Items

6. Public Hearing

a. FY 2026-2027 Budget Presentation

- The Board of Directors moved to open the public hearing for the FY 2026-2027 Budget Presentation at 1:24 PM.
- Executive Director Stupka presented the DRAFT FY 2026-2027 Budget & Investment Plan: Creating Value Through Action.
- Member Campbell asked about how Congressionally Directed Spending (CDS) is booked in the upcoming versions of the budget.
- Member Staebler asked for a rough estimate of farebox recovery and discussed convening a committee for future discussions.
- Member Bradshaw asked if an actual dedicated lane could change the insurance rates for QLINE.
- Member Smith mentioned the potential value of framing the budget around a regional value proposition focused on the RTA in contrast to the RTA's management of the regional system. He also asked about revenue streams and long-term funding solutions.
- The Board of Directors moved to close the public hearing for the FY 2026-2027 Budget Presentation at 1:50 PM.

7. **Consent Agenda**
    a. **Approval of July 2026 Board Meeting Summary**
    b. **Approval of July 2026 Financial Reports**

- Moved by Member Smith and supported by Member Lee to approve the Consent Agenda. The motion carried via unanimous consent:

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

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

8. **Regular Agenda**
    a. **Acceptance of Mobility Wallet Review and Next Steps**

- Mshadoni Smith-Jackson, Planning Manager, presented the Mobility Wallet Review and Steps.
- Member Zack asked about which aspects of the Mobility Wallet pilot could be implemented into the Transit app.
- Member Smith commended the team on completion of this pilot.
- Member Campbell noted that this sort of project exists elsewhere and is possible, encouraging the team to continue forward.
- The Board received the Mobility Wallet Review and Next Steps.

    b. **Approval of QLINE Capital Plan**

- Executive Director Stupka presented the QLINE Capital Plan.
- Member Bradshaw asked if there is consideration for tariffs in the budget, followed by questions about lead time and/or delays for brake overhauls, improvements to the RTA Tech Center, and plans for an energy audit for that space.
- Member Smith requested an enhanced funding page with more details.

- Moved by Member Staebler and supported by Member Zack to approve the QLINE Capital Plan. The motion carried via unanimous consent:

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

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

c. Resolution for Departing Board Member: Freman Hendrix

- Board members shared their appreciation and congratulations for retiring Treasurer, Freman Hendrix.
- Moved by Member Staebler and supported by Member Bradshaw. The motion carried via unanimous consent:

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

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

9. New Business

- There was no new business.

10. Meeting adjourned at 2:28 PM**.**

Regional Transit Authority of Southeast Michigan

Statement of Net Position and
Governmental Funds Balance Sheet

August 31, 2026

	Governmental Fund	Adjustments	Statement of Net Position	Prior Year (for comparison)
Assets				
Cash and cash equivalents	$ 1,691,071	$ -	$ 1,691,071	$ 2,725,529
Restricted cash and cash equivalents	66,703	-	66,703	66,188
Accounts receivable	3,819,440	-	3,819,440	923,927
Prepaids and other assets	157,472	-	157,472	105,153
Inventory	1,063,635	-	1,063,635	863,163
Capital assets, net of depreciation	-	95,543,247	95,543,247	99,217,552
Total assets	$ 6,798,321	$ 95,543,247	$ 102,341,568	$ 103,901,513
Liabilities				
Accounts payable and other accrued liabilities	2,957,644	-	2,957,644	1,993,774
Accrued payroll and related liabilities	-	-	-	15,688
Refundable advance	81,361	-	81,361	81,361
Due to state	-	-	-	-
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	-	299,990	299,990	-
Total liabilities	$ 3,039,005	$ 530,461	$ 3,569,466	$ 2,233,519
Fund balance				
Fund balance	7,639,055	(7,639,055)	-	-
Current year change in fund balance	(3,879,739)	3,879,739	-	-
Total fund balance	$ 3,759,316			
Total liabilities and fund balance	$ 6,798,321			
Net position				
Investment in capital assets		95,120,999	95,120,999	99,217,552
Unrestricted		12,536,023	12,536,023	11,487,216
Current year change in net position		(8,884,920)	(8,884,920)	(9,036,774)
Total net position		$ 98,772,102	$ 98,772,102	$ 101,667,993

Regional Transit Authority of Southeast Michigan

Statement of Activities and

Governmental Revenues, Expenditures and Changes in Fund Balance

For the 11 Months Ending August 31, 2026

	Governmental Fund	GASB 34 Adjustments	Statement of Activities
Revenues			
Federal	$ 5,542,033	$ -	$ 5,542,033
State	6,270,526	-	6,270,526
Local	975,000	-	975,000
Fares	680,920	-	680,920
Other	378,641	-	378,641
Total revenues	**$ 13,847,120**	**$ -**	**$ 13,847,120**
Expenditures			
Salaries and Wages	4,000,981	-	4,000,981
Fringe Benefits	1,338,154	-	1,338,154
Professional Services	1,060,968	-	1,060,968
QLINE Maintenance	2,357,018	(133,750)	2,223,268
Planning Services	1,554,281	-	1,554,281
Communications	649,614	-	649,614
Services and Initiatives	5,197,355	-	5,197,355
Administrative	1,568,488	-	1,568,488
Total Expenditures before depreciation	**17,726,859**	**(133,750)**	**17,593,109**
Depreciation/amortization	-	5,138,931	5,138,931
Total expenditures/expenses	**$ 17,726,859**	**$ 5,005,181**	**$ 22,732,040**
Change in fund balance/net position	**$ (3,879,739)**	**$ (5,005,181)**	**$ (8,884,920)**

Regional Transit Authority of Southeast Michigan

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

For the 11 Months Ending August 31, 2026

	Regional Services		Qline		D2A2		DAX		One Click/One Call	
	Actual	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
Revenues										
Federal	$ 1,897,190	$ 2,737,341	$ -	$ 1,244,429	$ 1,638,539	$ 1,716,109	$ 1,328,687	$ 1,372,247	$ 299,494	$ 247,730
State	890,416	$ 1,143,442	3,724,215	8,419,730	664,329	716,853	549,952	573,215	74,872	61,933
Local	75,000	-	900,000	825,000	-	-	-	-	-	-
Fares	-	-	-	-	383,830	330,000	297,090	264,000	-	-
Other	94,665	-	4,975	-	154,986	157,805	124,015	124,023	-	-
Total revenues	$ 2,957,271	$ 3,880,783	$ 4,629,190	$ 10,489,159	$ 2,841,684	$ 2,920,767	$ 2,299,744	$ 2,333,485	$ 374,366	$ 309,663
Expenditures										
Salaries and Wages	1,202,865	1,401,904	2,798,116	3,453,249	-	-	-	-	-	-
Fringe Benefits	351,660	$ 363,307	986,494	835,067	-	-	-	-	-	-
Professional Services	495,437	$ 448,350	557,831	494,305	1,100	-	1,100	-	-	-
QLINE Maintenance	-	-	2,357,018	3,120,986	-	-	-	-	-	-
Planning Services	674,899	$ 1,008,333	108,392	174,167	-	-	-	-	46,881	-
Communications	182,079	$ 283,805	176,219	185,830	137,396	183,333	148,664	183,333	-	-
Services and Initiatives	6,772	-	-	-	2,703,118	2,737,434	2,149,980	2,150,152	327,485	309,663
Administrative	227,184	$ 375,084	1,341,234	1,663,025	70	-	-	-	-	-
Total expenditures	$ 3,140,896	$ 3,880,783	$ 8,325,304	$ 9,926,629	$ 2,841,684	$ 2,920,767	$ 2,299,744	$ 2,333,485	$ 374,366	$ 309,663
Change in fund balance	$ (183,625)	$ -	$ (3,696,114)	$ 562,530	$ -	$ -	$ -	$ -	$ -	$ -

continued…

This financial report is for internal use only. It has not been audited, and no assurance is provided.

Regional Transit Authority of Southeast Michigan

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

For the 11 Months Ending August 31, 2026

	Mobility Wallet		Access to Transit		Transit App		Total Year to Date		Annual
	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Budget
Revenues									
Federal	$ 56,678	$ -	$ 321,445	$ 1,466,667	$ -	$ -	$ 5,542,033	$ 8,784,523	$ 9,583,116
State	136,049	229,167	80,361	1,283,333	150,332	259,633	6,270,526	$ 12,687,306	13,840,696
Local	-	-	-	-	-	-	975,000	$ 825,000	900,000
Fares	-	-	-	-	-	-	680,920	$ 594,000	648,000
Other	-	-	-	-	-	-	378,641	$ 281,828	307,449
Total revenues	$ 192,727	$ 229,167	$ 401,806	$ 2,750,000	$ 150,332	$ 259,633	$ 13,847,120	$ 23,172,657	$ 25,279,261
Expenditures									
Salaries and Wages	-	-	-	-	-	-	4,000,981	4,855,153	5,296,530
Fringe Benefits	-	-	-	-	-	-	1,338,154	1,198,374	1,307,317
Professional Services	-	-	-	-	5,500	-	1,060,968	942,655	1,028,350
QLINE Maintenance	-	-	-	-	-	-	2,357,018	3,120,986	3,404,712
Planning Services	192,727	-	401,806	-	129,576	-	1,554,281	1,182,500	1,290,000
Communications	-	-	-	-	5,256	-	649,614	836,301	912,329
Services and Initiatives	-	229,167	-	2,750,000	10,000	259,633	5,197,355	8,436,049	9,202,961
Administrative	-	-	-	-	-	-	1,568,488	2,038,109	2,223,392
								-	
Total expenditures	$ 192,727	$ 229,167	$ 401,806	$ 2,750,000	$ 150,332	$ 259,633	$ 17,726,859	$ 22,610,127	$ 24,665,591
Change in fund balance	$ -	$ -	$ -	$ -	$ -	$ -	$ (3,879,739)	$ 562,530	$ 613,670

concluded.

Project Tracker as of 8/31/26

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**	**$ 13,634,287**	**$159,533**
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	$2,264,077	($776,712)
MI-2021-036-02	$1,373,593	$1,373,593	($0)
MDOT LBO	$1,287,542	$993,010	$294,532
ARPA MI-2022-005-02	$3,697,835	$3,056,123	$641,712
	$13,793,820	$13,634,287	$159,533

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**	**$2,332,960**	**$409,147**
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	$261,990	$327,317
State Grant*	$147,327	$65,497	$81,830
	$2,742,107	$2,332,960	$409,147

*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	**$1,150,000**	**$1,081,678**	**$68,322**
Grants			
2022-0126-P3	$1,025,000	$1,025,000	$0
ARPA	$125,000	$56,678	$68,322
	$1,150,000	$1,081,678	$68,322

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**	**$5,810,086**	**$202,622**
Grants			
MI-2024-002	$2,000,000	$2,000,000	$0
2022-0126-P4 R1	$500,000	$500,000	$0
Fares/Contrib	$942,386	$1,018,062	($75,676)
MDOT LBO	$805,170	$638,220	$166,950
ARPA MI-2022-005-02	$1,765,152	$1,609,267	$155,885
	$6,012,708	$5,765,548	$247,160

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**	**$533,947**	**$2,829,448**
Grants			
2022-0126-P6	$1,363,395	$533,947	$829,448
FY2024 CMAQ*	$1,600,000	$0	$1,600,000
State Grant*	$400,000	$0	$400,000
	$3,363,395	$533,947	$2,829,448

*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**	**$283,568**	**$626,433**
Grants			
2022-0126-P8	$828,000	$283,568	$544,433
Local In-Kind Match	$82,000	$0	$82,000
	$910,000	$283,568	$626,433

Regional Transit Authority Of Southeast Michigan

BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Becky Lasecki, Procurement & Contracts Manager

SUBJECT: Procurement Advisory Notice

DATE: September 11, 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
Renewal	Media Relations Services	Mario Morrow and Associates	$144,000
Renewal	Human Resources Services	CoStaff Services	$99,000

BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Ben Stupka, Executive Director

SUBJECT: FY2026-27 Budget & Investment Plan Adoption

DATE: September 10, 2026

Requested Action: Board of Directors Approval

Approval Request: This memo seeks Board adoption of RTA's annual Fiscal Year 2026-2027 Budget and Investment Plan.

Background Information: Following the RTA's annual budget cycle workflow, the Board received an overview presentation of the proposed budget in July. In August, the RTA held its public hearing required under Public Act 387 and presented the draft budget for public review. The September action completes the process with the Board's adoption of the final balanced budget and investment plan with the new FY starting October 1.

Summary Changes August Draft to September Adoption:

The final budget totals **$27,068,069**, an increase of **$97,048** from the August draft. Only categories with changes are listed below.

Revenues

- **Federal revenue:** Increased **$8,219**, from $10,475,320 to $10,483,539, reflecting an adjustment to federal ARPA revenue.
- **State revenue:** Increased **$88,829**, from $14,431,523 to $14,520,352, reflecting an increase in Local Bus Operating state allocation.

Expenses

- **Strategic programs:** Increased **$50,000**, from $11,214,476 to $11,264,476, for additional planning and engineering.

- **Administrative expenses:** Increased **$69,343**, from $2,855,437 to $2,924,780, primarily reflecting updated technology, office operations, and rent costs.
- **Professional services:** Increased **$4,636**, from $1,034,365 to $1,039,000, reflecting an updated human resources services estimate.
- **QLINE maintenance:** Decreased **$26,930**, from $4,008,546 to $3,981,616, reflecting an adjustment to vehicle parts costs.

Attachment: FY2026-2027 Budget & Investment Plan

Regional Transit Authority
Of Southeast Michigan

CREATING VALUE THROUGH ACTION

FY26-27 BUDGET & INVESTMENT PLAN

SEPTEMBER 2026

Table of Contents

Message from the Executive Director

RTA Board of Directors,

The FY27 Budget and Investment Plan marks an important transition for the Regional Transit Authority. Over the past several years, the RTA has focused on building the partnerships, expertise, and programs needed to advance regional mobility. Today, that foundation is delivering measurable results through improved transit connections, expanded mobility options, and investments that help people access jobs, education, healthcare, and opportunity.

This year, the RTA begins implementing its 2026-2028 Strategic Plan, guided by a simple principle: **Value Through Action**. The FY27 Budget aligns resources around five Strategic Programs: Express Bus, Transit Corridors, Seamless Customer Experience, Expanded Access, and Transit Stops. These investments strengthen regional connectivity, improve the rider experience, and support long-term economic growth.

Public support for transit remains strong across Southeast Michigan. Recent RTA survey results show that **91% of residents support public transportation**, and Wayne County voters reinforced that commitment by approving the Wayne County transit millage with **61% voter support**. Together, these results demonstrate that residents recognize the value transit brings to individuals, communities, and the regional economy. Strong local transit systems remain the foundation of a strong regional network.

The FY27 Budget also positions the region for future investment. Through collaboration with transit providers, local governments, state and federal partners, employers, and community organizations, the RTA will continue working to maximize funding opportunities, strengthen regional connections, and advance shared mobility priorities.

I would like to thank the Board of Directors, our employees, transit providers, community partners, and stakeholders for their continued commitment to a more reliable, safe, and efficient transit system throughout Southeast Michigan. Together, we are building on today's momentum while preparing the region for transformational transit investment and opportunity.

Ben Stupka

Executive Director

RTA Mission, Vision & Values

The Regional Transit Authority of Southeast Michigan (RTA) is a public agency with the mission to create new and better ways to move and connect people. The RTA partners with transit providers, communities, companies, and citizens to create a vision for public transit – what it can be, what it can do, what we can achieve with it – and bring that vision to life. By exploring new strategies for improving transit coverage and service, securing and overseeing funding, and increasing accessibility to transit offerings, the RTA plays a crucial role in unleashing our region's boundless potential.

The RTA oversees the operation of the QLINE system in Detroit.

Mission: Creating new and better ways to move and connect people.

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

Values:

Creativity - bringing innovative thinking to enhance the transit experience.
Empathy - understanding how we can help improve lives across the region.
Opportunity - leading the way to the future of transit in Southeast Michigan.

We're the RTA. Get On Board.

Board of Directors

Regional Leadership

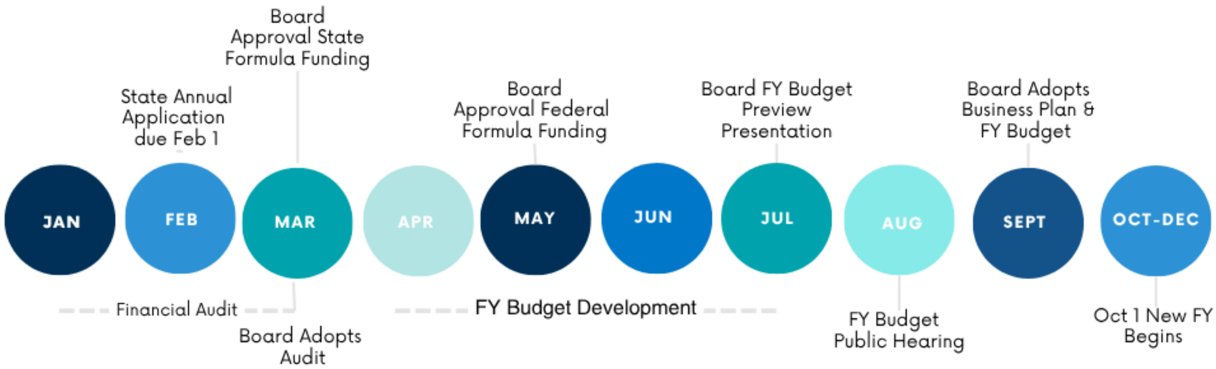
The RTA’s Board of Directors comprises accomplished public servants with deep expertise across corporate, nonprofit, and public experience. United by a shared commitment to good governance, innovation, and regional cooperation, the Board champions strategies that expand transit access, modernize infrastructure, and harness technology to meet the region’s evolving mobility needs and improve riders' experiences riding transit. Their leadership ensures the RTA remains a catalyst for long-term progress and shared regional prosperity.

The RTA’s 10-member board is appointed for three-year terms by the county executives of Wayne, Oakland, and Macomb counties, the chair of the Washtenaw County Board of Commissioners, the Mayor of Detroit, and the Governor of Michigan. The Governor’s appointee serves as chair without a vote.

Annual Budget Development & Stewardship

Budget Development Process

RTA publishes a fiscally responsible annual budget that reflects organizational priorities, meets the agency's statutory responsibilities, and delivers programs and projects.



State and Federal Fiscal Requirements

PA 387 2012

The RTA's budget development cycle is designed to support the statutory requirement that the Board of Directors adopt an annual budget by September 30. To meet this requirement and ensure the budget is in place at the start of the new fiscal year, beginning October 1, the RTA conducts a public hearing on the proposed budget in August and schedules the Board's adoption of the Budget in September.

State Application

RTA's annual budget cycle aligns with the Michigan Department of Transportation Office of Passenger Transportation (OPT) annual state application. By February 1, Michigan transit agencies must submit operational budget requests for the following fiscal year to obtain state and federal funds for public transit and intercity bus services.

Federal Formula Funding

In May, the RTA board annually authorizes the distribution of federal formula funding for the Detroit and Ann Arbor Urbanized Areas. As the designated recipient, the RTA allocates FTA formula funds to transit providers in both areas based on agreed-upon methodologies and provider priorities. Approval of this funding split allows transit providers to proceed with federal and state grant processes to support capital and operational needs across the region.

Strategic Direction - Delivering Value Through Action

Building Momentum for Long-Term Investment

Since 2022, the RTA Board of Directors has leveraged one-time federal ARPA resources to build the organizational capacity needed to develop strategic programs, assume ownership of QLINE streetcar operations, secure grants, strengthen and coordinate regional partnerships, and deliver investments throughout Southeast Michigan.

New Strategic Plan

In May 2026, the board of directors adopted the 2026-2028 Strategic Plan, **Value Through Action**. This plan represents a deliberate shift from planning to delivering measurable regional value through focused investments and services.

The FY27 Budget and Investment Plan is the first budget to align these priorities. It now focuses and directs resources toward programs, services, and investments where the RTA can create the greatest value for transit providers, riders, communities, and the region:

Strategic Priorities

The Strategic Plan is organized around two priorities: strengthening and expanding the services that connect people to opportunity and maximizing funding and partnerships that support long-term regional mobility.

Priority 1
Build on RTA's Existing Programs and Services

- Grow DAX and D2A2 ridership
- Advance regional transit corridor projects
- Expand Transit App adoption
- Improve access to transit through bus stop enhancements
- Advance Mobility4All initiatives
- Strengthen QLINE integration and rider experience

Priority 2
Maximize Funding Opportunities

- Align regional transit investment priorities
- Pursue local, state, and federal funding opportunities
- Secure sustainable funding for direct services
- Strengthen regional collaboration through stakeholder partnerships

Delivery is the common thread throughout this budget, turning key programs and these strategic priorities into tangible outcomes.

Accomplishments Through Strategic Investment

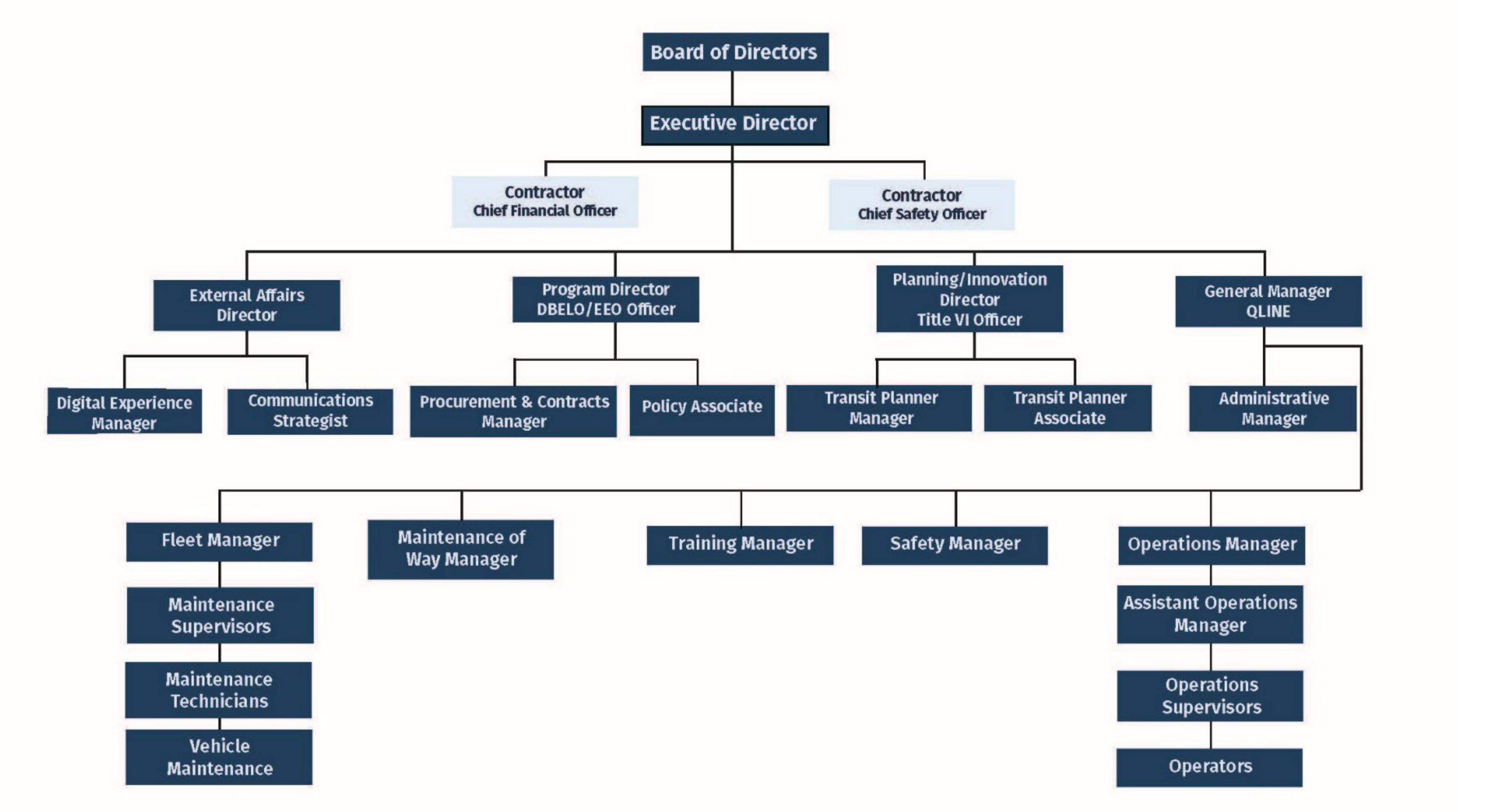
Building on the strategic direction outlined in the RTA's long-term vision, FY27 marks an important transition from planning and momentum toward delivery and investment. Over the past several years, the RTA has advanced critical regional priorities, strengthened organizational capacity, supported transit innovation, and laid the groundwork for future growth.

As these initiatives mature and demonstrate results, the focus shifts to converting these investments into lasting regional value by advancing projects, partnerships, and improvements that enhance mobility, connectivity, and economic opportunity throughout Southeast Michigan.

	FY 2026 Accomplishments	FY27 Investment	Regional Value
QLINE	QLINE Capital Investment Plan Increased QLINE Ridership and Reliability	Capital Investments Improve Maintenance Programs Begin Long-Term Vision Planning	**Increased Economic Development** **More Community Connectivity** **Improved Service Reliability**
Express Bus	DAX & D2A2 Ridership Growth	Increase DAX & D2A2 Ridership Improve Customer Amenities Complete Highway Express Bus Study	**More Regional Connections to Jobs and Destinations**
Transit Corridors	Woodward BRT Federal Funding Project Planning	Advance Woodward BRT Federal Project Development Start Downtown Detroit Transit Network Project	**Faster Travel and Stronger Communities on Major Corridors**
Seamless Customer Experience	Launched Transit App Piloted Mobility Wallet	Increase Transit App Usage & Feature Expansion Develop and Advance Regional Payment Vision	**More Seamless Regional System**
Enhanced Access	Mobility4All Implementation	Launch Mobility4All Funding (Round 3) Improve Mobility Management Program (MyRide2)	**More Accessibility for Seniors and People with Disabilities**
Transit Stops	Secured Funding and Completed Planning and Design for Five Locations	Construct Five Improvement Projects Develop and Advance Projects at New Locations	**Safer and More Accessible Connections to Transit**
Secure Funding	Developed 5-Year Regional Capital Program	Advance Priority Regional Funding Opportunities Pursue Transformational Funding for Regional Services	**More Resources to Deliver Regional Impact**

Organizational Structure

RTA's organizational structure reflects how the Regional Services team delivers QLINE streetcar operations and strategic programs. With all functions reporting to the Executive Director, the RTA comprises 61 employees, including designated roles for FTA grant and safety compliance for Equal Employment Opportunity (EEO), Chief Safety Officer (CSO), Disadvantaged Business Enterprise (DBE) Officer, and Title IV Compliance Officer. The leadership team comprises the QLINE General Manager, External Affairs, Program, and Planning and Innovation Directors. Strategic contractual relationships support key business functions, including Regional Services planning, communications, legal, and finance.



FY27 Budget Overview

Revenues & Expenses

RTA's budget totals FY2027 revenues of $27,068,069 and expenses of $27,068,069, resulting in a balanced budget.

Category/Activity		Total
Revenues		
Federal Revenue		
Section 5310 (MI-2024-009-00; Mobility Management) MM	$	553,085
Section 5310 (MI-2024-009-00; Mobility Management) Admin	$	237,212
Section 5307 (MI-2022-005-01; ARPA)	$	6,617,122
Section 5307 (Preventive Maintenance, PM)	$	588,733
Section 5307/CMAQ (Access to Transit, ATP)*	$	1,600,000
Section 5337	$	887,387
Sub-Federal	$	10,483,539
State Revenue		
State of Michigan CFDF	$	5,000,000
Local Bus Operating	$	7,051,800
Mobility Management Match MM	$	297,527
PM Match	$	369,030
ATP Match*	$	400,000
ATP Planning (2022-0126/P10)*	$	1,050,000
Transit App (2022-0126/P8)	$	351,995
Sub-State	$	14,520,352
Local Revenue		
Detroit DDA	$	900,000
Sub-Local	$	900,000
Operating Revenue		
Fare revenue	$	714,593
Sub-Op	$	714,593
Other grants and contributions		
Contributed services (in-kind)	$	329,585
Kresge Foundation (Private)	$	75,000
Interest income	$	45,000
Sub-Other	$	449,585
Total Revenues	$	27,068,069
Expenses		
Salaries and wages		
Sub-S&W	$	5,600,717
Fringe benefits		
Sub-Fringe	$	1,434,707
Professional Services		
Sub-Prof	$	1,039,000
Communications Services		
Sub-Comm	$	822,773
Qline Maintenance		
Sub-QLMaint	$	3,981,616
Strategic Programs		
Sub-StratProg	$	11,264,476
Administrative Expenses		
Sub-Admin	$	2,924,780
Total Expenditures	$	27,068,069

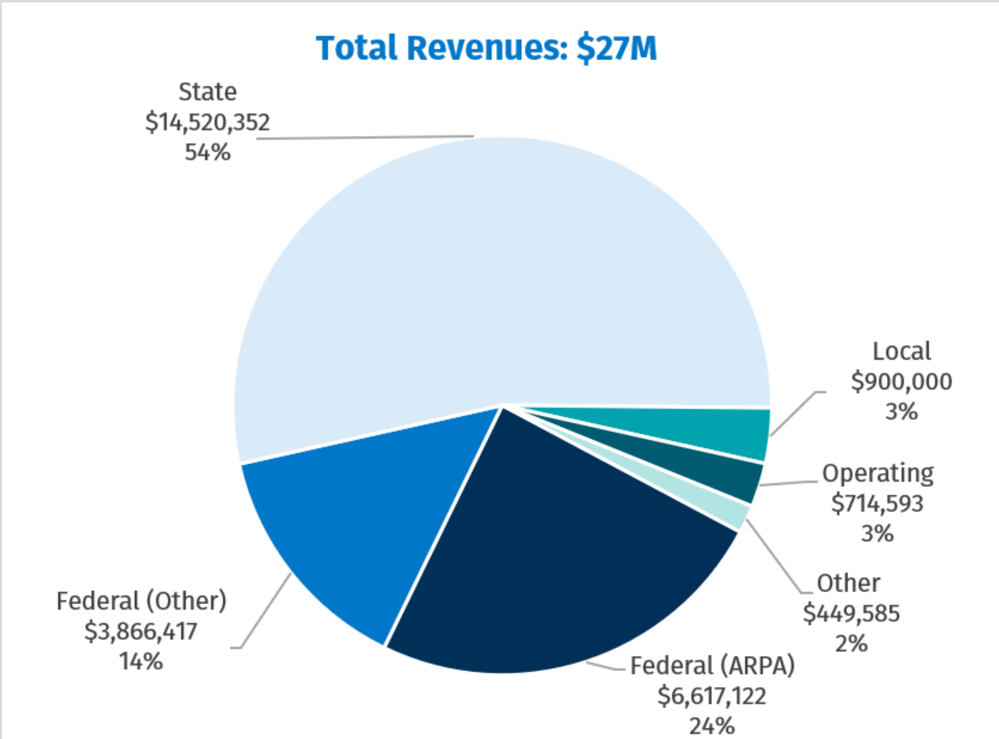
FY27 Revenue Overview

How the Agency Is Funded

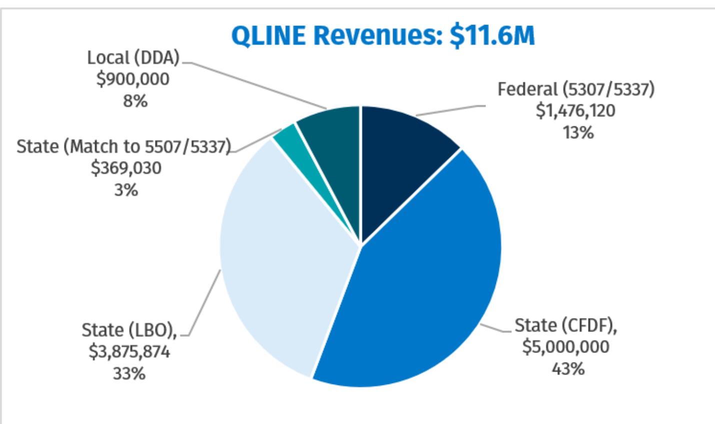
The RTA's revenue sources include federal, state, and local revenue streams, including short-term funding, one-time grants, and state appropriations. American Rescue Plan (ARPA) funds continue to cover most critical administrative functions and key strategic programs, including Regional Services, Highway Express Bus for DAX, and D2A2.

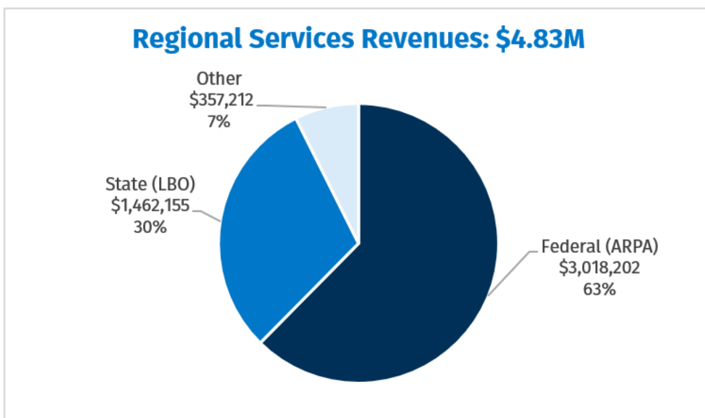
The revenue sources here are obligated grants. RTA has several active grant applications that we will include in the budget as they are secured.

Revenue by Source



Revenue by QLINE & Regional Services





FY27 Budget – Revenue Source Details

Federal Formula Grant Revenue – Programmed & Planned

Section 5310 (Enhanced Mobility for Seniors and Individuals with Disabilities)
Section 5310 funds mobility programs that improve transportation access for older adults and individuals with disabilities. In FY27, $553,085 in federal funds support RTA's MyRide in partnership with the United Way, which connects residents to a real-person hotline that coordinates personal transportation options for riders across the four-county region.

Section 5310 (Mobility Management – Administration)
Section 5310 Mobility Management Administration funding supports the RTA's oversight and administration of regional mobility coordination programs that improve transportation access for older adults and individuals with disabilities. The FY27 budget allocates $237,212 to support program management, partner coordination, grant administration, and program delivery.

Section 5307 American Rescue Plan Act (ARPA) Funds
This one-time federal revenue source continues to fund critical administrative functions and core services. For FY27, the allocation is $6,617,122 to support Regional Services, DAX, and D2A2 Express Buses. Following federal act regulations, transit agencies must expend ARPA funds by the end of Fiscal Year 2029.

Section 5307 (Preventive Maintenance)
Section 5307 Preventive Maintenance funding provides federal support for the upkeep and preservation of transit assets. The FY2027 allocation of $588,733 helps fund routine maintenance activities for the QLINE system, ensuring continued safe, reliable, and efficient streetcar operations.

Section 5307 Congestion Mitigation Air Quality (CMAQ) Grant
Access to Transit (ATP) Program
FY27 marks the second year of RTA's two-year $1.6 million Access to Transit Program (ATP) grant. Moving from planning to delivery, the second phase program includes construction projects in five communities: Detroit, Dearborn, Pittsfield Township, Southfield, and Warren. Each community will improve safety, accessibility, and ridership comfort at one major transit stop on a major corridor.

Section 5337 (State of Good Repair)
Section 5337 provides federal funding to maintain and rehabilitate fixed-guideway (rail) transit systems, helping ensure that assets remain in good repair. For FY27, the QLINE will receive $887,387 in funding to support replacement, rehabilitation, and modernization of

critical infrastructure, vehicles, systems, and equipment identified in the Capital Improvement Plan necessary to maintain safe and reliable streetcar operations.

Federal Grant Revenue – In The Pipeline

Woodward Congressional Directed Spending (CDS) (Committed, Not Secured)
Thanks to US Senator Gary Peters, RTA will receive $2.6M from Congressional Directed Spending (CDS) for Woodward-dedicated lanes in Downtown Detroit to improve QLINE service efficiency and reliability. These funds are expected in early 2027.

State Revenue

Convention Facility Development Fund (CFDF)

The QLINE streetcar receives a $5,000,000 dedicated annual distribution from the State Convention Facility Development Act, 1985 PA 106, Convention Facility Development Fund (CFDF). RTA receives this funding after the start of the state fiscal year, October 1. This funding is critical to core QLINE streetcar services and remains static rather than increasing with annual CPI. The CFDF distribution expires in December 2039 and requires new legislation to continue a levy.

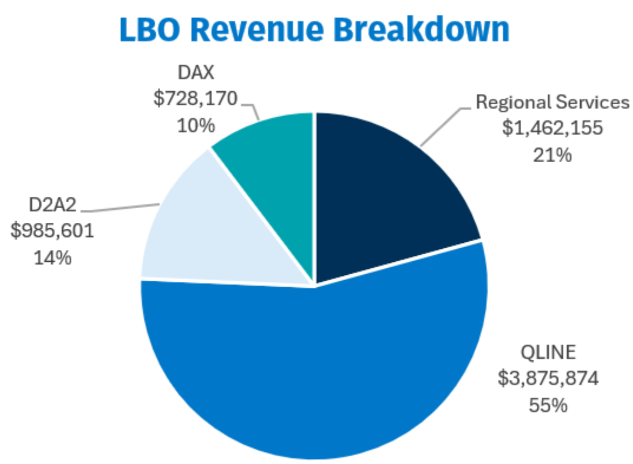
State Local Bus Operating (LBO) Allocation

Local Bus Operating (LBO) funding is provided by the State of Michigan through the Comprehensive Transportation Fund to support eligible public transit operations and administrative costs. LBO helps fund QLINE operations, highway express buses, and critical agency functions, leveraging available local matching resources to maintain regional transit services.

FY27, RTA projects $7,051,800 in LBO revenue, split between the following programs:

Key LBO Requirements:

- LBO fluctuates annually based on state budget allocations.
- Transit agencies must have a local funding source to receive LBO.
- The state recognizes one-time ARPA as a local funding source for Regional Services, DAX, and D2A2.



State MDOT Services Initiatives Grant (Transit App Pilot Program)

In 2025, MDOT awarded RTA a three-year, $828,000 grant to pilot the Transit App. In late 2025, RTA launched the Transit App in partnership with transit providers to offer a user-friendly way to access real-time transit services and information, and to plan trips. RTA allocates $351,995 in FY27 to support year two of the Transit App pilot program.

State (Match to 5307 Access to Transit/5310 Mobility Management)

State funding provides the required local and state match for accessing federal transit grants, including Sections 5307 and 5310. These funds help maximize federal investment in the region by supporting transit capital, maintenance, and mobility programs that benefit Southeast Michigan residents.

State Revenue – In the Pipeline

Infrastructure Projects Authority Fund (IPAF) (Submitted Competitive Grant Application)

The RTA applied for $2.0 million through the Infrastructure Projects Authority Fund (IPAF) to support the Downtown Detroit Transit Network Upgrades project. The project will evaluate and advance transit priority improvements, including dedicated transit lanes, signal priority, and enhanced connections among regional transit providers. The investment supports the RTA's Strategic Plan by improving reliability, enhancing the customer experience, strengthening regional mobility, and advancing future high-capacity transit opportunities.

Local Funding

City of Detroit Downtown Development Authority (DDA)

The DDA commits $900,000 annually to support QLINE operations and maintain a critical transit connection along the Woodward Corridor. The DDA provides a 15-year commitment contribution totaling $13,500,000 through June 2039.

Operating Fare Revenue (DAX / D2A2)

Fare revenue from DAX and D2A2 continues to grow as ridership increases and demand for regional express bus service remains strong. While fares represent approximately $714,943 or 13% of total revenue for these services, ARPA grant funding continues to play a critical role in keeping fares affordable and accessible for riders. Current fares range from $2 to $8 and include discounted options for seniors and students, helping expand access to employment, education, healthcare, and other destinations throughout the region.

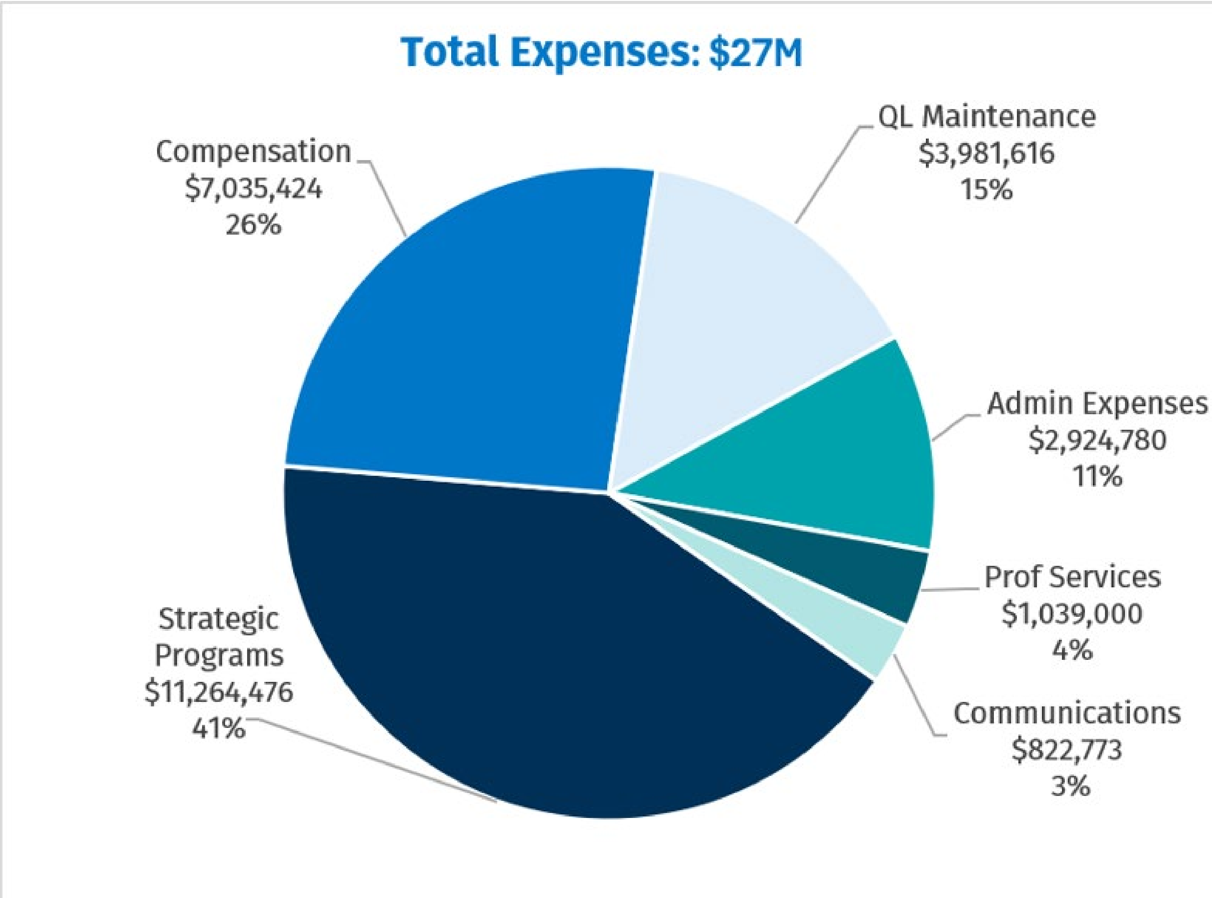
Other Grants and Contributions

Total revenue for Other Grants and Contributions is $449,585, split between in-kind contributions, private grants, and interest income. Indian Trails provides a $329,585 in-kind contribution in operator hours to support DAX and D2A2 express bus services. The Kresge Foundation awarded a two-year $150,000 grant ($75,000 per year) to support strategic implementation work. The remaining is $45,000 in interest income.

FY27 Budget – Expenses Overview

How Resources Are Invested

RTA's expenses for FY27 total $27,068,069 across Compensation (salary and benefits), Strategic Programs, QLINE Maintenance, Administrative Expenses, Professional Services, and Communications.



Financial Stewardship and Cash Reserves

FY27 continues the RTA's board of directors' commitment to responsible financial stewardship by implementing the agency's new cash reserve policy. The policy established a framework for maintaining financial stability, managing unexpected costs, and supporting continuity of operations during periods of economic uncertainty or funding fluctuations.

FY27 Budget – Expenses Detail
Regional Services & Programs Highlights

Compensation
Salary, wages, and benefits remain a significant cost driver in the FY27 budget. RTA's staffing level has remained consistent at approximately 61 employees, including 52 team members in the QLINE team and 9 in Regional Services, with a planned increase of up to 12 team members.

Salaries and wages increased 5.74% compared to the FY26 adopted budget, reflecting staffing investments, market adjustments, and wage growth needed to support service delivery and organizational capacity. Fringe benefits increased 9.74%, primarily due to rising healthcare insurance and related employee benefit costs.

Administration
Administrative Expenses increased by 13.65% to $2,924,780 compared to the adopted FY26 budget. The largest drivers of this increase are insurance premiums, technology services, and facility-related costs such as rent and utilities.

Insurance continues to be one of the most significant cost pressures facing the organization. The rail transit insurance market remains highly specialized, with a limited number of providers offering streetcar liability coverage, making costs particularly sensitive to market conditions. Reflected in the increase is new general liability coverage to comply with the City of Detroit grant management requirements.

Technology investments also continue to grow as QLINE station and streetcar hardware and software systems approach the end of their useful life and require replacement or modernization to maintain reliability and security.

RTA received a two-year $150,000 Kresge Foundation grant to guide strategic plan implementation, reflecting ongoing support from RTA's strategic planning vendor, Bridgeport Consulting.

Annually, RTA has budgeted for the Regional Services team's office space, including rent, utilities, technology, and furnishings.

Professional Services

Professional Services increased approximately 1% this budget cycle to $1,039,000. The increase is primarily attributable to modest cost adjustments resulting from the competitive rebidding and renewal of two professional service contracts. The limited increase reflects the agency's continued focus on controlling administrative costs.

The RTA continues its partnerships with core professional service providers that support critical business functions, including financial management services provided by Rehmann, which serves as the agency's Chief Financial Officer. Legal counsel, financial audit, and human resources services remain consistent with prior years.

Communication Services

The FY27 communications budget decreased by 9.82% to $822,773. The reduction is primarily from the completion of the agency's one-time website replacement project in FY26. The FY27 budget continues to support core public engagement, marketing, media relations, website management, memberships, and subscription services for the RTA, D2A2, DAX, and QLINE, while maintaining a disciplined approach to communications spending.

The FY27 budget maintains the resources needed to support rider communications, stakeholder engagement, regional partnerships, and public awareness efforts, while aligning expenditures with the agency's broader focus on long-term financial sustainability and the delivery of the strategic plan.

Strategic Programs

Strategic Programs spending accounts for 41%, or $11,264,476, of the total budget. Regional Service major initiatives include D2A2, DAX, MyRide2, Access to Transit, Mobility Wallet, and the Transit App. Everything but D2A2 and DAX is funded with specific one-time grants.

FY27 Budget – Expenses QLINE Maintenance and Capital Detail

Greater Investment Required

QLINE Maintenance increased to $3,981,615, or by 16.94% in FY27, primarily for critical maintenance on major systems, including the overhead catenary system (OCS), the overhead wires that provide electrical power supply to the streetcars, and specialized track hardware.

As QLINE approaches its tenth year of service, operating and maintenance costs continue to rise while dedicated revenues (CFDF/LBO) remain relatively flat, creating a growing need to carefully manage and prioritize long-term infrastructure investments.

New Capital Investment Plan (CIP)

In response, the Board adopted the FY2027-2031 QLINE Capital Investment Plan (CIP) in August 2026, providing a transparent, multi-year roadmap to preserve critical assets, address lifecycle replacement needs, and maintain the long-term performance. The CIP helps ensure today's investments support reliable service, reduce future risks, and position the QLINE for sustainable operation in the years ahead.

CIP Investment Priorities

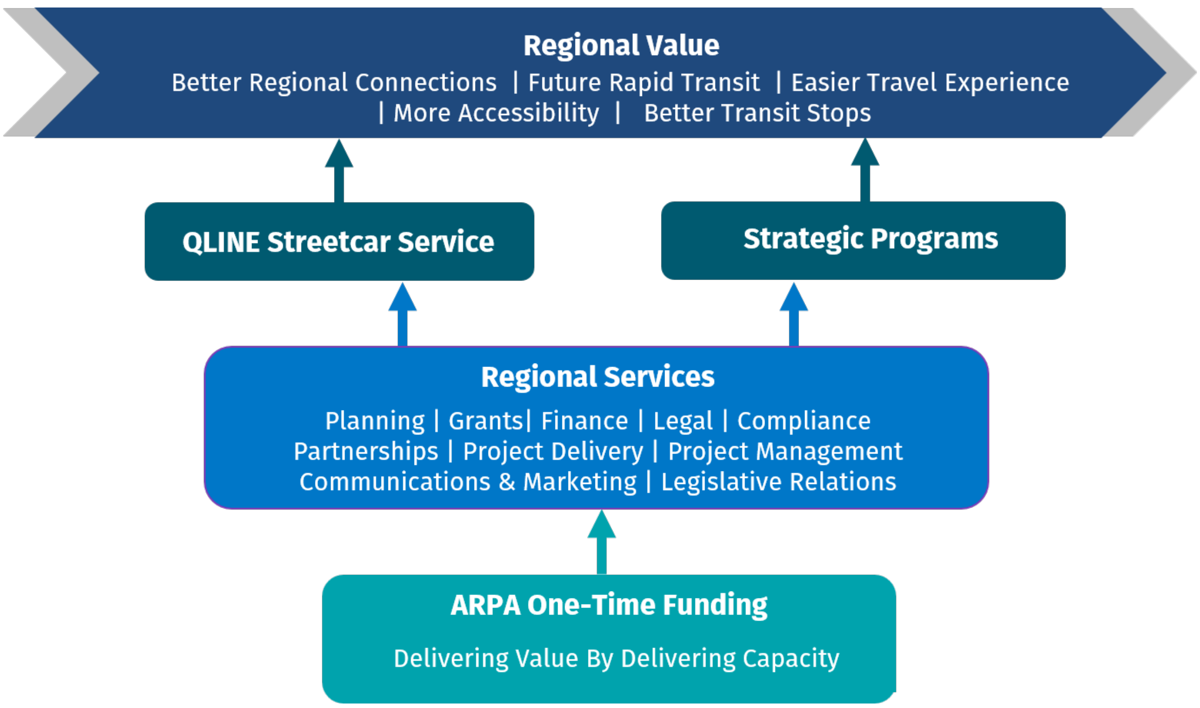
- Preventive maintenance and state of good repair initiatives
- Streetcar vehicle component replacement and rehabilitation
- Track and guideway improvements
- Traction power system rehabilitation
- Facility and maintenance infrastructure upgrades
- Station improvements and customer-facing enhancements
- Technology modernization and system reliability improvements
- Lifecycle replacement of aging infrastructure and equipment

Preparing for Transformational Regional Investment

Maintaining Expertise Responsible for Delivering Results

The Regional Services team remains the bedrock of expertise and administrative support for both QLINE and Strategic Programs delivery. Since 2023, the RTA Board of Directors has used one-time federal ARPA resources to build the organizational capacity needed to support the agency's growth and transition, deliver on regional priorities, and establish programs and services to advance regional mobility goals.

Agency Foundation: Regional Services Delivery Team



Financial Revenue Projections

As ARPA funding winds down, RTA Leadership needs to evaluate future program funding requirements, timing, and best-case scenarios that support continued delivery of QLINE, Strategic Programs, Regional Services, and future transformational transit investments.

ARPA Funding Replacements
Current ARPA funding will be expended by 2029.

The future revenue gap significantly impacts:

- Agency's ability to continue offering Regional Services and Strategic Programs.

- Loss of ARPA & LBO (LBO requires a local funding source that ARPA fulfills) creates approximately $4M+ in replacement revenue needed to continue DAX and D2A2 Express Bus Services.

QLINE Revenues:
Flat revenue streams (CFDF/LBO) don't keep pace with CPI to cover rising costs.

The future revenue gap significantly impacts:

- Annual QLINE Capital investment needs exceed available revenue by approximately $2M+ annually.

- Underfunded capital improvements impact service reliability, seamless customer service, and cybersecurity.

A stable and effective RTA benefits transit providers, transit customers, and regional stakeholders by maintaining program delivery functions that help advance shared transit priorities. The same investments that support the RTA's organizational foundation also strengthen the region's ability to attract funding, leverage state and federal resources, and advance transformational, next-generation transit initiatives.

RTAmichigan.org

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1001 Woodward Avenue
Detroit, MI 48226

RTA FY 2026-2027 Budget

Regional Transit Authority
Of Southeast Michigan

BOARD OF DIRECTORS MEMORANDUM

TO:	RTA Board of Directors
FROM:	Becky Lasecki, Procurement & Contracts Manager
SUBJECT:	QLINE Custodial Cleaning Services Procurement Award
DATE:	September 17, 2026
REQUESTED ACTION:	Board of Directors Approval

Approval Request:
The memo seeks board approval to enter into a three (3)-year contract, with up to two (2) one (1)-year renewal options, for QLINE Custodial Cleaning services with The Maintenance Management Group, with a contract amount not to exceed an average of $380,000 per year.

Procurement Process:
This solicitation followed RTA's Procurement Policy for goods and services over $350,000, the federal threshold for a formal Request for Proposals (RFP) process. The Evaluation Team included the QLINE General Manager, Administrative Manager, Maintenance-of-Way Manager, Assistant Operations Manager, and the Regional Services Program Director. Ten (10) vendors submitted qualified proposals, which were scored for technical approach and scope understanding; staffing plan, crew structure, and availability; experience and qualifications; quality control, Key Performance Indicators (KPIs), and performance management; and price and cost reasonableness.

Selection Rationale:
The Maintenance Management Group was selected based on its demonstrated ability to provide reliable, high-quality custodial services that meet the QLINE's operational requirements. The vendor's proposal provided the best overall value, considering service capabilities, staffing approach, experience, responsiveness, quality control measures, and proposed cost. The Maintenance Management Group demonstrated a clear understanding of the scope of services and the ability to consistently maintain

clean, safe, and well-maintained streetcars, stations, and facilities. This vendor was determined to provide the most advantageous combination of quality, service, experience, and cost.

Scope of Work:
The initial term of this contract will begin on October 1, 2026, and end on September 30, 2029. The Maintenance Management Group will provide comprehensive custodial cleaning services for the QLINE streetcars (interior and exterior), station platforms, and the RTA Tech Center.

Budget Impact:
The Maintenance Management Group's cost proposal is the lowest bid among the proposals RTA received for this procurement and aligns with the agency's budget for these services.

BOARD OF DIRECTORS MEMORANDUM

TO: RTA Board of Directors

FROM: Ben Stupka, Executive Director

SUBJECT: New Office Space Lease

DATE: September 10, 2026

Requested Action: Board of Directors Approval

Approval Request: Board motion to authorize the Executive Director to enter into a three-year lease agreement and any related documents with 1001 Woodward Master Tenant LLC/Bedrock Management Services LLC for RTA's new office headquarters at 1001 Woodward Avenue, Suite 950, Detroit, Michigan, subject to final legal review and within approved budgeting parameters.

Background Information: Since RTA's inception in 2012, the agency has benefited from shared office arrangements generously provided by our planning partner, SEMCOG. This arrangement has served the agency well through its startup phase with 2 employees and throughout its growth to its current support of approximately 10 Regional Services team members. During this time, SEMCOG has also grown its team and, through the pandemic, has transitioned into a hoteling-desk model for its employees, including RTA.

As the RTA has grown, leadership has anticipated the eventual need for dedicated office space. For the past three years, the Administrative Services budget has included a placeholder for rent and utilities. More recently, the agency's strategic planning process reinforced that need: staff feedback highlighted the value of establishing a dedicated RTA headquarters with a stronger agency identity, permanent workstations, and space designed around the Regional Services team.

RTA was introduced to a well-established Downtown Detroit office space realtor at Colliers International. With his guidance, RTA staff evaluated more than 20 potential office locations over 12 months throughout downtown Detroit and along the Woodward Corridor, including the New Center area. Following market analysis, cost analysis, and staff deliberation, it was determined that the proposed lease represents the most favorable balance of cost, location, functionality, and organizational value.

Proposed Location

We are not going far! Suite 950 at 1001 Woodward Avenue was identified as the preferred location. The proposed three-year lease includes three main offices, one conference room, a functional kitchen, and ample workspace for up to 12 people, while maintaining our central downtown location, which is accessible to regional transit providers, stakeholders, elected officials, and the public. The departing tenant has offered a reasonable price to purchase their furniture, which will require minimal rearrangement and barely any tenant improvements to support a December 1, 2026, move-in date.

Benefits and Value

- RTA's new headquarters will be solely dedicated to the agency's mission, strategic objectives, and operations, nurturing organizational culture, institutional identity, and long-term stability.
- A dedicated RTA office will strengthen team collaboration, accountability, staff engagement, and pride in the organization.
- A permanent space will provide a welcoming environment for partners, elected officials, community members, and visitors better to understand the RTA's work and regional mission.
- The agency is already familiar with the building. We will maintain our strong partnership with SEMCOG, which will continue to host RTA Board Meetings and other large public meetings, as needed.

Finance and Budget

RTA has budgeted up to $200,000 for rent, parking, and other office expenses for FY2027. The current lease agreement and parking assumptions are within that amount.

Strategic Plan Alignment: Internal Organizational Alignment to Deliver on the Plan

Attachment: None