



CITY OF NOVI
Administrative ePacket
February 19, 2026

Council Action/Attention

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Departmental Updates

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For Your Information

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[2025 RCOC Strategic Planning Process Report](#)

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City of Novi - Project Status Overview

Status Summary

Novi City Council Weekly Update #53

As of:

2/18/2026

Overall
Status

In progress

PMR Previous Activities (October 2024 – February 2026)

Design

- Bi-weekly design meetings continue to occur on Mondays.
- PMR worked with HED/BRW and City to expedite design of Fire Stations 2 and 3, targeting substantial completion of both at the end of 2027.

Other

- PMR recommendation letter for technology firm sent to City Manager on 2/17 for inclusion on next available Council agenda for approval.

Upcoming Activities

Governance

- City Council's remaining approvals consist of budget; schematic design; design development; technology vendor; furniture vendor; contractor bid packages; change orders in excess of \$100,000 and/or CO's that exceed project contingency or program budget.

Design

~~• Program Validation & Concept Design: Dec 2025 – March 2026~~

~~• Schematic Design: March 2026 – August 2026~~

- HED presentation to Council scheduled for 4/20/26 for approval of fire station schematic design; PSB conceptual plan will also be presented.
- FAC meeting to be scheduled for fire station schematic design review prior to 4/20 Council presentation.
- HED to coordinate a community Neighbors Meeting for FS 2 and FS 3 sites in Spring or Summer 2026.
- A/E in-person design workshop rescheduled to the week of 2/23; A/E meeting to discuss City site plan approval process will occur on 2/25.

Other

- PMR to present revised budget to FAC for discussion/approval on 2/19/26.
- PMR/City eBuilder meeting to occur on 2/25/26.
- City and A/E to tour Lansing Public Safety project with Christman on 2/27/26.
- The next PMR Owner's Meeting with Novi will be on 3/2/26.
- PMR to present update to City Council on 3/23/26.

Areas for Discussion

Site Due Diligence / Budget Items Checklist:

- C. Boulard identifying potential woodlands issues with sites.
- A/E meeting with City to discuss site plan approval will occur on 2/25.

City of Novi Road Project

- Approx. \$20 million, which includes property acquisition and utilities (\$11.5 million "construction cost" for the road itself)
- PMR's assumption is that it is responsible for activities within the project sites, and that utilities are available at lot line
- City will be responsible for wetlands, contaminated soils and land clearing of the identified spoils pile at the Public Safety Building Site (if needed), and relocation and/or improvements of public utilities adjacent at Lee Begole Drive to facilitate the road improvements and PSB project.
- PMR analyzing cost-sharing financial scenarios between Public Safety Project and Road Project activities for items listed above for FAC.
- City planning on bidding road project in Spring 2026.

Procurement and Contracts

~~• One year of design leading to a package for bid in Fall 2026 and construction in 2027.~~

- Site work/land clearing to occur 3rd/4th Quarter 2026 (some tree clearing and dirt removal is currently underway at PSB site)
- Targeting substantial completion of FS 2 and FS 3 by December 2027, with the PSB to follow in 2028.
- PMR seeking approval of Technology Consultant by Council in February or March 2026, and Furniture, Fixtures and Equipment (FFE) vendor in 1st 2nd Quarter 2026.



City of Novi – Strategic Plan Status Update

As of: 2/19/2026

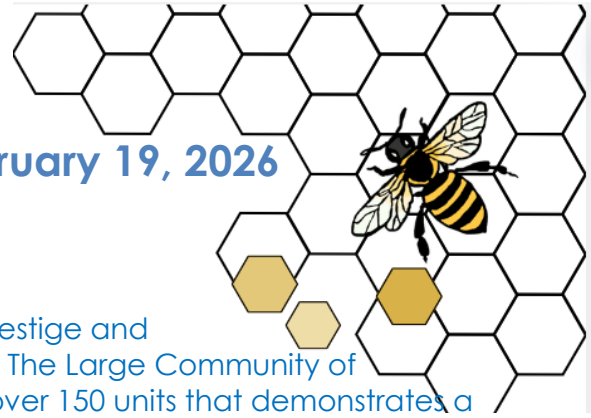
Launch	Discovery	Visioning	Scenarios / Strategies	Crafting the Plan
Completed	Underway	Mar-Apr	May-Jun	Jul-Oct

Recent Progress	Upcoming Efforts / Engagements
• Requested additional data and information from staff leadership team based on review of Environmental Scan. This information will be used to revise trends and used in forthcoming engagements. • Selected Local Engagement Team members	• Invitations to Sounding Board members • Launch digital engagement hub (City website page) • Launch initial questionnaires: ○ Community Vision Survey ○ Council/Board/Commission Members Questionnaire • Train Local Engagement Team (3/5) • Delivery of materials for pop-up engagements

Input Needed
• Finalized dates for all in-person events (workshops, presentations, pop-ups, plan reveal/celebration) • Finalize Sounding Board members and contact information • Final feedback on: ○ Community Vision Survey ○ Council/Board/Commission Members Questionnaire ○ Master Question Bank for Future Surveys ○ Environmental Scan

Buzz Report

February 19, 2026



Hot Topics:

- **Meadowbrook Commons Award Nomination**

The National Apartment Association has nominated KMG Prestige and Meadowbrook Commons for Large Community of the Year! The Large Community of the Year Award recognizes an apartment community with over 150 units that demonstrates a clear commitment to service, meaningful impact on the local community, and strong financial performance. The criteria includes a resident-focused service model, consistent customer service standards, proactive maintenance philosophy, strong occupancy and retention, engagement within the Novi community, and careful attention to maximizing financial performance while maintaining quality operations. Award winners will be announced and celebrated at the [2026 Apartmentalize conference](#) in New Orleans in June. Here is the announcement post from Property Management Association of Michigan's [Facebook page](#).

- **GLWA 42" Water Main Project Update**

The Wakefield Dr entrance to the Maples of Novi subdivision will be temporarily closed while construction continues on the replacement of the 42-inch water main on 14 Mile Rd. Access to the Maples of Novi Clubhouse parking lot will be granted from the interior streets of the subdivision, not from 14 Mile Rd. This closure is expected to be in place on Wednesday February 11, 2026. The closure is expected to be in place for 1-2 weeks while Contractors install the new pipeline across the intersection. Residents within the Maples of Novi communities are advised to use the Centennial Drive entrance to access 14 Mile Road or the Waverly Drive entrance to access Novi Road. **Temporary Closure of 14 Mile Required** Westbound traffic on 14 Mile Road will be temporarily closed between Welch Road and Winslow Circle/Wakefield Drive. Closure will start at 9:00 a.m. on Wednesday, February 18 and reopen at 6:00 a.m. on Monday, February 23. More information available on [GLwater.org](#)

- **Senator Bayer**

State Senator Rosemary Bayer will be hosting a Coffee Hour/Community Conversation event in the Civic Center Gateway Quarter on February 26 from 6:30 – 7:30 p.m.

- **Tree Removals on 14 Mile Rd**

We have received some resident concern regarding the Great Lakes Water Authority (GLWA) has marked a large number of large trees in the County Right-of-Way along the south side of 14 Mile Road west of M-5 for removal as part of the upcoming water main project. GLWA has indicated that they plan to replace the trees *in accordance with the* [Novi Woodland Protection Ordinance](#) as part of their overall restoration work in the spring.

- **Emergency Assistance Food Distribution**

The City of Novi serves as a front-line distribution site for emergency food assistance through organizations like Focus: HOPE and the USDA's TEFAP (The Emergency Food Assistance Program). Food assistance programs overall have been significantly impacted by the recent federal government shutdown. Staffing reductions, transportation disruptions, and delivery delays have slowed operations. In addition, the federally allocated program budget has decreased, despite rising food costs and increased community need. As

a result, sites (including Novi) are receiving fewer food items per distribution. This is a widespread issue affecting all participating locations.

- **Eight Mile Bridge over CSX Railroad**

City staff recently attended a virtual pre-construction conference with the Wayne County Department of Public Services (WCDPS) and their contractor, E. C. Korneffel Company, regarding the \$3M bridge deck replacement project on 8 Mile Road over the CSX Railroad. The tentative schedule is to close the bridge completely on March 2, 2026, and to reopen for traffic on August 15, 2026 (5 ½ months). Access from Novi Road and to Brickscape Drive will remain open throughout the construction.

Community and Economic Development Project Updates:

[Map of Development projects](#)

- **Supra Revolving Sushi** (Former Bar Louie)

The space recently vacated by Bar Louie is set to become a new revolving sushi restaurant. The developers of this space continue to work with Community Development personnel to obtain the necessary permits for this new use, currently non-structural interior demolition only is approved and underway. No timeline for when they plan to open.

- **Central Park South – Beck Road, South of Grand River Ave**

The former Central Park Estates project has been redesigned and is being treated as a new project by planning. New multiple-family development with 106 units in a single 5-story building. The site improvements include parking on the first level of part of the building, garages, and related open spaces. Undergoing preliminary plan review.

- **Providence Meadows – Grand River Ave, West of Providence Parkway**

Proposed rezoning of 31 acres from Light Industrial to High Density Multiple Family to develop 161 townhome units. Next steps will be initial PRO Plan consideration by ~~Planning Commission~~ and City Council. At the January 14th Planning Commission meeting this project received initial feedback (no votes were taken) and will come before Council soon for their initial input (again, *not* for action, just initial feedback).

- **Grand-Beck Development – Grand River east of Beck Road**

Fuel station, convenience store, and Clean Express car wash to be built on a vacant parcel. Preliminary Site Plan has been approved by the Planning Commission. Next steps are Zoning Board of Appeals for building height and loading zone variance, then Final Site Plan submittal. Estimated Completion Date: Unknown

- **Taft Knolls III – Taft Rd, north of 10 Mile Rd**

The Site plan for a Single-Family Residential Development of 13 new homes is now under construction. <https://cityofnovi.org/media/ryra1v4p/241211jsp19-34.pdf>

- **North Eight Kitchen & Cocktails** (Former Border Cantina) – Novi Road north of Eight Mile
New restaurant by the owners of Benstein Grille in Commerce. Modified site plan with building additions and remodel has been approved by Planning Commission and Zoning Board. Interior Demolition work has commenced as of September. A Foundation-only permit has been issued for the exterior additions.
Estimated Completion Date: Unknown
- **Novi 10 (10 Mile and Novi Road)**
Similarly, the applicant for the proposed development at 10 Mile and Novi Road has also returned with a revised concept for their proposal.
<https://cityofnovi.org/media/y4nju5wq/241216matter5.pdf>
<https://eweb.cityofnovi.org/media/5hinzqyn/251016pro.pdf>
- **Novi Acres (FKA Station Flats)**
The owners of the property in between Target and Sam's recently submitted a new Preliminary Site Plan, under the new name of Novi Acres. The previously planned project, known as Station Flats, has been scuttled.
- **Camelot Parc/Avalon** by Village of Stonebrook
Townhomes for sale with garages, fewer units (currently zoned PSLR so a special land use approval will come before council for a decision). A memo was included in the 11/20/25 Packet.
- **El Car Wash** (Former PNC Bank) – Grand River Ave/12 Mile Rd
Complete and now open.
- **El Car Wash # 2** (former Original \$6 Car Wash) - Novi Road and 96
Permits have been issued
- **Cantaritos Fiesta Mexican Restaurant** (Former Chili's Grill & Bar) – 8 Mile/Haggerty Road
The former Chili's location in the City's southeast corner is planned to soon become a new Mexican restaurant following necessary renovations and upgrades to the interior of the building. *Estimated Completion Date:* Winter/early spring 2026
- **Raising Cane's Chicken Fingers** (Former Wendy's) – Novi Rd/Grand River Ave
The Louisiana-based fast food chain Raising Cane's is planning to take over the space in the near future. Planning Commission and Zoning Board of Appeals case are both now complete, finishing up final site plan. Anticipating a 2026 start and completion later in the year.
Estimated Completion Date: **Late 2026**
- **Primrose School** (Former Whitehall nursing home) – 10 Mile/Novi Road
The former Whitehall nursing home at 43455 Ten Mile Rd has been demolished and Primrose School, a 13,586 square feet private preschool and daycare center, is [now completed](#).
- **Transformco (Former Sears at Twelve Oaks)**
Spaces for [a Dicks House of Sport, Round 1 Arcade and Bowling, and Primark](#). Nearly all the external work has been completed. A Revised Structural package has been received for review. *Estimated Completion Date:* **Spring/Summer 2026**

Ordinance Enforcement Updates:

- **121 Faywood:** Permits have been issued with conditions
- **DICE (24555 Novi Rd):** Community Development continues to work with them to clean up graffiti on the back of the building. Their plans for a car wash are set to expire very soon.
- **11/11 Burger and Crispy Chicken (Grand River/Haggerty)** has closed; the new business has painted its half of the building without façade approval. Community Development is addressing the matter accordingly.

Frequently Asked Questions:

None at current

Novi Public Safety

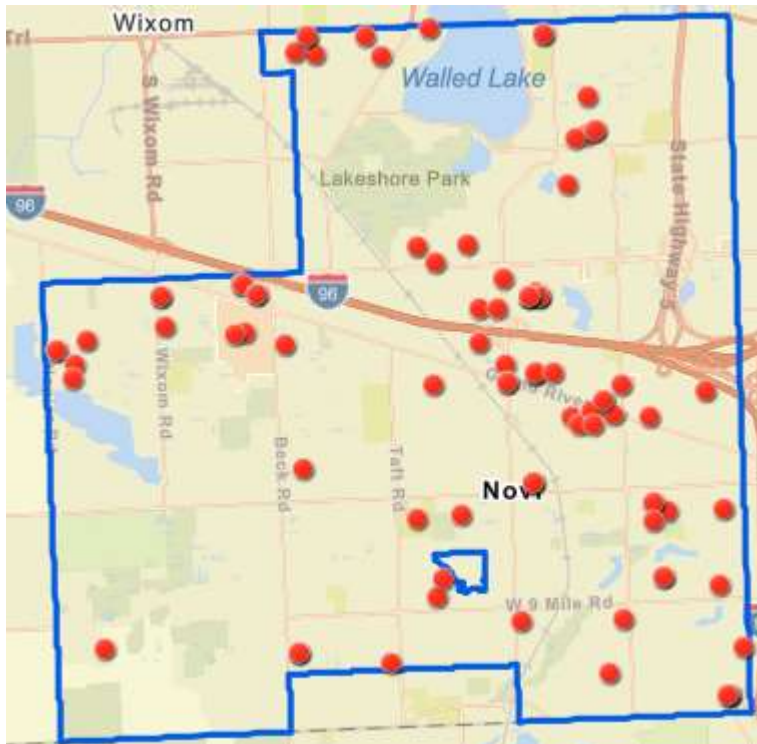
Police and Fire Departments 2026 v. 2025 Year-to-Date Statistics
January

February 2026

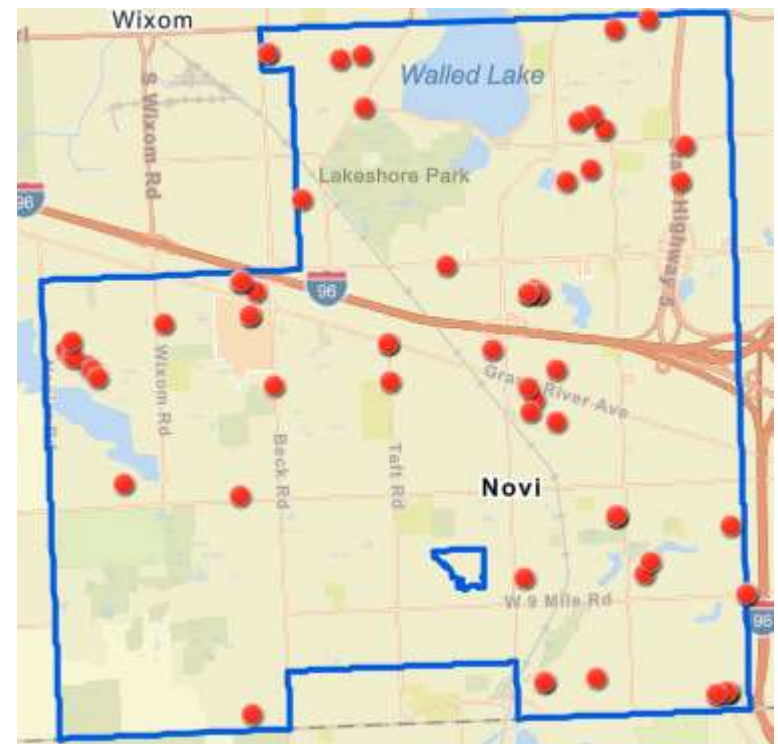


Part A Crimes by Location

2025



2026

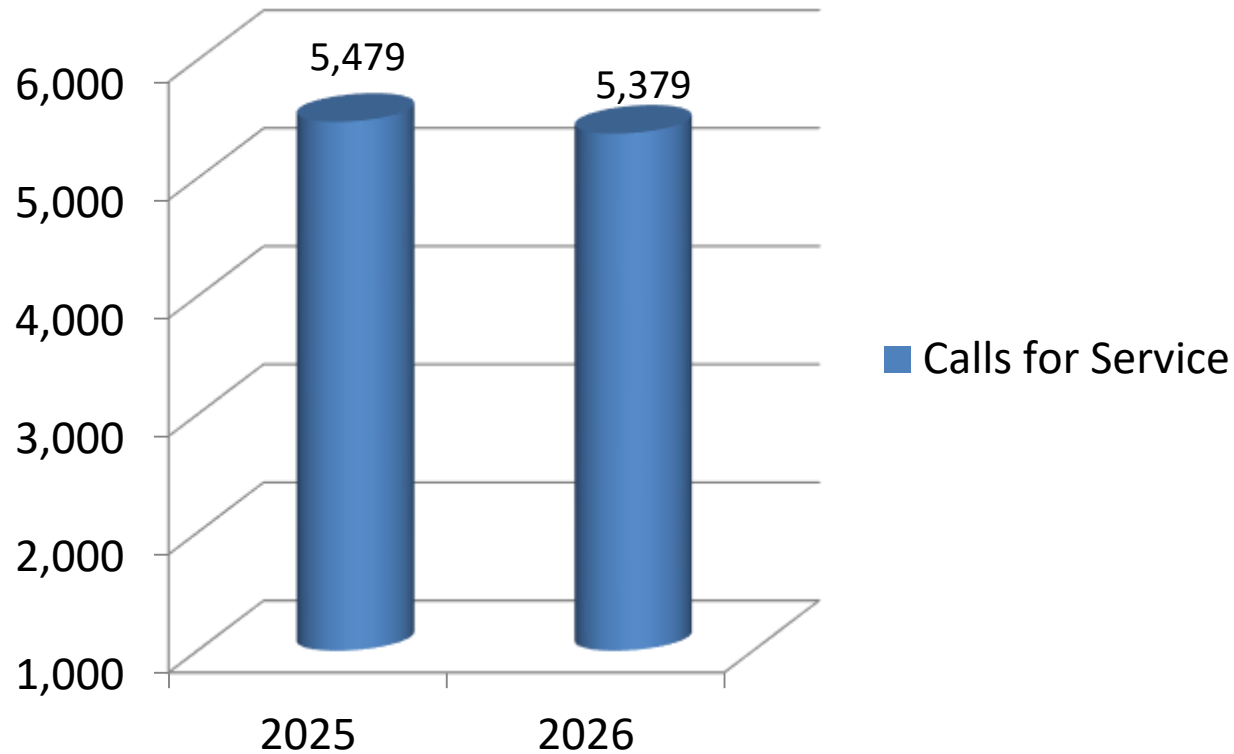


PART A CRIMES

Description	26 YTD	25 YTD	24 YTD	Arrests/ Multiple 26 YTD	Arrests/ Multiple 25 YTD	Arrests/ Multiple 24 YTD	% Cleared 26 YTD	% Cleared 25 YTD	% Cleared 24 YTD
Murder	0	0	0	0	0	0	0.00%	0.00%	0.00%
Negligent Homicide	0	0	0	0	0	0	0.00%	0.00%	0.00%
Kidnapping/Abduction (Parental)	0	0	0	0	0	0	0.00%	0.00%	0.00%
Crim. Sexual Conduct	0	0	2	0	0	2	0.00%	0.00%	100.00%
Robbery	0	0	1	0	0	0	0.00%	0.00%	0.00%
Assault (Aggravated)	3	6	1	2	5	1	66.67%	83.33%	100.00%
Assault (Non-Aggravated)	29	21	10	15	20	10	51.72%	95.24%	100.00%
Threats/Stalking	2	3	3	2	1	2	100.00%	33.33%	66.67%
Arson	0	0	0	0	0	0	0.00%	0.00%	0.00%
Extortion	0	0	0	0	0	0	0.00%	0.00%	0.00%
Burglary	3	2	2	1	1	0	33.33%	50.00%	0.00%
Larceny	6	11	18	1	2	3	16.67%	18.18%	16.67%
Motor Vehicle Theft	2	0	8	1	0	2	50.00%	0.00%	25.00%
Forgery/Counterfeiting	0	0	0	0	0	0	0.00%	0.00%	0.00%
Fraud	11	13	7	1	2	1	9.09%	15.38%	14.29%
Retail Fraud	13	15	16	6	7	11	46.15%	46.67%	68.75%
Embezzlement	0	0	1	0	0	1	0.00%	0.00%	100.00%
R&C Stolen Property	1	2	0	1	1	0	100.00%	50.00%	0.00%
Vandalism	2	6	6	1	1	3	50.00%	16.67%	50.00%
Narcotics	3	0	1	3	0	0	100.00%	0.00%	0.00%
Obscenity	0	0	0		0	0	0.00%	0.00%	0.00%
Gambling	0	0	0	0	0	0	0.00%	0.00%	0.00%
Prostitution & Vice	0	0	0	0	0	0	0.00%	0.00%	0.00%
Weapons	1	2	1	1	1	1	100.00%	50.00%	100.00%
Animal Cruelty	1	0	0	0	0	0	0.00%	0.00%	0.00%
Total Part A Incidents	77	81	77	35	41	37	45.45%	50.62%	48.05%
Compared to Previous Year:	↓ 4.94%						↓ 5.16%		
Violent Crimes	3	6	4	2	5	3			



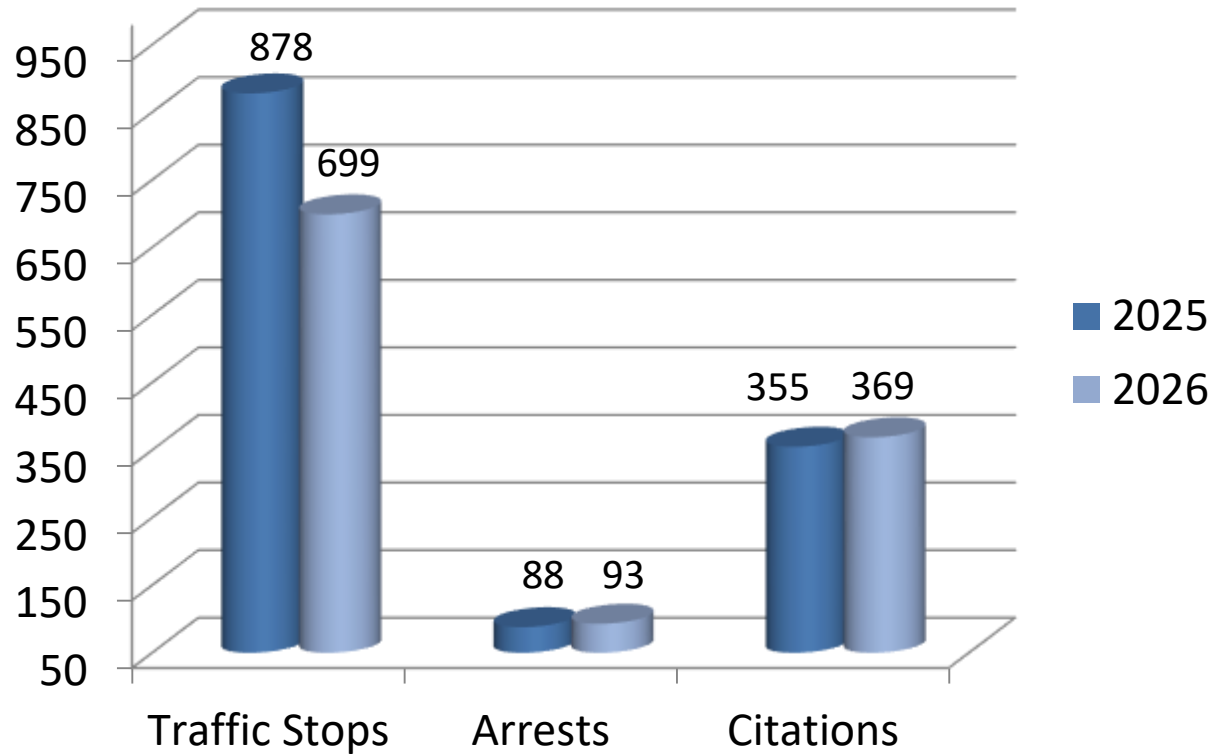
Police Total Calls for Service*



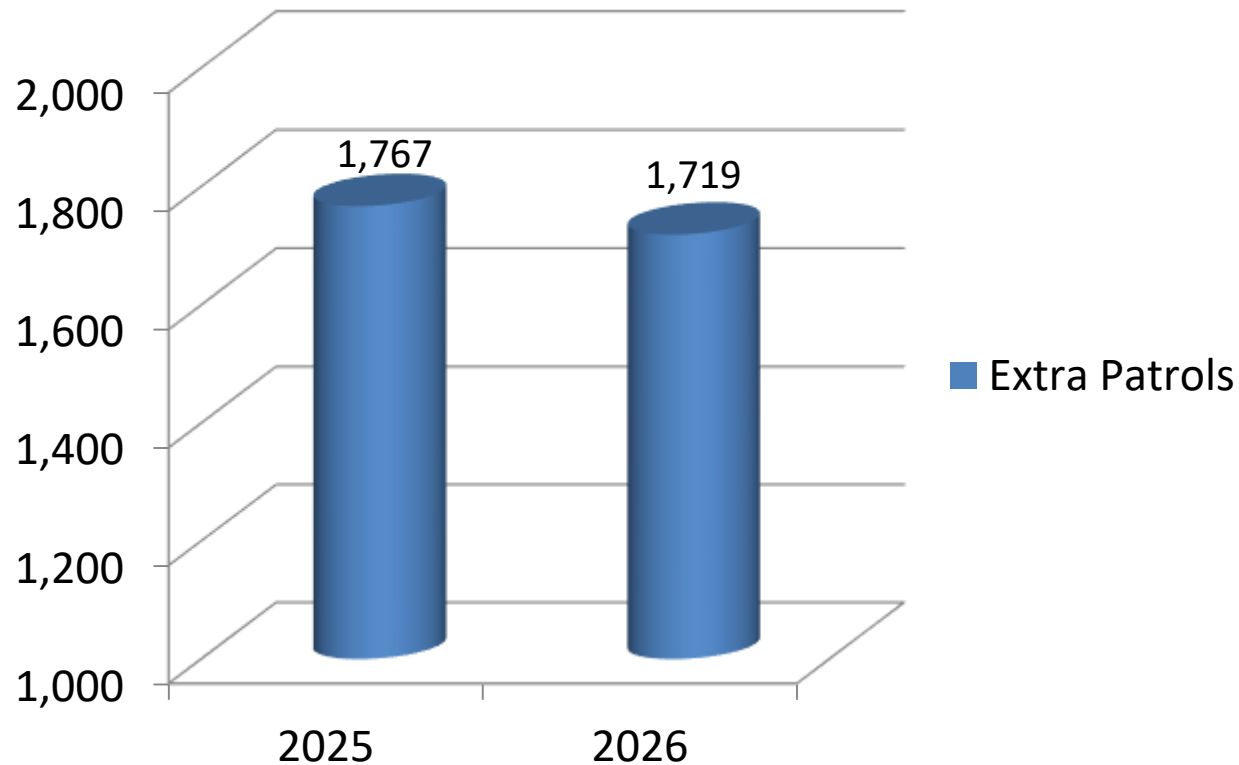
*includes all traffic stops, self initiated activity, routine and priority calls for service, etc.



Officer Productivity



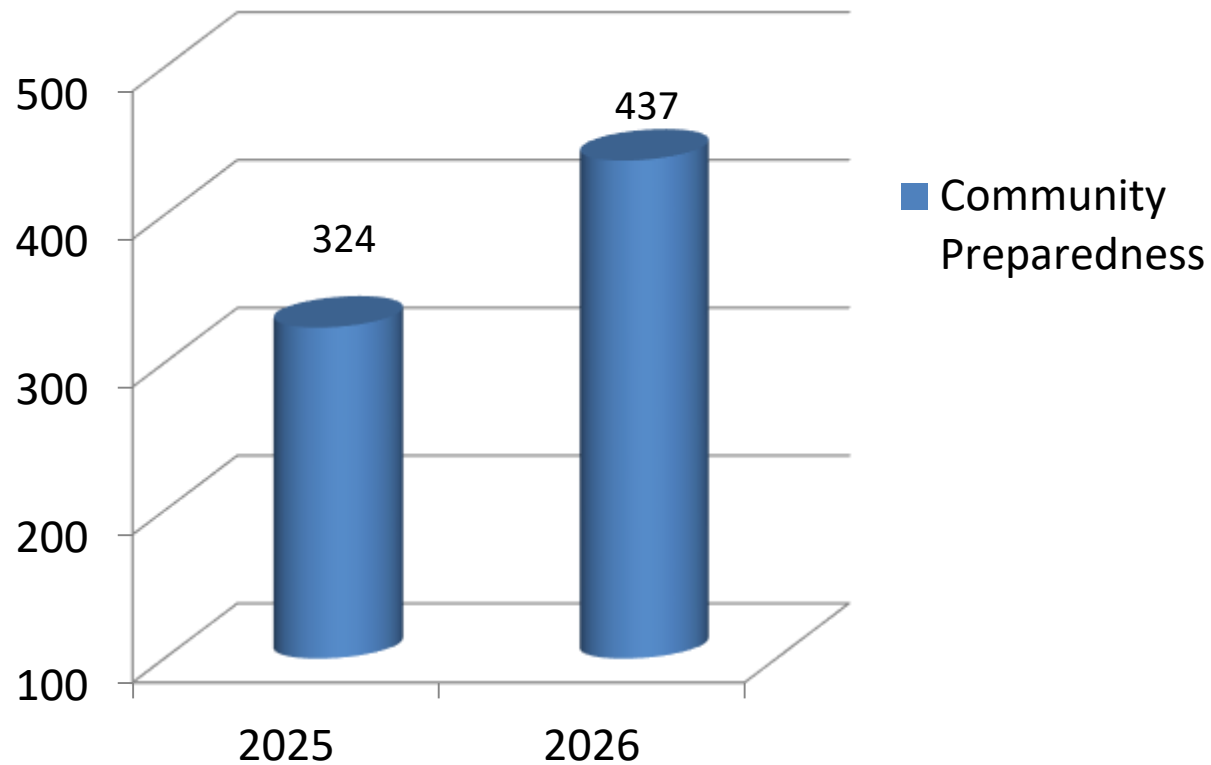
Extra Patrol Numbers* – Self Initiated



*Officers providing additional patrols at various locations above and beyond routine patrol.



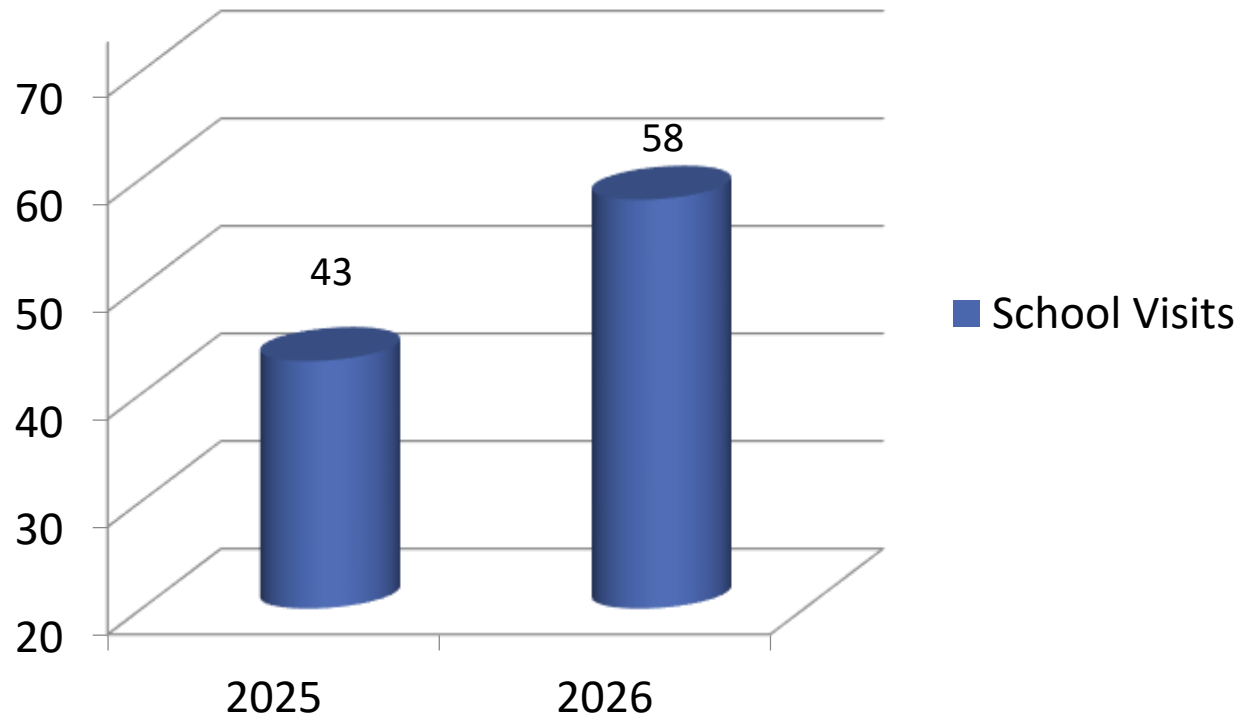
Community Preparedness Numbers* – Self Initiated



*Extra patrols at critical infrastructure (ie. ITC Transmission, US Energy Distribution, Henry Ford Providence Park Hospital, Water Treatment Facility, etc.) within the city.



School Visit Numbers* – Self Initiated



*Additional patrols at area schools where officers typically walk inside.

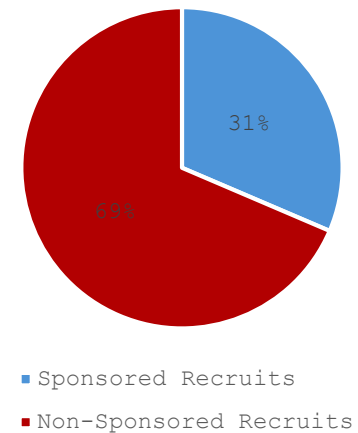


Police Staffing Levels

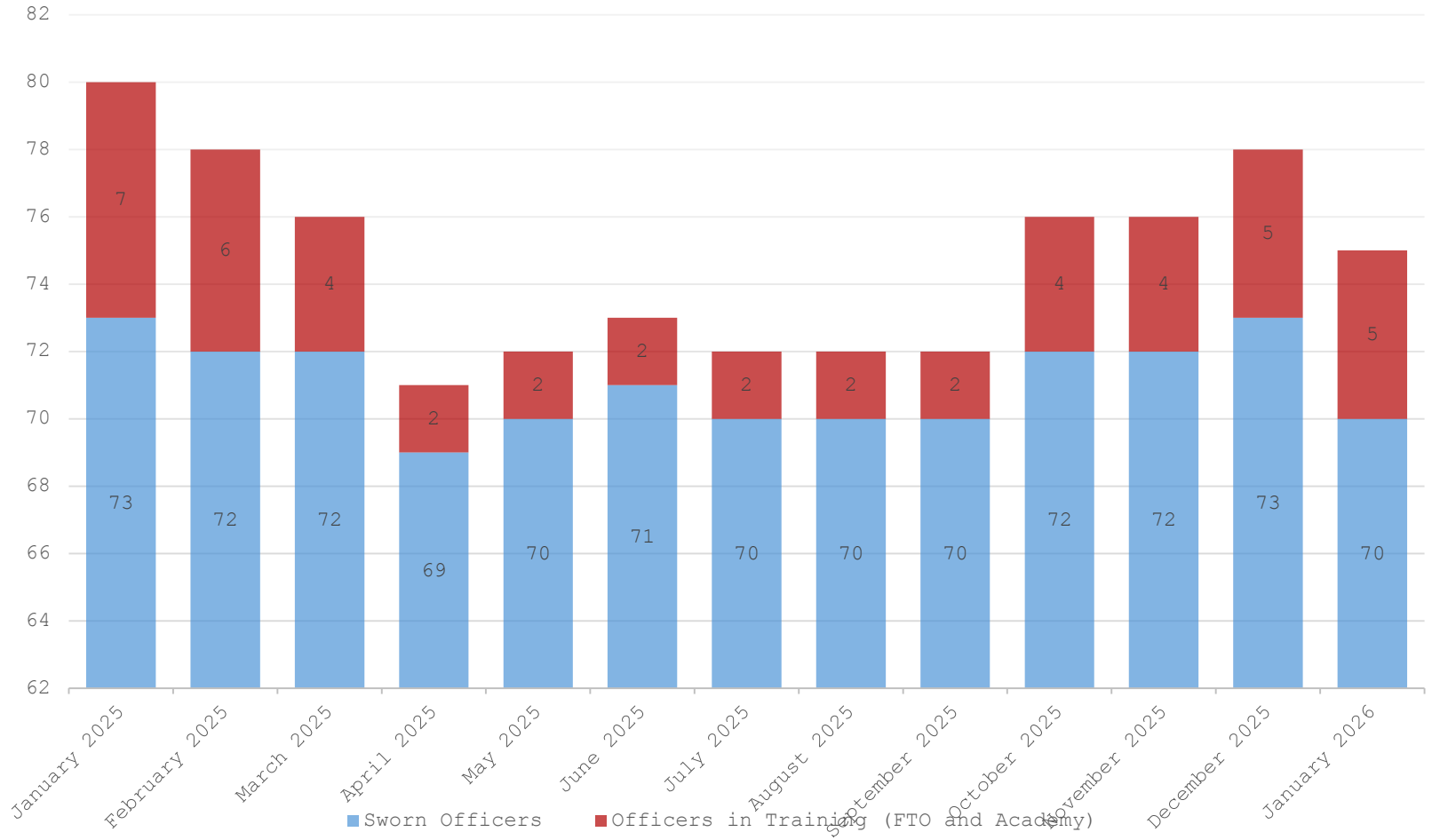
January 2025 – January 2026 Police Officer Hiring Data		
	Total Sworn	Total Budgeted
January 2025	73	73
February 2025	72	73
March 2025	72	73
April 2025	69	73
May 2025	70	73
June 2025	71	73
July 2025	70	73
August 2025	70	73
September 2025	70	73
October 2025	72	73
November 2025	72	73
December 2025	73	73
January 2026	70	73

*total sworn

January 2026



Police Staffing Levels



Fire Response Times

FIRE OPERATIONS AVERAGE RESPONSE TIMES PRIORITY RESPONSES ONLY

TEAM / STATION	January	Total Calls	2026	Total Calls	2025	Total Calls
	2026		YTD		YTD	
TEAM 'A':						
STATION 1	4:39	85	4:39	85	4:27	79
STATION 2	4:41	91	4:41	91	4:41	100
STATION 3	4:59	56	4:59	56	5:12	27
STATION 4	5:27	25	5:27	25	5:04	28
TEAM 'A' AVERAGE:	4:56	257	4:56	257	4:51	234
TEAM 'B':						
STATION 1	4:53	89	4:53	89	4:53	108
STATION 2	5:52	97	5:52	97	5:25	99
STATION 3	5:53	46	5:53	46	5:40	49
STATION 4	5:32	32	5:32	32	5:41	41
TEAM 'B' AVERAGE:	5:32	264	5:32	264	5:24	297
TEAM. AVERAGE	5:14	521	5:14	521	5:07	531



Fire Priority Calls

INCIDENT ACTIVITY REPORT				
Summary Comparison YTD				
Priority Calls for Service				
Incident Type	2026	2025	Difference	% Change
Fire (All Fires)	2	10	-8	-80%
EMS (Medicals, Rescues & PIAs)	461	472	-11	-2%
Hazardous Condition (Haz-Mat, Wires)	5	4	1	25%
Service Call (Pub.Assist, Unauth.Burn)	14	4	10	250%
Good Intent (Haz not found, CNX call)	9	10	-1	-10%
False Calls	25	31	-6	-19%
Power Outage Invst.(Severe Weather Assess)	5	0	5	0%
TOTAL	521	531	-10	-2%



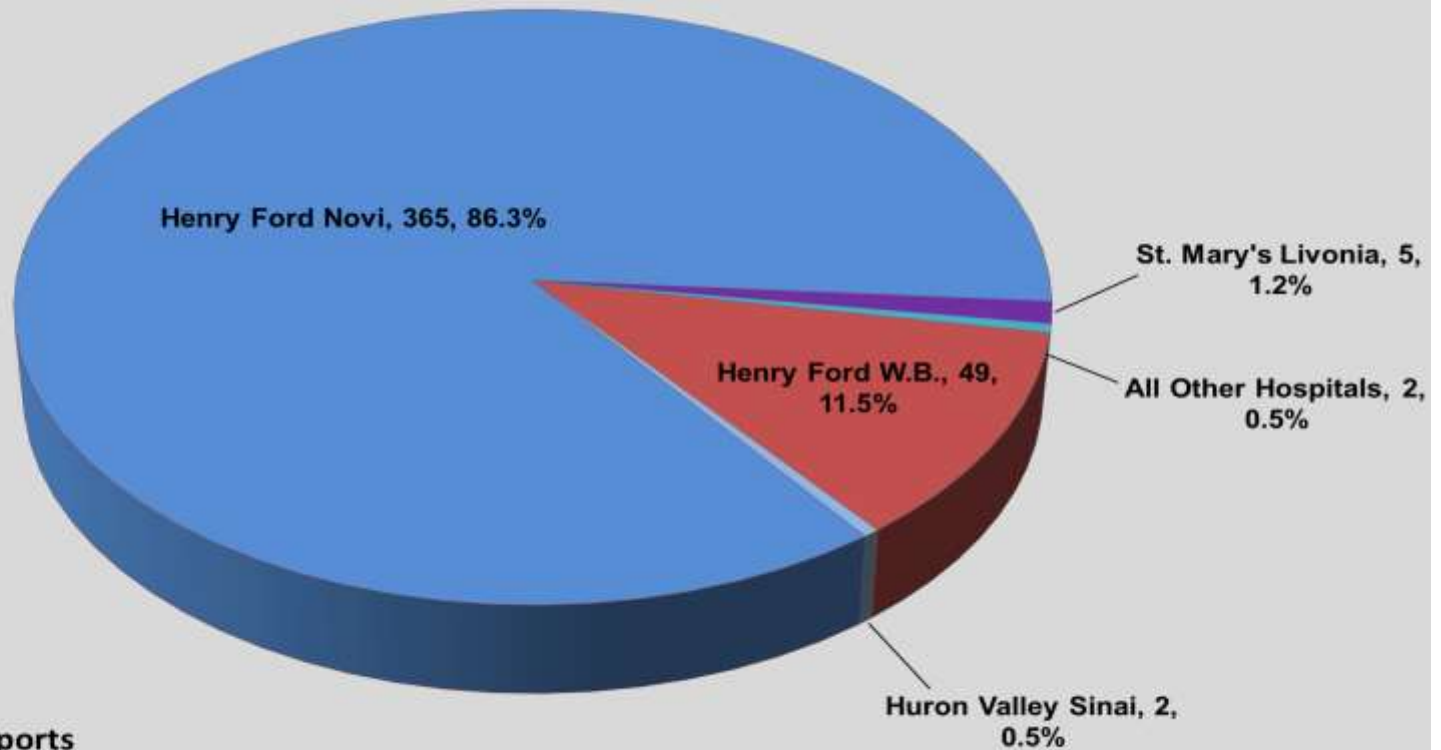
Fire All Calls

INCIDENT ACTIVITY REPORT				
Summary Comparison YTD				
All Calls for Service				
Incident Type	2026	2025	Difference	% Change
Fire (All Fires)	2	10	-8	-80%
EMS (Medicals, Rescues & PIAs)	537	551	-14	-3%
Hazardous Condition (Haz-Mat, Wires)	12	9	3	33%
Service Call (Pub.Assist, Unauth.Burn)	119	90	29	32%
Good Intent (Haz not found, CNX call)	21	27	-6	-22%
False Calls	49	57	-8	-14%
Power Outage Invst.(Severe Weather Assess)	5	0	5	0%
Other (Inspections, Pub-Ed, Pub-Relations, Car Seats, etc.)	2	29	-27	-93%
TOTAL	747	773	-26	-3%



Hospital Transports

Hospital Transports 2026



Total Transports
423



Unstaffed Station Monthly Totals

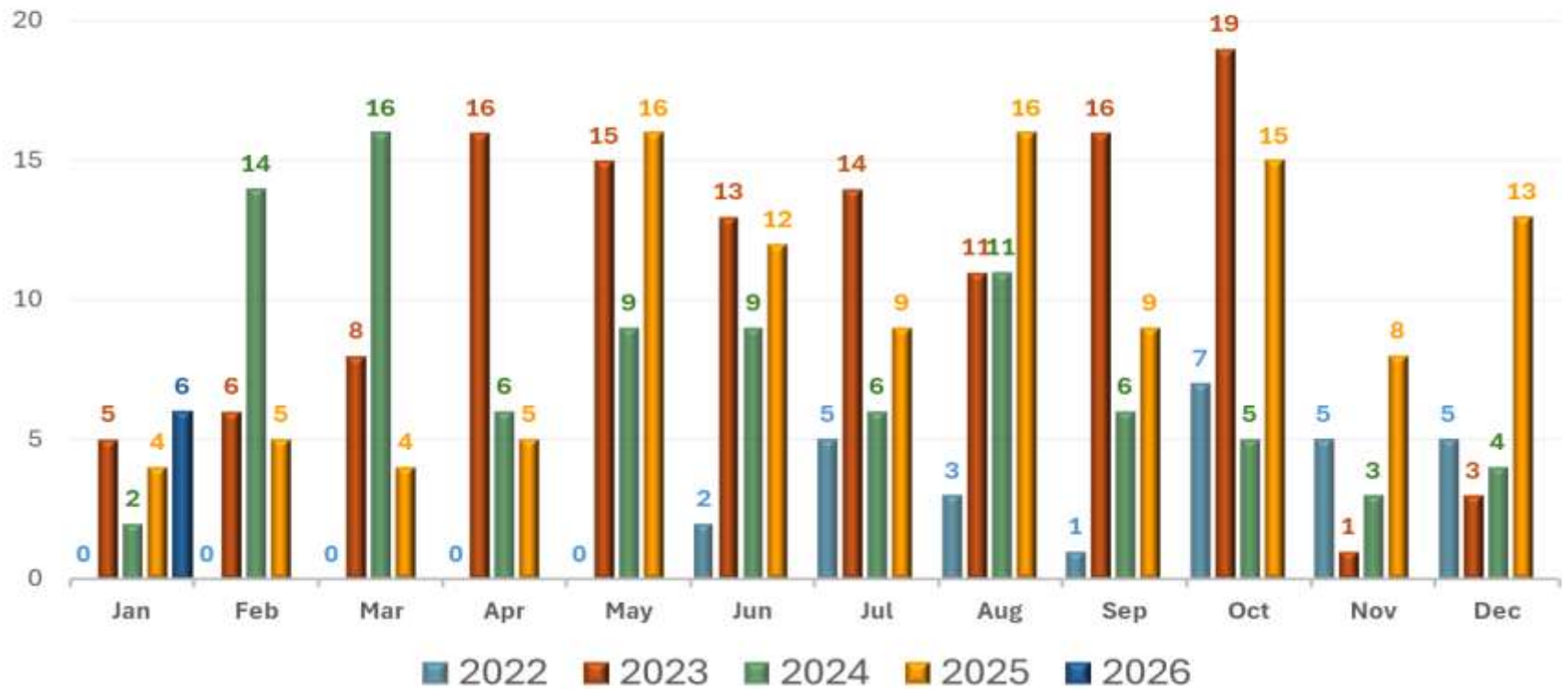
2022 Total: 28

2023 Total: 127

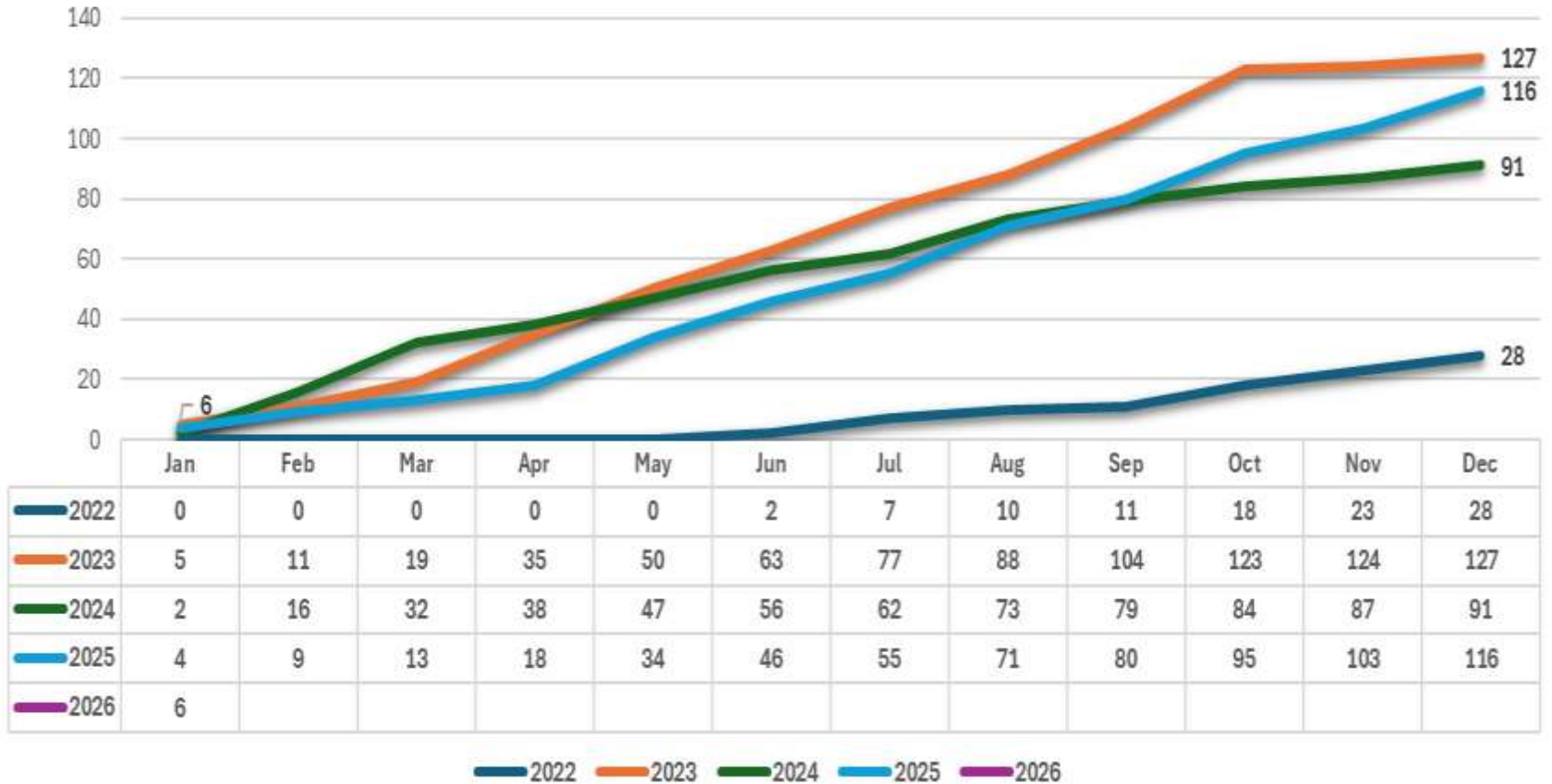
2024 Total: 91

2025 Total: 116

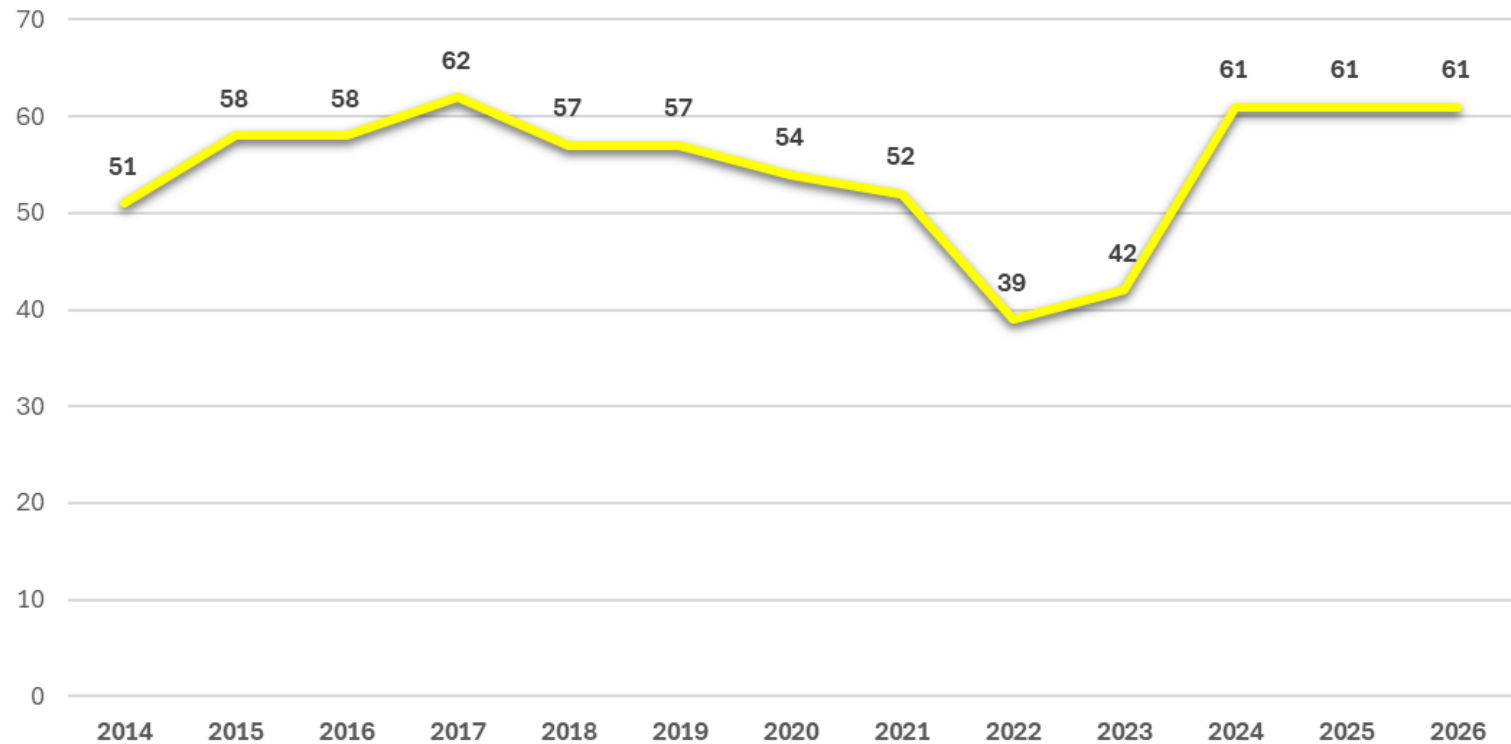
2026 Total: 6



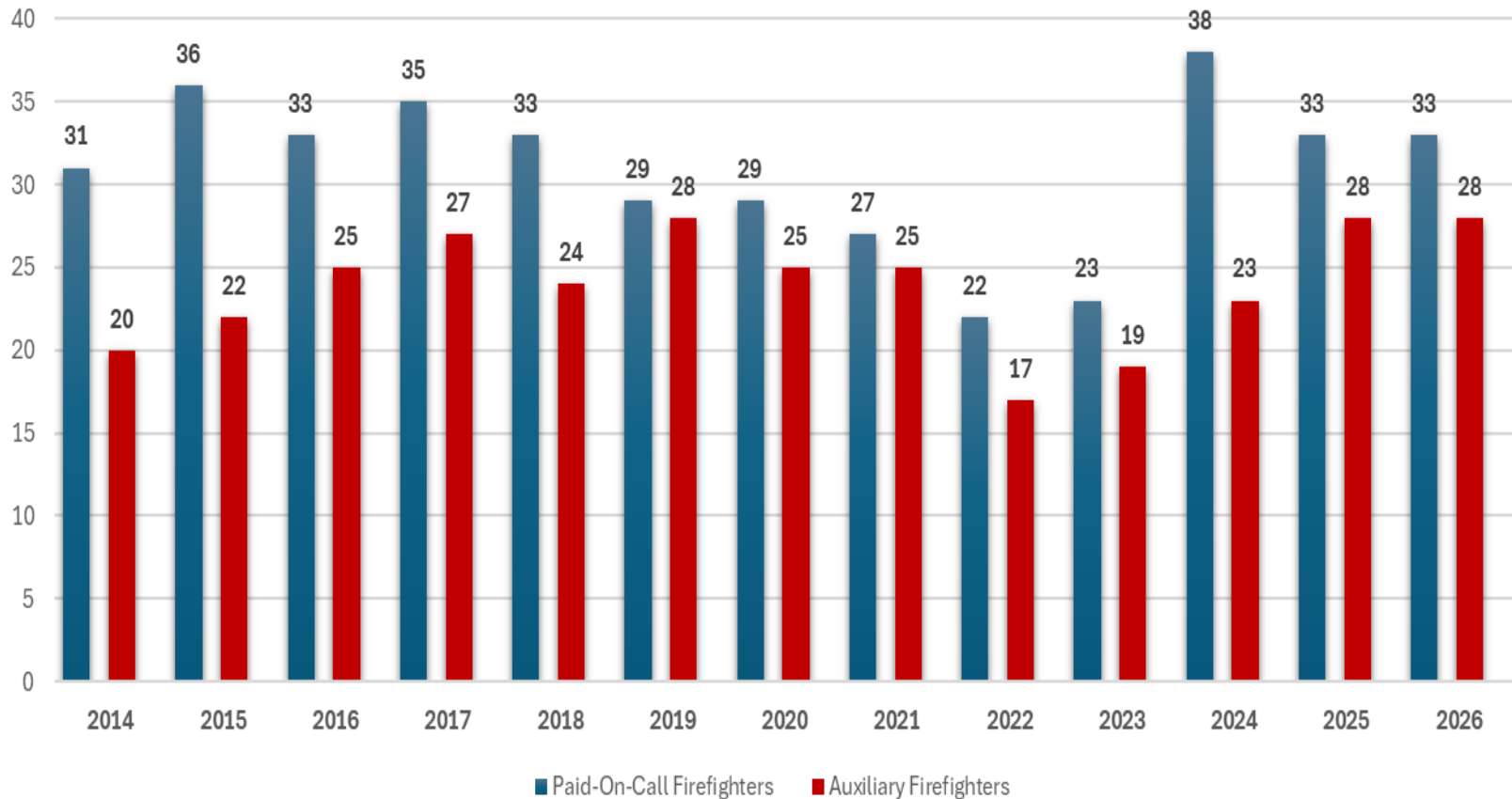
Unstaffed Stations Cumulative Monthly Totals



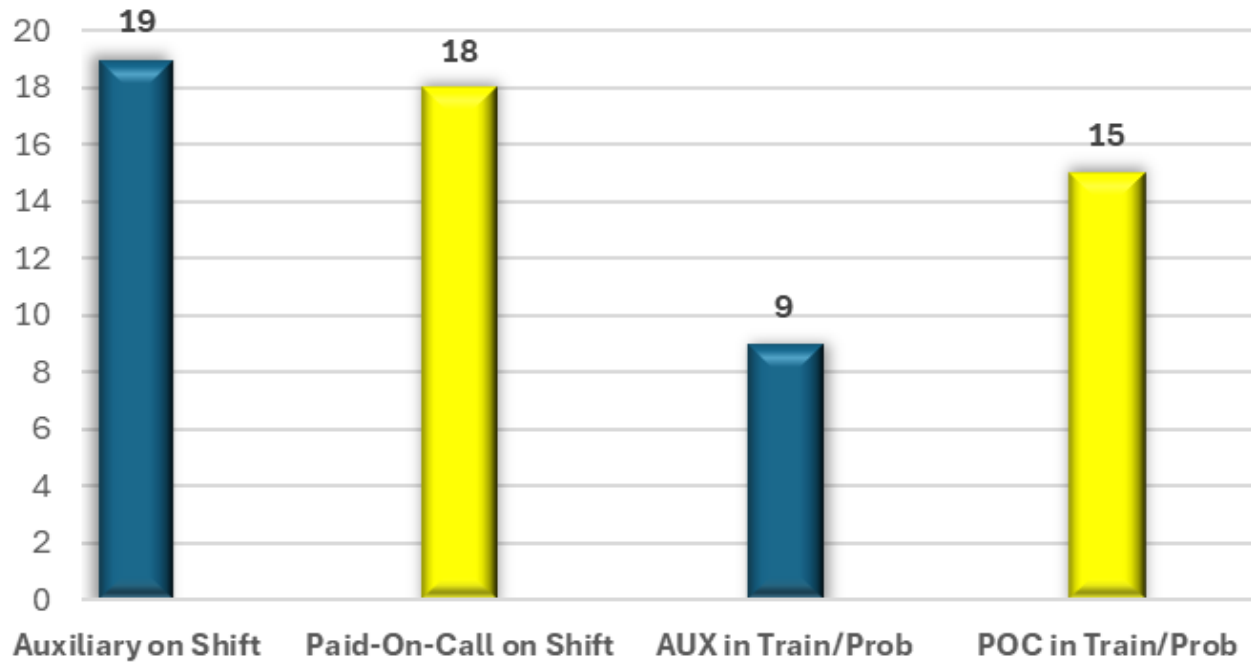
Total Number of Part-Time Firefighters Per Year



Part-Time Staffing Levels 2014-2026



Part-Time Staffing Levels January 2026





Public Services

BRIDGE WORK



ROAD
CLOSED

Base Line Road (8 Mile) Bridge over Lake State Railway (CSX RR) in the City of Northville

Full Bridge Closure
Between Novi Rd. & Griswold St.

Traffic Will Be Detoured To
Beck Road, Six Mile Road, and Haggerty Road.

Scheduled Start Date:
March 2, 2026

Estimated Completion:
Late Summer 2026*

For 24/7 Customer Service Contact:
1-888-Road-Crew (888-762-3273)

*barring any unforeseen delays or inclement weather



Wayne County News Release

FOR IMMEDIATE RELEASE

February 18, 2026

Wayne County to Upgrade Base Line Road (Eight Mile) Bridge in the City of Northville

WAYNE COUNTY, MI – Wayne County Department of Public Services will perform bridge rehabilitation work on Eight Mile Road over the Lake State Railway (CSX Railroad) between Novi Road and Griswold Street in the City of Northville.

This project is scheduled to begin on **Monday, March 2, 2026**, and is estimated to be completed by late Summer 2026, barring any unforeseen delays or inclement weather.

The project will consist of deck replacement, steel cleaning and coating, and approach work. The significant upgrades to this important thoroughfare **will require full closure of the bridge**. Traffic will be detoured to Beck Road, Six Mile Road, and Haggerty Road. Drivers should use the following routes to get around the road closure:

Eastbound Base Line Road (Eight Mile) traffic will detour south on Beck Road, east on Six Mile Road, and north on Haggerty Road back to Base Line Road (Eight Mile).

Westbound Base Line Road (Eight Mile) traffic will detour south on Haggerty Road, west on Six Mile Road, and north on Beck Road back to Base Line Road (Eight Mile).

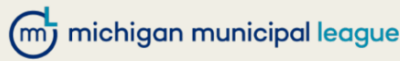
Reduced speeds and load restrictions may be posted. Access will be maintained for all residents and businesses for the duration of the project.

Flaggers will be present as needed to assist with traffic flow. Wayne County urges drivers to use caution when traveling through the work zone for the safety of both workers and the public.

FOR MORE INFORMATION

- Contact the 24-hour customer service center at 888.ROAD.CREW (888-762-3273)

###



We love where you live

Mayor and Council –

Please see this update from the Michigan Municipal League regarding some legislation that was just introduced. The proposed bills would do significant harm to cities, villages, and Townships by removing local control over housing types, density, minimum lot sizes, etc. I will be sharing my disappointment with our state officials in the coming days.

- Victor

Good afternoon,

Moments ago, four bills were introduced in the House as part of a broader nine bill package to preempt local zoning authority. The bills introduced today are also now posted to be heard before the Regulatory Reform Committee tomorrow morning at 9 a.m. We anticipate that the remaining five bills in this package will be introduced in the coming days. Specific details are listed below.

We are asking for your immediate help in opposing this proposal. We must make our voices heard before it is too late.

Championed by Representative Kristian Grant (D-Grand Rapids) and Representative Joe Aragona (R-Clinton Township), the bill package would significantly restrict local authority by preempting local decision-making on key zoning issues, including duplexes, accessory dwelling units (ADUs), minimum setbacks, lot sizes, and dwelling unit sizes.

The Legislature must not preempt local authority. Citizens and their elected local leaders should not be prohibited from engaging in vigorous debate on matters that impact them. This is the foundation of democracy itself.

Please contact your legislators and urge them to oppose any effort to restrict local decision-making. Emphasize the importance of the following:

- **Local decision-making empowers residents.** It allows for the creation of policies that reflect community needs.
- **Local reform produces durable outcomes.** Michigan's diverse communities require flexibility, not artificial statewide mandates.

- **Accountability is clearest at the local level.** Residents know who makes decisions and can participate directly and influence outcomes.
- **Zoning is democracy in practice.** It empowers communities to manage housing, infrastructure, local economic growth, and neighborhood character.
- **Preempting local authority destroys trust.** Strong, nonpartisan local governance keeps decision-making closest to the people it serves.

Legislative Bill Package

Introduced:

- **HB 5529 (Grant) Land Division Act Lot Size:** Prohibits local ordinances from requiring a minimum parcel or lot size greater than 1,500 square feet for detached single-family residence where the subdivision is accessible and will be served by public water and sewer
- **HB 5530 (Wortz) Lot Size:** Prohibits a minimum parcel size greater than 1,500 square feet for detached single-family residence where the parcel is accessible and will be served by public water and sewer.
- **HB 5531 (Neeley) Study Requirements:** Allows local units of government to require reasonably necessary studies in reviewing a site plan application. Limits circumstances of when additional information can be required for the same application after initial approval. Creates a 60-day decision shot clock after receipt of a site plan for a local unit of government.
- **HB 5532 (Aragona) Protest Petitions:** Expands the qualifying petition area to 300 ft and sets a 60% signature threshold.

To Be Introduced:

- **Duplex by Right:** Creates a statewide definition of “duplex.” Mandates duplexes are a permitted use in any district where single family residences are allowed and not subject to any procedures different from a single-family residence.
- **Parking Requirements:** Mandates parking requirements at no more than one space per dwelling unit for multifamily residential use of property. Allows mobile homes in any residential zone.
 - **“Mobile home”** *means a structure that is transportable in 1 or more sections, built on a chassis, and designed to be used as a dwelling, with or without a permanent foundation, when connected to the required utilities, and includes the plumbing, heating, air-conditioning, and electrical systems contained in the structure.*

- **Accessory Dwelling Units:** Creates a statewide definition of “accessory dwelling unit” (ADU). Mandates ADUs are permitted by right in residential zoning districts and not subject to a public hearing. ADUs are prohibited from density calculations, additional parking requirements, and owner occupancy requirements. Allows mobile homes in any residential zone.
- **Setback Requirements:** Mandates setback requirements at 15 feet or less from the front property line and five feet from the side or rear for dwellings or outbuildings if the local unit of government is located in whole or part within a metropolitan statistical area (MSA) or is located adjacent to a MSA area.
- **Dwelling Size:** Prohibits a minimum area requirement greater than 500 square feet for a dwelling.

Supporters of preemption often point to declining permits, rising home prices, and regulatory costs as justification for statewide mandates. While these pressures are real, they are driven by broader economic forces including the housing crash, rising labor and material costs, high interest rates, and complex market dynamics that go far beyond local zoning. Sweeping mandates oversimplify the problem and ignore the unique needs and circumstances of Michigan’s diverse communities.

Thank you for taking the time to advocate for your community by voicing your opposition. Your engagement will lead to our success. If you have any questions, please do not hesitate to reach out to Jen Righeterink at jrigterink@mml.org or John LaMacchia at jlamacchia@mml.org.

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LANSING LISTENED



REPORT OF THE 2025 RCOC STRATEGIC PLANNING PROCESS

2025 RCOC Strategic Planning process: Lansing listened; Road improvements continue

During the 2025 Road Commission for Oakland County (RCOC) Strategic Planning meetings, Managing Director Dennis Kolar, Deputy Managing Director/County Highway Engineer Gary Piotrowicz and RCOC Director of Planning and Environmental Concerns Brad Knight emphasized the critical need for the state Legislature and the Governor to address Michigan's road-funding crisis before the roads began to again slide into disrepair due to inadequate funding.

And, after years of debating the issue, the Legislature and Governor came together in October and did just that, passing a 2026 budget that included an anticipated \$1.7 billion in new road funding. The action came just after RCOC's leadership completed the 2025 Strategic Planning meetings.

The Strategic Planning meetings involve RCOC leaders meeting individually with the leaders of nearly all cities, villages and townships in the county every other year. The meetings allow RCOC management to receive feedback from the communities about the services RCOC provides, discuss any ongoing issues, learn about anticipated new development, identify road needs in the communities and to share information about roads, road funding and the agency.

This report provides an overview of the key messages RCOC leadership shared with the communities during these meetings. Specific details of each meeting, including feedback provided by the community leaders, are included in a second report available on RCOC's website (rcocweb.org, then click on the "About Us" tab at the top of the homepage and select "Publications", then select "RCOC Strategic Planning Reports" and choose the 2025 report).

Though the new funding was not yet a reality during the meetings, it makes sense to provide a brief overview of the funding package here, since its need was an important topic during the meetings.

The new funding will allow the Road Commission to build on the progress it has made since the last road-funding package in 2015. The Road Commission was at risk of seeing the loss of the progress made since the 2015 package took effect in 2017 if the state had not provided this new infusion of funding.

Managing Director Kolar noted that Michigan – and RCOC – were at a critical point, and the Legislature came through.

The new funding package

The additional road funding is to grow from \$1.7 billion in 2026 to about \$2 billion by 2030, according to the County Road Association of Michigan (CRA). The Michigan House Fiscal Agency estimates that RCOC will get about \$46 million in additional funding in fiscal year 2026, or about a 35 percent increase in state funding. That number is expected to grow to about \$61 million in new funding in 2027.

The package removes the 6 percent sales tax from gas and diesel in Michigan, which has long been a point of contention, since it is a tax on fuel, but none of the revenue went to roads. The sales tax will then be replaced with a 20-cent increase in the gas and diesel taxes, that will generate \$1.1 billion annually for transportation, without changing the price of fuel for consumers.

The package will also eliminate the \$600 million state General Fund contribution to transportation that was established in the 2015 package and replace those dollars by redirecting \$688 million in corporate income tax revenues annually to transportation.

Finally, the package also applies a new 24 percent wholesale tax to marijuana, that is estimated to generate around \$420 million per year that will be directed to transportation, though this amount could vary, as the tax is being challenged in court, and the impact on marijuana sales of an additional tax is unknown.

And while RCOC has not yet put together a detailed plan of how it will spend the money (and the state has not yet provided specific details about the package), Kolar and Deputy Managing Director/County Highway Engineer Piotrowicz indicate it will be directed towards items including: culvert replacements (especially those that are currently weight restricted, meaning heavy vehicles such as school buses and garbage trucks cannot use them), resurfacing paved roads (especially those that are not eligible for federal funds), intersection safety-improvement projects, some form of contribution to subdivision street repaving and replacing aging equipment.

"This is a big deal," Kolar said. "In my 40-plus years at RCOC, this is only the third time the state has increased road funding. While it is not enough to address the total needs on Michigan's roads, it will go a long way toward continuing to improve the road system."





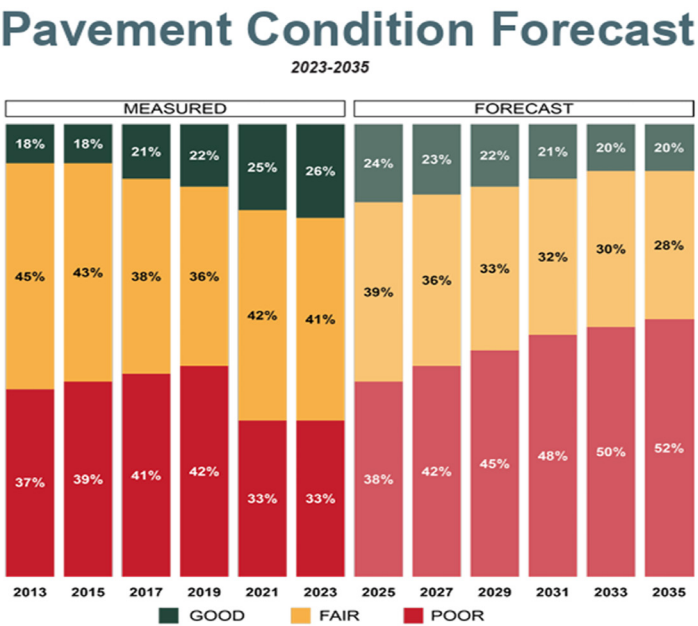
State and Local Expenditure Per Capita: Michigan's Ranking in the Nation							
Expenditures	1964	1974	1984	1992	2010	2017	2021
Health	5	8	9	12	13	15	18
Education	11	7	10	11	9	26	29
Welfare	31	5	3	7	32	31	31
Roads	43	44	42	49	50	45	38

Why was more funding needed?

The chart above shows how Michigan has compared to the other 49 states in per capita state and local spending on health, education, welfare and roads going back to 1964. As can be seen, Michigan has traditionally done a pretty decent job of funding health, education and welfare. Roads, however, have been another story.

Since at least 1964, and until the last state road-funding increase in 2017 (it was enacted in 2015, but did not begin to take effect until 2017), Michigan was among the bottom eight states in the nation in per capita state and local spending on roads. Fortunately, that number began to rise after the 2015 road-funding package, but by then Michigan was in a large hole, after more than 50 years of dramatically underfunding its roads.

What would have happened without additional funding?



As this chart above (provided by the Michigan Transportation Asset Management Council's 2023 Roads and Bridges Annual Report) demonstrates, Michigan's

roads were forecast to steadily get worse after 2025 had there not been additional funding. That's because the additional funding resulting from the 2015 state road-funding package had been completely overtaken by inflation by 2025. In fact, many observers were predicting Michigan roads would fall off the "fiscal cliff" after 2025 without additional funding.

Fortunately, the Legislature heard this message and took action to prevent Michigan's roads from going over that cliff. Today, Michigan's road agencies are much more optimistic about the future of roads in the state.

Updates on RCOC issues

Troy garage restoration

In spring of 2022, a major watermain connection failed under the office of RCOC's Troy garage. The failure also damaged sanitary and storm sewers under the building. Since the building was also outdated and did not meet modern Americans with Disabilities Act (ADA) requirements, RCOC management made the decision to demolish the office portion of the building and construct a new office structure in its place, connecting to the



existing garage building.

The new, improved building was completed in spring 2025, providing enhanced office and staff spaces.

Status of Oakland County discussion of taking over the Road Commission

In June of 2022, the Oakland County Board of Commissioners passed a resolution establishing a special committee to study the possibility of making the Road Commission part of Oakland County general government (it is currently an independent agency).

Michigan Public Act 2 of 2020 allows a County Board to transfer the powers, duties and functions of a road commission to the county by a vote of the County Board, providing that two public hearings are held on the matter.

The special committee established by the County Board included Board Chair David Woodward and Commissioners William Miller and Michael Spisz. The committee held 13 meetings between November of 2022 and May of 2024, but had not taken further action since that time, as of the publication of this report.

RCOC management believes there is a strong case for the Road Commission to remain independent. That case includes the facts that RCOC has a proven track record of strong financial management, has one of the best safety records for a county road agency in the state and that its current structure allows it to make decisions that are driven by safety and engineering concerns and not political interests. Additionally, RCOC has demonstrated that there would be no cost savings resulting from a consolidation with the County.

As an independent agency, RCOC has continued to record a traffic fatality rate on its roads that is less than half either the national or statewide rates. That is not a coincidence but is the result of decades of RCOC basing most project selection and design decisions on detailed crash data analysis, leading to far safer roads than most of the rest of the nation.

Changes to speed limit laws

Prior to the adoption of Michigan Public Act 33 of 2024, the Michigan State Police were responsible for setting speed limits on county roads with the involvement of the local county road agency. Speed limits were typically set using the 85th percentile speed method, which is a national standard mandated by state law.

The 85th percentile method recognizes that most drivers instinctively drive at a safe and comfortable

speed based on road conditions. This method has proven to minimize traffic conflicts and crashes. The method calls for rounding speed limits up to the nearest 5 miles per hour increment above the 85th percentile speed.

However, PA 33 of 2024 amended the Michigan Motor Vehicle Code to allow speed limits to be rounded up OR down to the nearest 5 mph increment of the 85th percentile. The new law states that speed limits may be set below the 85th percentile speed if an engineering and safety study demonstrates a situation with hazards to public safety that are not reflected in the 85th percentile speed, though speeds cannot be set below the 50th percentile speed.

Samsara

In recent years, RCOC has equipped more than 270 of its vehicles with “dual-facing” dashboard cameras that provide video footage looking forward over the hood and also of the driver for these vehicles. The software managing the cameras provides artificial intelligence (AI) monitoring of these cameras as well as providing vehicle-operations data, such as engine hours, malfunction-code reports, vehicle-location data, etc.

The software, provided by the Samsara company, provides video footage of RCOC vehicles as well as live footage that can be viewed by management logged into the system. The video footage has been used to document road conditions at particular times and to exonerate RCOC staff from false claims. The live feed provides RCOC staff with real-time imagery of road conditions countywide, which is beneficial in making winter-maintenance decisions.

The system has many additional safety benefits, including monitoring whether or not drivers are using seatbelts, identifying when drivers disobey traffic laws and regulations, use cell phones while driving, etc. It also notifies RCOC management immediately when a crash occurs.

Scan this QR code for a link to sample videos, showing vehicles cutting off or running into RCOC trucks and graders from the Samsara cameras.



RCOC bridge bundling

In an effort to improve efficiency and save money, in 2025, RCOC “bundled” three bridge replacement projects into a single contract. The bridges were similar in scope and located in close proximity, with all located in Lyon Twp.

This effort reduced the number of preliminary engineering (design) contracts from three to one, and provided increased efficiency in completing surveying, geotechnical work, site reviews, etc., because contractors charged with those tasks could perform similar tasks at all three sites with one visit.

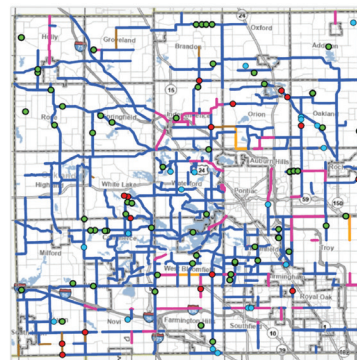
Additionally, the process resulted in a single bid process and prime contractor for all three projects. Because of the proximity of the bridges, there was also a single detour route that served all three locations.

RCOC estimates the bridge bundling process saved the agency \$300,000 to \$500,000 per bridge. As a result, another bridge bundling project is planned for 2026.

RCOC past construction

The map below shows all road and bridge projects completed by RCOC between 2016 and 2024.

As can be seen, the projects were distributed across the county and included a mix of fixes, intended to both improve road and bridge conditions as well as safety.



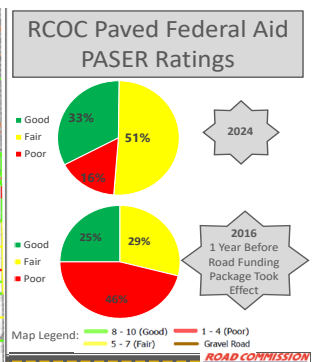
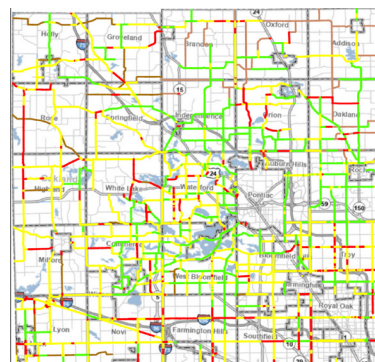
RCOC Past Construction Projects (2016-2024)

Legend			
	Project Type	Total # of Projects	Total Miles (Centerline)
●	Intersection/Roundabout	18	—
●	Bridge	27	—
●	Culvert	76	—
—	Pave Gravel	12	13.5
—	Preservation Overlay	264	533.9
—	3R	57	84.9
—	Widening	9	10.4

Road Conditions

This map shows the condition of RCOC's paved, federal-aid-eligible roads (roads on which federal funds can be spent) as of 2024. As the pie graph shows, 84 percent of these roads were in good or fair condition as of 2024. That number grew in 2025.

Compare that to 2016 (the other pie graph), when only 54 percent of the same roads were in good or fair condition. The improvement was the direct result of the



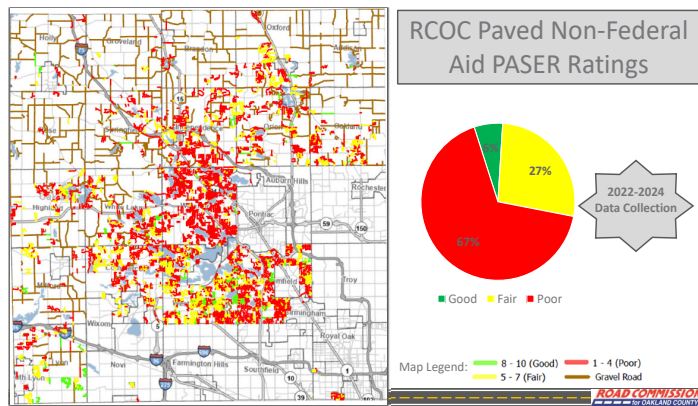
ROAD IMPROVEMENTS CONTINUE...



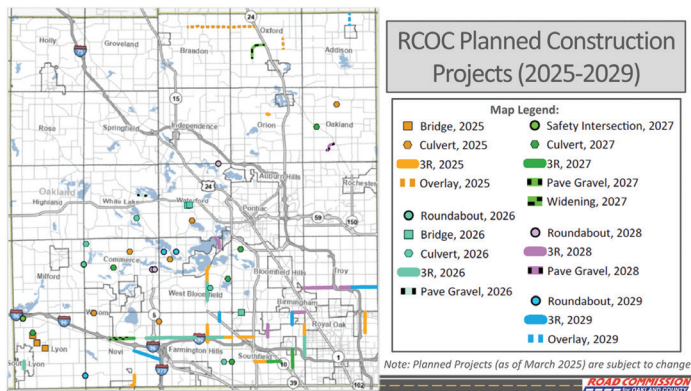
2015 state road-funding increase.

Fortunately, those numbers will continue to get better thanks to the road-funding increase enacted by the state Legislature and Governor in October 2025.

Unfortunately, the situation is not quite as good for RCOC's paved, non-federal-aid eligible roads, of which only 33 percent were in good or fair condition during the last rating, which occurred between 2022 and 2024, as the map below reveals.



So, what road improvements does RCOC plan for the future? This map below shows projects planned through 2029.



Maximizing resources

RCOC continues to maximize its resources by seeking additional funding opportunities, including:

Grants applied for in FY 2025

- **Safe Streets and Roads for All (SS4A) Implementation Grant.** RCOC is seeking this federal grant to fund safety projects identified in its Safety Action Plan.

Grants that have been or will be applied for use in 2026 through 2028:

- **Strengthening Mobility and Revolutionizing Transportation (SMART) – Stage 2.**

RCOC is seeking this federal countywide grant to

implement cutting-edge traffic-signal retiming technology that holds the promise of reducing congestion and improving road safety.

- **Congressionally Directed Spending (CDS):** Bridge and culvert replacement projects.
- **Congressional Community Project Fund (CPF):** Bridge and culvert replacement projects.
- **State House Enhancement Grants (also known as Legislatively Directed Spending):** Roundabouts, preservation overlays and culvert replacements projects.
- **State Local Safety Program:** Safety intersection project.
- **State Local Bridge Program:** Rehabilitation and replacement of multiple bridges.

Recognition for outstanding projects

RCOC continues to be a leader among its peer agencies, regularly being recognized by professional organizations for the way it approaches road improvements.

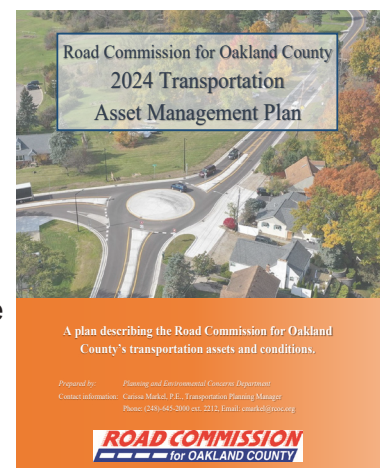
For example, RCOC received the American Public Works Association (APWA) Michigan Chapter 2025 Public Works Project of the Year Award for projects in the \$5 million to \$25 million category for its Waldon Road gravel-road-paving project, Clintonville Rd. to Baldwin Rd., which was completed in 2023 and 2024.

This project involved paving two miles of gravel road, construction of a roundabout at the Waldon/Clintonville intersection, realignment of a 90-degree turn, drainage improvements, replacement of three large culverts and more. Click on this QR code to see a time lapse video of the construction of the Waldon/Clintonville roundabout:



Transportation Asset Management Plan

Several years ago, the state Legislature mandated that all county road agencies must submit a transportation asset management plan (TAMP) to the state every three years. The plan provides an inventory of all the agency's assets (roads, bridges, culverts and traffic signals) and their current and desired conditions.



The identified gap between the current condition of the assets and the desired condition of the assets is the need on the RCOC system. RCOC submitted its most recent asset management plan to the state in 2024.

The 2024 RCOC Asset Management Plan concludes that RCOC would need nearly \$150 million per year in additional funding to improve and maintain its roads to the desired condition. The new state road-funding package will help move RCOC toward this goal but will not allow the agency to fully reach that level.

The future: Road-usage charge (AKA mileage-based user fee)

Most road-funding experts agree that the fuel tax is an outmoded way to pay for roads. Fuel taxes – when taxes on both gas and diesel are considered – are Michigan’s largest source of road funding.

The fuel taxes are considered outmoded because as internal-combustion-engine vehicles become more fuel efficient and as electric or hybrid vehicles grow to make up a larger portion of the nation’s vehicle fleet, fuel-tax revenues will continue to decline (as they have been doing for years).

Most transportation-funding experts agree the long-term, sustainable solution to this problem is to find a way to generate revenue for roads that is unrelated to the type of propulsion a vehicle uses, such as the road-user charge (RUC), also known as a mileage-based user fee (MBUF), which would charge a flat fee per mile traveled.

While many other states have been studying this alternative method of funding roads for years, the Michigan Legislature recently set aside \$7.8 million to conduct its own study. Additionally, the US Department of Transportation (USDOT) was authorized in the last



federal transportation bill, to spend \$50 million over five years to conduct a national RUC pilot program.

RCOC supports both the state and federal studies and pilot programs to move the RUC/MBUF conversation forward. However, some questions must be addressed before such a system could be implemented, such as how would a vehicle’s mileage be tracked? What would the cost per mile be? Stay tuned as the state study and the federal test and pilot program progress.

The latest in drone technology

While RCOC has been using drones for a number of years, not long ago, the agency purchased a new drone with light-detecting and ranging (LIDAR) technology.

LIDAR uses laser scanning to create three-dimensional “point clouds” (a collection of data points in a three-dimensional coordinate system representing the surface of objects or terrain) allowing for precise height and volume measurements and a variety of other field applications.

Here are some of the applications for which RCOC uses its LIDAR-equipped drone:

- Before, during and after road-construction aerial project photos and videos
- Three-dimensional modeling
- Measurement of material stockpiles (such as recycled-asphalt piles)
- Road/bridge project inspections
- Environmental surveys
- Storm-water management



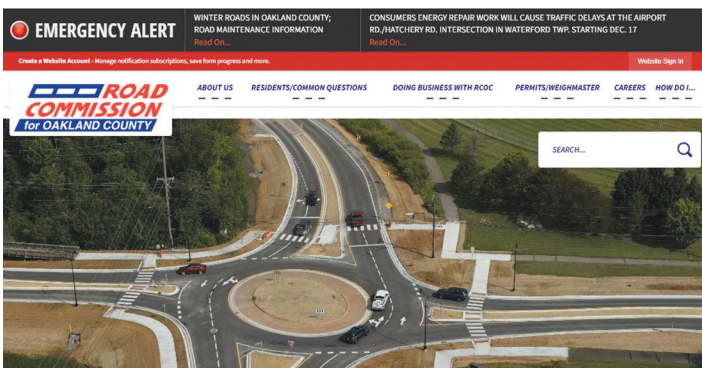
Full Strategic Planning Report Available Online

This report summarizes the key messages shared by RCOC leaders with the leadership of Oakland County communities during the 2025 RCOC Strategic Planning meetings. The second part of the Strategic Planning process involves receiving input and feedback from the county’s communities.

That data is used by RCOC to plan and focus its road maintenance and construction operations and to help determine the best allocation of resources.

The input provided by each community as part of this process makes up the second volume of the 2025 RCOC Strategic Planning Report, which is available on the RCOC website (www.rcocweb.org). The document can be found in the “Publications” section of the website, in the “RCOC Strategic Planning Reports” subsection. The direct link to the document is: <http://www.rcocweb.org/DocumentCenter/View/13775/2025-STRATEGIC=PLANNING>

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REPORT OF THE 2025 RCOC STRATEGIC PLANNING PROCESS



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McPherson
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Henry
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Dennis Kolar, PE - Managing Director
Gary Piotrowicz, PE, PTOE
Deputy Managing Director/County
Highway Engineer



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"Quality Life Through Good Roads - We Care."



TRANSIT-READY GUIDE

For Communities



DAVID COULTER
OAKLAND COUNTY EXECUTIVE



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A Message from Dave Coulter, Oakland County Executive

Retaining and attracting population is foundational to our communities' success. Communities that retain and attract people are those that have a strong sense of belonging and that promote well-being – communities in which all residents, from mothers with strollers to older adults with wheelchairs, have transportation choices available to them to meet their needs for housing, education, employment, medical services, fresh food, entertainment, and other goods and services that contribute to quality of life.

Transit is central to achieving these outcomes. But for transit to be successful, it needs to be planned in alignment with other community elements. Decisions about the placement and design of homes, businesses, parks, campuses, and other destinations greatly impact the types of transit that can be provided to a community.

This guide is intended to provide Oakland County communities with a better sense of what elements make transit work for everyone.



Introduction

What elements make transit work for everyone?

Transit improvements do not always require major investments—small changes like better sidewalk connections, lighting, and accessibility for wheelchairs and bikes can significantly enhance the daily travel. With thoughtful planning, transit can be seamlessly integrated into any community, supporting accessibility, mobility, and sustainable development.

Modern transit options are flexible and continue to offer key benefits, such as economic growth, a stronger sense of place, and increased independence by providing alternatives to driving. By including transit elements in ongoing community projects, you create safer, more appealing, and accessible transit for all residents now as well as into the future.

Elements of a transit-ready community can be grouped under the following categories:

- Transit Operations
- Vibrant Places
- Connections to Transit
- Marketing & Communications

See the following pages to learn about what elements make transit work for everyone!



Transit Operations

To transport passengers safely, efficiently, and effectively, transit services and the vehicles used to provide them come in a variety of shapes and sizes which require appropriately configured environments for them to operate in.

Types of Transit

In Oakland County, there are four different types of transit:

DEMAND RESPONSE



Community Transit
Prebooked door-to-door or curb-to-curb service within a designated area



Microtransit
On-demand app-based rideshare service with pickups and drop-offs at location assigned by the technology (like Uber/Lyft)



ADA Paratransit
Prebooked curb-to-curb service with pickups and drop-offs within 3/4-miles of bus stops for those unable to use fixed route due to a disability (ADA certification required)



Fixed Route
Schedule-based service along a designated route with pick-ups and drop-offs at designated bus stops

Door-to-Door or Curb-to-Curb

Driver picks up and drops off the rider at the curb of the location (may assist to/from the door)

Virtual Stop-to-Virtual Stop

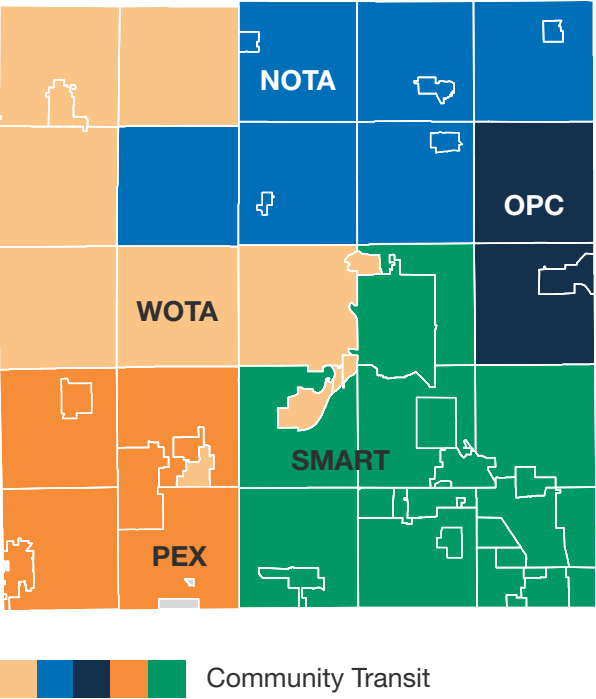
Technology assigns the rider a location to walk to for pickup/drop-off to keep vehicles on the most efficient route

Curb-to-Curb

Driver picks up and drops off the rider at the curb of the location (no assistance to/from the door)

Bus Stop-to-Bus Stop

Location is marked with a signpost where a fixed route can pickup or drop off passengers



Transit Providers

Oakland County has five primary transit providers:

Suburban Mobility Authority for Regional Transportation (SMART), operates Fixed Route, Connector, ADA Paratransit, and Microtransit (called “Flex”) service, partners with individual municipalities in its service area to provide Community Transit services.

North Oakland Transportation Authority (NOTA), operates Community Transit in northeastern Oakland County as well as a trolley between Lake Orion and Oxford.

OPC Social & Activity Center (OPC), operates Community Transit in the Rochester/Rochester Hills area.

People’s Express (PEX), operates Community Transit in southwestern Oakland County.

Western Oakland Transportation Authority (WOTA), operates Community Transit in northwestern Oakland County.



Transit Vehicles

It may seem obvious, but: Transit vehicles are bigger! And specific conditions are needed to operate them effectively to provide transit service. Transit vehicles are often wider and longer than other vehicles and therefore require more room to make safe turns. Backing up is not an option for transit vehicles. Ensuring that places served by transit are appropriately designed to accommodate transit vehicles is critically important.

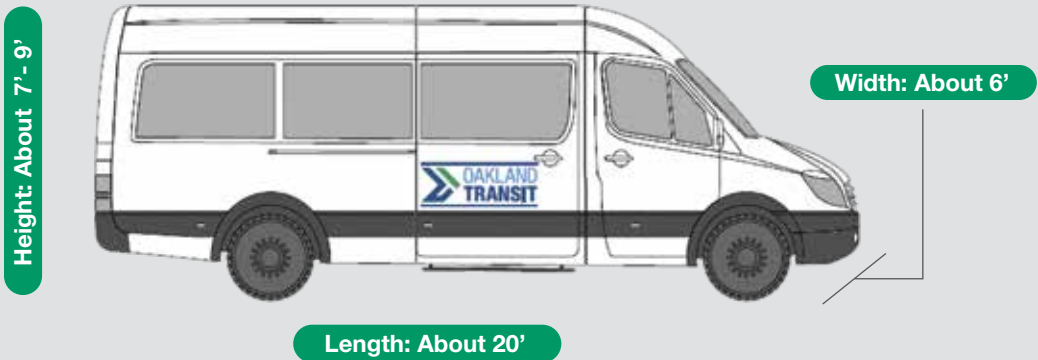
In Oakland County, several types of transit vehicles are used:

MINIVAN

TRANSIT VAN



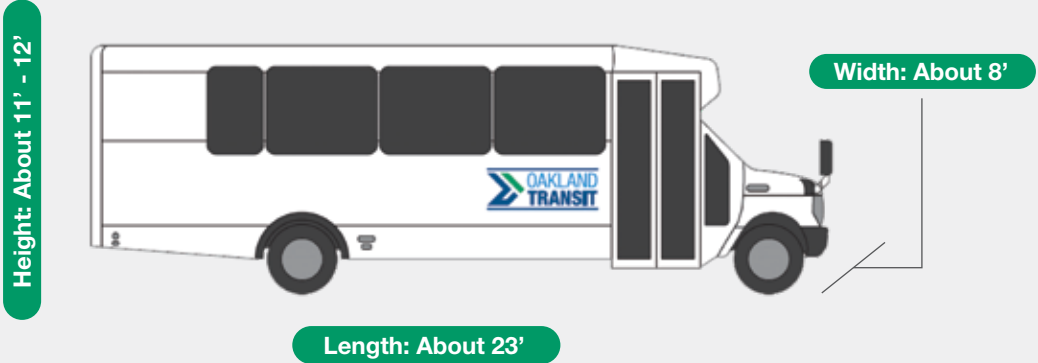
- Only requires a **Chauffer's License** to operate
- **Wheelchair accessible** minivan carries up to **3 passengers** equipped with wheelchair ramp or lift on the side or rear (side ramp or lift is preferred for safety)
- **Turning radius** of about **20 feet**



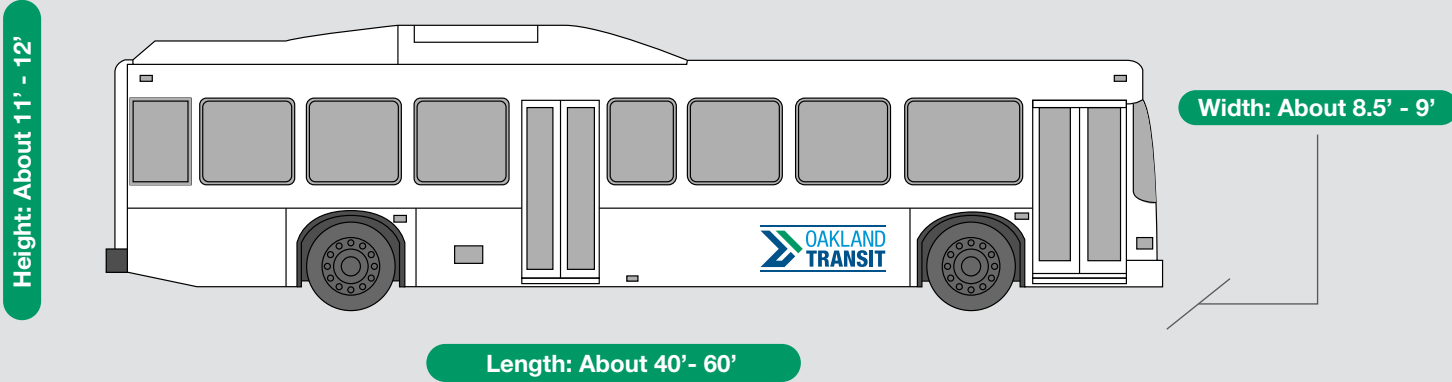
- Only requires a **Chauffer's License** to operate
- **Wheelchair accessible** minivan carries up to **7 passengers** equipped with wheelchair ramp or lift on the side or rear (side ramp or lift is preferred for safety)
- **Turning radius** of about **20 feet**

CUTAWAY (SMALL BUS)

ARTICULATED (BIG BUS)



- If **15 people or fewer** are on-board, only requires a **Chauffer's License** to operate
- If **more than 15 people** are on-board, requires a Commercial Driver's License to operate
- Equipped with **wheelchair ramp or lift** on the side or rear (side ramp or lift is preferred for safety)
- Carries up to **20 passengers**
- **Turning radius** of about **28 feet**
- Check with your transit provider on **overhead clearance needed**



For more information on SMART's fixed route vehicle fleet, see Section 2.2 "Vehicle Fleet" of the [SMART Bus Stop Design Manual](#).

Transit Stop Placement

Bus routes should follow a direct path, minimizing turns and staying on a single street to improve speed and clarity. While some route flexibility is needed to reach key destinations, frequent deviations increase travel times and should be limited. Frequent stops—due to traffic or boarding—also slow service and reduce reliability. Streamlining transit stops can enhance the experience for all riders. The main considerations behind where transit stops are placed include:



Destinations:
What is the stop serving?



Spacing:
How far away from adjacent stops?



Traffic Flow:
How will transit vehicles interact with other traffic when picking up and dropping off passengers?



Pedestrian Crossings:
How will passengers cross the street to get to and from the stop and access their destination?



Communities can work with transit providers to identify the best locations for transit stops. They can also help transit providers identify opportunities to consolidate stops where they may be redundant or to remove transit stops from locations that no longer serve a destination or any ridership.

Pick-Up & Drop-Off

Providing proper vertical clearance and turn-around space for transit vehicles at places like senior centers, dialysis and rehabilitation centers, and medical facilities where front-door pickups and drop-offs are common can greatly improve transit’s effectiveness.

When it comes to transit stops, keeping the bus in the lane of travel so it does not need to merge back into traffic after pulling out is crucial for both safety and travel time reliability. Communities should avoid installing bus pull-outs and can instead install bus bulbs – also called bump-outs or bulb-outs – to allow riders to board the bus while keeping the bus in the lane of travel.



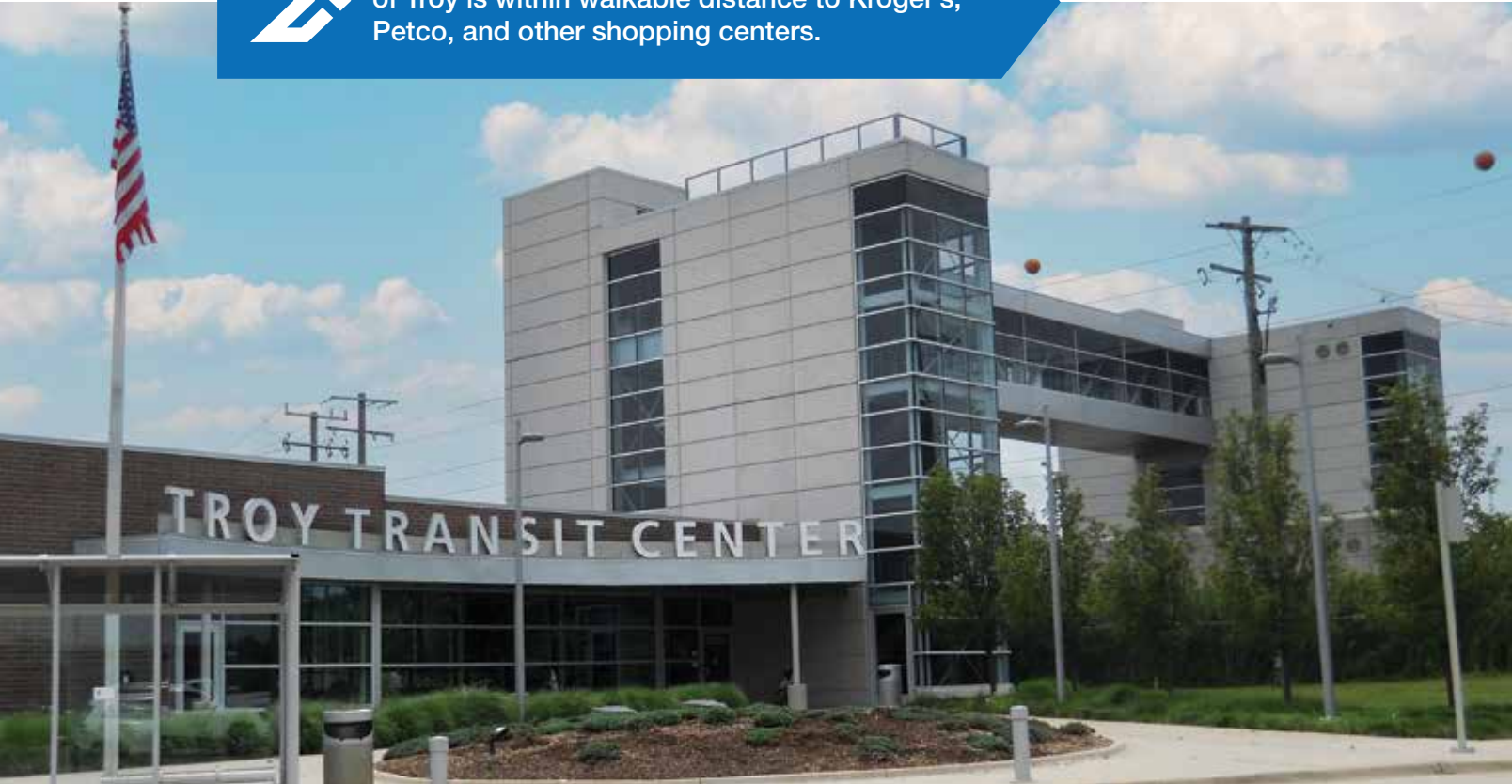
EXAMPLE: City of Ferndale, on Woodward and 9 Mile Road

Layovers

At the ends of a transit route, communities can work with property owners and businesses to allow transit layovers at their location and provide dedicated spaces where transit vehicles can park out of the way of traffic and the drivers can use the restroom and get something to eat and drink. Grocery stores and malls are great candidates for layover locations.



EXAMPLE: The Troy Transit Center, in the City of Troy is within walkable distance to Kroger's, Petco, and other shopping centers.



EXAMPLE: The intersection of John R Road and 14 Mile Road, City of Madison Heights, allows for buses to make left turns, breaking one of the two-lanes for vehicles in order to get around the Oakland Shopping Plaza more quickly.



Preferential Lanes

Generally, buses are subject to the same traffic control devices, including left turn signs, as other vehicles. However, the Manual on Uniform Traffic Control Devices (MUTCD) also includes conditions for situations related to buses and left turns, for lanes exclusively designated for buses, supplementary plaques, such as "BUS LANE", can be used with mandatory movement lane control signs to indicate required movements.



Connections to Transit

Every transit trip begins and ends with walking or rolling, so all riders—even those picked up at home—will need a safe path to and from the transit vehicle. Pathways must be accessible to users of all abilities, including those with mobility devices. At locations with frequent front-door pickups, like senior centers, allow space for safe wheelchair ramp or lift deployment near entrances. It is crucial to provide safe, well-maintained street crossings to and from transit stops.

Complete Walk & Bike Networks

For communities to readily use transit, they need safe, convenient access to stops. Communities can ensure this by connecting sidewalks to transit stops, filling gaps in walk and bike networks, and creating stronger connections.

Walk and bike audits help to identify needed improvements. Adopting a Complete Streets approach ensures that streets are planned and maintained to be a safe and accessible experience for everyone—pedestrians, cyclists, motorists, and transit users of all ages and abilities.

EXAMPLE: The Cities of Farmington Hills, Farmington, Southfield, Oak Park, Ferndale, and Hazel Park worked together to conduct the [Nine Mile Road Corridor Urban Trail Feasibility Study](#) to determine which types of walking and biking facilities to implement where.

Safe Crossings

Communities can greatly improve access to transit by ensuring crosswalks are in the proper location, are well-marked, and have the appropriate safety enhancements as needed.

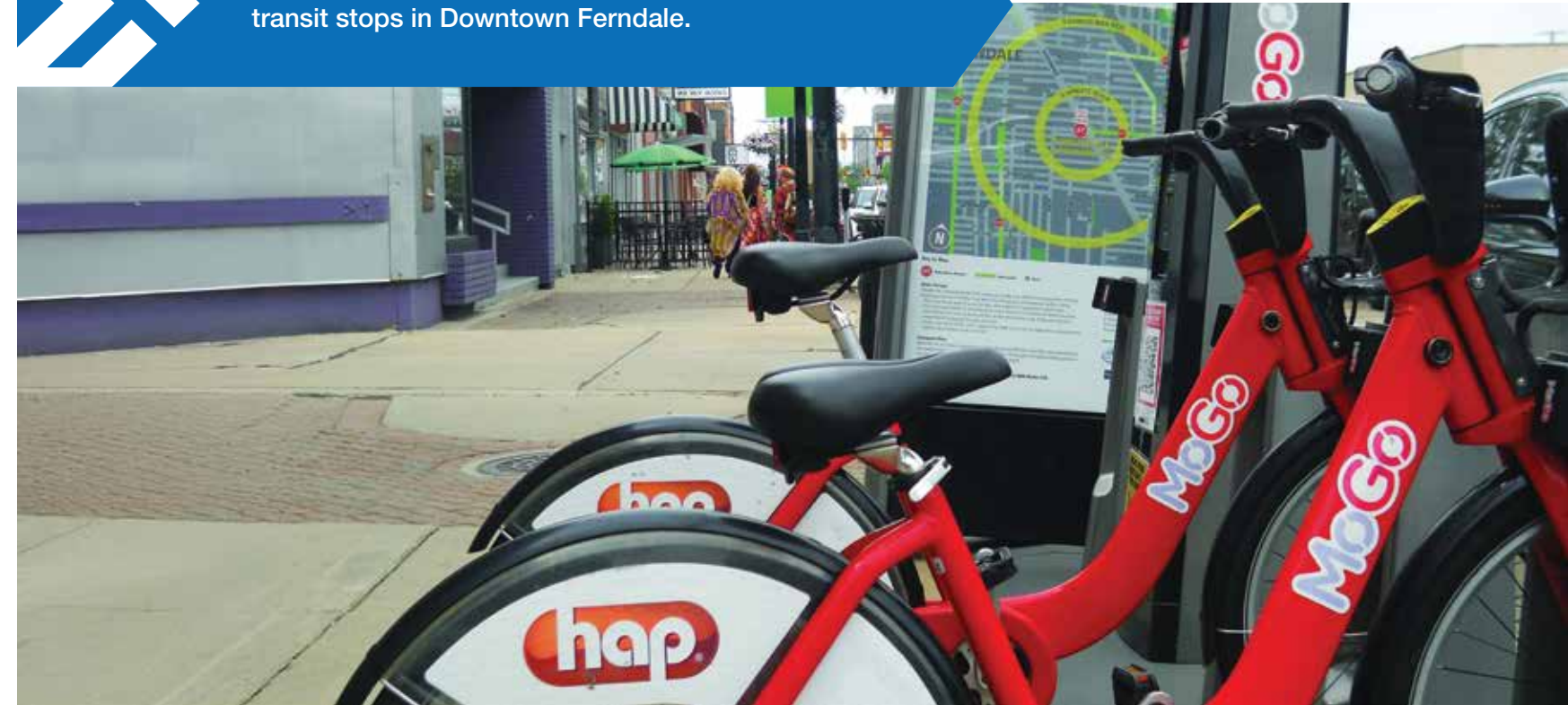
EXAMPLE: The City of Berkley piloted a road diet on Coolidge Highway between 11 Mile Road and 12 Mile Road to improve traffic flow and make the road safer and friendlier for pedestrians and bicyclists, including those crossing the street.

Mobility Hubs

To expand the ways riders get to and from transit stops, the following elements can be incorporated nearby:

- Wayfinding
- Bike and scooter parking (including e-bikes)
- Bikeshare
- Park-and-ride parking spaces
- Carshare

EXAMPLE: MoGo bikeshare stations are collocated with transit stops in Downtown Ferndale.





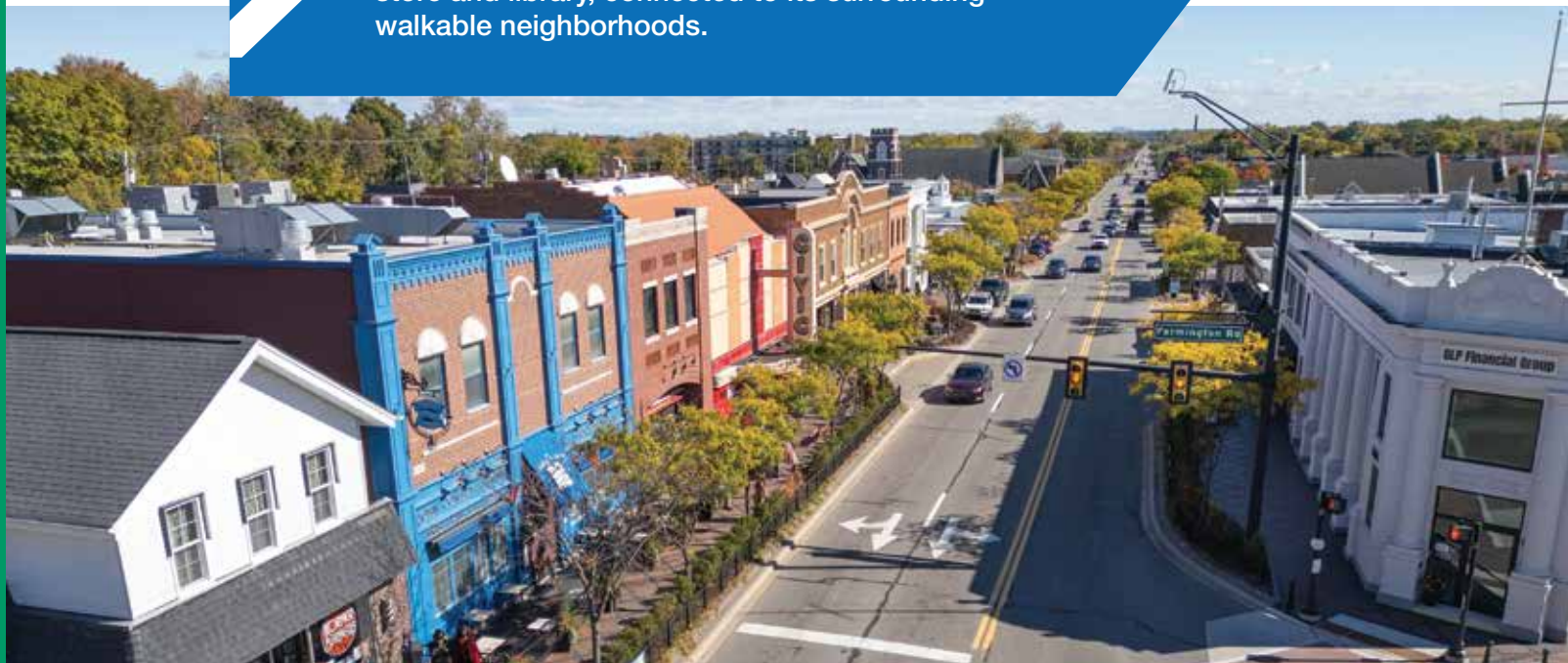
Vibrant Places

Vibrant places are a fundamental part of what makes Oakland County's communities so great. As shown in the map, Oakland County has a wide variety of places prime for transit, from urban centers to rural main streets.

Transit-Oriented Development (TOD)

Communities can support transit through planning development around transit stops—also known as Transit-Oriented Development (TOD). TOD encourages diverse housing, jobs, and amenities near transit, emphasizes pedestrian-friendly design, and places buildings close to the street with safe paths. It manages access by moving parking behind buildings and minimizing driveways. TOD likewise encourages multi-story buildings, mixed uses, and workforce housing.

EXAMPLE: Downtown Farmington is a prime example of transit-oriented development, incorporating a vibrant and diverse mix of places, including a grocery store and library, connected to its surrounding walkable neighborhoods.



Transit Stop Amenities

Transit stops can become inviting places with good design and maintenance. While transit providers supply basic infrastructure—like concrete pads, signs, and schedules—and sometimes add amenities at busy stops, communities can further enhance stops to boost comfort and appeal.

For more information, see the [SMART Bus Stop Design Manual](#).

Basic Bus Stop Amenities

- Concrete pad
- Bus stop sign and schedule

Bus Stop Enhancements

- Lighting
- Bench/seating
- Shelter
- Trash and recycling receptacles
- USB charging ports
- Real-time bus arrival display
- Emergency blue light phone
- Landscaping
- Public art

Keeping transit stops clean, inviting, and well-marked is just as important as installing the right amenities. Maintenance partnerships and agreements can be established with nearby property owners and businesses to keep transit stops clean, snow removal service, and report any problems to the transit provider. Winter maintenance should be incorporated into maintenance plans.

EXAMPLE: The City of Ferndale maintained a green roof on top of a custom bus shelter in its downtown.





TOD for Your Community Context

Transit-Oriented Development (TOD) can take different shapes and forms depending on the community context. The guidance below was developed based on other communities' TOD guidance and characteristics, and outlines the recommended characteristics of TOD for each community context in Oakland County.



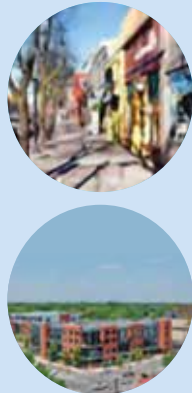
TOD for Any Community Context

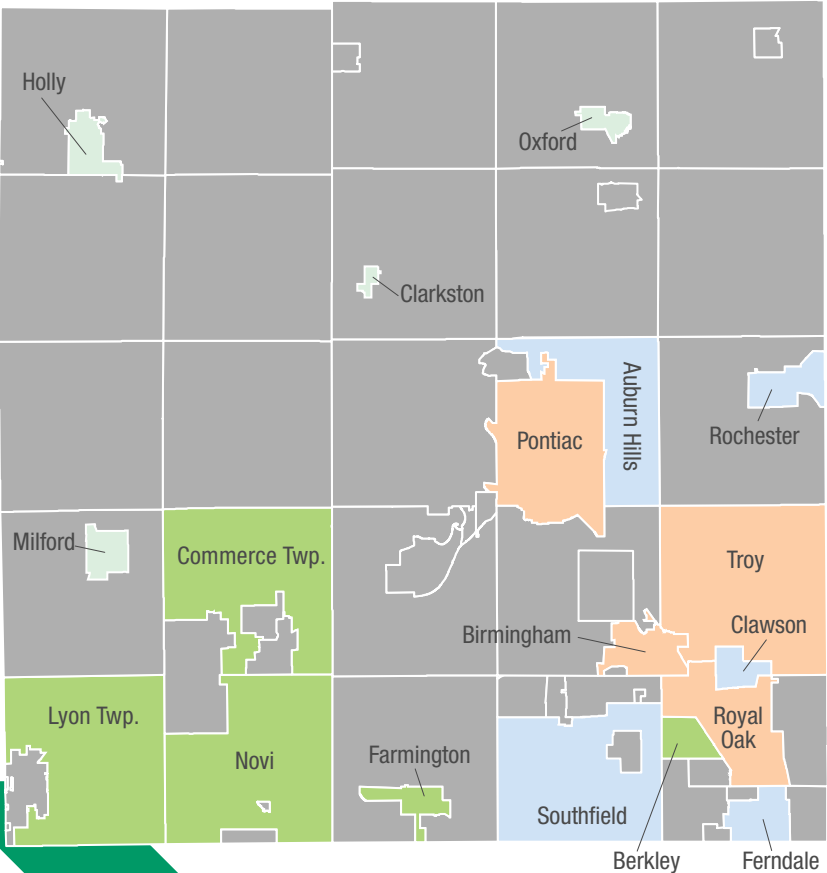
The following are recommended characteristics of TOD, regardless of the community context:

- Affordable housing incorporated into residential land uses
- Maximizing building façade along Required Building Line (RBL)
- Minimizing building setbacks from the street
- Maximizing coverage as much possible
- Encourage parking maximums

TOD for Specific Community Contexts

The table below features recommended characteristics of TOD depending on the community context. The target area for these characteristics is within walking distance (1/4-mile) of a transit route.

	COMMUNITY CONTEXT			
	Rural Main Street	Suburban Center	Urban Center	Urban Core
Building Height	2-3+ stories	3-5+ stories	6+ stories	7-10+ stories
Residents/Jobs Mix	More residents than jobs	About even number of residents and jobs	About even number of residents and jobs	More jobs than residents
Land Use Mix	Focus on office and retail with a mix of residential	Focus on residential with a mix of retail and office	Mix of residential, retail, and office	Focus on office and retail with a mix of residential
Housing Density	5-8+ units per acre	12-15+ units per acre	25-60+ units per acre	60-100+ units per acre
Parking Location	On-street: 30% Off-street: 50% In buildings / structures: 20%	On-street: 30% Off-street: 40% In buildings / structures: 30%	On-street: 20% Off-street: 30% In buildings / structures: 50%	On-street: 20% Off-street: 20% In buildings / structures: 60%
Lot Width	50 feet typical	25 feet typical	20-25 feet typical	15-20 feet typical
Units per Lot by Right	4+ units	12+ units	20+ units	20+ units
Examples				



Potential TOD Locations for Specific Community Contexts

Potential locations for continued and/or future TOD throughout Oakland County are identified below.

- Urban Cores**
 - Downtown Birmingham
 - Downtown Pontiac
 - Downtown Royal Oak
 - Troy City Center/Somerset Collection
- Urban Centers**
 - Downtown Auburn Hills
 - Downtown Clawson
 - Downtown Ferndale
 - Downtown Rochester
 - Southfield City Center
- Suburban Centers**
 - Commerce Crossing
 - Downtown Berkley
 - Downtown Farmington
 - New Hudson (in Lyon Township)
 - Novi Town Center
- Rural Main Streets**
 - Downtown Clarkston
 - Downtown Holly
 - Downtown Milford
 - Downtown Oxford

Marketing & Communications



Promoting Transit

Nothing precipitates increased transit quality more than robust ridership. Communities can encourage more people to ride transit by providing easy-to-understand educational materials on how to use the system, running promotional campaigns, and enrolling in commute programs for employees and visitors.

Consideration should be made for translating to multiple languages and using a variety of media including print, video, social media, and web sites.

For more transit information, click here for transit app: transitapp.com/en/region/detroit/smart

EXAMPLE: SMART runs a “Zoom to the Zoo” campaign with bus advertisements and messaging on its website to encourage people to take the FAST Woodward route to the Detroit Zoo.

Communicating Service Changes

Ensuring the public is aware of changes being made to transit services, routes, and stops and why the changes being made are needed. This can be facilitated by providing up-to-date notices using a variety of media in a variety of places to meet people where they are.

EXAMPLE: When implementing a transit system redesign that changed many routes in its network, the Central Ohio Transportation Authority (COTA) in Columbus, OH stationed staff at transit centers and on buses to alert passengers to the changes and help them understand how to get to their destinations using the new routes.

Implementation

Refer to the table below for the primary parties responsible for the different transit elements presented in this guide. Refer to the SMART Bus Stop Design Manual for more information.

TRANSIT ELEMENT	MUNICIPALITY	TRANSIT PROVIDER	ROAD OWNER	OTHERS INVOLVED
Transit stop placement	Input	X	Permitting	Property owners
Layover designation	Input	X	Permitting	Property owners
Pick-up & drop-off environment	X	X	X	Property owners
One-way to two-way street conversion	X		X	
Transit lanes		X	X	
Intelligent Transportation Systems (ITS)		X	X	
Pavement	X		X	
Other transit operations accommodations	X	X	X	
Land use & placemaking (see Transit-Ready Checklist for Municipalities)	X			Developers
TOD (see TOD for Your Community Context)	X			Developers
Basic transit stop infrastructure		X		
Transit stop amenities	Secondary	Primary		Developers
Transit stop maintenance	Secondary	Primary		Adopt a Stop
Walk & bike network installation and maintenance	X		X	
Crossings	X		X	
Mobility hubs	Secondary	Primary		Mobility companies
Marketing & communications	X	X		Local community centers and advocacy groups

Additional Information

February 2024 Oakland County Planners Gathering on Sidewalk System Maintenance Programs:
<youtu.be/XkOD7Ba4X80?feature=shared>

Oakland County Development Authority finder:
<arcg.is/1vuryr0>

Oakland County Main Street Program:
<MainStreetOaklandCounty.com>

PEDSAFE Pedestrian Safety Guide and Countermeasure Selection System:
pedbikesafe.org/pedsafe/countermeasures_detail.cfm?CM_NUM=23

Public Right-of-Way Accessibility Guidelines (PROWAG):
<access-board.gov/prowag/>

RTA Mobility-Oriented Development Action Plan:
<drive.google.com/file/d/18sLHtFbeZHbStFaNLIazncyCOp78eJz/view?usp=sharing>

- Affordable housing: pages 21-22
- Mobility hubs and park & rides: pages 13-18
- Pedestrian-friendly site design: pages 11-12

SMART Bus Stop Design Manual:
<SmartBus.org/About/Our-Organization/SMART-Bus-StopDesign-Manual>

SEMCOG Commuter Connect program:
<CommuterConnectMi.org/>

TransitCenter Bus Stop Balancing Guide on bus stop consolidation best practices:
<TransitCenter.org/publication/bus-stop-balancing/>

TransitCenter Transit Ridership Recipe:
<transitcenter.org/wp-content/uploads/2017/05/TCRecipe-20170221.compressed.pdf>



Stay up to date on the latest transit news
and ways to get involved by visiting:

OakGov.com/OaklandTransit



 *All ways,*
MOVING FORWARD



2024

PROGRESS REPORT

Creating a Seamless
Transportation Network
for Oakland County





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A Message from David Coulter *Oakland County Executive*

Expanding access to public transportation has always been one of my top priorities and the progress we've made since voters approved a county-wide public transit millage in 2022 is truly remarkable. With that millage, we've expanded hours of operation, hired hundreds of new drivers and created an on-demand service in every part of our county. This expansion provides all of our residents – including our seniors and veterans — the freedom of an affordable ride to medical appointments, shopping and recreation services.

Our fixed-route service has expanded to key job centers in Novi and Rochester Hills, moving workers to jobs and college students to campuses. And this is delivering a boost to our local economy, connecting employees with businesses that have been dealing with staff shortages for years. The proof of the success of our robust public transportation system is clear. Ridership has seen unprecedented growth with our local transit providers doubling, and in some places even tripling their ridership.

Public transportation in Oakland County has been transformed by the support of our residents and deep collaborations among transit providers, local governments and businesses. But it is the human stories from the people who have benefited from this newfound freedom that are most gratifying. Consider Frank Withers, a retired Army Sergeant, whose use of the Veterans Ride Free program has allowed him to have weekly visits with friends at the Waterford Senior Center. Or Holly resident Theresa Rodgerson, who felt confined to her senior apartment until public transit provided a gateway to greater independence.

Access to jobs and education, greater freedom of movement and for many, a new lease on life. That's what public transportation is all about and this annual report is a great way to learn all about the progress we've made in just three short years.

With sincere appreciation,

David Coulter



A Message from David T. Woodward

Chairman, Oakland County Board of Commissioners

A thriving community requires allowing people to independently move to the places they want to go, whether for work, health care, education or personal leisure. This vision is achieved with better public transit, and Oakland Transit is achieving it by connecting people across all communities. New transit routes, new stops, and new service are helping people get to new destinations. More rides completed than ever before show us the need exists. Together, we are making incredible progress. This is only possible because every community across Oakland County has access to a base level of public transit – for the first time in history!

Oakland Transit is evaluating unique community needs, prioritizing vulnerable populations and removing mobility gaps. This continued momentum is connecting thousands of residents and helping them get to their desired destinations. People want better transit. More people are using transit. And they are getting to more destinations at more times of the day than ever before.

I want to thank the voters of Oakland County that made this possible, the entire Oakland Transit team, all transit providers, and the people that make the buses run. Altogether, people's lives are better, and our county is stronger.

The future is exciting, and we will continue to be tireless advocates for what better public transit within Oakland County can be.



A Foreword by Dom L. Holmes

Director, Oakland County Economic Development

As Oakland County continues to grow and evolve so does our commitment to creating a more connected and accessible region for all. The 2024 Oakland Transit Annual Report, *Building Momentum: Expanding Transit Access in Oakland County*, reflects the progress we've made in enhancing public transportation and the opportunities ahead to further improve mobility for our residents, businesses, and communities.

This report serves several key purposes:

- Demonstrating Progress & Impact
- Educating & Informing
- Highlighting the Value of Transit
- Ensuring Transparency & Accountability
- Engaging Stakeholders & Building Support

Public transportation is a critical component of economic development, workforce accessibility, and quality of life. Together, we are building a more connected Oakland County—one that ensures every resident has the mobility options they need to thrive. And this progress is all made possible by the taxpayers of Oakland County.

Thank you for your ongoing support as we continue to expand and improve transit services across our county.

Oakland County Transit Ad Hoc Committee

About the Oakland Transit Ad Hoc Committee

The Oakland County Transit Ad Hoc Committee was formed on April 20, 2023. Ad Hoc committees and taskforces are formed by commissioners to respond to emerging county or regional challenges, in this case ensuring effective transit solutions for Oakland County residents.

This committee plays a key role in shaping policy, working with the administration to appropriate funds, and enhancing transit options across the county.

2025-28 COMMITTEE MEMBERSHIP INCLUDES:



**Commissioner
Brendan Johnson, Chair**
District 4



**Commissioner
David T. Woodward**
District 1



**Commissioner
Angela Powell,
Vice Chair**
District 19



**Commissioner
Michael J. Gingell**
District 6



**Commissioner
Marcia Gershenson**
District 11



**Commissioner
Philip J. Weipert**
District 13

By the Numbers



3,990,431
Total number Oakland County transit rides in 2024.



\$78,304,661.84
Total additional transit funding (federal, state, and local sources) apart from the millage

\$5,502,906.22
Community Provider (excluding SMART) additional transit funding total



66 vehicles
Total new vehicles across all providers



692
Total employees

283 employees across the four Community Providers

409 SMART employees (based on Oakland County's share of SMART'S workforce)



5,572
Total veteran "This Ride's On Us" trips delivered in 2024 (May – December)

\$54,802,326.17
Oakland County wages and benefits total

\$43,623,840.87: SMART wages and benefits total (based on Oakland County service estimates)

\$11,178,485.30: Community Providers total

148
Total route miles of bi-directional travel added



New Fixed Route Transit Miles*
Route 492 Rochester is **28 miles** of travel, **56 miles** of bi-directional travel

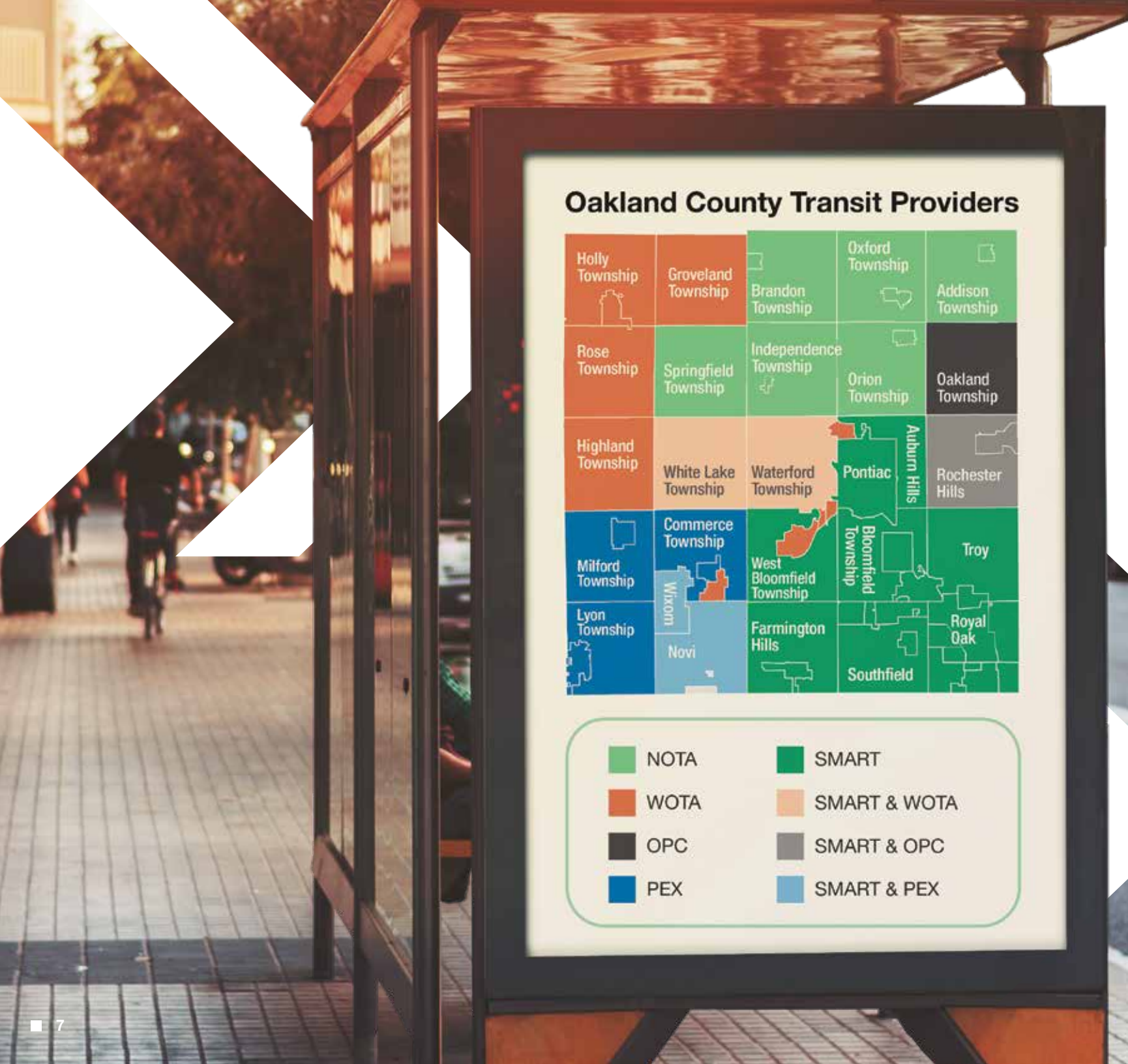
Route 759 Highland M-59 is **25 miles** of travel, **50 miles** of bi-directional travel

*Calculated using average run distance to the nearest mile

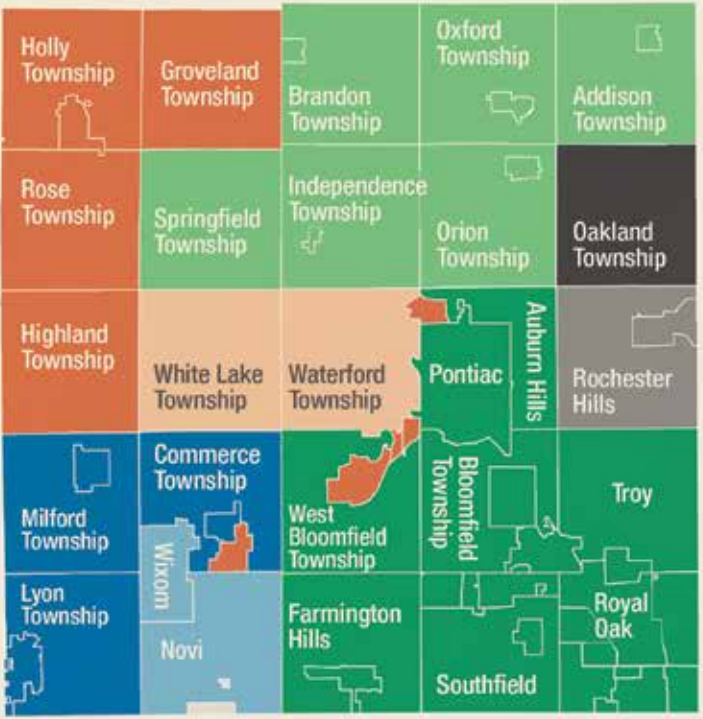
Novi/Wixom Expansions
Route 305 Grand River is **8 miles** of one-way travel, **16 miles** of bi-directional travel

Route 740 Twelve Mile is **8 miles** of one-way travel, **16 miles** of bi-directional travel

Route 805 Grand River Park and Ride is **5 miles** of travel, **10 miles** of bi-directional travel



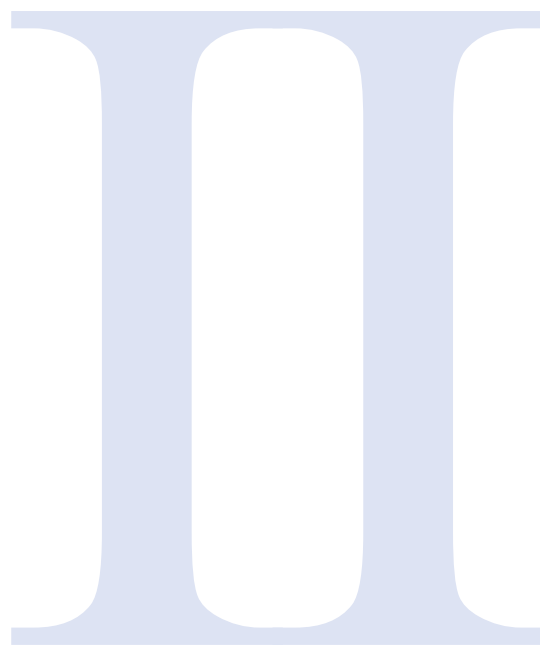
Oakland County Transit Providers



- | | |
|------|--------------|
| NOTA | SMART |
| WOTA | SMART & WOTA |
| OPC | SMART & OPC |
| PEX | SMART & PEX |

Transit Providers

Within Oakland County, there are two primary types of transit providers. The first is the Suburban Mobility Authority for Regional Transportation (SMART) and the second is the Community Transit providers including North Oakland Transportation Authority (NOTA), OPC Social and Activity Center (OPC), People's Express (PEX) as well as some local transportation programs.





North Oakland Transportation Authority (NOTA)

ABOUT

The North Oakland Transportation Authority (NOTA) was established in 2001 through an intergovernmental services agreement between Orion, Oxford, and Addison townships. Until the passage of the Oakland County Public Transportation Millage in 2022 millage, NOTA provided demand-response service to eligible residents of those areas who were veterans, people with disabilities, or people with lower incomes. Following passage of the millage, NOTA's service area expanded to 217 square miles, including Brandon, Independence, and Springfield townships in addition to the Village of Clarkston. Since June 2024, NOTA has been providing rides to the general public.

GOVERNANCE

NOTA's eight-member board consists of two members from Addison Township and one member each from Orion Township, Oxford Township, the Village of Lake Orion, the Village of Leonard, Training & Treatment Innovations, and Easterseals MORC. Board members are appointed by their respective townships or organizations and open board meetings are held monthly.

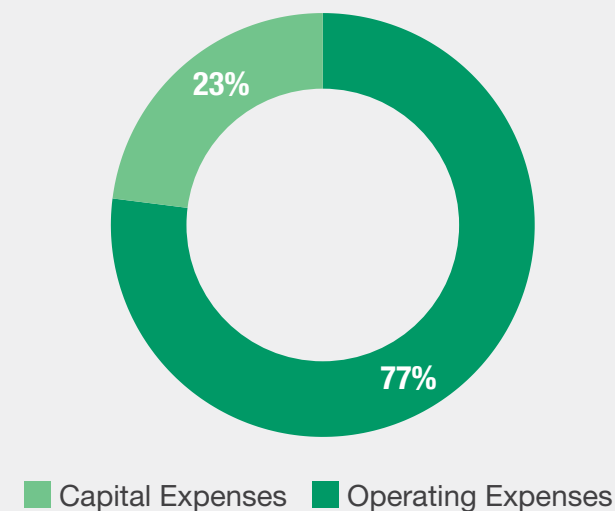
STAFFING

As of September 2024, NOTA had 90 full-time employees, 93% of which were drivers. As of 2024, NOTA offers employees benefits and competitive pay in line with or better than employers in the same industry or area offering similar services.

OPERATING BUDGET

NOTA's total 2024 budget was \$10,874,654, shown by operating and capital expenses in Table 5 (HNTB 2025).

TABLE 5: NOTA 2024 Budget Breakdown



SERVICES

NOTA provides demand-response transit service to residents of its service area. NOTA's service area includes Addison, Orion, Oxford, Brandon, Independence, and Springfield townships, in addition to the Villages of Leonard, Lake Orion, Oxford, and Clarkston. Veterans, persons with disabilities, low-income individuals, and those age 55 years or older are eligible for a discounted fare. Fares can be paid with exact change at the time of service, or in advance via cash or check.

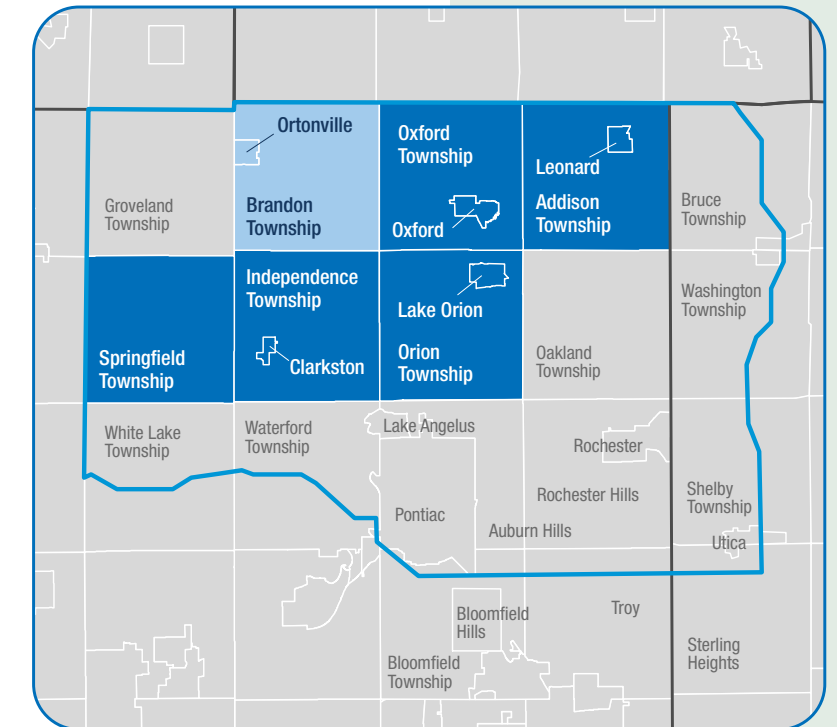
Additionally, NOTA operates the Downtown Trolley Express (Trolley), a fixed route service between Downtown Lake Orion and Downtown Oxford. The Oxford DDA and Lake Orion DDA have contracted NOTA since January 2022 to run the Trolley, paying NOTA for driver time, gas, and maintenance of the trolley.

For hours of operation, fares and more information, visit RideNOTA.org.

RIDENOTA.ORG >



SERVICE AREA



- Participating Community**
Residents living in these communities may utilize NOTA
- Affiliate Community**
Residents living in these communities may utilize NOTA or municipality services
- Driving Boundary**
NOTA provides services to destinations within the boundary

Transportation Modes



DEMAND RESPONSE

Curb-to-curb small bus/van transportation that riders schedule days in advance. People with disabilities who need additional assistance can receive door-to-door service.

 **97,042**
rides in 2024

 **97%**
more rides than 2023



TROLLEY

Charming and convenient mode of transportation weaving connecting the hearts of downtown Lake Orion and downtown Oxford.

 **5,348**
trolley rides in 2024

 **21%**
less rides than 2023

FLEET, FACILITIES, AND TECHNOLOGY

A total of 61 vehicles are part of NOTA's fleet as of the fourth quarter of 2024. One of these vehicles is non-revenue, and of the 60 that are revenue vehicles, 98% include lifts. Only two vehicles out of the total fleet use diesel fuel; the rest use gasoline. NOTA has a combined administration and operations facility with directly adjacent fleet parking in Oxford.



KEY MILLAGE-SUPPORTED ACHIEVEMENTS IN 2024

- Successfully completed a pilot program from March to September, resulting in the permanent replacement of transit services previously provided by Independence Township. Following the pilot's success, a ten-year agreement was established to serve Independence Township, Springfield Township, and the City of the Village of Clarkston. A satellite office was opened to enhance service coordination and accessibility.
- Expanded transit access in June by offering rides to the general population, with a priority on serving seniors, people with disabilities, veterans, and low-income riders.
- Recognized for community impact, as NOTA received the 2024 Community Partnership Award from New Horizons Rehabilitation Services for its dedication to improving transportation services. New Horizons Rehabilitation Services, Inc. is a private, not-for-profit rehabilitation agency established in 1964, dedicated to providing quality vocational training and job placement services to individuals facing barriers to employment. Their mission focuses on empowering people with disabilities to achieve their highest level of vocational and social competence.



Did you know?

Among NOTA riders, 36% are persons with disabilities, 15% are age 55 years or older, and 23% are both 55 years or older and persons with disabilities. In 2024, NOTA traveled a total of 1,473,299 vehicle miles and 107,279 vehicle hours.



ECONOMIC IMPACT

Served employment hubs, including Meijer Oxford, Meijer Lake Orion, Meijer Auburn Hills, Kroger Lake Orion, Amazon, Jabil, FedEx, Hoff Engineering, Home Goods, and Goodwill.

32,192

Provided 32,192 worker trips

61

61 jobs were added, including 52 drivers, 8 dispatchers and 1 part time accountant

CAPITAL EXPENDITURES

Vehicle Investments

Purchased 31 Buy America-certified vehicles, including 3 Voyager Minivans, 20 Ford Transits and 8 replacement vehicles leveraging an Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) grant – a total investment of \$1,942,169.

Facility Investments and Improvements

Expanded the dispatch area to enhance operational efficiency, investing \$18,300. Installed an electric gate at the Independence Township facility for improved security at a cost of \$14,729. Established a new call center to streamline customer service, with an investment of \$18,300. Implemented the QRyde Dispatch Software to optimize scheduling and dispatching, totaling \$40,000. Upgraded the system infrastructure with a new server, ensuring improved performance and reliability, with an investment of \$11,655.



“Being a NOTA driver means being a loyal steward of the community and a good friend to our fellow neighbors. NOTA is all about empowering and uplifting all of the members of our community, which in turn enriches the entire community. It’s a mission that each and every NOTA driver wears on their heart in the form of the NOTA logo. It’s an honor and a privilege to drive for NOTA. It’s a daily reminder that no one is an island, we all have a part to play and that we all deserve a helping hand sometimes, regardless of the destination.”

–GREG, NOTA DRIVER



“In 2010, I experienced sudden vision loss, leaving me legally blind. I made the choice to move to the Lake Orion/Oxford area to utilize transportation services through NOTA. I can honestly say that NOTA has not only saved my life, it has afforded me opportunities that changed my life for the better... If it were not for NOTA, I would not be able to maintain employment, and I am so thankful for their invaluable services! The folks at NOTA are like a family and really look out for the residents of Lake Orion/Oxford.”

–JULIE, EMPLOYEE AT NEW HORIZONS

Did you know?

The 5310 grant is a federal grant program administered by the Federal Transit Administration (FTA). This program provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meet these needs.



OPC Social and Activity Center (OPC)

OPCTRANSPORTATION.ORG



ABOUT

OPC Social and Activity Center's (OPC) transit service was formally established in 1983 through an interlocal agreement between Rochester Hills, Rochester, and Oakland Township, following the enactment of an operational millage supporting the service. This agreement also includes provisions for service to Oakland University, Beaumont Hospital, and additional medical facilities in Troy and Sterling Heights. OPC provides transit service to residents of their service area who are 55 years and older or under 55 with developmental disabilities. After the passage of the millage, OPC began exploring the possibility of expanding their transit services to the general public.

GOVERNANCE

OPC's eight-member board consists of elected officials and senior representatives from each jurisdiction in their service area. Two elected officials and two senior representatives represent Rochester Hills, while Rochester and Oakland Township are represented by a pair of one elected official and one senior representative each. Board members are elected or appointed by their respective communities, and open board meetings are held six times a year.

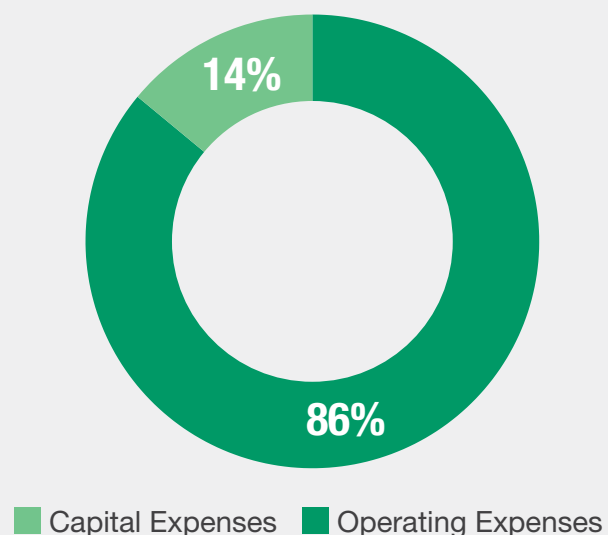
STAFFING

As of September 2024, OPC has 41 full-time employees, 80% of which are drivers. Only a few OPC drivers are full-time and most are retired seniors.

OPERATING BUDGET

OPC's 2024 transportation budget was \$3,800,925, shown by operating and capital expenses in Table 6 (HNTB 2025).

TABLE 6: OPC 2024 Budget Breakdown

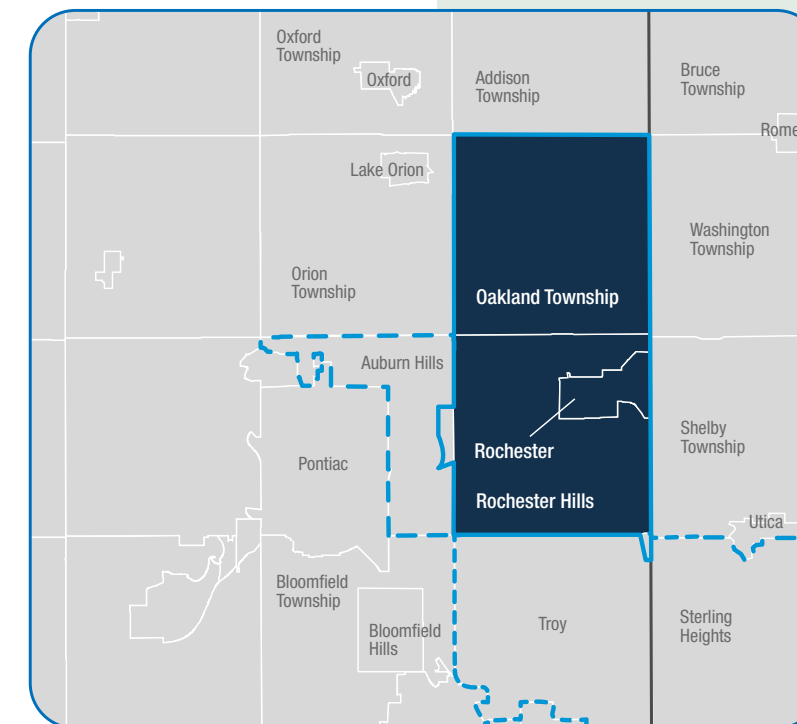


SERVICES

OPC provides demand-response transit service to qualified residents of its service area, which includes Rochester Hills, Rochester, and Oakland Township. Residents 55 years and older or under 55 with developmental disabilities who are OPC members qualify for OPC transit services. OPC's driving area includes Oakland University, Corewell Hospital, and additional Beaumont and other medical facilities in Troy and Sterling Heights.

For hours of operation, fares and more information, visit OPCCenter.org.

SERVICE AREA



- Participating Community**
Residents living in these communities may utilize OPC services
- Driving Boundary**
OPC provides services to destinations within the boundary
- Additional Destinations**
OPC also provides services to select medical facilities in these communities

Did you know?

Among OPC riders, 21% are persons with disabilities, 58% are age 55 years or older, and 21% are both 55 years or older and persons with disabilities. In 2024, OPC traveled 433,849 vehicle miles and 41,891 vehicle hours



Transportation Mode

DEMAND RESPONSE

Curb-to-curb small bus/van transportation that riders schedule days in advance. People with disabilities who need additional assistance can receive door-to-door service.



52,839
rides in 2024



22%
more rides than 2023



FLEET, FACILITIES, AND TECHNOLOGY

A total of 33 revenue vehicles are part of OPC's fleet as of the fourth quarter of 2024, 94% of which are equipped with lifts. Three of the 30 revenue vehicles use diesel fuel; the rest use gasoline.

Following the passage of the millage, OPC quickly outgrew their space at the OPC Social and Activity Center as ridership continued to increase. Due to their immediate need for more administrative and parking space, in September 2024 OPC moved their transit administration and operation facility out of the OPC Social and Activity Center building to a new building in Rochester.

KEY MILLAGE-SUPPORTED ACHIEVEMENTS IN 2024



Expanded service hours to better accommodate riders, with weekday operations running from 6:30 a.m. to 8:00 p.m. and the addition of Sunday service from 8:00 a.m. to 2:00 p.m.



Increased access to medical appointments by expanding service areas to include Pontiac, Lake Orion, Clarkston, Madison Heights, Troy, Sterling Heights, Royal Oak, and Bloomfield Hills.



Established a transition process to connect riders with alternative transportation providers, including NOTA, WOTA, SMART ADA, and PEX, ensuring access to destinations beyond OPC's service area.

CAPITAL EXPENDITURES

Vehicle Investments

Purchased 4 Buy America-certified vehicles – a total investment of \$177,800.

Facility Investments and Improvements

OPC secured a lease in a new building with garage facilities in collaboration with local firm Rewald Construction.

“I love my job and OPC Transportation helps me get there every day. The drivers are friendly and nice to me. They always get me to work on time.”

–SCOTT, EMPLOYEE AT MEIJER

“I love helping people in need. This job gives me a purpose and puts a smile on my face. This job makes me grateful for the independence that I have.”

–HAL, OPC DRIVER

ECONOMIC IMPACT

Served employment hubs, including Meijer Rochester Hills, Kroger Rochester Hills, Kroger Rochester, and OPC Rochester.

5,711
Provided 5,711 worker trips

7
7 jobs were added, including 6 drivers, and 1 dispatcher.



ABOUT

Previously a specialized service program that was part of Northfield Human Services, People's Express (PEX) was established as a stand-alone nonprofit agency in 2007. PEX provides transit services in four counties: Livingston, Washtenaw, Wayne, and Oakland. Until the passage of the 2022 millage, PEX provided demand-response service to residents of Commerce Township, Lyon Township, Milford Township, Milford, South Lyon, Wolverine Lake, and Wixom under separate contracts with each community, and travel was limited to trips within each community. After the passage of the millage, while still prioritizing senior, veteran, disabled, and low-income residents, PEX expanded its driving boundary and hours of operation for all the Oakland County communities it served pre-millage and enabled residents of any PEX community to travel to any of the others. In July 2024, PEX added the City of Novi to its service area.

GOVERNANCE

PEX is governed by a seven-member board consisting of local volunteers. The same board governs Northfield Human Services (NHS). Board meetings are held monthly.

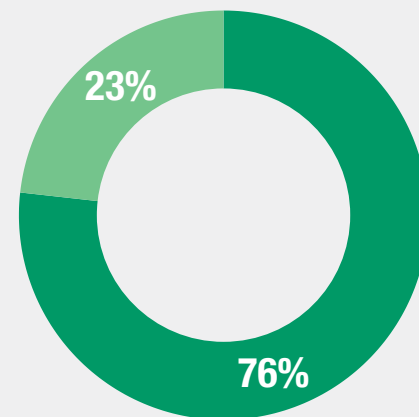
STAFFING

As of September 2024, PEX has 63 full-time employees, 81% of which are drivers, who provide services to all communities PEX serves, not just those in Oakland County.

OPERATING BUDGET

PEX's 2024 Oakland County budget was \$8,024,680, shown by operating and capital expenses in Table 7 (HNTB 2025).

TABLE 7: PEX 2024 Budget Breakdown



■ Capital Expenses ■ Operating Expenses

SERVICES

In Oakland County, PEX provides demand-response transit service to residents of its service area, which includes Commerce, Lyon, and Milford townships, the Cities of Novi, South Lyon, and Wixom, and the Villages of Milford and Wolverine Lake. Riders are picked up within PEX's service area and can travel to destinations outside the service area that are within PEX's driving boundary.

For hours of operation, fares and more information, visit PeoplesExpressMi.com.

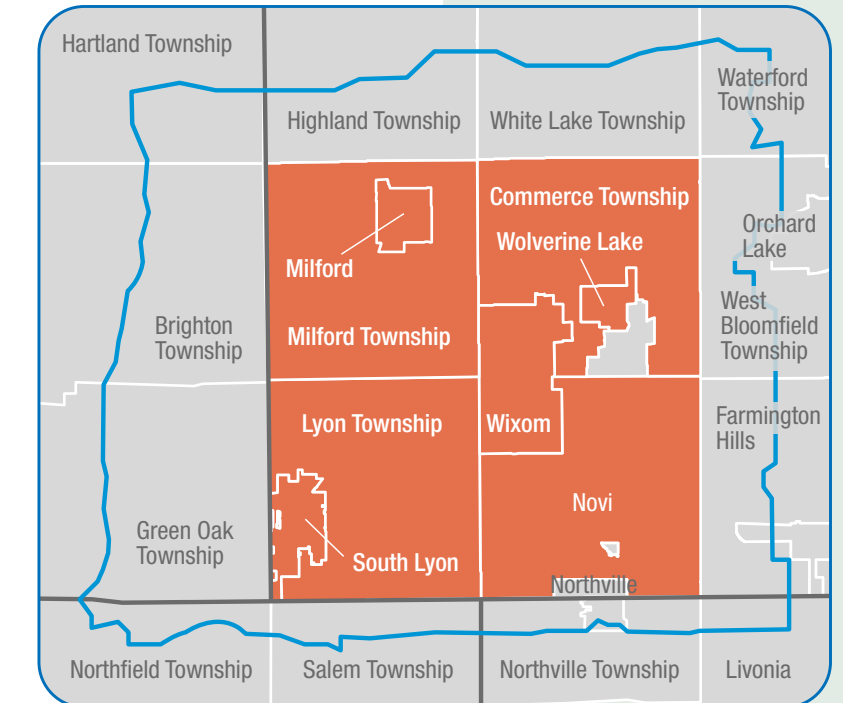
Did you know?

Among PEX riders, 5% are persons with disabilities, 30% are age 55 years or older, and 10% are both 55 years or older and persons with disabilities. In 2024, PEX traveled a total of 838,238 vehicle miles and 49,896 vehicle hours.

PEOPLESEXPRESSMI.COM



SERVICE AREA



- **Participating Community**
Residents living in these communities may utilize PEX services
- **Driving Boundary**
PEX provides services to destinations within the boundary



Transportation Mode

DEMAND RESPONSE

Curb-to-curb small bus/van transportation that riders schedule days in advance. People with disabilities who need additional assistance can receive door-to-door service.

 **55,990**
riders in 2024

 **129%**
more rides than 2023

FLEET, FACILITIES, AND TECHNOLOGY

PEX's Oakland County fleet includes a total of 30 revenue vehicles as of the fourth quarter of 2024, all of which are equipped with lifts and use gasoline fuel. PEX's primary facility is located in Whitmore Lake. As PEX provides services in multiple other counties, PEX has fleet parking facilities in Whitmore Lake and Novi.

KEY MILLAGE-SUPPORTED ACHIEVEMENTS IN 2024

 Expanded service to the City of Novi on July 1, 2024, officially adding it as a Participating Community. This expansion provided Novi residents with the same reliable transportation options available in other service areas, ensuring access to key destinations. The impact was immediate—ridership among Novi residents increased by 76.4% in July 2024 compared to July 2023.

 Additionally, overall ridership in Q1 2024 saw a 95% increase compared to Q1 2023, demonstrating strong demand and positive reception of this new service.

 Extended morning service hours on both weekdays and weekends to better accommodate passengers with critical medical needs, such as early morning dialysis appointments. This expansion also benefited individuals working beyond the traditional 9-to-5 schedule, increasing access to reliable transportation. The additional availability contributed to overall ridership growth and reinforced our commitment to accessible transit.

 Achieved a 192% increase in total ridership, rising from 19,180 in 2023 to 55,990 in 2024, following service expansions, including the Novi addition and extended hours. This growth reflects the increasing utilization of transit services and the expanding reach of our network.

CAPITAL EXPENDITURES

Vehicle Investments

Purchased 21 Buy America-certified vehicles – a total investment of \$1,850,899.

ECONOMIC IMPACT

17,126

Provided 17,126 worker trips

Served employment hubs, including Suburban Collection Showplace of Novi, Kroger South Lyon and Fox Run Senior Living Community Novi.

36

36 jobs were added, including 24 drivers and 6 dispatchers, as well as one new position in each of the following roles: Human Resources Coordinator, Human Resources Assistant, Oakland Coordinator, MDOT Coordinator, and Social Media/Marketing Coordinator.

“My experience with People's Express is awesome, I love it, I have a rare eye disease that makes me legally blind where I can't drive. The drivers are very timely, and the operators are timely about calling me to confirm my [appointments] every day and when the driver arrives. Without People's Express, I would not be able to go to and from work. I would be more restrictive with where I can work, and I would not be as financially stable.”

–PEX RIDER, MATRIX QUALITY SERVICES EMPLOYEE

“My favorite thing is helping people, whether it's getting them to work or to important doctor's appointments. When I first started picking up Leya Crane, she needed a walker, and I had to assist her from her apartment, into the vehicle, and into the building for her appointments. Over time, she no longer needed the walker. People's Express is a great company that has provided me with a good job. It's important to be a people person—showing compassion, sympathy, and empathy—and to be willing to go the extra mile.”

–PEX DRIVER



Western Oakland Transportation Authority (WOTA)

ABOUT

Western Oakland Transportation Authority (WOTA) was established in January 2020 through an interlocal agreement between Highland, Waterford, and White Lake townships in addition to the City of Walled Lake. Until the passage of the 2022 millage, WOTA provided demand-response service to those who qualified based on residency in these townships or City and senior, veteran, disability, or low-income status. After the passage of the millage, WOTA's service area expanded to include Groveland, Holly, and Rose townships, the Cities of Keego Harbor, Lake Angelus, Orchard Lake, and Sylvan Lake, and the Village of Holly.

GOVERNANCE

As a governmental agency, WOTA's seven-member board consists of representatives from various communities in the WOTA service area including Highland Township, White Lake Township, Waterford Township, and the City of Walled Lake, and one ADA advisor and one Senior advisor. In 2024, WOTA's board added an additional member to represent the interests of Holly, Rose, and Groveland townships in addition to the Village of Holly. Open board meetings are held monthly.

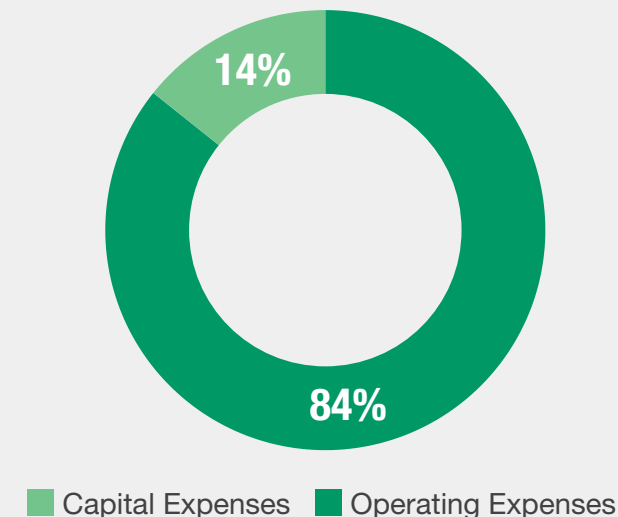
STAFFING

As of September 2024, WOTA has 40 full-time employees, 65% of which are drivers. An additional 44 members of WOTA's staff are part-time employees.

OPERATING BUDGET

WOTA's 2024 budget was \$8,269,430, shown by operating and capital expenses in Table 9 (HNTB 2025).

TABLE 9: WOTA 2024 Budget Breakdown



SERVICES

WOTA provides demand-response transit service to residents of its service area, which includes Groveland, Highland, Holly, Rose, Waterford, and White Lake Townships, the Cities of Keego Harbor, Lake Angelus, Orchard Lake, Sylvan Lake, and Walled Lake, and the Village of Holly. Riders are picked up within WOTA's service area and can travel to destinations outside the service area that fall within WOTA's driving boundary. Veterans, persons with disabilities, low-income individuals, and those age 55 years or older are eligible for a discounted fare.

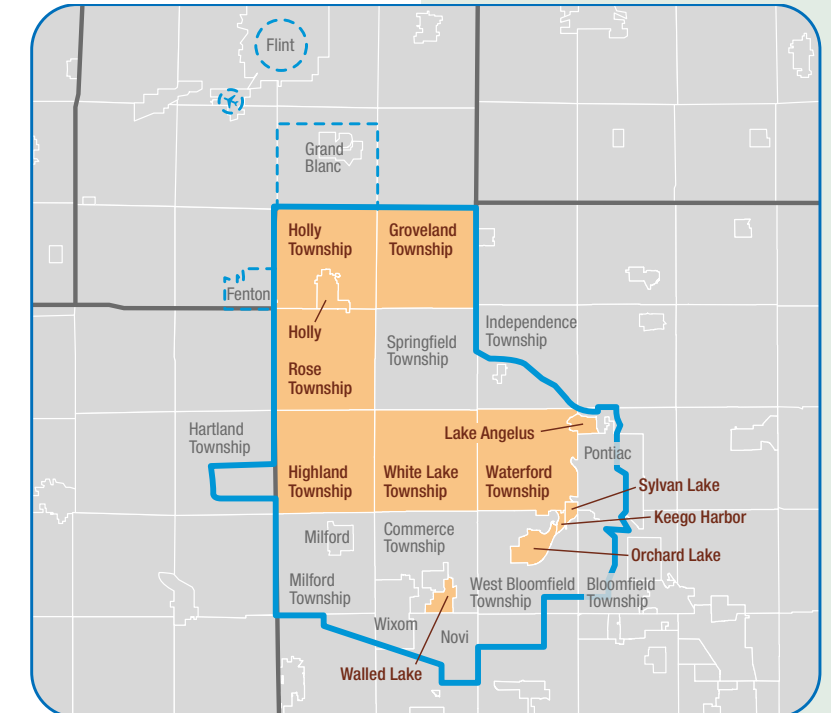
For hours of operation, fares and more information, visit [RideWOTA.org](https://ridewota.org).

Did you know?

Among WOTA riders, 21% are persons with disabilities, 41% are age 55 years or older, and 32% are both 55 years or older and persons with disabilities. In 2024, WOTA traveled a total of 1,065,495 vehicle miles and 69,516 vehicle hours.

[RIDEWOTA.ORG](https://ridewota.org) >

Service Area



- Participating Community**
Residents living in these communities may utilize WOTA
- Driving Boundary**
WOTA provides services to destinations within the boundary
- Additional Destinations**
Residents of the Village of Holly, Groveland Twp, Holly Twp and Rose Twp may also travel to these additional destinations as needed



Transportation Mode

DEMAND RESPONSE

Curb-to-curb small bus/van transportation that riders schedule days in advance. People with disabilities who need additional assistance can receive door-to-door service.

 **79,685**
rides in 2024

 **60%**
more rides than 2023

FLEET, FACILITIES, AND TECHNOLOGY

WOTA's fleet includes a total of 58 revenue vehicles, 98% of which are equipped with lifts. WOTA's primary facility is in Highland. All WOTA vehicles use gasoline fuel and are fueled at any gas station available using WEX cards.

Did you know?

A WEX card is a fleet fuel card that businesses, government agencies and organizations use to manage fuel and other vehicle-related expenses.

CAPITAL EXPENDITURES

Vehicle Investments

Purchased 24 Buy America-certified vehicles, along with 24 camera systems and 12 minivan Q'Straint upgrades to enhance safety and accessibility – a total investment of \$2.4 million.

Did you know?

A Q'Straint upgrade refers to an enhancement or installation of Q'Straint wheelchair securement systems, which are designed to safely secure passengers using wheelchairs or mobility devices in vehicles.

Facility Investments and Improvements

Invested \$5,000 in air conditioning improvements for a WOTA-occupied building, enhancing comfort and accessibility for staff and riders.

KEY MILLAGE-SUPPORTED ACHIEVEMENTS IN 2024

-  Expanded service availability to seven days a week across all 12 communities, ensuring greater accessibility for riders.
-  Increased service eligibility to include all residents aged 18 and over, with priority given to specialized service populations.
-  Enhanced regional connectivity by coordinating cross-over trips with other Oakland County transit providers, allowing riders to reach destinations beyond WOTA's travel boundaries.
-  Successfully launched the "This Ride is On Us" program in partnership with Oakland County Veterans' Services, providing free transportation for veterans. The program was highly successful, with WOTA providing 57% of the delivered services.

“I really like using our public transportation (WOTA) for rides to and from work. The bus drivers are on time, dependable and very kind to me.”

–ERIK, EMPLOYEE AT FOX RUN SENIOR LIVING COMMUNITY NOVI

“As a driver, I see how important public transportation is for our non-driving populations. It's more than just getting someone to their destination. It's being connected to their community and others.”

–JUDY, WOTA ROADRUNNER/DRIVER

ECONOMIC IMPACT

Served employment hubs, including Meijer (various), Kroger (various), Fox Run Senior Living Community Novi, Culver's Waterford and Huron Valley Council for the Arts Highland.

27,529
Provided 27,529 worker trips

30
30 jobs were added, including 25 drivers, 4 dispatchers and 1 Finance Manager.

Did you know?

In public transportation, roadrunner often refers to a bus service catering to rural or suburban areas with paratransit or on-demand services.



Suburban Mobility Authority for Regional Transportation (SMART)

ABOUT

SMART (Suburban Mobility Authority for Regional Transportation) has been a cornerstone of public transit in Southeast Michigan for decades, providing fixed-route and paratransit services across Oakland, Macomb, and Wayne counties. Until the passage of the 2022 transit millage, SMART operated a limited set of fixed routes and demand-response services in Oakland County, with several communities opting out of the system. However, with the countywide transit millage, SMART's service area expanded significantly, ensuring broader access to transit for residents throughout the county.

GOVERNANCE

SMART is governed by a seven-member board, with representatives appointed by the elected leadership of Oakland, Macomb, and Wayne counties, as well as the City of Detroit. These representatives work together to oversee SMART's operations and strategic planning to ensure transit services remain responsive to the needs of residents. Board meetings are open to the public and held monthly.

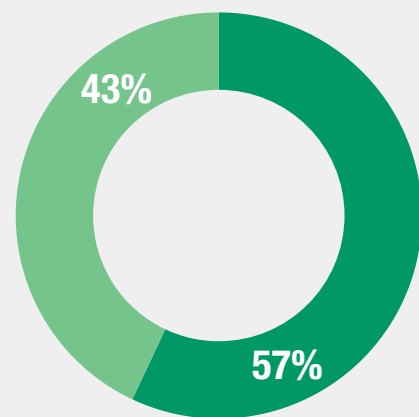
STAFFING

As of December 2024, SMART employs more than 700 full-time employees, with approximately 85% serving as bus operators and mechanics. To keep pace with increased ridership and expanded routes, SMART has hired additional drivers, dispatchers, and customer service representatives since the passage of the millage.

OPERATING BUDGET

SMART's total 2024 budget was \$301,800,000, distributed across operating and capital expenses as outlined in Table 8.

TABLE 8: SMART 2024
Budget Breakdown



■ Capital Expenses ■ Operating Expenses

SERVICES

SMART provides fixed-route, demand-response, and FLEX transit services across Oakland County, offering reliable, accessible transportation for people of all ages and abilities. Fixed routes operate along major corridors, connecting destinations like downtown Detroit, employment hubs, medical centers, and shopping districts. Connector and ADA paratransit services offer curb-to-curb rides for seniors and individuals with disabilities.

Since April 2024, SMART has expanded service with new routes like Route 492 (Rochester Road), an extended Route 790 (Pontiac Crosstown), and Route 759 (Highland Road), improving access to jobs, retail, and healthcare. FLEX, an on-demand service similar to ride-hailing, remains available in designated zones.

Many Oakland County communities also run local transit programs—such as senior shuttles and paratransit—using SMART municipal credits through Act 51, further enhancing mobility.

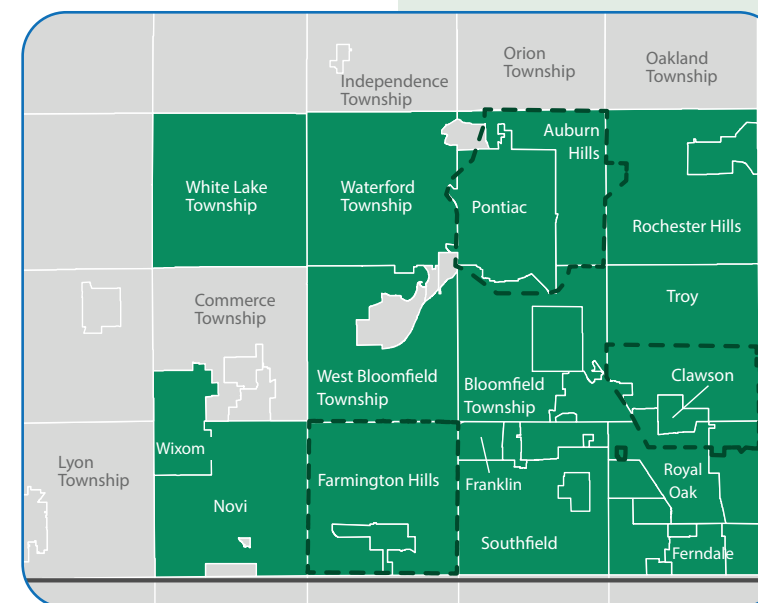
SMART's coverage includes Oakland University, Corewell Hospital, and other key sites. Fixed-route buses run seven days a week; Connector and ADA rides must be scheduled at least one day in advance. Veterans ride free.

For hours of operation, fares and more information, visit SMARTBus.org

SMARTBUS.ORG >



Service Area



■ Fixed Route Service Area
These communities are served by SMART's fixed route service

--- SMART Flex Zone
On demand driving zone

Transportation Modes



FIXED ROUTE

Big buses that run on specific routes on a set schedule and stop at specific locations marked as bus stops.

 **7,034,727**
rides in 2024

 **8.6%**
more rides than 2023



DEMAND RESPONSE

Curb-to-curb small bus/van transportation that riders schedule days in advance. People with disabilities who need additional assistance can receive door-to-door service.

 **211,230***
rides in Oakland County 2024

 **9.6%**
more rides than 2023



FLEX (MICROTRANSIT)

Curb-to-curb minivan transportation that riders can hail on-demand or schedule in advance within specific zones. People with disabilities who need additional assistance can receive door-to-door service.

 **228,668**
rides in Oakland County in 2024

 **5.19%**
less rides than 2023

**The ridership data presented includes total unlinked passenger trips for fixed-route services and total trips across the system for both fixed-route and demand response services. The methodology and vehicle count data was sourced from SMART's Grant Management Team.*

FLEET, FACILITIES, AND TECHNOLOGY

As of late 2024, SMART operates 258 fixed-route buses and 487 transit vans for paratransit and community services across Oakland County. Most vehicles include accessibility features like lifts and ramps. SMART is transitioning to more fuel-efficient, eco-friendly vehicles and maintains multiple facilities, including its primary Oakland County hub in Troy, to support daily operations.



KEY MILLAGE-SUPPORTED ACHIEVEMENTS IN 2024

-  Launched Route 492 - Rochester, providing service along the Rochester Rd corridor and connecting the communities of Auburn Hills, Rochester, Rochester Hills, Troy, Madison Heights, Clawson, Royal Oak, and Ferndale.
-  Introduced Route 759 - Highland, serving the Highland Rd/M-59 corridor and expanding transit access to Auburn Hills, Pontiac, Waterford Township, and White Lake Township.
-  Extended service on key routes, including Route 305 - Grand River, Route 740 - Twelve Mile, and Route 805 - Grand River Park & Ride, continuing services in the communities of Novi and Wixom.
-  Expanded service hours and improved routing across multiple routes to better serve key destinations throughout the county.

Did you know?

Among SMART's demand-response riders, a significant portion are individuals with disabilities and seniors who rely on these services for access to medical care, employment, and daily needs. In 2024, SMART traveled approximately 2,534,601 vehicle miles and 181,631 vehicle hours, continuing its mission to provide safe, reliable, and efficient transit across Oakland County.



ECONOMIC IMPACT

Served employment hubs, including Corewell Health locations in Royal Oak, Troy, and Southfield; Amazon, Stellantis, and UWM facilities in Pontiac and Auburn Hills; and regional shopping centers such as Oakland Mall, Somerset Collection, Twelve Oaks Mall, and Great Lakes Crossing.

1,420,396

Provided 1,420,396 worker trips

305

305 jobs were added, including 295 drivers (170 fixed-route and 125 connector), 4 dispatchers, and 6 mechanics.



CAPITAL EXPENDITURES

Vehicle Investments

Purchased 59 Buy America-certified vehicles – a total investment of \$6,604,772.

Facility Investments and Improvements

Developed a dedicated bus lane for Park & Ride at the Wixom Carpool Lot in partnership with MDOT, with a total investment of \$239,000.

“Before I became a manager, I took the bus for 8 years. SMART helped me a lot. Without them, I couldn’t be where I am today. It’s a big part of me. Now I use it for my employees to get here for me. I cannot run a business without my employees, and their biggest concern sometimes is how they’re going to get here. With confidence I can tell them, I got you, SMART bus got you. Get a job, get a ride and you don’t have anything to worry about.”

–MONIQUE, EMPLOYEE AT JAX CAR WASH

“The most important thing is customer service. I’m a people person. I love to drive. It’s helping people, even if you’re a dime short on the fare or need someone to talk to, I’m that type of driver. SMART is a great opportunity for the young or the old.”

–WILL, SMART FIXED ROUTE BUS OPERATOR



Planning Efforts

Throughout the year, the Oakland Transit team played a key role in shaping the future of transit in the region through joint, comprehensive planning efforts. Collaborating with local municipalities, transit providers, and community stakeholders, the team worked to enhance service efficiency, expand mobility options, and ensure seamless connectivity across Oakland County. These planning initiatives focused on identifying transportation gaps, optimizing resources, and developing long-term strategies to improve accessibility for all residents.

The following highlights key planning efforts that took place over the past year, reinforcing our commitment to a more inclusive and reliable transit system.



Access to Transit Program

The Oakland County “Access to Transit Program” has been designed to address what is often referred to as the “first mile/last mile” problem – the series of challenges associated with getting to and from public transit stops.

County officials prioritized improving access to public transit by dedicating a portion of the transportation millage to fund community projects across Oakland County. In the program’s first year, six projects were awarded funding, representing \$777,500 in County contributions and generating a total investment of nearly \$1.8 million. These projects supported communities including Beverly Hills, Birmingham, Clawson, Farmington, Rochester Hills, and Southfield, with improvements ranging from enhanced bus stops in Birmingham to new non-motorized trails in Rochester Hills and Southfield.



Community Transit Plan

Commissioned by Oakland Transit and produced by HNTB, the Community Transit Plan (CTP) will serve as a roadmap for the future of transit services provided by NOTA, WOTA, OPC, and PEX. Building on the momentum of the 2022 Oakland County Public Transportation Millage, the plan outlines strategies to enhance mobility, expand service coverage, and improve accessibility for all residents.

The Community Transit Plan documents existing conditions, reviews current industry practices, and summarizes input gathered from engagement with the public and key stakeholders to develop strategies and recommendations that form a planning framework. That framework will guide future growth and service improvements in Oakland County’s CTP study area (HNTB 2025).

PUBLIC ENGAGEMENT METHODS

The project team utilized a combination of in-person and virtual meetings, online marketing, and grassroots initiatives to maximize reach and encourage higher attendance at meetings and surveys. Special attention was given to engaging underserved and low-income populations through targeted outreach to local nonprofits, faith-based organizations, and community leaders (HNTB 2025).

As part of the effort, the team:

- Received over 900 survey responses from community members
- Organized 5 pop-up events to engage with the public
- Facilitated 5 focus group meetings for in-depth discussions on transit needs
- Hosted 2 public meetings, drawing 78 attendees to provide input
- Connected with residents through local newspapers and social media to expand outreach.

KEY ACHIEVEMENTS

- Conducted interviews with each transit provider to understand existing conditions, opportunities, and challenges
- Analyzed demographic and travel data to identify activity centers, areas with transit demand, and potential service improvements
- Collected feedback from stakeholders and the public on service goals for transit in Oakland County

As a continuation of this planning effort, in 2025 the team will develop service options, collect feedback from the public on preferred services, and outline the next steps toward implementation.

SMARTer Mobility Program

SMART launched the SMARTer Mobility Study in early 2023 to evaluate its fixed-route/ADA services, connector general service, and micro transit pilot program, while aiding in the evaluation and analysis of services within the region. Anticipated to conclude in December of 2025, the study will provide recommendations for the future of SMART’s fixed route system and Flex service.

PUBLIC ENGAGEMENT IN THE SMARTER MOBILITY STUDY Round One

Community input has played a crucial role in informing the SMARTer Mobility Study. In round one of the public engagement process, SMART conducted rider surveys, pop-ups, public meetings, and transit focus groups, online surveys and stakeholder meetings.

Round Two

Building on insights gathered in the first round, SMART continued its public engagement efforts with a second round that resulted in their team:

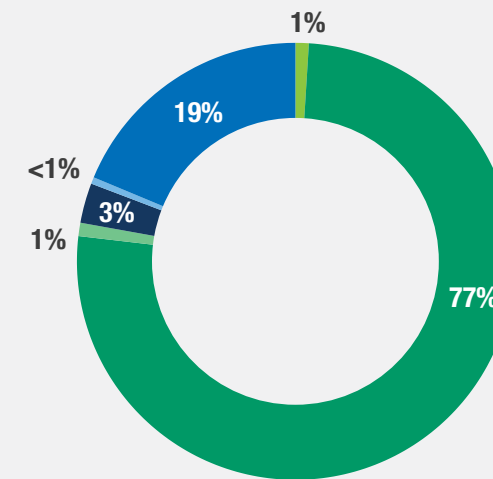
- Gathering 593 comments through public meetings, website surveys, emails, direct messages, and social media.
- Holding 18 community and stakeholder meetings to gather insights and feedback.
- Organizing 10 pop-up events to engage with residents in key locations.
- Hosting 5 public meetings to share information and collect input.
- Convening 3 meetings with municipal and elected officials, one for each county.
- Facilitating 2 meetings with community partners to discuss transit needs and opportunities.

KEY ACHIEVEMENTS

- Published Existing Conditions, Mobility Study Market Analysis and Transit Demand Reports, and On-Board Bus Survey Reports to assess how effectively current transit services meet demand and to identify service gaps.
- Gathered public feedback on two proposed alternative transit scenarios.
- Established an evaluation framework to determine which elements of each scenario should be integrated into the preferred transit network.
 - i. In 2025, SMART will collect feedback from the public on the preferred network and outline the next steps towards implementation.

IV Funding

Funding collected through the Oakland County Public Transportation Millage in 2024 amounted to \$69.3 million, with about \$53.1 million spent on transit provider contracts. This allocation of funds reflected Oakland County's commitment to enhancing and expanding transportation services for the benefit of all residents.



2024 Millage Revenue: \$69,314,463

- Administration: \$412,000
- Transit Provider Contracts: \$53,088,925
- Community Transit Plan: \$550,000
- Access to Transit Program: \$2,000,000
- Resident Transit Experience Survey (Qualtrics): \$335,550
- Remaining Funds: \$12,927,988

2024 Transit Provider Contracts

NOTA	\$5,488,429
OPC	\$2,627,800
PEX	\$5,357,108
SMART	\$33,812,000
WOTA	\$5,803,588

V Community Engagement & Partnerships

THIS RIDE'S ON US

Commissioned by Oakland County and supported by SMART and local transit providers, the “This Ride’s on Us” program offers free, door-to-door public transportation for veterans and their caregivers. Launched in June 2024, the initiative aims to improve mobility and quality of life for the county’s 53,000 veterans—over half of whom are over 65 and many of whom face mobility challenges. The program has already provided nearly 10,000 rides for medical appointments, errands, and visits to senior centers. Originally set to conclude in September 2024, the program was extended through September 2025, thanks to a grant from the Michigan Veterans Affairs Agency and subsequent funding from Oakland County.

Program Overview

This initiative expands upon previous transportation services that were limited to benefits-related appointments, now encompassing personal care tasks and social outings. By offering comprehensive transit options, the program significantly enhances veterans’ independence and mental well-being. Local transit providers—including North Oakland Transportation Authority (NOTA), Western Oakland Transportation Authority (WOTA), People’s Express (PEX), and the OPC Social & Activity Center—collaborate with SMART to deliver these services.

Accessing the Service

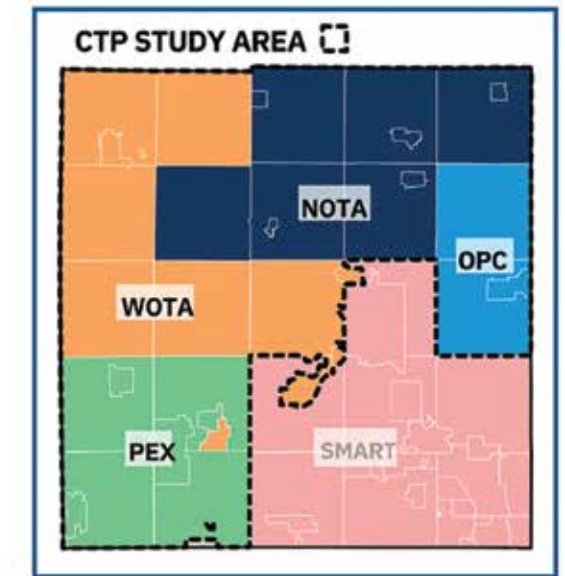
Veterans and their caregivers can schedule rides by calling (248) 419-7984 and providing proof of service, such as DD214 discharge papers or a veteran ID. Those interested in more information can visit [OakGov.com/Veterans](https://oakgov.com/Veterans)

Impact and Testimonials

Frank Withers, a retired Army sergeant from Waterford, regularly uses the service to visit the Waterford Senior Center. He shared, “I use this for all my traveling. It brings me to places like this here and makes my problems non-existent for a little while.” Such testimonials underscore the program’s role in fostering community engagement and enhancing the daily lives of veterans.

Future Outlook

The “This Ride’s on Us” program exemplifies Oakland County’s commitment to supporting its veteran population through accessible transportation solutions. By addressing mobility barriers, the initiative not only facilitates access to essential services but also promotes social inclusion and overall well-being among veterans.



RESIDENT TRANSIT EXPERIENCE SURVEY

As part of Oakland County’s ongoing effort to improve transit services across the region, Oakland Transit has partnered with Qualtrics to launch a comprehensive survey of both transit riders and non-riders. The goal is to gather feedback on current experiences, unmet mobility needs, and resident priorities for future service enhancements.

The survey is open to all residents of Oakland County and is available online at oaklandtransit.qualtrics.com. Responses will help guide future investments and shape the development of a modern, accessible, and equitable public transit network.

Engagement Objectives

Through this initiative, Oakland Transit aims to:

- Understand the current experiences and expectations of riders and non-riders
- Identify barriers preventing transit use, especially among seniors, youth, and underserved communities
- Pinpoint areas where service improvements or new options are most desired
- Gather input on long-term transit priorities, such as frequency, connectivity, and accessibility

Public Participation

This survey is a continuation of the county’s commitment to inclusive planning. It provides an easy and confidential way for residents to shape the future of transit in their communities. The insights collected will inform planning efforts including the Community Transit Plan, new service designs, and future millage-related decisions.

Residents are encouraged to complete the survey and share it within their networks. Early findings will be reported in the upcoming Transit Annual Report, and a full summary of insights will be published upon survey completion.



Stay up to date on the latest transit news
and ways to get involved by visiting:

OakGov.com/OaklandTransit



»»» *All ways,*
MOVING FORWARD