

## Agree with these legislative priorities?

Tell your legislators why transit is important to you!

Then join TRU as a member with a contribution at any level at **[DetroitTransit.org/Donate](https://detroittransit.org/donate)**.

Transportation Riders United is metro Detroit's transit advocate. We believe everyone should be able to get where they need to go, regardless of whether they drive. That's why we educate, mobilize, and advocate for more and better public transit and other affordable sustainable mobility options throughout the Detroit region.

**TR** Transportation  
Riders United

 [www.DetroitTransit.org](https://www.DetroitTransit.org)  
 @DetroitTransit  
 @DetroitTransit  
 @DetroitTransit  
 [info@DetroitTransit.org](mailto:info@DetroitTransit.org)

### Contact

Transportation Riders United  
PO Box 2668, Detroit, MI 48202  
[www.DetroitTransit.org](https://www.DetroitTransit.org)

## Transit: Essential to a Thriving Michigan

Michigan leaders can make it happen!



### Budget Recommendations

1. Invest at least \$276 million in Local Bus Operating
2. Grow Michigan investment in Rail to \$168 million
3. Support E-Bikes and other Transportation Alternatives

### Policy Recommendations

1. Develop permanent full funding for transit investments
2. Amend the RTA legislation to enable more flexibility
3. Modernize MDOT to help the climate crisis and expand transit access

**TR** Transportation  
Riders United

## Appropriations: Michigan needs to invest to improve and expand public transit!

Michigan's FY25 budget must prioritize transportation choices for all Michiganders.

### 1. Invest at least \$276 million in Local Bus Operating

Tens of thousands of Michiganders depend on their local public transit agencies to get to work, school, doctors, shopping, and more. Michigan's 77 transit agencies depend on Local Bus Operating (LBO) funds to provide those rides.

Yet until last year, LBO funding failed to keep up with inflation, let alone grow to enable improvement. Unfortunately Governor Whitmer's proposed \$221 million moves transit backwards. FY25 LBO must maintain the \$261 million invested last year (including "one-time" and "ongoing") and grow to **\$276 million** to keep up with inflation and demand. Then leaders must plan how to fully fund LBO at the 50% of local operating expenses our communities need.

### 2. Grow Michigan investment in Rail to \$168 million

Michiganders should be able to affordably travel our state even if they don't drive. Michigan has rail lines connecting our major cities - time for state leaders to run more passenger trains. This starts with an increase from \$153M in FY24 (including "one-time" and "ongoing") in **Rail Operations and Infrastructure to \$168 million in FY25**, then plans for further expansion.

### 3. Support E-Bikes and other other Transportation Alternatives

Many Michiganders want safe, convenient options to get around that don't require cars. Michigan's FY25 budget should allocate \$30 million of state funds to the Transportation Alternatives Program and invest \$8 million in e-bike incentives to make Michigan a safer and more attractive place to walk, bike, and live.



## Policy Recommendations: Legislative changes can improve Michigan's transit too!

The State of Michigan governs how much of the state's infrastructure is developed and utilized. Thus the State also can and must improve our transportation choices!

### Develop permanent full state funding for transit investments

After decades of insufficient and declining state funding for transit, non-car transportation needs significant, dedicated funding ensured under state law.

**The Michigan constitution allocates "not more than 25%" of the auto-related sales tax for transit purposes.** Yet Michigan invests less than 7% to transit. Why are we not investing more?

**Michigan legislators should commit the full 25% of the auto-related sales tax to the CTF.** This would raise an additional \$250 million for (up from \$103 million to about \$370 million), which could fund:

- \$145M for Local Bus Operating: fully funding all 77 local transit agencies
- \$50M for state matching funds for major projects, leveraging \$200 million in federal funds
- \$40M for rail operations: potentially doubling frequency on Michigan's Amtrak train routes
- \$15M for airport express service to DTW from Detroit, Oakland, and Macomb.

That, with the \$270 million allocated from the Michigan Transportation Fund, would nearly double state investment in transit.

### Amend the RTA legislation to enable more flexibility

Much has changed in the twelve years since the state created the RTA. Amending the RTA law to provide flexibility in establishing taxing jurisdictions and funding sources would allow the agency to secure more funding and better serve southeast Michigan.

### Modernize MDOT to consider the climate crisis and expand transit access

In the 21st century, a modern, effective Department of Transportation needs to do more than fill potholes, build roundabouts, and fund EV chargers. MDOT needs a clear directive from the state legislature to minimize transportation's role in the climate crisis and to proactively implement the MI Healthy Climate Plan's commitment to "increase access to clean transportation including public transit by 15% a year."

