



Interurban Transit Partnership

Future Planning & Innovations Committee Members

Rick Baker

Andy Guy

Jack Hoffman

Paul Troost

FUTURE PLANNING & INNOVATIONS COMMITTEE MEETING

Monday, February 9, 2026 – 8:30 a.m.

Rapid Operations Center (335 Bartlett, SW)

AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
1. PUBLIC COMMENT		
2. MINUTES REVIEW – May 12, 2025	Steve Schipper	Review
3. DISCUSSION		
a. Current Winter 2026 Service	Nick Monoyios	
b. Summer 2026 Service - Preparation and Influences	Nick Monoyios	
c. 2026 Coordination Opportunities	Nick Monoyios	
d. Transportation Demand Management (TDM) Update	Nick Monoyios	
e. Kent County Mobility Study Update	Nick Monoyios	
f. Reporting Ridership & Performance Data	Nick Monoyios	
g. 2026 Conference Opportunities	Nick Monoyios	
4. ADJOURNMENT		

Next meeting: June 8, 2026

Future Planning & Innovations Committee Members

Mayor Rosalynn Bliss Jack Hoffman Andy Guy Terry Schweitzer (Chair) Paul Troost
Citizen Members: Ryan Anderson Dave Bulkowski

FUTURE PLANNING & INNOVATIONS COMMITTEE MEETING MINUTES

Monday, May 12, 2025 – 8:30 a.m.

Rapid Central Station Conference Room (250 Cesar E Chavez Avenue, SW)

ATTENDANCE:

Committee Members Present:

Andy Guy, Jack Hoffman, Terry Schweitzer, Paul Troost

Committee Members Absent:

Rick Baker, Dave Bulkowski

Rapid Attendees:

Steve Clapp, Kris Heald, Deron Kippen, Linda Medina, Nick Monoyios, James Nguyen, Deb Prato, Andy Prokopy, Tim Roseboom, Kevin Wisselink, Mike Wieringa

Public Attendees:

Max Dillivan (Mobile GR)

Mr. Schweitzer called the meeting to order at 8:31 a.m.

1. PUBLIC COMMENT

No public comment

2. MINUTES – March 10, 2025

Chairman Schweitzer asked for any changes or corrections to the March 10, 2025, meeting minutes. There was none. The minutes were approved as submitted.

3. Information

a. Transportation Funding Reform – Mr. Jack Hoffman

Mr. Hoffman presented his report, highlighting the current distribution of funds under ACT 51, which allocates 57% to the state, 10% to the state for specific purposes, 17% to counties, and 17% to cities. Mr. Hoffman noted that the House’s plan seems to have a pro-urban, pro-suburban orientation, with 44% of funds going to counties and 34% to cities, but only 18% to the Michigan State Trunkline Highway System and 3% to state public transportation. He expressed surprise and satisfaction with the Detroit Regional Chamber of Commerce’s report, which supports funding roads through user fees rather than general taxes on businesses.

Mr. Hoffman plans to work on a proposal that would allow local funds for counties and cities to be used for transportation purposes, as decided by local governments, rather than being restricted to roads. He believes the state will need to come up with additional revenue from user fees on commercial trucks.

In response to Mr. Schweitzer's question, Ms. Prato stated that the Caucus has not yet weighed in on Mr. Hoffman's concept. Mr. Hoffman also shared an anecdote about his communication with the Executive Director of the Michigan Municipal League, who was hesitant to support equalization for cities, as he had already negotiated a deal.

Finally, Ms. Prato mentioned that McAlvey Merchant predicts a continuing resolution will be passed, followed by an eventual agreement, as the Senate does not seem to be in a hurry to move the process forward.

b. Near-Term TMP Implementation Items – Mr. Nick Monoyios/Mr. Terry Schweitzer

Summary of Discussion:

The focus is on three prioritized initiatives for 2025:

1. Micro-transit and micro-mobility feasibility (including first/last mile solutions)
2. Improving onboard rider experience
3. Promoting existing services rather than new initiatives

These items were selected because they are feasible to begin addressing within the current year, setting the stage for longer-term strategies. The other initiatives align with the boarder 5-year plan and will continue moving forward.

Discussion Highlights:

- Micro-transit and micro-mobility may involve both in-house research and external vendor engagement, considering regional land use and vendor willingness across different communities.
- Education and mayor involvement are crucial for successful implementation.
- Route enhancements (e.g., moving from 30-minute to 15-minute intervals) are considered feasible short-term but limited by fleet size and staffing shortages (currently at 205 operators out of 245).
- Workforce challenges include high attrition and the need to improve hiring quality.
- Future efforts will include ongoing updates on micro-transit/mobility improvements, onboard experience, and system capacity.
- Additional data needed: project costs, agency capacity, real estate, TOD opportunities, and collaboration with the housing sector.
- Mobility wallet feasibility depends on farebox system upgrades and funding, with potential for private sector solutions.

c. Stakeholder Implementation Committee Composition – Mr. Terry Schweitzer

Mr. Schweitzer inquired whether the Stakeholder Implementation Committee is a continuation of the Steering Committee, or a separate advocacy group related to upcoming millage efforts.

Ms. Prato emphasized that although the Board Retreat indicated a cautious approach regarding the 2028 millage, it's beneficial to start gathering advocates, supporters, and community understanding early. She advocates for forming a stakeholder committee focused on TMP implementation, which could evolve into a support base for the millage campaign.

Mr. Troost agreed, suggesting the stakeholder group could transition into a formal support group for the millage.

Mr. Hoffman clarified that the existing TMP Committee is the current stakeholder group, which includes sectors essential for TMP development.

Mr. Monoyios distinguished between the Steering Committee (focused on TMP development prior to its adoption) and the current staff-led technical implementation team. The stakeholder group should include advocacy voices, some of whom may already be part of the steering committee, to ensure broad support and understanding.

Ms. Prato mentioned outreach efforts, including inviting Mr. Tim Fisher from the governor's office and engaging Mr. Joe Chamberlain from LMCU, to foster understanding and build champions within the community and government.

d. 2025 APTA/Impact Conferences – Mr. Nick Monoyios

Mr. Monoyios noted the upcoming conferences which are included in the packet.

Mr. Monoyios outlined upcoming conferences, with details included in the packet.

Mr. Prokopy summarized insights from last year's APTA Tech Conference, highlighting trends such as the future of fare collection (cashless and AI integration), cybersecurity concerns, and planning considerations.

Ms. Prato noted that the Legislative Conference will not be attended due to current uncertainties, staffing limitations at the FTA, and the unpredictable legislative environment this year. She highlighted that the agency budgets for these events to support board member participation.

In closing, the committee took a moment to recognize Mr. Schweitzer for his dedicated work and contributions during his time on the Board. The members expressed their sincere appreciation for his leadership, commitment, and valuable insights throughout his tenure.

4. ADJOURNMENT

This meeting was adjourned at 9:28 a.m.

The next meeting is scheduled for July 14, 2025, *Canceled*

Respectfully submitted,



Kris Heald, Board Secretary

FUTURE PLANNING & INNOVATIONS COMMITTEE

February 9, 2025

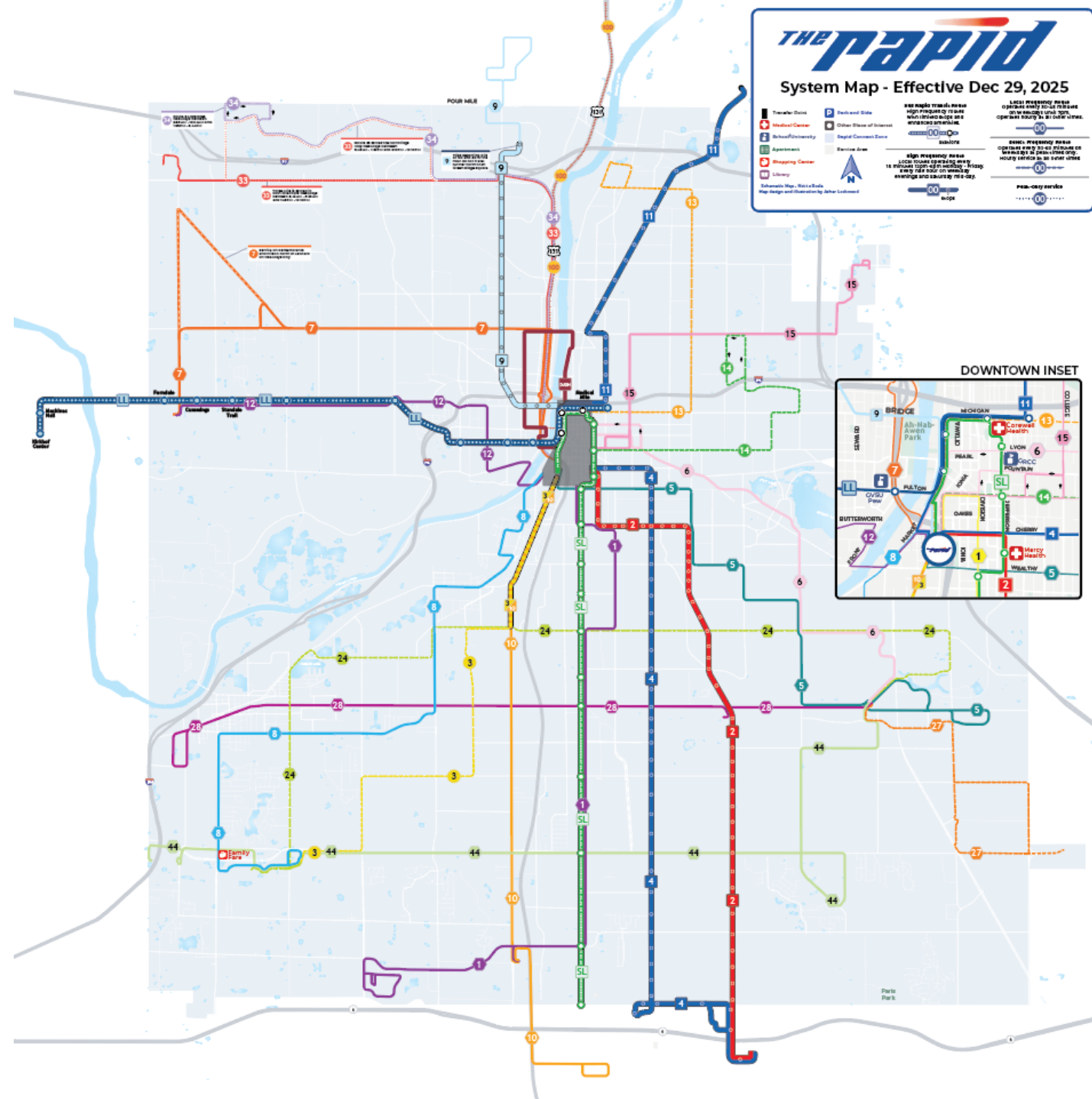
CURRENT SYSTEM

FREQUENCY OF ROUTES

Use this table to learn about how often buses run by time of day and day of the week. View individual schedules for specific route details.

Routes	WEEKDAY Mornings 5:30 am - 1:00 pm	WEEKDAY Afternoons 1:00 pm - 5:30 pm	WEEKDAY Evenings 5:30 pm - 10:30 pm	SATURDAY Morning 6:00 am - 9:30 am	SATURDAY Midday 9:30 am - 5:00 pm	SUNDAY All Day 7:00 am - 7:00 pm
LL Laker Line	10 min.	10 min.	20 min.	30 min.	30 min.	30 min.
SL Silver Line	15 min.	15 min.	30 min.	30 min.	30 min.	30 min.
1 DIVISION/MADISON	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
2 KALAMAZOO	15 min.	15 min.	30 min.	60 min.	60 min.	30 min.
3 WYOMING RIVERTOWN	60 min.	30 min.	60 min.	60 min.	60 min.	60 min.
4 EASTERN	30 min.	15 min.	30 min.	60 min.	60 min.	60 min.
5 WEALTHY	30 min.	30 min.	60 min.	60 min.	60 min.	
6 EASTOWN	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
7 WEST LEONARD	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
8 PRAIRIE	45 min.	45 min.	60 min.	60 min.	60 min.	60 min.
9 ALPINE	15 min.	15 min.	30 min.	60 min.	30 min.	60 min.
10 CLYDE PARK	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
11 PLAINFIELD	30 min.	15 min.	30 min.	60 min.	30 min.	60 min.
12 WESTSIDE	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
13 MICHIGAN FULLER	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
14 FULTON	60 min.	60 min.	60 min.	60 min.	60 min.	
15 EAST LEONARD	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.
24 BURTON	60 min.	30 min.	60 min.	60 min.	60 min.	
27 AIRPORT INDUSTRIAL	60 min.	30 min.	60 min.			
28 28TH STREET	30 min.	30 min.	30 min.	60 min.	30 min.	60 min.
33 3 MILE	30 min.	60 min.	60 min.			
34 NORTHRIDGE	60 min.					
44 44TH STREET	30 min.	30 min.	60 min.	60 min.	60 min.	60 min.

*Route 33 & 34 will operate 30 min. frequency between 6-8AM & 2-4PM



SUMMER 2026 - SERVICE PREPARATION

THREE (3) ANNUAL SERVICE PERIODS:

1. **WINTER** (January – April)
2. **SPRING/SUMMER** (May – August)
3. **FALL** (September – December)

TIMELINE & TASKS FOR **SPRING/SUMMER 2026**

TASK	January				February				March					April				May				
	4	11	18	25	1	8	15	22	1	8	15	22	29	5	12	19	26	3	10	17	24	31
EVALUATE DATA & MONITOR PERFORMANCE																						
FINALIZE ROUTES/SCHEDULES											15											
RUN-CUT																						
BUILD ROSTERS																						
UNION REVIEW																						
OPERATOR PICK																						
REVENUE SERVICE																					4	

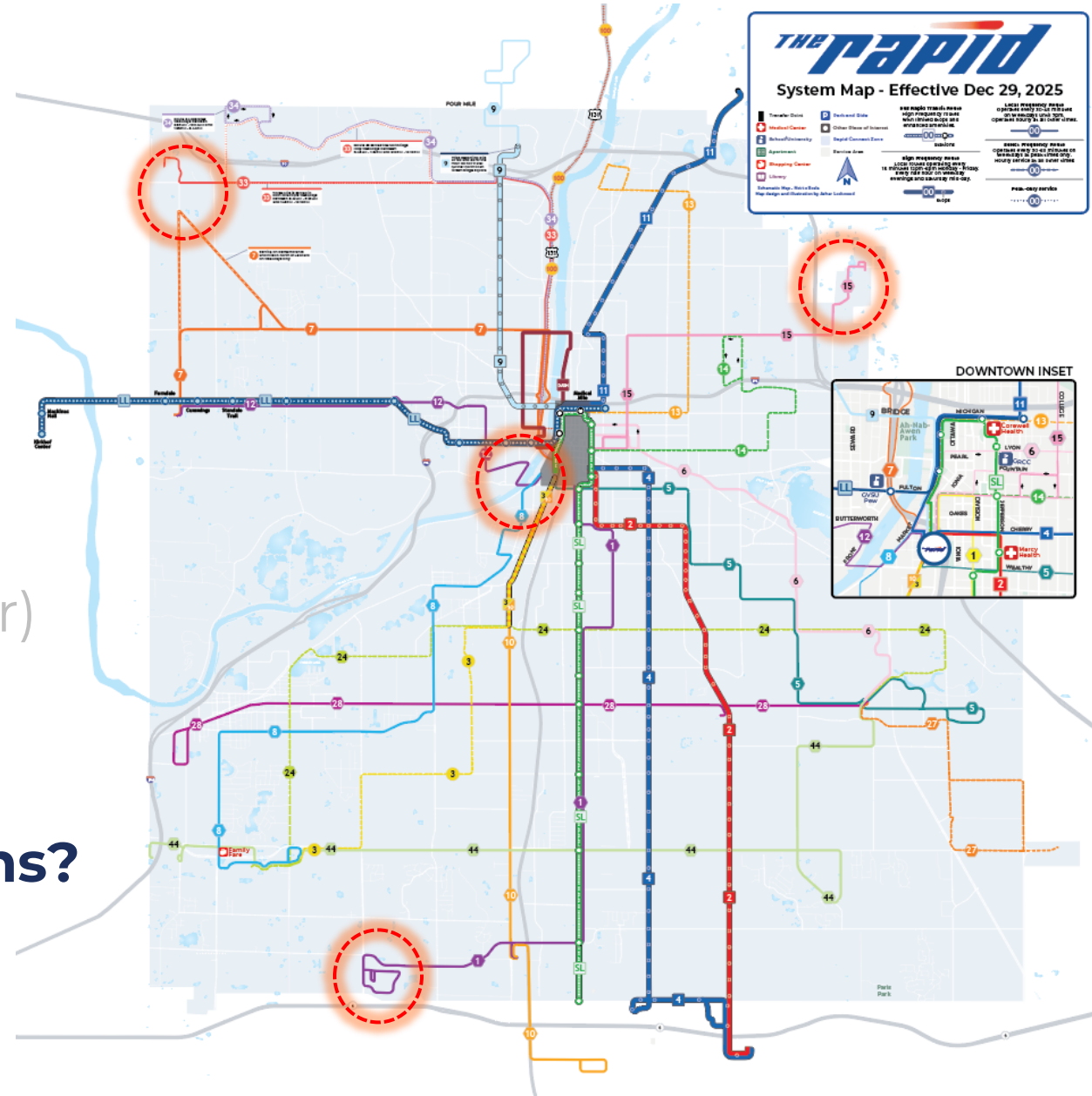
SUMMER 2026 – SERVICE INFLUENCES

REDUCED SCHOOL SERVICE:

- No GRPS Trippers (in June)
- No Route 60 (GRCC Shuttle)
- No Bulldog Line (FSU Shuttle)
- Reduced GVSU service

ADJUSTMENTS:

- Day Care considerations (RCS layover)
- SOMI Contract Ends
- Route 1000 – Millenium Park
- **Evaluating route refinement options?**



2026 COORDINATION OPPORTUNITIES

FINALIZING 2026 CONSTRUCTION SCHEDULE

- Coordination with GVMC & MDOT
- Consider route schedule adjustments & detour impacts

CONTINUED COORDINATION WITH MUNICIPALITIES

- Consider bus stop design improvement opportunities

SIX-CITIES MASTER PLAN COORDINATION

AMPHITHEATER & SOCCER STADIUM INVOLVEMENT

TRANSPORTATION DEMAND MANAGEMENT (TDM)

TDM PLAN:

- Unify existing and new TDM strategies
- Integrate TDM into transportation and land-use decision-making
- Build resources with employer partners
- Help get around the region without a car



TAKE THE SURVEY



GVMC

TRANSPORTATION DEMAND MANAGEMENT (TDM)

COMMUNICATIONS & OUTREACH PLAN

Project Timeline

October – December

1

RESEARCH & DISCOVERY

- Stakeholder Engagement Strategy
- Market Research and Focus Groups
- Communications Audit

January – March

2

BRAND DEVELOPMENT & MESSAGING

- Unified Regional TDM Brand Development
- Message Development

April – June

3

STRATEGIC COMMUNICATIONS PLANNING

- Campaign Development
- Digital Strategy Development
- Community Outreach Strategy

July – September

4

IMPLEMENTATION PLANNING & FINAL DELIVERABLES

- Final Report Development
- Stakeholder Presentation Buy-in

Kent County Mobility Study

Executive Summary



Kent County is growing, and the parts of the county with the highest and fastest growth are outside of the Grand Rapids urban core. Our townships and small towns are seeing new housing, jobs, and other economic opportunities, creating more demand for people to move about. While The Rapid provides transit services in the six core cities, **most of Kent County has limited mobility services available.**

The purpose of the Kent County Mobility Study is to understand the mobility needs of residents and begin to chart a path toward improving mobility options throughout the county outside of The Rapid's core service area.

Process Overview

The Kent County Mobility Study was developed using the following process:



The Case for Better Mobility

Accessible and affordable mobility options across Kent County are scarce. Meanwhile, population and job growth is occurring in underserved areas, while employers say they need transit to attract and retain their workforce.

Without better mobility options, Kent County's employers will have limited employee candidate pools, residents will have limited job and healthcare options, and workers and residents alike will need to dedicate a significant share of their household budgets to vehicle ownership costs. **Insufficient mobility stunts the county's economy and residents' quality of life.**

In response to these issues, the Kent County Mobility Taskforce developed a **regional mobility vision** in partnership to help shape and guide the Kent County Mobility Study:

Kent County Mobility Vision

*Kent County envisions a countywide mobility framework that **interconnects urban, suburban, and rural communities** through innovative and flexible transportation solutions. Our mobility future empowers residents of every age, ability, and income level to **access jobs, healthcare, education, and community life without barriers**. Through strong partnerships and sustainable funding, Kent County and its partners will build a shared network of transportation options that support economic growth and enhance quality of life in the region.*

SERVICE RECOMMENDATIONS:

- Demand Response
- Mobility Management, Marketing, and Education
- Express & Fixed Route Services
- Supporting Services & Infrastructure

GOVERNANCE & FUNDING:

- Community-Level Partnerships*
- County-Level Administration*
- New Public Transportation Authority

* No changes to ITP

GVMC to administer continued feasibility evaluation for potential implementation

In Kent County...



Sources: 2023 American Community Survey
5-Year Estimates, GVMC 2050 MTP

Recommendations for Better Mobility

Below are the study's recommendations and potential next steps for implementing the regional mobility vision over the next six years:

Demand Response Services



- Update Coordinated Human Services Transportation Plan (CHSTP)** - more access to Federal funding
- Enable Transfers and Crossover Trips** - easier travel throughout the county
- Expand Volunteer Driver Pool** - more transportation needs met with volunteers
- Expand RideLink** - broader network for providing trips and broader eligibility for riders
- New Municipal Demand Response Services** - new public services where there are gaps

Mobility Management, Marketing, & Education

- Support the GVMC Travel Demand Management (TDM) Communications & Outreach Plan** - greater public awareness of mobility options
- Commuter Campaign** - incentive to try other mobility options
- Coordinate with Employment and Healthcare** - decreased barriers to accessing employment and healthcare
- Mobility as a Service (MaaS)** - more convenient trip planning, booking, and payment



Express & Fixed Route Services



- West Michigan Express** - Holland to Grand Rapids connection
- Other Express Services** - connections between Grand Rapids and other areas of the county
- Service-Level Enhancements to Existing Routes** - more frequent service and expanded hours of operation
- Geographic Expansion** - more routes to more places

Supporting Services & Infrastructure

- Transit-Supportive Community Planning** - clustering housing, employment, and daily needs for easier mobility
- Mobility Hubs** - clustering different modes of transportation for easier access
- New Micromobility Services** - new ways to travel by bike, scooter, etc.



Potential Paths Forward

The Kent County Mobility Study outlines potential governance and funding pathways for advancing mobility initiatives in Kent County. Each option carries distinct benefits, challenges, and levels of regional integration. Importantly, these scenarios are not mutually exclusive and could be combined.



Community-Level Partnerships (No Change to The Rapid)

- Approach:** Municipalities continue to make independent decisions about which mobility services to provide and how to fund them. Collaboration between communities could be enhanced through intergovernmental agreements, but there would be no coordinating agency at the county level.
- Opportunities:** Allows communities to maintain **local control** and allows **flexibility for tailored services**.
- Limitations:** Would likely result in a **fragmented network** that leaves **gaps in coverage, does not generate new funding**, and cannot easily support the expansion of The Rapid's fixed-route system.



County-Level Administration (No Change to The Rapid)

- Approach:** Kent County would take on or designate a leadership and coordinating role in how mobility is administered and funded throughout the county. This would involve establishing new positions or a new division within Kent County responsible for coordinating mobility service providers, developing service contracts, and administering mobility funding.
- Opportunities:** **Strengthens coordination** and makes it **more likely to achieve a countywide mobility network**, while providing administrative support for all initiatives identified in the study
- Limitations:** Success would depend heavily on **identifying additional funding sources**.



New Public Transportation Authority (Overlaps The Rapid)

- Approach:** Create a new countywide public transportation authority with the power to collect its own millage specifically for demand-response services beyond The Rapid's current service area. The Rapid would continue operating under its existing authority with its own millage, while the new countywide authority would focus on filling service gaps.
- Opportunities:** Enables **service expansion where communities support it** and brings new **funding directly tied to service**.
- Limitations:** Introduces **governance complexity** and risk of duplication or fragmentation if the two authorities do not coordinate closely. This option would also **require voter approval of a new countywide millage**.

REPORTING RIDERSHIP & PERFORMANCE DATA

OVERVIEW

- FARE PAYMENT & BOARDING DATA
- TRANSACTION DATA
- PRODUCTIVITY REPORT
- PRODUCTIVITY REPORT USES
- REPORTING METHODOLOGY
- HOW OTP IS COLLECTED
- ON-TIME PERFORMANCE REPORT
- OTP IMPLEMENTATION



FARE PAYMENT

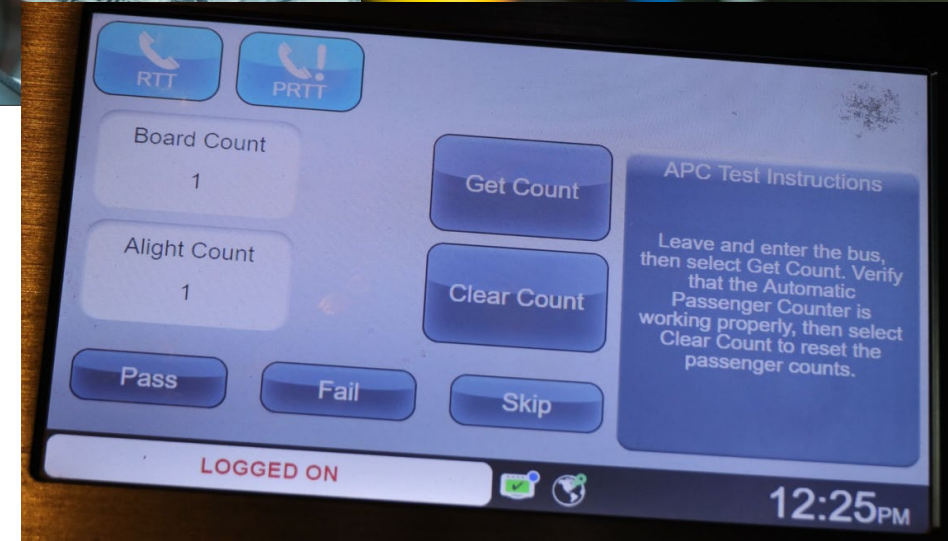
HOW BOARDING DATA IS COLLECTED

- **WITH FARE**

- WAVE CARD
- CONTACTLESS
- CASH

- **WITH IDENTIFICATION**

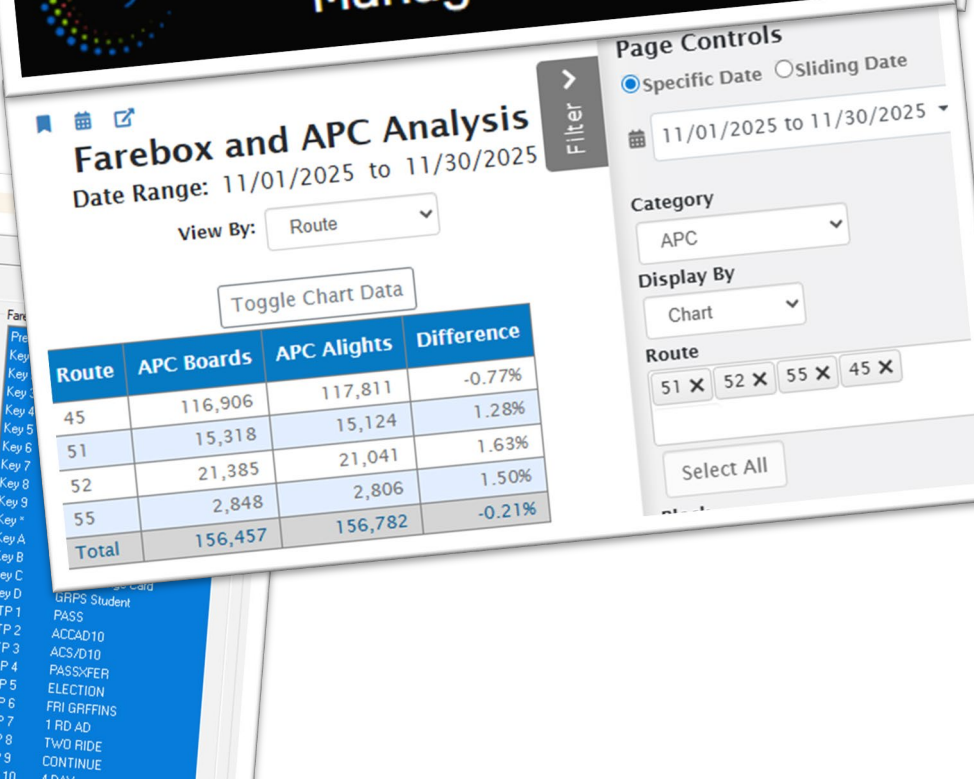
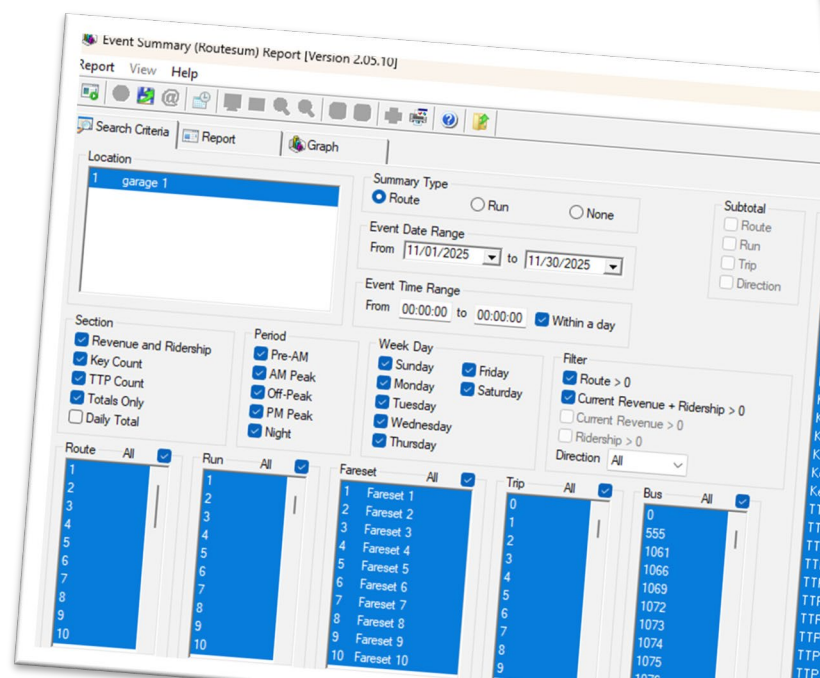
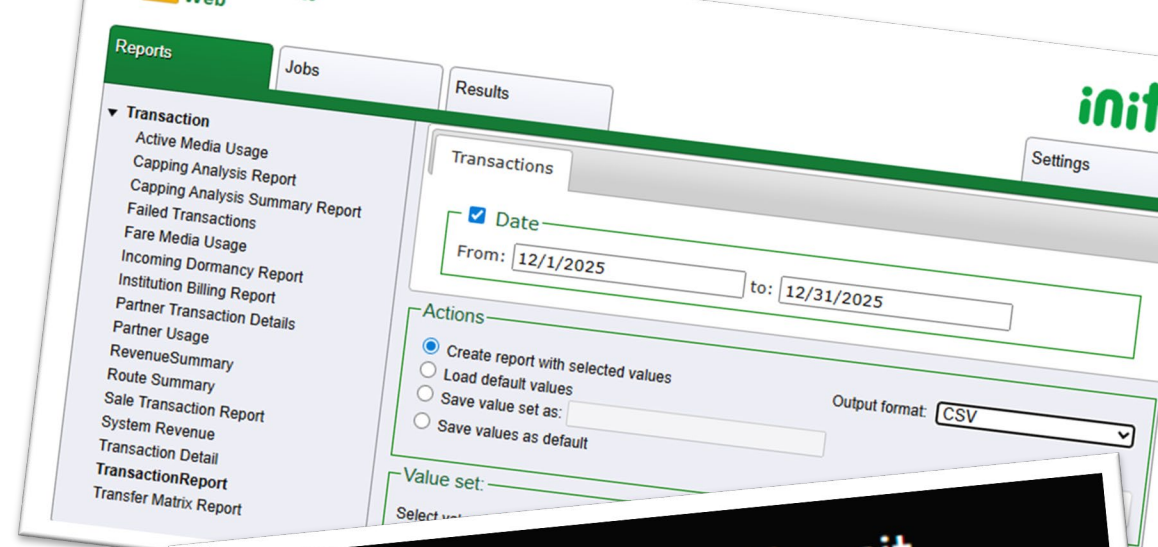
- KEY COUNT (i.e. child, free ADA, GVSU, etc.)
- AUTOMATIC PASSENGER COUNTER



TRANSACTIONAL DATA

TASKS REQUIRED TO RETRIEVE DATA:

- Wave data: INIT export
- APC data: Avail export
- Cash and key count: GFI RouteSum report
- Data to Monthly Productivity Report
- Hours and Miles Data: Scheduling



PRODUCTIVITY REPORT

MONTHLY RIDERSHIP

- MONTHLY MEMO TO BOARD AND PPS
- INCLUDES PRODUCTIVITY MEASURES:
 - PASSENGERS PER HOUR/MILE
 - FAREBOX RECOVERY
- HOW IS REPORT PRODUCED?

Date: November 24, 2025
To: ITP Board of Directors
From: Tim Roseboom – Senior Planner
Subject: FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – OCTOBER 2025

OVERVIEW: In October 2025, there was a 3.0% decrease in total monthly route ridership as compared to October 2024. Contract services decreased 5.7%, and regular fixed route services decreased 1.3%. Pre-pandemic ridership recovery is 62.5% compared to October 2019 and the same FY 2026 to date.

BACKGROUND INFORMATION

Monthly Ridership

	October 2025	October 2024	% Change
Regular Fixed Route Service (Routes 1–44)	427,413	433,142	-1.3%
Contracted Service (GVSU, DASH, GRCC, and Ferris)	255,301	270,702	-5.7%
Total Monthly Fixed Route Ridership	682,714	703,844	-3.0%

Daily Average Ridership

	October 2025	October 2024	% Change
Weekday Total	26,934	27,804	-3.1%
Weekday Evening		8,959	1.8%
Saturday		9,927	-2.7%
Sunday		158	0.5%

	Monthly Farebox Recovery	Weekday Farebox Recovery	Saturday Farebox Recovery	Sunday Farebox Recovery
Silver Line	10.76%	10.60%	12.41%	11.13%
Route 1 Division/Madison	10.17%	10.49%	8.50%	7.90%
Route 2 Kalamazoo	10.75%	10.89%	11.30%	8.30%
Route 3 Wyoming/Rivertown	12.23%	13.07%	10.71%	6.81%
Route 4 Eastern	11.99%	12.21%	10.02%	10.94%
Route 5 Wealthy	9.96%	9.91%	10.50%	n/a
Route 6 Eastown	8.95%	8.79%	8.42%	12.40%
Route 7 West Leonard	7.52%	7.50%	8.00%	6.95%
Route 8 Prairie/Rivertown	9.24%	9.39%	10.17%	6.49%
Route 9 Alpine	13.43%	12.91%	15.58%	20.65%
Route 10 Clyde Park	10.87%	10.75%	11.88%	11.41%

PRODUCTIVITY REPORT USES

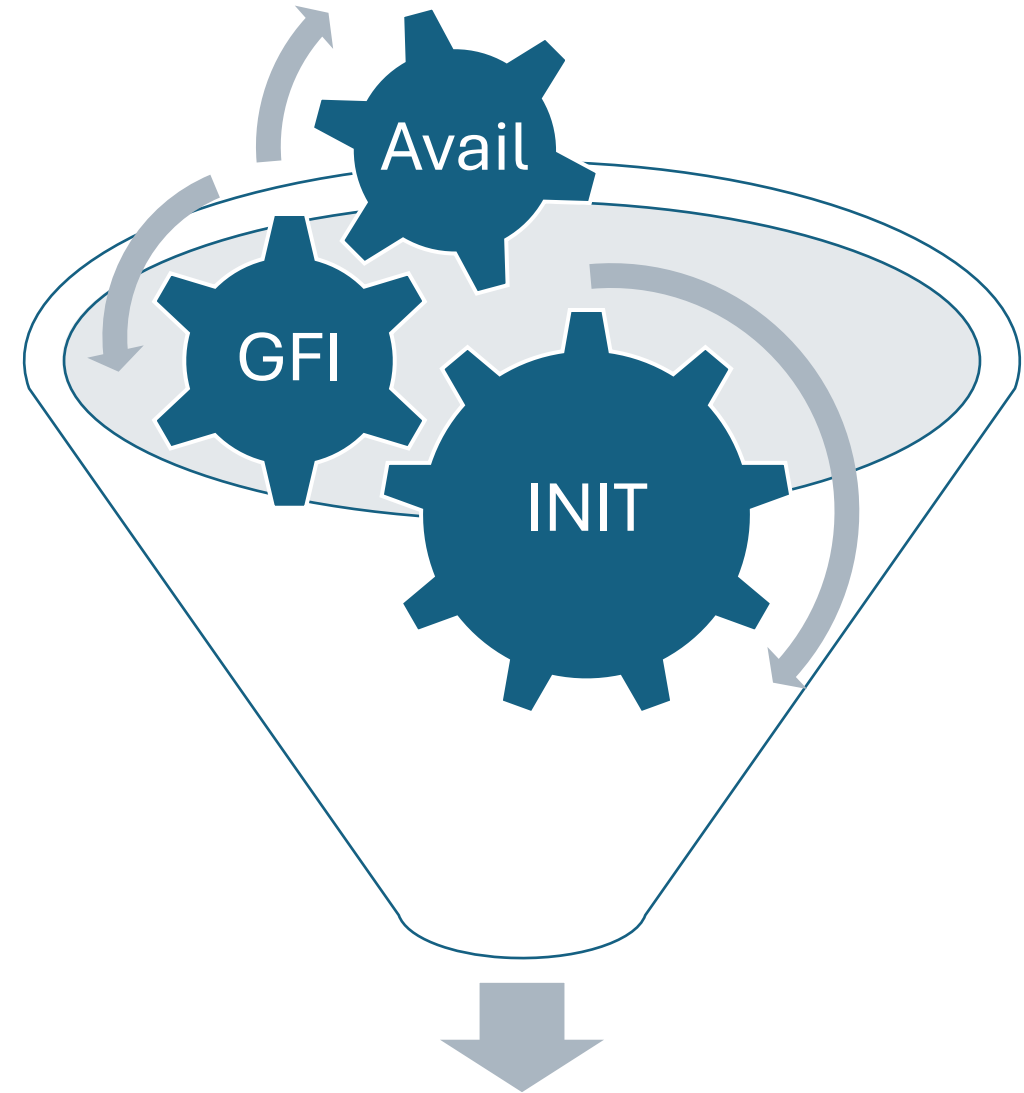
Board Report: Memo to ITP board showing fixed route and contracted ridership, average weekday, passengers per mile/hour, and farebox recovery.

Ridership Report tab: Compares month to previous year, shows ridership by fare category, contract route, paratransit, service days, fiscal year to date, quarterly ridership.

Standard Deviation tab: Ranks routes by productivity measures using efficiency and effectiveness scores.

MDOT Quarterly tab: Shows hours, miles, passengers by day of week, type, and paratransit for external report.

System Summary: Updated monthly with productivity data, tracks average daily ridership by route, weekday, Saturday, Sunday farebox, passenger per hour/mile, change by month, and is used for annual standard deviation report.



Monthly, Quarterly & Annual Reports

MONTHLY REPORTING



Data Inputs



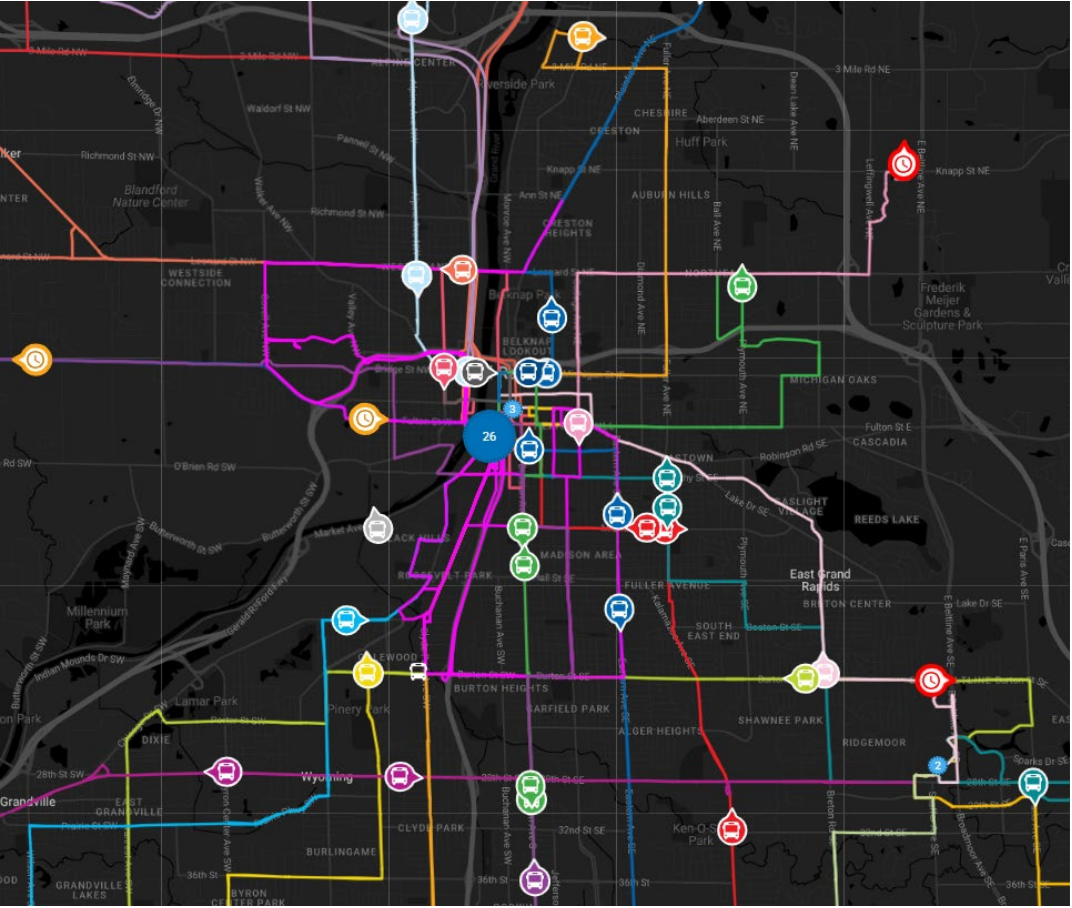
Productivity and
Performance
Reports



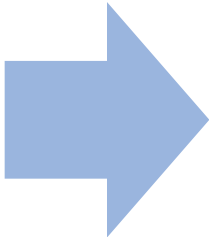
Policy Direction
and
Implementation

ON-TIME PERFORMANCE

HOW IS THE DATA POPULATED?



LIVE MAP



On-time Departure Performance by Route

Route	On-time Percent	On-time Departures	Early Percent	Early Departures	Late Percent	Late Departures	Actual Departures
1	87%	3376	4%	146	10%	372	3894
2	85%	5710	4%	243	11%	741	6694
3	85%	2177	3%	81	11%	291	2549
4	86%	4697	3%	136	11%	609	5442
5	78%	2334	2%	58	20%	602	2994
6	88%	2858	1%	46	11%	358	3262
7	88%	2017	2%	55	9%	209	2281
8	86%	1677	2%	37	13%	245	1959
9	83%	4212	2%	121	15%	750	5083
10	91%	2980	3%	110	6%	189	3279
11	90%	3100	3%	108	7%	231	3439
12	90%	1686	5%	92	6%	105	1883
13	88%	1725	5%	97	8%	149	1971
14	92%	1154	2%	22	7%	83	1259
15	87%	2461	4%	112	9%	268	2841
24	80%	2115	3%	81	17%	447	2643
27	88%	485	3%	16	9%	52	553
28	84%	3587	2%	71	15%	634	4292
33	93%	560	1%	7	6%	34	601
34	92%	526	2%	10	6%	36	572
44	82%	3899	1%	67	17%	794	4760
45	94%	923	0%	2	6%	54	979
46	92%	6885	1%	59	7%	510	7454
51	74%	1608	4%	94	21%	461	2163
52	76%	1878	5%	130	19%	465	2473
55	91%	489	4%	19	6%	31	539
71	0%	0	0%	0	100%	4	4
72	100%	2	0%	0	0%	0	2
73	75%	3	25%	1	0%	0	4
74	75%	3	0%	0	25%	1	4
75	100%	2	0%	0	0%	0	2
76	100%	6	0%	0	0%	0	6
86	93%	420	1%	6	6%	25	451
90	88%	8346	4%	336	9%	853	9535
Overall	86%	73001	3%	2363	11%	9603	85867

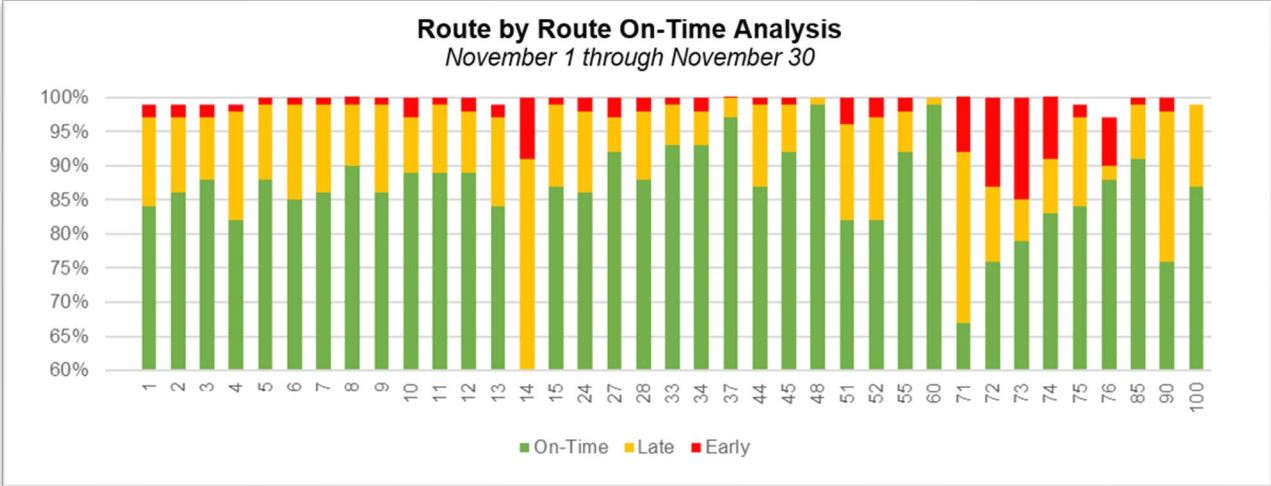
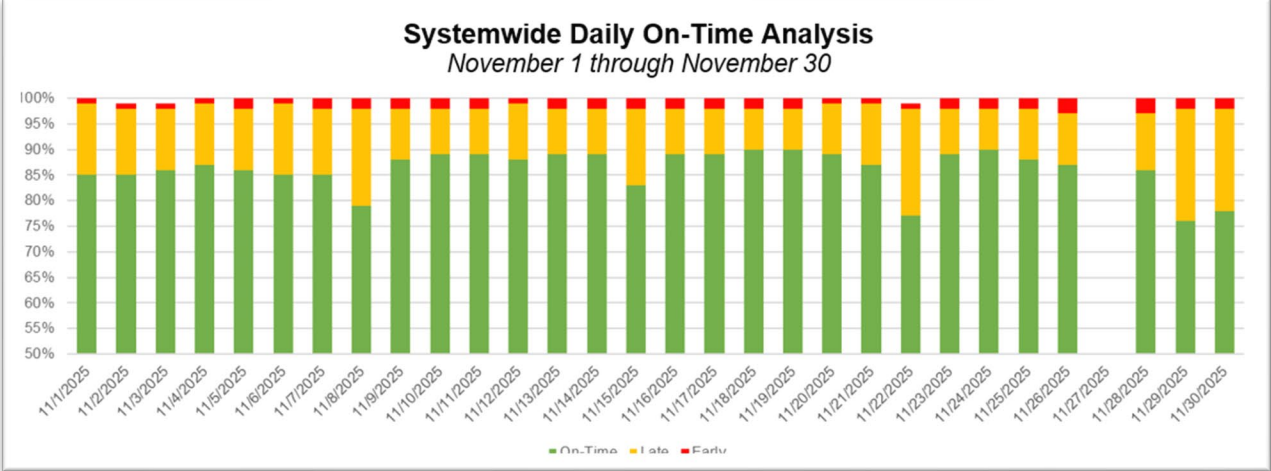
RAW DATA



ON-TIME PERFORMANCE (OTP) REPORT

HOW IS THE HEALTH OF OUR SCHEDULE?

- MONTHLY MEMO TO BOARD AND PPS
- 5 MINUTES IS CONSIDERED LATE
- OUR GOAL IS TO BE 90% ON-TIME
- INCLUDES ANALYSIS BY:
 - DATE
 - ROUTE
- COMPARES BOTH THE PREVIOUS MONTH AND THE SAME MONTH LAST YEAR



OTP IMPLEMENTATION

WHAT DOES THE REPORT TELL US?



Paints a picture of how well we are doing in serving our customers at the time that they expect to be served



Provides insight into where schedules may need to be tweaked



Equips us with context on how much certain detours are affecting certain routes



Contributes to our knowledge of operator behavior and if there is room for improvement

2026 CONFERENCE OPPORTUNITIES

MCX WORKSHOP

February 22-25, 2026 / Savannah, GA



APTA Marketing, Communications & Customer Experience Workshop Savannah, GA | February 22 - 25, 2026

Join your public transit marketing, communications, and customer experience peers from across the country at this premier workshop focused on the tools and insights your organization needs to better connect with riders and stakeholders, deliver exceptional customer journeys, build your brand, and increase ridership.

APTA's MCX Workshop is a dynamic event that blends strategy with innovation—offering actionable ideas, hands-on sessions, and real-world case studies. The workshop is a must-attend for inspiration, networking, and results.

Who should attend: all public transportation personnel involved in marketing, communications, customer experience, media relations, advertising, social media, planning, research, service development, and customer service.



LEGISLATIVE CONFERENCE

April 12-14, 2026 / Washington, DC



About the Legislative Conference April 12-14, 2026 / Washington, DC

The Legislative Conference is an opportunity for public transportation industry professionals across the nation to make our presence felt and our voices heard in Washington, DC. The Conference helps educate APTA members on important federal legislation and policy initiatives and affords an unparalleled opportunity to shape the industry's positions and federal advocacy agenda.

Who should attend: CEOs, board members, government affairs and communications professionals, transit operators, consultants, manufacturers and suppliers, local coalition members, and state association leaders.

MOBILITY CONFERENCE

May 17-20, 2026 / Salt Lake City, UT



INTERNATIONAL BUS ROADEO

May 15-19, 2026 / Salt Lake City, UT



About the Mobility Conference

Salt Lake City, UT | May 17-20, 2026

The Mobility Conference addresses the critical priorities and challenges facing bus and paratransit systems and explores the changing environment in which systems operate in today's mobility landscape. Participate in specialty workshops, technical tours and APTA's combined Bus Display & Products and Services Showcase.

Who should attend: bus and paratransit system employees and managers, planners, board members, contractors, suppliers, manufacturers, and consultants.

WORKFORCE SUMMIT

May 20-21, 2026 / Salt Lake City, UT



Is Your Workforce AI Ready?

Artificial intelligence (AI) has the potential to reshape how we work, and the public transportation industry must be ready for what's next.

At the 2026 APTA Workforce Summit, industry leaders, managers, and labor partners will come together to explore AI-driven strategies and tools that support transportation operations, rapidly changing technology, workforce planning, HR solutions, and more.

As the transit industry faces growing challenges around recruitment, retention, and reskilling, this summit will tackle essential questions:

- What new skills will our teams need?
- How do we attract and retain next-generation talent?
- How will we balance innovation with the needs of our customers, boards, and communities?

Whether your organization is AI-fluent, AI-fearful or AI-curious, join us to connect with the global innovators and industry peers shaping the future of transit. Gain practical tools, policy insights, and collaborative strategies to help your organization thrive in an AI-powered era.

APTA
TRANSform &
EXPO[®] OCTOBER 4-7, 2026
CHICAGO • ILLINOIS

ELEVATE

PUBLIC TRANSPORTATION



APTA's TRANSform & EXPO is where the world of public transportation converges to explore cutting-edge technology, innovative mobility solutions, and the future of the industry. As the largest showcase of its kind, EXPO elevates the next era of global transit driven by advanced technologies, sustainable solutions, and forward-thinking business models.

Join us in 2026, immerse yourself in the energy of Chicago, a city at the crossroads of transportation innovation, while engaging with industry leaders who are redefining every aspect of public transportation.





**American
Public Transportation
Association**

Events Opening for Registration Later in 2026

Transit Board Members & Board Administrators Seminar

July 17-20, 2026

Detroit, MI

Fort Pontchartrain Hotel

APTAtech

August 9-12, 2026

St. Louis, MO

St. Louis Union Station Hotel

Sustainability/Operations Planning and Scheduling Workshop

August 9-12, 2026

St. Louis, MO

St. Louis Union Station Hotel

Transit Ballot Initiatives Workshop

December 14-16, 2026

Nashville, TN

Hilton Nashville Downtown

Future Conferences

SCHEDULE

REGISTRATION

SPEAKERS

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LOCAL HOST COMMITTEE

FUTURE CONFERENCES

PAST CONFERENCES



M: PACT TRANSIT + COMMUNITY

M: PACT Transit + Community Toronto, Ontario

Stoke your passion. Share innovation and best practices.

September 14-17, 2026

JOIN OUR LIST FOR UPDATES!

