



## Interurban Transit Partnership

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### Present Performance & Service Committee Members

Charis Austin (Chair)	Tracie Coffman Clarkston Morgan	Renee Hill David Moore	Mayor David LaGrand	Tim Mroz
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## PRESENT PERFORMANCE & SERVICE COMMITTEE MEETING AGENDA

Tuesday, May 19, 2026 – 4 p.m.

Rapid Central Station Conference Room | 250 Cesar E Chavez, SW

### AGENDA

	<u>PRESENTER</u>	<u>ACTION</u>
<b>1. PUBLIC COMMENT</b>		
<b>2. MINUTES REVIEW – March 17, 2026</b>	Charis Austin	Approval
<b>3. INFORMATION</b>		
<b>A. Ridership and Metrics</b>		
1) Paratransit, April 2026	Jason Prescott	Information
2) Fixed Route Ridership, April 2026	Tim Roseboom	Information
3) On-Time Performance, April 2026	Josh Brink	Information
<b>B. Operational</b>		
1) Overview - FTA Triennial Review Process	Kevin Wisselink	Information
<b>C. Employees</b>		
1) Bus Operator Hiring Update	Steve Schipper	Information
2) Training – Summer Bus Operator Refresher	Steve Schipper	Information
<b>D. Fleet and Facilities</b>		
1) Fleet Maintenance Scorecard	Steve Clapp	Information
<b>4. ADJOURNMENT</b>		

Upcoming Procurements:

- Professional Financial & Compliance Auditing Services

Next meeting: July 21, 2026



**Interurban Transit Partnership**

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**Present Performance & Service Committee Members**

Tracie Coffman                      Charis Austin (Chair)  
   Renee Hill                      Mayor David LaGrand                      Tim Mroz  
   Clarkston Morgan                      David Moore

**PRESENT PERFORMANCE AND SERVICE COMMITTEE MEETING MINUTES**

**Tuesday, March 17, 2026 – 4:00 p.m.**

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

**ATTENDANCE:**

Committee Members Present:

Charis Austin, Clarkston Morgan, David Moore, Tim Mroz

Committee Members Absent:

Tracie Coffman, Renee Hill, Mayor LaGrand

Rapid Attendees:

Joshua Brink, Steve Clapp, Kris Heald, Linda Medina, Nick Monoyios, Deb Prato, Jason Prescott, Andy Prokopy, Tim Roseboom, Steve Schipper, Lindsay Thomasini

Public Attendees:

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Ms. Austin called the meeting to order at 4:07 p.m.

**1. PUBLIC COMMENT**

No Public Comment

**2. MINUTES – January 13, 2026**

Ms. Austin asked if there were any corrections or changes to the meeting minutes from January 13, 2026. There was none.

Mr. Mroz motioned to approve, and Mr. Moore supported it. The motion passed unanimously.

**3. INFORMATION**

**A. Ridership and Metrics**

**1) Paratransit, February 2026 – Mr. Jason Prescott**

Mr. Prescott highlighted a few points from the February report that was in the meeting packet.

#### Ridership Trends & Insights:

- Year over year increase: Approximately 8%, mainly in non-disabled senior and ADA funding sources.
- Seasonal Patterns: Higher ridership in winter, due to winter-only eligibility and door-to-door service.
- Day-specific trends: Notable increase on Sundays in February, possibly linked to religious activities or shopping, contrasting with the usual Saturday ridership in fall.
- Ridership monitoring: Ongoing analysis of weekend vs. weekday trends.

#### Dispatch and Driver Operations:

- Ownership Change: The Rapid assumed dispatch oversight on October 1, 2025.
- Idle time reduction: Clear minutes (driver idle time) decreased by about 20% since November, improving operational efficiency.
- Driver Scheduling: Adjustments to routes and shifts, including overlaps, to better manage breaks and route ownership.
- Driver Staffing: Currently, approximately 23 full-time drivers; two recent hiring events added six drivers in training, with two more job fairs planned.

Mr. Morgan inquired about the hiring process. Mr. Prescott noted that timing is about 2-3 weeks for new drivers, who do not need CDLs but must complete ADA, maintenance, and wheelchair handling training.

Mr. Moore inquired whether special events or Sunday sports may influence ridership patterns.

Mr. Prescott noted adverse weather leads to canceled appointments, reducing ridership during these periods. Driver call-offs are another factor.

Mr. Morgan inquired about PASS Ridership. Mr. Prescott noted Passenger Adaptive Suburban Services (PASS) is a supplemental service for first mile/last mile. The Rapid runs the program, and it is integrated with ADA services. Our Go!Bus and Paratransit fleet will go out and pick up a client 1/3 of a mile or more from a bus stop, pick them up at home and bring them to a fixed route bus stop. He noted the additional cost of PASS is minimal and aligns with millage promises to enhance accessibility for residents distant from fixed-route stops.

Ms. Prato added more commentary on clear minutes and why it is important.

She noted we averaged 8500 clear minutes just idling per day at \$75/revenue hour, which totals \$10,625 a day, we were paying to sit idle. This underscores the importance of optimizing operations to reduce unnecessary downtime and maximize productive wheel turns, boosting revenue and operation.

## 2) Fixed Route Ridership, February 2026 – Mr. Tim Roseboom

Mr. Roseboom reported that in February 2026, ridership totaled just under 594,000 trips. He emphasized that this figure represents significant growth, with a 6% increase in contract ridership and a 9% increase in fixed route ridership compared to previous periods. These increases are consistent across various time frames, including weekday, evening, and weekend (Saturday and Sunday) services.

Despite these positive trends, the year-to-date ridership still lags slightly behind the previous year, with a 1.2% decrease, totaling just under 2.8M rides for the year so far.

## 3) On-Time Performance, January/February 2026 – Mr. Joshua Brink

Mr. Brink reported on January and February 2026 On-Time Performance. On-Time Performance (OTP) for January 2026 was 80%, with a goal of 90%. The OTP trend correlates with weather conditions and detours, notably on the Laker Line and Michigan Street detour. System-wide performance was below target across all routes.

On-Time Performance for February 2026 was 88.53% An improvement from January, nearly reaching the goal. Slight decline compared to February 2025 by 2%. No major detours occurred; congestion was the primary factor affecting performance.

Mr. Moore inquired about rider feedback regarding delays. Mr. Brink noted feedback was received, but specific metrics were not available at the time.

Mr. Monoyios explained that a delay of up to 5 minutes is still considered “on time,” as it allows riders to make connections. In some cases, this may be more convenient.

Ms. Prato confirmed that customer feedback is actively received.

Mr. Mroz asked about informing customers of route closures. Mr. Prokopy clarified that delay data is based on schedule adherence, however, the data does not explicitly indicate when a bus is not coming, as omitted data reflect delays.

## **B. Operational Financial/Impacts**

1) Summer Service, Event Service – Mr. Nick Monoyios

Mr. Monoyios reported on the Summer Service Schedule and Planning.

Service Periods:

- Winter: January – April
- Spring/Summer: May – August
- Fall: September – December

Mr. Monoyios noted the planning team holds regular sessions with bus operators to gather input and data-driven improvements.

Service Reductions in Summer:

- No GRPS, Secondary, GRCC Shuttle, Bulldog line to Ferris, GVSU, or off-campus shuttles.
- Laker Line reduced to 15-minute intervals from 10-minute intervals.

Detour and Construction Coordination:

- Collaborations with Metro Council & MDOT to manage detours.
- Schedule adjustments are made based on construction impacts.

Extended Evening Service:

- Last weekday pulse currently is at 10:20 p.m.
- Added pulses at 10:50 p.m. and 11:20 p.m. to accommodate event nights (e.g., Amphitheatre events) ending at 11:00 p.m.

Route and Service Changes:

- Route 10 (Special Olympics). Service ends at 68<sup>th</sup> Street in May due to contract expiration; significant impact on paratransit riders. Communication plans are underway for affected clients.

Route 1000:

- Resumes this summer, running weekends, along Route 12 to Millennium Park.

DASH Change:

- Minor routing tweak for better service on Wealthy, improving on-time performance and customer satisfaction.

Event and Rostering:

Event Planning:

Ms. Austin asked if we are having later service on event night, to which Mr. Monoyios confirmed yes.

Ms. Prato added that all events will be rostered with new software, enabling operators to know their

extra hours on event days. She also noted it is confirmed where the Van Andel, Amphitheatre, and DeVos events coincide, which will require flexible planning.

Operator Welfare:

Mr. Mroz inquired if bio breaks are factored into schedules to which Mr. Monoyios confirmed yes. He also noted that construction near Route 13's terminus previously provided bathroom access, now it is addressed with planning and the transportation department.

Mr. Mroz inquired whether The Rapid is monitoring private venues like GLC Live due to their proximity to Van Andel, which could impact an additional 800 – 900 people. Mr. Monoyios confirmed that the team is actively monitoring all city activity, noting a growing influence in the entertainment sector. Ms. Prato mentioned that the City of Grand Rapids has discussed some private venues and will follow up with more details.

Mr. Moore asked about the new summer hours and how they are communicated. Mr. Monoyios stated the hours were approved today and will be communicated both internally and externally. Ms. Prato added that the methods include a press release, Facebook updates, Campaign Monitor emails to registered Wave Card users, posting on the website, and posters at the Information Center at Rapid Central Station.

Ms. Austin requested this information be shared at the CAC Advisory meeting as well.

### **C. Employees**

#### 1) Operator Recruitment and Retention – Ms. Lindsay Thomasini & Mr. Steve Schipper

Ms. Thomasini reviewed trends in operator recruitment and retention, focusing on data from 2024 onward, tracking started in 2024 due to system changes.

She discussed hiring patterns, retention rates, and strategies to improve recruitment and retention.

2024 Highlights:

Hired 80 new bus operators. As of March 11, 2026, retention is at 31%. Terminations at 34%, Resignations at 22% and Job abandonment at 12%.

The average employment duration for resignations was 216 days.

Class sizes varied. July 2024 had up to 20 trainees. January 2024 had 12 trainees, and March 2024 only had 1 trainee.

Winter 2024 had no uncovered work; summer and fall saw increased open rosters due to higher service demand.

Mr. Morgan inquired about seasonal fluctuations. Ms. Prato mentioned summer has fewer rosters due to lower service during university vacations. Fall sees increased activity with up to 43 open rosters due to supplemental routes, high school services, and campus shuttles.

Ms. Prato added that terminations stem from attendance violations, or policy violations, with some linked to drug and alcohol tests or DOT violations.

Ms. Thomasini noted some of the resignation codes include healthy/family reasons, dissatisfaction, licensing issues, or career advancement.

2025 Highlights:

39 new bus operators hired: retention rate of 67%. Class sizes ranged from 3-8 new hires per session. Termination reasons included attendance violations, drug/alcohol violations, accidents, licensing issues, and dissatisfaction. Data shows resignations after an average of 84 days.

2026 Outlook:

Average of 201 operators so far. 27 conditional offers sent; 10 hired. Some offers were withdrawn due to licensing or other issues; 17 offers ended before employment started, mainly due to DOT certification problems.

**Strategies and Tactics:**

The Rapid has partnered with West Michigan Works for focus groups to understand perceptions and barriers.

**Key Findings:**

The role is viewed as meaningful and respected. Concerns around safety and schedules, and an emphasis on benefits like paid CDL training, health benefits, union stability, overtime, and career growth.

Ms. Thomasini noted the development of a 'day in the life' video to attract candidates, and updated advertising to highlight these key points and broaden market research.

Mr. Mroz inquired what the starting salary is, to which Ms. Thomasini confirmed \$25.41/hr. He followed up with a second question does the union help with the candidates who walk away. Ms. Prato noted The Rapid is a second-chance employer, willing to work with applicants disclosing past issues.

Mr. Morgan inquired about the average age of applicants. Ms. Prato noted the average age has shifted from mid-40s to mid-30s.

Mr. Moore asked about ongoing drug testing. Mr. Schipper confirmed ongoing test includes random drug tests and reasonable suspicion assessments, covering over 80% of the workforce annually.

**D. Fleet and Facilities**

1) Maintenance Break Room Refresh – Mr. Steve Schipper

Mr. Schipper presented slides showing the renovation of the breakroom.

2) Early Childhood Center Update – Ms. Deb Prato

Ms. Prato provided a brief update on the Early Childhood Center at Rapid Central Station. The national team is currently visiting for a tour. The ribbon-cutting ceremony is scheduled for June 8, with Governor Gretchen Whitmer and US Representative Congresswoman Hillary Scholten expected to attend.

She also mentioned that Transit Worker Appreciation Day is on March 18, inviting board members to join if their schedules permit. The celebration will feature two food trucks, Two Bones BBQ and Ollie's Donuts, and will include an awards ceremony at noon to recognize the Administrative Employee of the Year, Technician of the Year, and Bus Operator of the Year.

**4. ADJOURNMENT**

This meeting was adjourned at 5:15 p.m.

The next meeting is scheduled for May 19, 2026

Respectfully submitted,



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Kris Heald, Board Secretary



**Interurban Transit Partnership**

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DATE: May 19, 2025  
TO: ITP Board  
FROM: Jason Prescott  
SUBJECT: APRIL 2026 PARATRANSIT RIDERSHIP REPORT

**Paratransit ridership information for April 2026, as compared to April 2025**

	2026	2025	% Change
Total Paratransit Ridership	21,061	19,778	6.5%
ADA Ridership	17,629	17,070	3.3%
Non-Disabled Senior (NDS) Ridership	118	122	-3.3%
PASS Ridership	128	174	-26.4%
Network 180	2,466	2,290	7.7%

**Ridership averages, as compared to 2025**

	2026	2025	% Change
Weekday Ridership	749	696	7.6%
Saturday Ridership	303	255	18.8%
Sunday Ridership	306	253	20.9%

**Other Performance Measures**

	2026	2025	% Change
On-Time Performance	86.85%	90.00%	-3.5%
On-Time Drop-Off	95.60%	96.00%	-0.4%
Average Cost Per Trip	\$33.63	\$44.75	-24.8%

<b>April 2026 Paratransit Ridership and Operating Statistics</b>				
	<b>2026</b>	<b>2025</b>	<b>Change</b>	<b>% Change</b>
<b>ADA</b>				
Clients	1,368	1,316	52	4.0%
Passenger Trips	17,629	17,070	559	3.3%
<b>NDS</b>				
Clients	19	16	3	18.8%
Passenger Trips	118	122	(4)	-3.3%
<b>PASS</b>				
Clients	6	7	(1)	-14.3%
Passenger Trips	128	174	(46)	-26.4%
<b>RIDELINK</b>				
Clients	329	287	42	14.6%
Passenger Trips (Performed by The Rapid)	720	568	152	26.8%
<b>TOTALS</b>				
Clients	1,722	1,626	96	5.9%
Passenger Trips	18,595	17,488	661	6.3%
Average Weekday Ridership	749	696	53	7.6%
Average Saturday Ridership	303	255	48	18.8%
Average Sunday Ridership	306	253	53	20.9%
All Ambulatory Passengers	13,116	14,067	(951)	-6.8%
All Wheelchair Passengers	5,479	3,421	2,058	60.2%
No - Shows	505	413	92	22.3%
Cancellations	458	381	77	20.2%
<b>Transdev</b>				
Average Cost per Trip	\$33.63	\$44.75	(\$11.12)	-24.8%
Riders per Hour	2.1	1.9	0.2	10.5%
Accidents per Month	1.0	0.0	1	#DIV/0!
<b>Trip Denials</b>				
NTD Travel Time (minutes)	0	0	0	0.0%
	28	32	-4	-12.5%
<b>NETWORK 180</b>				
Passenger Trips	2,466	2,290	176	7.7%
Average Weekday Ridership	112	104	8	7.7%
<b>TOTAL PASSENGER TRIPS</b>	<b>21,061</b>	<b>19,778</b>	<b>837</b>	<b>6.5%</b>
<b>Paratransit Service Quality Statistics: network 180 Excluded</b>				
	<b>2026</b>	<b>2025</b>	<b>% of Trips</b>	<b>% Change</b>
<b>Complaints</b>				
Transdev Complaints	23	10	0.1%	130.0%
<b>On-Time Performance</b>				
On-Time Compliance - Pick-up	86.85%	90.00%	-3.2%	-3.5%
On-Time Compliance - Drop-off	95.60%	96.00%	-0.4%	-0.4%

**Date:** May 19, 2026  
**To:** ITP Board of Directors  
**From:** Tim Roseboom – Senior Planner  
**Subject:** FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – APRIL 2026

**OVERVIEW:** In April 2026, there was a 7.0% increase in total monthly route ridership as compared to April 2025. Contract services increased 14.4%, and regular fixed route services increased 2.9%. Pre-pandemic ridership recovery is 64.0% compared to April 2019 and 62.1% FY 2026 to date. April 2026 had the same number of weekdays as April 2025, however GVSU’s exam week extended past April 30. In 2025, GVSU’s semester ended April 26. Additionally, GRCC service operated for four more days in April 2026 compared to 2025. Finally, GRPS spring break was April 3 to 10 in 2026, and it also fell entirely in April in 2025.

**BACKGROUND INFORMATION**

**Monthly Ridership**

	<b>April 2026</b>	<b>April 2025<sup>1</sup></b>	<b>% Change</b>
Regular Fixed Route Service ( <i>Routes 1–44</i> )	373,275	362,581	2.9%
Contracted Service ( <i>GVSU, DASH, GRCC, and Ferris</i> )	227,946	199,315	14.4%
<b>Total Monthly Fixed Route Ridership</b>	<b>601,221</b>	<b>561,896</b>	<b>7.0%</b>

**Daily Average Ridership**

	<b>April 2026</b>	<b>April 2025<sup>1</sup></b>	<b>% Change</b>
Weekday Total	24,498	22,892	7.0%
Weekday Evening	4,178	3,380	23.6%
Saturday	10,458	9,703	7.8%
Sunday	5,111	4,868	5.0%

**Productivity Summary**

	<b>April 2026</b>	<b>April 2025<sup>1</sup></b>	<b>% Change</b>
Average passengers per hour per route	14.2	13.5	5.1%
Average passengers per mile per route	1.03	0.97	6.1%
Average farebox recovery percent per route	9.8%	10.6%	-7.5%

**Fiscal Year Ridership**

	<b>FY 2026</b>	<b>FY 2025<sup>1</sup></b>	<b>% Change</b>
Regular Fixed Route Service ( <i>Routes 1–44</i> )	2,531,108	2,555,861	-1.0%
Contracted Service ( <i>GVSU, DASH, GRCC, and Ferris</i> )	1,445,750	1,435,158	0.7%
<b>Total Fixed Route Ridership YTD</b>	<b>3,976,858</b>	<b>3,991,019</b>	<b>-0.4%</b>

<sup>1</sup> Prior-year monthly ridership figures shown in this report may differ from those published in last year’s Committee/Board report for the same month due to delayed farebox data retrieval.

## COMPARISON OF APRIL 2026 TO APRIL 2019

### Monthly Ridership

	<b>April 2026</b>	<b>April 2019</b>	<b>% Change</b>
Regular Fixed Route Service ( <i>Routes 1–44</i> )	373,275	647,402	-42.3%
Contracted Service ( <i>GVSU, DASH, GRCC, and Ferris</i> )	227,946	292,623	-22.1%
<b>Total Monthly Fixed Route Ridership</b>	<b>601,221</b>	<b>940,025</b>	<b>-36.0%</b>

### Daily Average Ridership

	<b>April 2026</b>	<b>April 2019</b>	<b>% Change</b>
Weekday Total	24,498	38,964	-37.1%
Weekday Evening	4,178	5,471	-23.6%
Saturday	10,458	14,396	-27.4%
Sunday	5,111	6,310	-19.0%

### Productivity Summary

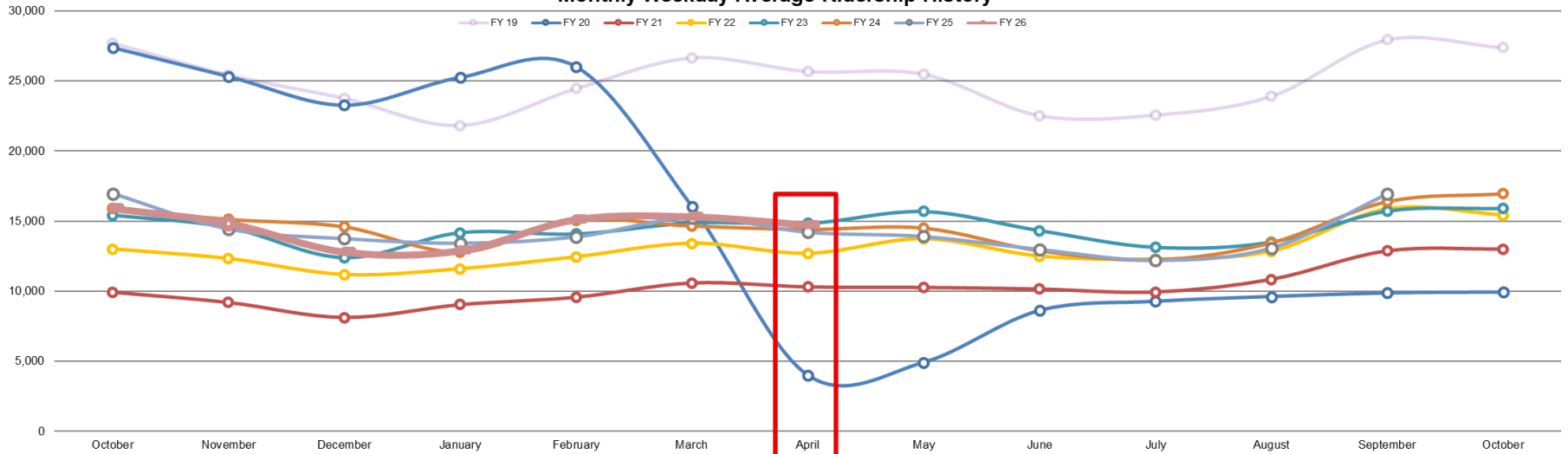
	<b>April 2026</b>	<b>April 2019</b>	<b>% Change</b>
Average passengers per hour per route	14.2	19.7	-27.9%
Average passengers per mile per route	1.03	1.56	-33.8%
Average farebox recovery percent per route	9.8%	24.6%	-60.1%

### Fiscal Year Ridership

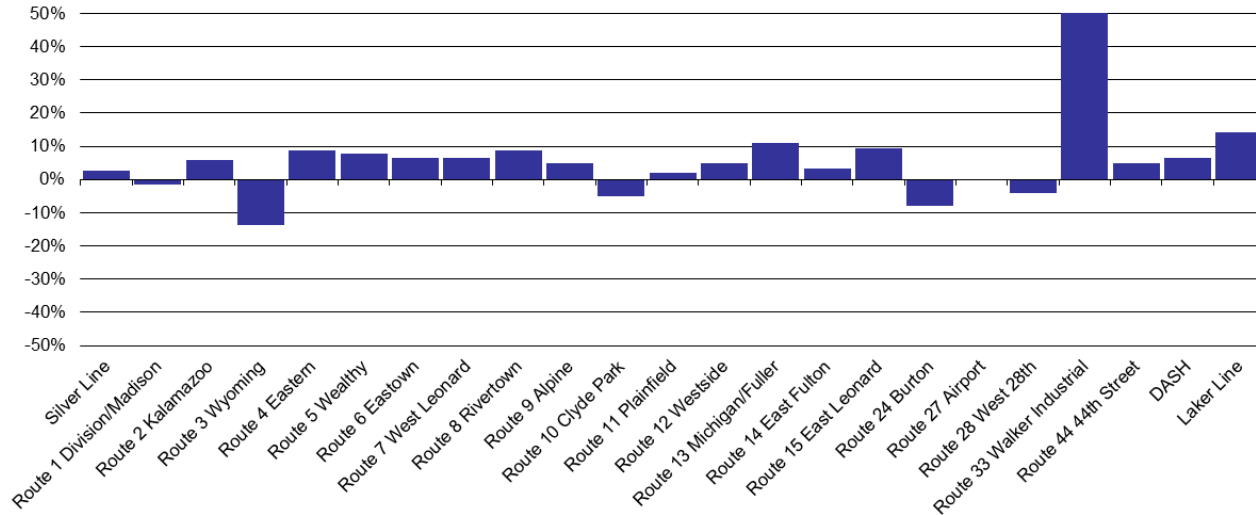
	<b>FY 2026</b>	<b>FY 2019</b>	<b>% Change</b>
Regular Fixed Route Service ( <i>Routes 1–44</i> )	2,531,108	4,316,039	-41.4%
Contracted Service ( <i>GVSU, DASH, GRCC, and Ferris</i> )	1,445,750	2,091,115	-30.9%
<b>Total Fixed Route Ridership YTD</b>	<b>3,976,858</b>	<b>6,407,154</b>	<b>-37.9%</b>

	<b>Monthly Farebox Recovery</b>	<b>Weekday Farebox Recovery</b>	<b>Saturday Farebox Recovery</b>	<b>Sunday Farebox Recovery</b>
Silver Line	10.74%	10.56%	12.52%	10.91%
Route 1 Division/Madison	9.90%	10.08%	9.80%	7.59%
Route 2 Kalamazoo	10.01%	10.07%	10.83%	8.31%
Route 3 Wyoming/Rivertown	9.18%	9.76%	8.35%	5.20%
Route 4 Eastern	11.79%	11.82%	11.68%	11.18%
Route 5 Wealthy	9.46%	9.52%	8.75%	n/a
Route 6 Eastown	8.73%	8.75%	7.41%	11.07%
Route 7 West Leonard	7.68%	7.60%	8.31%	8.12%
Route 8 Prairie/Rivertown	8.68%	8.82%	9.37%	6.35%
Route 9 Alpine	12.17%	11.98%	12.99%	14.51%
Route 10 Clyde Park	10.01%	9.90%	10.99%	10.28%
Route 11 Plainfield	10.20%	10.03%	11.08%	12.11%
Route 12 Westside	9.09%	9.38%	7.79%	5.38%
Route 13 Michigan/Fuller	9.76%	10.01%	7.25%	n/a
Route 14 East Fulton	9.68%	10.29%	6.00%	n/a
Route 15 East Leonard	12.88%	13.22%	9.64%	13.16%
Route 24 Burton	7.71%	7.85%	6.52%	n/a
Route 27 Airport Industrial	7.84%	7.84%	n/a	n/a
Route 28 West 28th	9.09%	9.05%	9.53%	8.82%
Route 33 Walker Industrial	3.36%	3.36%	n/a	n/a
Route 34 Northridge	2.24%	2.24%	n/a	n/a
Route 44 44th Street	9.61%	9.58%	10.79%	8.45%
Route 1000 Millenium Park	n/a	n/a	n/a	n/a
Route 71 Central 4A	15.69%	15.69%	n/a	n/a
Route 72 Central 10A	15.55%	15.55%	n/a	n/a
Route 73 Union 3A	52.33%	52.33%	n/a	n/a
Route 74 Union 7A	43.03%	43.03%	n/a	n/a
Route 75 Union 10B	40.43%	40.43%	n/a	n/a
Route 76 Union 12A	33.92%	33.92%	n/a	n/a

**Monthly Weekday Average Ridership History**



**Percent Change by Route: April 2026 compared to April 2025**



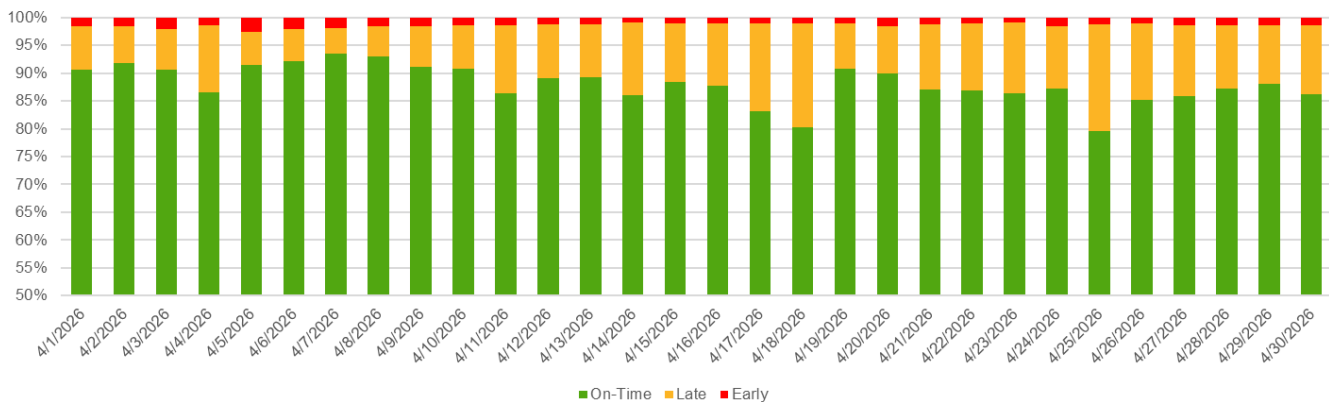
**Date:** May 19, 2026  
**To:** ITP Board  
**From:** Josh Brink - Planner  
**Subject:** FIXED ROUTE ON-TIME PERFORMANCE REPORT – April 2026

**SYSTEMWIDE ANALYSIS**

The Rapid considers a route to be “on time” if it is anywhere from 0 to 5 minutes late. A bus that arrives before the scheduled time or 5 minutes after the scheduled time is considered not “on time.”

The figure below demonstrates systemwide daily on-time performance (OTP) for April 2026.

**Systemwide Daily On-Time Analysis**  
*April 1 through April 30*



The table below summarizes systemwide on-time performance for the month and compares to the same month in the previous year, and the previous month in 2026.

In April 2026, 88.36% of the service was on time, with incidents of lateness occurring 10.25% and incidents of earliness at 1.39%. This month had a +1.76% increase in OTP from April 2025 and a decrease of -2.22% from March 2026. April 2026 started to drop consistently below the 90% goal about a third of the way through the month. This is correlated with more disruptive detours on Routes 3, 8 and 10. Routes 1 and 24 started to be more affected in the last week of the month by a detour on Burton.

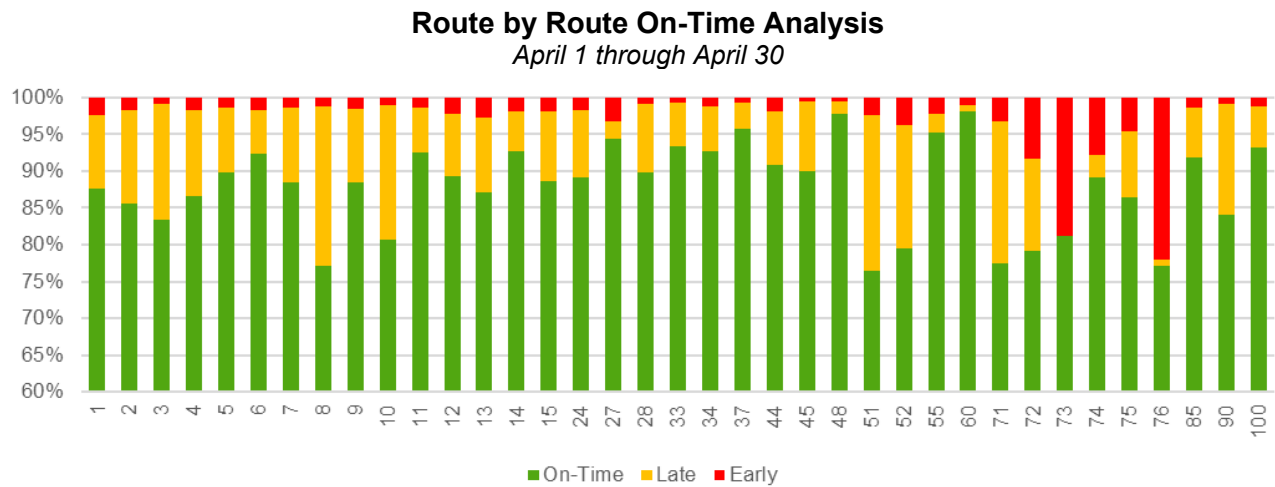
Year	Apr. On-Time	Mar. On-Time	Δ
2026	88.36%	90.58%	-2.22%
2025	86.60%		
Δ	+1.76%		

## ROUTE BY ROUTE ANALYSIS

Aside from minor short-term occurrences, the detours to impact on-time performance were:

- Cesar E Chavez Closure (Routes 3 and 10)
- Oxford Closure (Route 8)
- WB Burton Closure (Routes 1 and 24)

OTP by route is illustrated in the graph below:



## Systemwide Bus Routes

Route 1 - Division/Madison	Route 11 - Plainfield	Route 34 - Northridge	Route 72 - Central 10A
Route 2 - Kalamazoo	Route 12 - Westside	Route 37 - GVSU North Campus	Route 73 - Union 3A
Route 3 - Wyoming/Rivertown	Route 13 - Michigan/Fuller	Route 44 - 44th Street	Route 74 - Union 7A
Route 4 - Eastern	Route 14 - Fulton	Route 45 - Laker Line	Route 75 - Union 10B
Route 5 - Wealthy	Route 15 - East Leonard	Route 48 - GVSU South Campus	Route 76 - Union 12A
Route 6 - Eastown	Route 24 - Burton	Route 51 - DASH CW	Route 77 - Union 12B
Route 7 - West Leonard	Route 27 - Airport Industrial	Route 52 - DASH CCW	Route 85 - GVSU Apartment Connector
Route 8 - Prairie/Rivertown	Route 28 - West 28th	Route 55 - DASH Work	Route 90 - Silver Line
Route 9 - Alpine	Route 29 - East 28th	Route 60 - GRCC Shuttle	Route 100 - FSU Express
Route 10 - Clyde Park	Route 33 - 3 Mile	Route 71 - Central 4A	