Interurban Transit Partnership

Present Performance & Service Committee Members

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

PRESENT PERFORMANCE & SERVICE COMMITTEE MEETING AGENDA

Tuesday, November 10, 2026 – 4 p.m.

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

AGENDA

		PRESENTER	ACTION
1.	**PUBLIC COMMENT**		
2.	**MINUTES REVIEW – September 15, 2026**	Charis Austin	Approval
3.	**INFORMATION**		
	A. Ridership and Metrics		
	1) Paratransit – October 2026	Deb Prato	
	2) Fixed Route Ridership – October 2026	Tim Roseboom	
	3) On-Time Performance – October 2026	Josh Brink	
	B. Operational Financial/Impacts		
	1) Operating Expenses, Organizational Capabilities and Current Constraints	Linda Medina/Deb Prato	Discussion
	C. High Level Review 2026 Customer Perceptions Survey	Jeffrey King	Discussion
	D. MDOT Projects Update	Steve Schipper	Discussion
4.	**ADJOURNMENT**		

Upcoming Procurements:

Legal Services
Bus Cleaning, Servicing, Washing, and Related Support Services
Bus Shelter – Stations Cleaning Services
Heavy Duty Low Floor Bus Procurement
Rapid Central Station Entrance Improvement

Next meeting: TBD, 2027

Present Performance & Service Committee Members

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

PRESENT PERFORMANCE AND SERVICE COMMITTEE MEETING MINUTES

Tuesday, September 15, 2026 – 4:00 p.m.

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

ATTENDANCE:

Committee Members Present:
Charis Austin, Tracie Coffman, Mayor LaGrand, David Moore, Clarkston Morgan, Tim Mroz

Committee Members Absent:
Renee Hill

Rapid Attendees:
Steve Clapp, Kris Heald, Deron Kippen, Linda Medina, Nick Monoyios, Deb Prato, Andy Prokopy, Tim Roseboom, Steve Schipper, Lindsay Thomasini

Public Attendees:

Ms. Austin called the meeting to order at 4:01 p.m.

1. PUBLIC COMMENT

No public comment

2. MINUTES – March 17, 2026, and May 19, 2026

Ms. Austin asked for any changes or corrections to the meeting minutes from March 17, 2026. Mr. Mroz motioned to approve, and Ms. Coffman supported it. The motion passed unanimously.

Ms. Austin asked for any changes or corrections to the meeting minutes from May 19, 2026. Ms. Coffman motioned to approve, and Mr. Morgan supported it. The motion passed unanimously.

3. RIDERSHIP AND METRICS

A.

1. Paratransit – August 2026 Report not available

2. Fixed Route Ridership – August 2026, Mr. Tim Roseboom

Mr. Roseboom presented the Fixed Route Ridership Report.

We finished August with just over 419,000 passengers, which represents approximately an 11% decrease overall.

Fixed Route, which we affectionately refer to as Routes 1 through 44, did see a healthy increase of just under 4%.

Contract Services, including DASH, Grand Valley, Ferris State, GRCC, and the other contracted services—were down by more than 50%. As you may recall, we redesigned the DASH route to create a shorter, one-directional route and reduce its operating hours. As a result, most of the decrease in contract service ridership can be attributed to DASH.

Another factor affecting the August numbers was the academic calendar. Most of the universities did not begin operating until the last day of August. Grand Valley also shifted its academic calendar one week later into fall, meaning it was not operating at the same level in August 2026 as it was in August 2025.

Therefore, August is not a directly comparable month, but those are the major reasons for the decrease.

The remainder of the packet includes the COVID comparison, farebox recovery, and year-over-year route comparison.

Ms. Coffman asked whether the reduction in DASH service was due to the City's decision.

Mr. Roseboom confirmed that it was, explaining that the service is provided under a contractual arrangement with the city. He noted that while the Board had reviewed the service rate, the city had also decided to reduce its level of service.

Ms. Prato added event service so DASH reimagined service started with our summer pick starting May 4th.

Mr. Mroz: Related to that, now that it's August, are we starting to see the impact of the amphitheater events in the numbers, or is it still too early?

Mr. Roseboom: Yes. I track that every time there's an event. Part of my job is to look at the additional service that we're running for the amphitheater and compare the period when that additional service is operating to the previous day of the same week when there wasn't an event.

When we look at the top-line numbers, we're seeing a system-wide increase of around 500 riders, depending on the event. Obviously, on Saturdays and Sundays, we're also running service later than we typically would, particularly on Sundays, when service runs much later than on a normal Sunday.

So, yes, we are seeing a net increase in the system. It's somewhat difficult to isolate whether that increase is directly attributable to the event itself or to the additional service being provided. But overall, we are seeing an increase.

Ms. Prato added that it's not entirely clear whether the increase in ridership correlates with the amphitheater event's start times. The additional ridership could be attributed to workers, or it could reflect others taking advantage of the extra hour of service.

3. On-Time Performance – August 2026, Mr. Josh Brink

Mr. Roseboom presented the On-Time Performance Report on behalf of Mr. Brink, who is attending the mPact Conference.

August was a challenging month for on-time performance. Our on-time performance was 80.58%, which was approximately a 5% decrease from July and just under a 2% decrease compared with August of last year.

The primary factors affecting performance were several major construction projects that have been more significant this year than they were last year. The 131 Lighting project, which you can see across the platform, is having a major impact on a number of routes. In general, any routes traveling through downtown or operating along parallel corridors are being affected.

We are also seeing localized impacts from amphitheater events. As you may recall, traffic can become heavily congested around the amphitheater when events are taking place, and we are seeing those conditions affect the transit system as well.

Finally, the overall volume and scope of construction projects this summer have been greater than in previous years. There is a list of the major construction projects included later in the report.

B. Millage, Mr. Nick Monoyios

Ms. Prato teed up the discussion surrounding the upcoming millage.

At our last Board meeting, there was a lot of discussion about the millage, so we thought it would be helpful to take some time today to walk through it together. We want this to be a conversation and a dialogue—an opportunity to address your questions or hesitations and clear up any misconceptions.

Mr. Monoyios is going to walk us through a number of key points we've laid out, but please feel free to raise your hand at any time and ask us to say more about something or clarify an issue that has been confusing.

We'll go as deep as you'd like and spend time in the areas where you have the most questions.

1). Peer Agency Millage Efforts
Mr. Monoyios provided an orientation on millages, what other agencies have done, the history of our own millage efforts, and some of the lessons we have learned along the way.

Mr. Monoyios noted that he has been through five of ITP's millage campaigns, and he is happy to share some of that experience as we begin charting our course for the upcoming millage decision.

Peer Agency Efforts
In August 2026, several agencies across Michigan increased their millage rates without adding new services. One of the things we have learned from looking at peers—not just in Michigan, but across the country—is that there is no one-size-fits-all approach.

Every community has different needs, different attitudes, and different expectations. As a result, polling, education, and public engagement have to be customized to each community.

For example:
Alger County, near Munising in the Upper Peninsula, operates a countywide demand-response, or dial-a-ride, system that is different from ours. They increased their millage by 0.25 mills with no new service, and the initiative passed with 61% of the vote.
Holland approved a five-year millage this past May that included a 0.20-mill increase, again with no new service. It passed with 70% support.
Flint increased its millage by 0.30 mills, primarily to maintain existing service, with some funding for demand-response service through Genesee Connect. That measure passed with 64%.
Lansing approved a 3-mill renewal in 2024, passing with 69.4% support. However, Lansing is now on the other side of the equation. Because of budget pressures and reductions in state operating funding, they have recently had to reduce service frequency, span, and some routes.

SMART in suburban Detroit.

In August 2026, SMART had 26 jurisdictions participating in its funding arrangement. The agency increased its millage by 0.98 mills.
Previously, 17 jurisdictions had opted out. State law prevented those jurisdictions from opting out again, so they became part of the SMART system. The millage passed with approximately 67% support.
That is a significant result.

One of the key factors was extensive community engagement. SMART had spent many years planning for the campaign and developed a strong, independent advocacy effort.

That is similar to the approach we have discussed for our own campaign: we conduct the education and engagement, and then hand the baton to an independent, autonomous advocacy organization that can take the lead on fundraising, advocacy, voter outreach, and the broader public campaign.

SMART also secured a 10-year funding arrangement and conducted a strong voter education campaign.

Ann Arbor
Ann Arbor provides another interesting example.
In August 2022, Ann Arbor increased its millage by 1.68 mills—more than our entire current millage system.

The Chamber of Commerce was one of its strongest supporters and advocates.

Their campaign was built around the triple bottom line: the environmental benefits of transit, social equity, and economic development.

Importantly, more than 50% of the additional 1.68 mills was dedicated simply to maintaining existing service.

The remaining funding supported improvements such as increased frequency, longer service hours, express routes, and expanded coverage to address gaps in the system.

Delta County
On the other end of the spectrum, we can look at Delta County in the Upper Peninsula.

Delta County, including the Escanaba area, approved a new 0.689-mill levy for eight years.

This was a brand-new millage and represents a much smaller transit system than ours. But the example is still valuable.

These images demonstrate the type of community outreach, education, and engagement that even a small, demand-response transit agency needs to undertake.

The lesson is simple: communicating the value of transit to the public is critical, regardless of the size of the system.

2026 Results
In 2026, 19 out of 19 transit measures passed.

Of those:
11 were renewals.
5 were increases.
The remaining measures involved other funding structures.
This is important context for us.

We track our own Community Value Survey to understand what our public wants and values. Looking at our peers provides another important data point and helps us better understand public attitudes toward transit more broadly.

The Changing Funding Environment
There has also been significant media attention to these millage efforts.

For example, Holland has publicly stated that its 0.20-mill increase was directly related to reductions in state operating funding.

That should sound familiar. Over the past several months and years, we have talked extensively about the decline in state operating support and the impact it has on our long-term budget projections.

Lansing provides another example.

Although Lansing successfully renewed its 3-mill funding in 2024, the continuing impact of state operating funding reductions has forced the agency to make service cuts. This past August, Lansing reduced frequencies, shortened service spans, and eliminated some routes because of those budget pressures.
So, we are not alone in facing this challenge.

Our Own Millage Experience
Like many of our peers, we have conducted a number of education and awareness campaigns over the years.

We had millage efforts in 2007, 2009, and 2011, including the TMP improvements campaign, which passed by just 136 votes.

We even had a button celebrating that victory.

But the important lesson is that every campaign was different.

The needs were different. The year was different. Public attitudes were different.

And our education and engagement efforts were tailored around what we were hearing from the community at that particular time.

We are taking the same approach today with our current polling and research.

Education and Engagement
Overall, our approach to education and engagement is focused on several key areas:

Better media visibility.
More digital engagement and social reach.
Building broader public understanding of the importance of transit.
Clearly communicating the message and purpose behind the millage.
What we have seen from other agencies is that a successful campaign can also position agency leadership as regional voices—people who are sought out to participate in important conversations and help make impactful, transformational decisions for the region.

It can strengthen relationships with legislators, community leaders, and other stakeholders.

And it can create the foundation for long-term coalition building.

That stakeholder engagement is particularly important for us. We need to understand what transit means to each stakeholder and why it matters to them.

Common Lessons and Success Factors
When we look across successful peer campaigns, several themes consistently emerge.

First: Identify the purpose of the funding.

What exactly are we asking the public to fund?

We have been very intentional about being transparent about that.

Second: Demonstrate community value.

Robust transit means something different to everyone.

For one person, it may mean getting to work. For another, it may mean getting to school, accessing health care, supporting a business, or maintaining independence.

We need to identify those different elements of value and communicate them clearly.

Third: Strong board leadership matters.

Successful campaigns consistently point to strong leadership from the board as an important factor.

Fourth: Engage the public early.

We need to tell our story early, consistently, and clearly.

Fifth: Establish a separate advocacy organization.

We have done this with previous millage campaigns through organizations such as Friends of Transit and Faith in Motion.

The concept is to conduct education and engagement as an agency and then hand the baton to an independent advocacy organization that can lead the campaign effort.

Finally: Be transparent about the use of funds.

The public needs to understand exactly what the requested funding will accomplish and why it is necessary.

Common Themes Across Our Peers
There are several broader themes that emerge when we look across all of these peer agencies.

Opportunity.

Transit connects people to opportunity—and that can mean many different things. Each of those individual stories is important.

Maintaining service is improving service.

This was particularly important to me.

When we talk about maintaining operations, we cannot overlook the cost of not maintaining them.

Without adequate investment, service begins to decay. We disinvest. Vehicles and infrastructure age. Reliability suffers. Ultimately, the system deteriorates.

So simply maintaining a high-quality transit system is itself a critical investment for every customer and every community.

Economic development.

Transit is also an economic development tool.

And there is another important piece that can sometimes get overlooked: every operating dollar we invest can help leverage additional state and federal capital dollars.

Through our formula funding, the service we provide helps generate capital resources that are necessary to maintain and improve the system.

Equity and access.

Equity and access are also central to the conversation.

And finally, we need to think about transit as infrastructure.

Transit is not simply a social service.

It is infrastructure.

It is just as important to a thriving community as the pipes underground, the sewer system, telephone poles, or electricity.

Transit is part of the circulatory system of a community.

It connects people, businesses, jobs, education, health care, and opportunity.

And with that, Mr. Monoyios shared a photo of a GRATA bus from the 1960s in downtown Grand Rapids.

2). History of ITP Millages
Mr. Monoyios presented the history of ITP millages and how we got to where we are today.

The Rapid operation began in May 2000. The graph illustrates the millage history and the changes that have occurred since then, followed by a table summarizing the six millage proposals. The table outlines the purpose of each proposal, the millage rate, and the corresponding yes and no vote results.

3). Funding Mechanics
In 2003 and 2007, voters approved millages that supported incremental service expansions. These improvements included increased service frequency, extended service hours, the addition of Route 28, and expanded Sunday service.

In May 2009, we pursued a separate millage to fund operations for the Silver Line Bus Rapid Transit (BRT) system. That proposal was unsuccessful, receiving 47.7% of the vote in favor.

Following completion of the Transit Master Plan in 2010, we incorporated Silver Line BRT operating costs into the broader service improvement plan. That proposal passed by a margin of 136 votes.

In November 2017, we returned to voters for a millage renewal, which passed with 61.5% support.

Since 2012, we have also seen the effects of the Headlee Amendment, which limits the growth of property tax revenues as taxable values increase. As we just confirmed, the current Headlee rollback factor is 1.36. This further reduces the property tax revenue available to support transit operations.

The next graph illustrates our overall revenue picture. The solid-colored sections represent our various revenue sources, while the dotted line shows projected expenses. As the graph demonstrates, there is a growing gap between available revenue and operating costs. Closing that gap is one of our primary objectives.

We can also see a longer-term trend in state operating assistance. In 1998, state operating assistance accounted for just under 50% of our operating revenue. Today, the estimated figure is just under 30%, based on state estimates.

This continued decline in state operating support, combined with rising operating expenses, puts additional pressure on our budget and widens the funding gap we need to address.

Of course, millages are subject to state laws and limitations that determine what we can and cannot do. Understanding those requirements is an important part of evaluating our funding options moving forward.

4) Education vs. Advocacy

Mr. Monoyios presented a slide highlighting the distinction between public education and advocacy.

What we can do is provide factual, objective information about community needs, services, impacts, and financial data to help voters make informed decisions. We can explain the millage proposal transparently, including the proposed rate, duration, and purpose. We can also host public information meetings and help the community better understand the value and impact of public transportation. This is where our storytelling plays an important role: educating the public about the needs and benefits.

What we cannot do is tell people how to vote. We cannot use public resources or RAPID/ITP staff time to encourage a “yes” vote, use public funds to support the millage campaign, coordinate campaign activities, or engage in electioneering.

That’s where an independent advocacy group comes in. The advocacy group takes the lead on active campaigning, including explicitly urging voters to vote “yes,” raising campaign funds, distributing political signs, running advertisements, and conducting other campaign activities.

The key takeaway is that our role is to educate and inform, while the independent advocacy group leads the campaign effort.

5). Board Roles

So, what role does the board play throughout this process? There are two key components: official responsibilities and community advocacy.

On the official side, the board is responsible for approving the resolution, including the millage rate, its duration, the exact ballot language, and the election date. Once approved, the resolution must be submitted to the clerks in each of the six cities. The board also provides general oversight throughout the entire process.

On the advocacy side, board members serve as ambassadors for the campaign. You are trusted voices in your communities who can help communicate the purpose and importance of this effort. You’ll be equipped with factual information developed through the education and engagement campaign to help inform conversations and build community support.

Finally, board members can help identify key civic and community stakeholders who could play an important role in strengthening and supporting this advocacy effort.

6). Roadmap to the Election
So lastly, Mr. Monoyios talked about the roadmap leading up to the election.

This timeline highlights the sequence of conversations and planning efforts we've undertaken over the past couple of years. On the next slide, we'll shift our focus to what lies ahead.

Our conversation began in December 2023, when Ms. Medina and I presented an analysis that included a stacked area graph illustrating our projected operating expenses alongside our revenues. The numbers made it clear that our revenues were not keeping pace with projected costs. That was our first real look at the fiscal cliff we're facing.

In February 2024, at our board retreat, we took a high-level look at transportation funding. We also heard from Mr. Bill Jackson of McAlvey Merchant, who provided an update on legislative strategy, including how we might approach Lansing and what he was seeing at the state level.

About a year later, with the Transit Master Plan completed, we began looking at our near-term, five-year vision. We used Mentimeter to gather your input on the characteristics and priorities that were most important to you as we developed that vision, keeping our financial realities in mind. We also began discussing a strategy around millage.

So, we knew this challenge was coming. It wasn't a surprise. The question became: How do we want to move forward? We needed to lay out the puzzle pieces and begin organizing them into a path forward.

Then, this past February, we held another board retreat, where Ms. Prato presented the Rapid Realities, which we'll revisit in a little bit. We also shared the results of our most recent community value survey, which continued to show positive trends in community attitudes toward the services we provide.

During that same meeting, we held a workshop in which you broke into small groups and identified the polling questions you wanted us to explore. That input helped shape the questionnaire we developed with the polling firm we engaged with this past spring.

In April, we took your feedback, compiled it, and synthesized it into a questionnaire with Competitive Edge. The polling was completed, and the results were presented to you in May.

At the same time, we engaged SeyferthPR to help guide our public relations and communications strategy. They serve as an umbrella organization to help coordinate the broader strategy and ensure that our efforts are aligned.

In July, during the board budget workshop, we discussed the operating budget for the upcoming fiscal year and revisited our updated five-year budget projections.

And that brings us to where we are today on this timeline.

Last month, we tabled the board item on education and engagement. We've been refining that proposal, and we'll bring it back to you this month. The goal is to establish an eight-month window for education and public engagement, and the timeline on the next slide outlines how we propose to use that time.

One of the key takeaways from conversations with our peers is the importance of giving this initial phase enough runway. We need adequate lead time to develop the materials, messaging, and supporting information necessary to hand the baton to an advocacy group. That handoff needs to be thoughtful and comprehensive, ensuring the group has what it needs to effectively carry the effort forward and achieve our desired outcome.

The advocacy group would then take the baton next spring and continue the work through the summer. From there, we would move into the formal election campaign leading up to the November 2027 election.

Finally, you'll notice the additional yellow boxes extending into the following months and years. Those are placeholders representing potential future election opportunities, should we need to consider them.

That's the progression that brings us to this point, and it sets the stage for the work we're proposing to begin next.

At the previous meeting, Ms. Prato reminded the Board that Ms. Hill had asked why the marketing and education campaign was scheduled to end in May. Ms. Prato explained that May was the anticipated transition point for these efforts to the Vote Yes group. She noted that this timeline was intended to maintain a clear distinction under election law, as a public agency and public authority cannot advocate for a "Yes" vote.

Mr. Mroz stated that he had the same question, asking why the campaign needed to end in May and whether educational outreach could continue concurrently with the advocacy efforts. He acknowledged that election law might impose restrictions on this approach.

Ms. Prato clarified that educational outreach could continue; however, the intent was to ensure that the agency was clearly separate from the Vote Yes advocacy efforts.

Mr. Moore asked whether the restrictions applied to both the Board and staff, seeking clarification on who was prohibited from advocating for a "Yes" vote and whether the rules were similar to those governing regular elections.

Mr. Monoyios explained that election law can involve interpretation of various provisions, but the key distinction generally concerns the use of public resources. He acknowledged that some situations may fall into a gray area, including whether an individual's presence or participation in a particular setting could be considered to fall within the scope of their public role or jurisdiction in relation to Rapids. He noted that further review would be helpful to clarify these distinctions.

Ms. Prato added that, as individuals employed and compensated with taxpayer dollars through the public authority, staff must be particularly mindful of their responsibilities. Although board members are unpaid, she emphasized that, following discussions with the attorneys, the clearest guideline is to answer factual questions without engaging in advocacy. Advocacy efforts should be handled by outside organizations, such as Faith in Motion and Friends of Transit.

Ms. Prato also revisited Mr. Monoyios's earlier comments regarding local millages that had passed during the previous year and the analogy of state operating assistance as a "jar of peanut butter" shared among transit agencies. She explained that the state had allocated an additional $100 million from the roads fund to local bus operating assistance the previous year, which affected the reimbursement rate. Transit agencies must first incur eligible operating expenses before Ms. Medina submits those expenses to the state for reimbursement. The reimbursement rate increased from 29.19% the prior year to 29.42%, illustrating how the additional $100 million was distributed among 74 transit agencies statewide.

She noted that when Ann Arbor increased its millage by three mills, the additional local revenue supports increased service, which in turn generates additional eligible expenses for state reimbursement. Similarly, SMART's proposal to provide additional service to 17 entities that had previously opted out would increase demand on the limited pool of local bus operating assistance. Ms. Prato emphasized that the state legislature was not proposing additional funding for local bus operating assistance. Consequently, when local investments through millages and farebox revenue fail to keep pace with service needs, the authority is placed at a disadvantage in competing for those state operating assistance funds.

Mr. Moore asked when the board would receive information and educational materials to help inform the public about the ballot proposal.

Ms. Prato responded that, at the previous board meeting, the authority had been prepared to award marketing and educational campaign contracts to two public relations firms, each offering distinct and important areas of expertise. The matter was tabled and is expected to be returned for further discussion.

She explained that the first issue to be addressed at the next board meeting would be whether November 2027 was the appropriate election date. As Mr. Andy Guy had raised the question, the board would need to confirm its decision before the marketing and educational campaign could begin. If the board did not approve November 2027 as the election date, the campaign would not proceed.

Ms. Prato also emphasized the importance of timing, noting that the authority's ability to deliver reliable daily service would directly affect the campaign's effectiveness. Beginning public outreach too far in advance, before the authority was positioned to deliver on its commitments, could undermine the effort.

The next board meeting would therefore address whether November 2027 was the appropriate election date, along with the proposed marketing and educational campaign contracts and other action items. The firms had initially been expected to begin work on September 1, with the start date subsequently anticipated to move to October 1. The proposed timeline included an eight-month campaign period leading up to the May handoff.

Ms. Austin asked whether we know what other millages might be planned for November 2027 and what competition we might face—or avoid.

Ms. Prato said November 2027 currently appears to be the clearest option in terms of potential conflicts with other millages. Competitive Edge has been asked to re-examine the polling for 2027 and prepare a narrative for the Board to review. SeyferthPR has also been asked to assess the competitive landscape, and both firms have recommended November 2027.

Ms. Prato explained that when the discussion began in January or February 2025, the group noted that the current millage would end in 2029 and considered pursuing a millage in 2027. This approach would provide a safety net in 2028 if the proposal were unsuccessful. If successful, the Board could then consider strategies for 2028, potentially including restoring losses related to Headlee.

She noted that these strategic considerations would be addressed as the Board begins making initial decisions about timing.

Mr. Mroz inquired about farebox revenue, noting that he has long been concerned about the common misconception that bus service pays for itself through passenger fares. He referenced a previous slide showing the reduction in state funding and asked whether the farebox revenue discussion resonates with voters.

Ms. Prato responded that the issue would be addressed during the "Rapid Realities" presentation. She explained that, over the years, the proportion of farebox revenue contributed by individual riders versus contract partners on their behalf has shifted. Although state operating assistance has decreased, overall farebox recovery has remained consistent. Previously, approximately 25% of farebox revenue came from individual riders and 9% from contracts. Today, the proportions have reversed, with approximately 25% coming from contracts and an average of 9% on regular line-haul service fares.

Mr. Mroz noted that The Right Place is experiencing significant challenges following the discontinuation of Wheels to Work and asked whether this issue was also part of the discussion.

Ms. Prato confirmed that the loss of Wheels to Work has significantly affected paratransit services and noted that other transportation services may also be facing reductions.

Ms. Prato explained that some Wheels to Work clients need transportation before the start of the agency's normal service day. She noted that the agency introduced new express zero routes this fall, opening previously non-revenue deadhead trips—when buses travel without passengers to the beginning of a route using the most efficient alignment—to customers. Although ridership during the early morning hours has been lower than expected, the agency has seen ridership on late-night return trips.

Ms. Prato added that Hope Network cited financial challenges and the lack of financial viability in providing transportation services as the reasons for reducing service. The agency met with Hope Network to explore potential economies of scale and opportunities for collaboration, but the discussions did not identify a mutually beneficial arrangement.

Finally, Ms. Prato said the agency and Mr. King, who manages West Michigan Rides and its vanpool program, to explore whether Enterprise vanpool resources could provide an alternative transportation option for some Wheels to Work clients. While this option would be more expensive, as previously discussed in connection with service to Cascade and Alpine, it remains a potential solution.

Ms. Coffman inquired about the education campaign, acknowledging the value of increasing outreach ahead of the November election. However, she asked whether there had been discussion about establishing an ongoing marketing campaign to maintain consistent communication beyond election-related efforts. She suggested that a regular, sustained campaign would help establish a consistent organizational message and reduce the risk of being misconstrued as an advocacy organization. While she understood the need to draw clearer distinction during election periods, she emphasized the importance of routinely communicating the organization's identity and work, with additional outreach when upcoming votes warrant it. She asked whether the goal was to establish a long-term campaign focused on how the organization presents itself to the public.

Ms. Prato affirmed that this was the goal. She noted that a question raised at the previous board meeting concerned the cost of maintaining three budgeted positions, which total approximately $250,000 annually. In her view, contracting with outside professionals who already have the necessary technology and expertise to produce and edit videos would be a more effective approach. She reiterated the goal of maintaining a consistent stream of positive news and communications, noting that recent efforts had begun to establish this pattern. She emphasized that these efforts must continue to keep the organization visible and top of mind with the public, including following the SeyferthPR and Truscott Rossman campaigns.

Mr. Morgan asked for more information about what the election advocacy group would look like and how it would be formed.

Mr. Monoyios explained that the group's composition would depend on the champions and stakeholders identified throughout the process, noting that each millage campaign has looked different. In one campaign, a strong faith-based contingent helped lead the effort, while another was developed in partnership with Vern Ehlers through the Ehlers Transit Partnership, which brought together local stakeholders aligned with the needs of that initiative.

He emphasized that there is no predetermined formula for forming the group. Instead, its structure will be tailored to the specific needs and goals identified through the education and engagement efforts over the coming months. As polling data becomes available and outreach progresses, the team will gain a clearer understanding of which messages resonate, who should be involved, and who can serve as effective advocates and ambassadors for the initiative.

Mr. Monoyios concluded that the group's composition remains to be determined and will be developed strategically as the process moves forward.

Ms. Prato explained that local strategic alignment and stakeholder management are among the responsibilities assigned to SeyferthPR. This includes identifying community champions and determining which sectors should be represented in the advocacy effort.

She noted that, during the development of the Transit Master Plan, 15 different sectors were engaged, including nontraditional partners who would not typically be expected to participate in a transit planning steering committee. This broad engagement helped educate stakeholders about how public transportation operates, including the costs associated with purchasing buses, the limitations of fare revenue in covering operating expenses, and the approximately 24-month lead time required to procure rolling stock.

SeyferthPR currently maintains the list of stakeholders engaged during that process and has expanded it to include additional organizations, resources, and individuals who will be involved in the coming months.

Mr. Morgan asked whether there were any state requirements associated with the initiative or whether it was entirely a strategic effort focused on word-of-mouth marketing, grassroots engagement, communication, and identifying areas where additional outreach is needed. Ms. Prato confirmed that the initiative is strategic in nature.

Mr. Morgan then asked how recommendations regarding the composition of the advocacy group should be submitted. Mr. Monoyios clarified that the question concerned identifying stakeholders and individuals who should be invited to participate. Ms. Prato explained that the process would evolve over time and that SeyferthPRs involvement had helped establish a phased approach to the work.

As the initiative progresses into marketing and public education, Truscott Rossman will lead certain components, while SeyferthPR will continue its stakeholder engagement efforts. Ms. Prato anticipated establishing a clear process for interested individuals to express their interest, such as through a designated email address or telephone contact.

Reflecting on her own experience, Ms. Prato shared that when she began her role in 2021, she spoke with approximately 120 people during her first three months. Many indicated that, despite The Rapid having been established in 2000, they had never met anyone representing the organization. She emphasized that these conversations demonstrate the importance of direct community engagement.

She added that various groups, including churches and organizations interested in mobility, may want to learn more about public transportation but do not know whom to contact. The initiative will create informal opportunities for these groups to connect with The Rapid, ask questions, and discuss their concerns in accessible settings, such as casual community conversations or park gatherings.

Finally, Ms. Prato acknowledged that transportation professionals often approach public transit from a highly technical, data-driven perspective, which may not resonate with all audiences. She emphasized the importance of developing communication strategies that present information in an accessible, understandable, and engaging manner for the broader community.

Mr. Moore asked whether the millage duration and amount had already been established or if those details were still under discussion, noting that he was relatively new and wanted to understand the current status.

Mr. Monoyios and Ms. Prato clarified that the details had not yet been finalized. Ms. Prato added that a recommendation had been made for 2027 and expressed hope that an agreement could be reached at the next meeting.

Ms. Prato explained that, at the previous meeting, Mr. Hoffman had asked whether the 12-year duration of the previous millage, combined with an additional five-year period at a flat rate, resulting in 17 years without an increase, had been too long. She acknowledged that it probably had been, while noting that this was easier to assess in hindsight.

Currently, SeyferthPR is recommending a millage duration of either 10 or 12 years. Ms. Prato emphasized that the final decision would depend on the broader strategy. If the 2027 ballot measure passes and 2028 brings a significant increase in support for public transportation, that election could present an opportunity to pursue the Headlee restoration.

She further explained that the original goal was to present a single ballot measure. However, legal counsel advised that a single ballot measure could include a millage increase of only 0.5 mills. As a result, the initial request for a 2-mill increase could not be included in a single ballot measure. Strategically, presenting one ballot measure was considered a more reliable approach than presenting separate measures for renewal and an increase, which could both fail.

C. Rapid Realities Recap, Mr. Nick Monoyios

Mr. Monoyios recapped the Rapid Realities Report presented earlier at the February Board Retreat. He reviewed the five-year financial projections from mid-FY2026 through FY2030, highlighting a projected $16.8 million gap between revenues and operating expenses. He noted that the current financial approach includes $5 million in capitalized operating expenses that are not available for other capital needs. He also emphasized that, as part of a long-term financial strategy, the organization cannot rely on reserves to cover recurring annual operating deficits.

Mr. Monoyios revisited the financial projections graph, which illustrated that projected revenues are insufficient to cover operating expenses. He noted that fare revenue represents the smallest of the four revenue sources and explained that even doubling fare revenue would not adequately address the projected funding gap. He further acknowledged the impact of fare elasticity, explaining that, before the pandemic, a 10% fare increase was associated with an approximately 4% decline in ridership. He concluded that fare increases alone would not resolve the financial challenges and that a fundamental shift in the funding model is necessary.

Ms. Prato provided additional context regarding changes in revenue sources, noting that fare revenue declined from $7M in 2018 to $4M in 2025, while contract service revenue increased from $5M to $7M over the same period. She explained that these changes reflect a shift in the organization's revenue composition.

Ms. Prato identified several long-standing contract service partners, including Grand Rapids Community College (GRCC), Alpine Township, Gaines Township, Pine Rest, DASH, Grand Valley State University (GVSU), and Ferris State University (FSU). These partnerships allow The Rapid to provide services beyond its standard service offerings or generate revenue by using available service capacity.

As an example, Ms. Prato explained that The Rapid partnered with Alpine Township to make productive use of approximately nine minutes of service time that would otherwise be spent waiting at Four Mile Road, the boundary of the six-city service area. Through this arrangement, service was extended to destinations such as York Creek, Walmart, and Sam's Club before returning to the six cities. She compared this approach to a manufacturer using excess production capacity to fulfill work for another company, emphasizing that the partnership allows The Rapid to maximize existing resources, improve productivity, and generate additional revenue.

Mayor LaGrand noted that the green and blue lines are not directly comparable because they represent different types of costs. The blue line reflects new or project-specific costs, while the green line represents revenue associated with bus ridership. He explained that fixed costs presumably remain even when ridership declines, meaning a reduction in green-line revenue results in a more significant net cost increase. Although the two figures have reversed numerically, he suggested that the combined effect likely represents a greater increase in costs, emphasizing that maintaining the green-line revenue is preferable, while the blue-line revenue should ideally cover its associated expenses.

Ms. Prato responded that declining ridership is a nationwide trend, similar to the changes in office vacancies following the pandemic and questioned where people have gone.

Mr. Moore asked whether the proposed millage increase would address the underlying problem, acknowledging that additional revenue was necessary but might not resolve the issue.

Ms. Prato explained that, as previously discussed, the millage increase is intended to cover rising operating costs. She questioned whether maintaining a flat millage rate for 17 years had been the right decision.

Mr. Monoyios responded that, according to the financial projections presented on slide six, a 2.0-mill rate would generate $12 million over the five-year projection period. With the revenue-to-expense gap at $13 million, approximately $779,000 in reserves would be needed to help cover the shortfall. However, he explained that Michigan law limits the millage rate to 0.5 mills above the current Headlee-adjusted rate. Consequently, even with the proposed 1.86-mill rate, the agency would continue to face a deficit.

Mayor LaGrand asked whether the agency had analyzed the extent to which ridership losses were attributable to people switching to rideshare services such as Uber and Lyft.

Mr. Monoyios explained that declining ridership reflects a combination of factors, including changing travel patterns, reduced overall travel, increased delivery services, rideshare use, microtransit, scooters, e-bikes, and remote work. He noted that traditional peak-hour travel patterns have diminished, while the convenience and affordability of deliveries have reduced some trips that would previously have involved public transit users traveling to stores.

He added that alternative transportation options, including scooters and e-bikes, may also encourage some people to consider public transit, potentially creating opportunities for ridership growth. Overall, he attributed the changes to a broader post-pandemic shift in travel behavior. He further noted that the agency monitors peer transit systems and has observed that ridership declined sharply during the pandemic and that recovery trends across comparable agencies have been progressing at a similar pace.

Ms. Prato noted that weekend ridership has increased. While the reasons for this trend are not entirely clear, it may reflect the fact that people who work from home during the week still have mobility needs on weekends. The new scooter company offers a discount, potentially as low as $1, for taking a photo of yourself using transit. This recognizes the role of scooters and transit as complementary options that help address first-mile and last-mile transportation needs.

Mayor LaGrand: Regarding long-term marketing, my perspective is that, regardless of what current polls may show, positioning transit primarily as a subsidized safety-net service is not the message we ultimately want to promote. While that approach may have some appeal, a more effective strategy would focus on changing people's travel behavior through advertising rather than simply improving public perception of transit.

For example, for someone considering cycling for six months of the year, the alternative may be to take a car out of the garage or learn to use transit. In that sense, the growing popularity of cycling, e-bikes, and scooters can work in our favor. During the colder six months of the year, the bus becomes a much more attractive option for making those trips.

As a result, we may see greater seasonal fluctuations in ridership, but that may be a worthwhile trade-off if it ultimately leads to greater public support and increased adoption of transit.

Mr. Morgan asked how fluctuations in fuel costs are reflected in the projections, how potential increases would affect budget management, and what impact those changes would have on the overall numbers.

Ms. Prato explained that the organization's investments in compressed natural gas (CNG), renewable natural gas (RNG), and its renewable natural gas contract, along with the renewable identification number (RIN) credits received from RNG sales, have helped keep fuel costs at approximately $0.51 per diesel gallon equivalent. She noted that the organization's investments in CNG and RNG have been beneficial in managing fuel expenses.

Ms. Medina explained that fuel cost projections are based on current-year operations and reflect changes already made to the fleet, including increased use of CNG and reduced reliance on diesel. Projections account for anticipated fuel price increases, such as an estimated 5% increase based on current trends. These estimates are adjusted to reflect expected changes in service levels and fuel consumption. Actual costs are reviewed at the end of each year, and projections are updated accordingly. She emphasized that the projections are estimates that evolve as fuel prices, consumption, and operational needs change.

Ms. Prato added that the diesel buses included in the board-approved Gillig purchase, approved in July, are expected to arrive in approximately 18 to 24 months and will be the organization's final diesel buses. The organization will continue using diesel-hybrid buses on the Silver Line while replacing half of the fleet through the current purchase and the remaining half in a subsequent purchase. Once these replacements are complete, the organization expects to eliminate diesel buses from its fleet. She also noted that the paratransit fleet operates on propane and includes 12 electric vehicles.

Ms. Austin then asked Ms. Prato to provide an update on upcoming procurements.

Ms. Prato explained that procurement opportunities are posted on the organization's website and are also presented to the Present Performance Committee to keep board members informed of upcoming contract opportunities. She reported that the legal services procurement had not been awarded because an insufficient number of proposals were received.

She added that bus cleaning, service, and washing services may be put out for procurement again. At the September meeting, the board will be presented with a recommendation regarding continuation of the current vendor contract for bus shelter and station cleaning.

Ms. Prato explained that additional cleaning services are needed because the county discontinued its community service sentencing program last fall, which had helped with cleaning the Silver Line. Although additional team members have been added to Mr. Kippen's crew, staff remains insufficient to consistently maintain cleaning and trash removal services along the Silver Line and Laker Line. She noted that this service contracts are among the upcoming procurement items the board can expect to review.

4. ADJOURNMENT

This meeting was adjourned at 5:00 p.m.
The next meeting is scheduled for November 10, 2026

Respectfully submitted,

Kris Heald, Board Secretary

Paratransit - October 2026

October	Trips Scheduled	Completed Trips	Noshow Trips	On-Time	Late	% Late	% on time
Thursday, October 1, 2026	717	713	4	549	168	23.56%	76.57 %
Friday, October 2, 2026	767	749	18	620	147	19.63%	80.83 %
Saturday, October 3, 2026	276	267	9	256	20	7.49%	92.75 %
Sunday, October 4, 2026	276	271	5	265	11	4.06%	96.01 %
Monday, October 5, 2026	712	702	10	589	123	17.52%	82.72 %
Tuesday, October 6, 2026	752	739	13	660	92	12.45%	87.77 %
Wednesday, October 7, 2026	793	779	14	705	88	11.30%	88.9 %
Thursday, October 8, 2026	704	693	11	615	89	12.84%	87.36 %
Friday, October 9, 2026	734	724	10	634	100	13.81%	86.38 %
Saturday, October 10, 2026	255	250	5	235	20	8.00%	92.16 %
Sunday, October 11, 2026	268	264	4	238	30	11.36%	88.81 %
Monday, October 12, 2026	697	684	13	588	109	15.94%	84.36 %
Tuesday, October 13, 2026	718	707	11	649	69	9.76%	90.39 %
Wednesday, October 14, 2026	794	781	13	631	163	20.87%	79.47 %
Thursday, October 15, 2026	692	682	10	598	94	13.78%	86.42 %
Friday, October 16, 2026	755	741	14	586	169	22.81%	77.62 %
Saturday, October 17, 2026	271	268	3	231	40	14.93%	85.24 %
Sunday, October 18, 2026	299	294	5	253	46	15.65%	84.62 %
Monday, October 19, 2026	667	661	6	602	65	9.83%	90.25 %
Tuesday, October 20, 2026	748	739	9	651	97	13.13%	87.03 %
Wednesday, October 21, 2026	856	841	15	694	162	19.26%	81.07 %
Thursday, October 22, 2026	739	728	11	603	136	18.68%	81.6 %
Friday, October 23, 2026	702	692	10	490	212	30.64%	69.8 %
Saturday, October 24, 2026	258	250	8	242	16	6.40%	93.8 %
Sunday, October 25, 2026	269	264	5	224	45	17.05%	83.27 %
Monday, October 26, 2026	672	662	10	589	83	12.54%	87.65 %
Tuesday, October 27, 2026	751	741	10	690	61	8.23%	91.88 %
Wednesday, October 28, 2026	807	795	12	638	169	21.26%	79.06 %
Thursday, October 29, 2026	731	718	13	610	121	16.85%	83.45 %
Friday, October 30, 2026	715	704	11	598	117	16.62%	83.64 %
Saturday, October 31, 2026	211	202	9	210	1	0.50%	99.53 %
Summary:	**18606**	**18305**	**301**	**15743**	**2863**		**84.61 %**

Date: November 10, 2026

To: ITP Board of Directors

From: Tim Roseboom – Senior Planner

Subject: PRELIMINARY FIXED ROUTE RIDERSHIP AND PRODUCTIVITY REPORT – OCTOBER 2026

OVERVIEW: In October 2026, there was a 2.2% decrease in total monthly route ridership as compared to October 2025. Regular fixed route services increased 5.7%, but contract services decreased 15.5%. October 2026 ridership was 61.2% of pre-covid ridership for the same month in 2019. We anticipate additional ridership being added to this report as farebox probes will increase the monthly total. An amended report will be provided at the November 10 Present, Performance & Service Committee.

BACKGROUND INFORMATION

Monthly Ridership

	October 2026	October 2025[1]	% Change
Regular Fixed Route Service *(Routes 1–44)*	451,945	427,413	5.7%
Contracted Service *(GVSU, DASH, GRCC, and Ferris)*	215,759	255,301	-15.5%
Total Monthly Fixed Route Ridership	**667,704**	**682,714**	**-2.2%**

Daily Average Ridership

	October 2026	October 2025[1]	% Change
Weekday Total	26,623	26,934	-1.2%
Weekday Evening	4,145	4,030	2.8%
Saturday	11,922	10,627	12.2%
Sunday	5,598	5,181	8.0%

Productivity Summary

	October 2026	October 2025[1]	% Change
Average passengers per hour per route	16.1	15.4	4.8%
Average passengers per mile per route	1.16	1.10	5.3%
Average farebox recovery percent per route	10.1%	10.4%	-2.2%

Fiscal Year Ridership

	FY 2026	FY 2025[1]	% Change
Regular Fixed Route Service *(Routes 1–44)*	451,945	427,413	5.7%
Contracted Service *(GVSU, DASH, GRCC, and Ferris)*	215,759	255,301	-15.5%
Total Fixed Route Ridership YTD	**667,704**	**682,714**	**-2.2%**

[1] 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 OCTOBER 2026 TO OCTOBER 2019

Monthly Ridership

	October 2026	October 2019	% Change
Regular Fixed Route Service *(Routes 1–44)*	451,945	712,559	-36.6%
Contracted Service *(GVSU, DASH, GRCC, and Ferris)*	215,759	379,151	-43.1%
Total Monthly Fixed Route Ridership	**667,704**	**1,091,710**	**-38.8%**

Daily Average Ridership

	October 2026	October 2019	% Change
Weekday Total	26,623	43,545	-38.9%
Weekday Evening	4,145	5,910	-29.9%
Saturday	11,922	15,858	-24.8%
Sunday	5,598	6,685	-16.3%

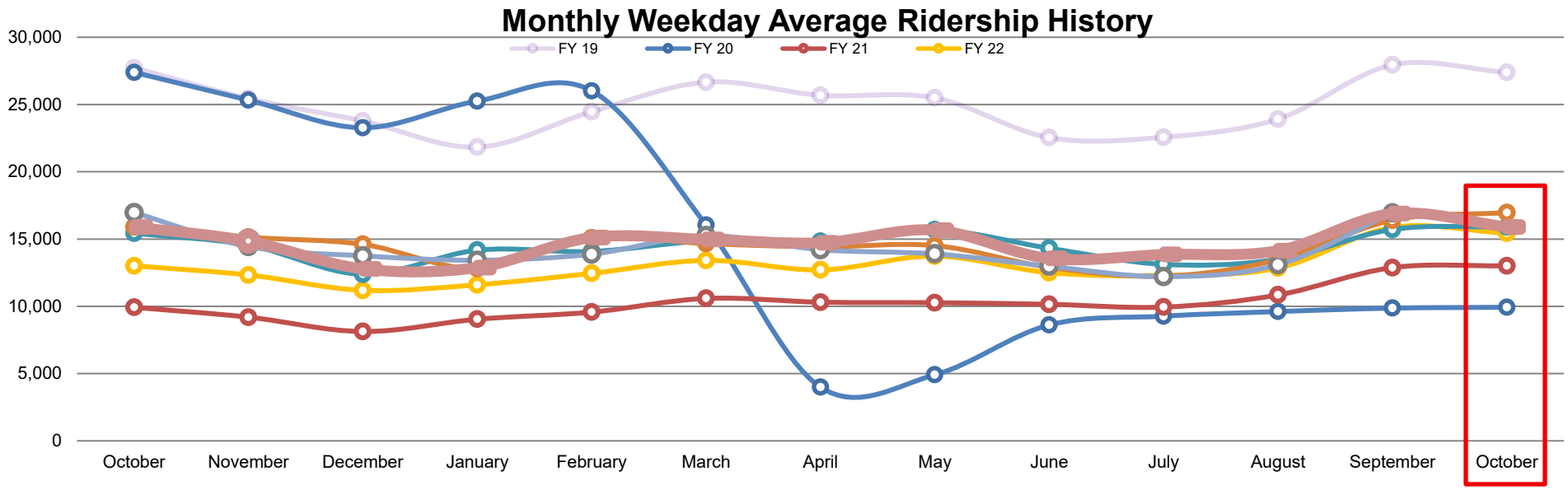
Productivity Summary

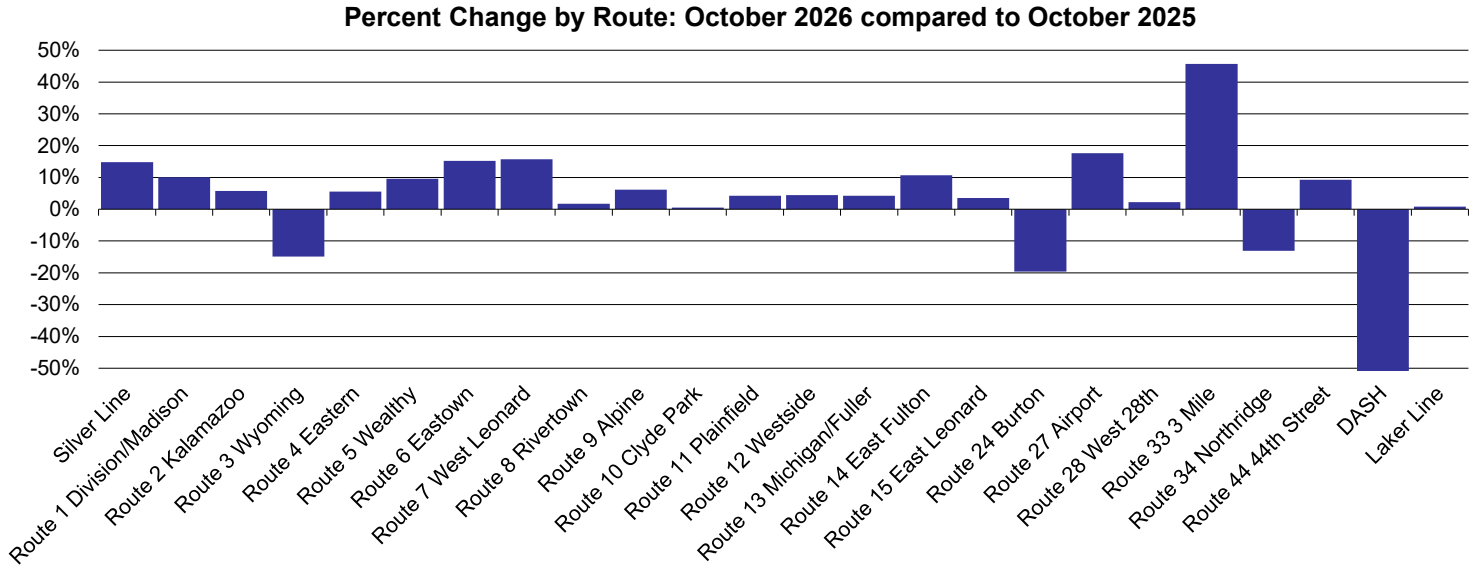
	October 2026	October 2019	% Change
Average passengers per hour per route	16.1	19.3	-16.3%
Average passengers per mile per route	1.16	1.44	-19.0%
Average farebox recovery percent per route	10.1%	23.1%	-56.0%

Fiscal Year Ridership

	FY 2026	FY 2019	% Change
Regular Fixed Route Service *(Routes 1–44)*	451,945	712,559	-36.6%
Contracted Service *(GVSU, DASH, GRCC, and Ferris)*	215,759	379,151	-43.1%
Total Fixed Route Ridership YTD	**667,704**	**1,091,710**	**-38.8%**

	Monthly Farebox Recovery	Weekday Farebox Recovery	Saturday Farebox Recovery	Sunday Farebox Recovery
Silver Line	11.23%	10.75%	14.66%	12.55%
Route 1 Division/Madison	10.74%	10.97%	10.11%	8.74%
Route 2 Kalamazoo	10.54%	10.43%	12.14%	9.76%
Route 3 Wyoming/Rivertown	9.22%	9.58%	8.13%	7.61%
Route 4 Eastern	12.47%	12.36%	12.85%	14.21%
Route 5 Wealthy	10.26%	10.35%	9.51%	n/a
Route 6 Eastown	8.52%	8.17%	8.63%	13.26%
Route 7 West Leonard	8.29%	8.09%	9.05%	10.54%
Route 8 Prairie/Rivertown	8.71%	8.83%	8.61%	7.59%
Route 9 Alpine	13.62%	12.99%	15.75%	21.55%
Route 10 Clyde Park	10.59%	10.47%	10.79%	12.48%
Route 11 Plainfield	9.86%	9.73%	10.06%	12.39%
Route 12 Westside	9.32%	9.63%	7.95%	5.86%
Route 13 Michigan/Fuller	8.72%	8.73%	8.65%	n/a
Route 14 East Fulton	10.54%	11.32%	6.57%	n/a
Route 15 East Leonard	14.35%	14.62%	12.20%	15.15%
Route 24 Burton	6.40%	6.57%	5.30%	n/a
Route 27 Airport Industrial	10.21%	10.21%	n/a	n/a
Route 28 West 28th	10.08%	10.04%	9.95%	11.04%
Route 33 Walker Industrial	3.53%	3.53%	n/a	n/a
Route 34 Northridge	2.81%	2.81%	n/a	n/a
Route 44 44th Street	10.38%	10.26%	11.75%	9.51%
Route 0 Express	0.47%	0.13%	0.00%	0.09%
Route 1000 Millenium Park	n/a	n/a	n/a	n/a
Route 71 Central 4A	11.86%	11.86%	n/a	n/a
Route 72 Central 10A	19.82%	19.82%	n/a	n/a
Route 73 Union 3A	42.41%	42.41%	n/a	n/a
Route 74 Union 7A	52.43%	52.43%	n/a	n/a
Route 75 Union 10B	34.18%	34.18%	n/a	n/a
Route 76 Union 12A	36.59%	36.59%	n/a	n/a


Monthly Weekday Average Ridership History
FY 19
FY 20
FY 21
FY 22
30,000
25,000
20,000
15,000
10,000
5,000
0
October
November
December
January
February
March
April
May
June
July
August
September
October


Percent Change by Route: October 2026 compared to October 2025
50%
40%
30%
20%
10%
0%
-10%
-20%
-30%
-40%
-50%
Silver Line
Route 1 Division/Madison
Route 2 Kalamazoo
Route 3 Wyoming
Route 4 Eastern
Route 5 Wealthy
Route 6 Eastown
Route 7 West Leonard
Route 8 Rivertown
Route 9 Alpine
Route 10 Clyde Park
Route 11 Plainfield
Route 12 Westside
Route 13 Michigan/Fuller
Route 14 East Fulton
Route 15 East Leonard
Route 24 Burton
Route 27 Airport
Route 28 West 28th
Route 33 3 Mile
Route 34 Northridge
Route 44 44th Street
DASH
Laker Line

Date: November 10, 2026

To: ITP Board

From: Josh Brink - Planner

Subject: FIXED ROUTE ON-TIME PERFORMANCE REPORT – October 2026

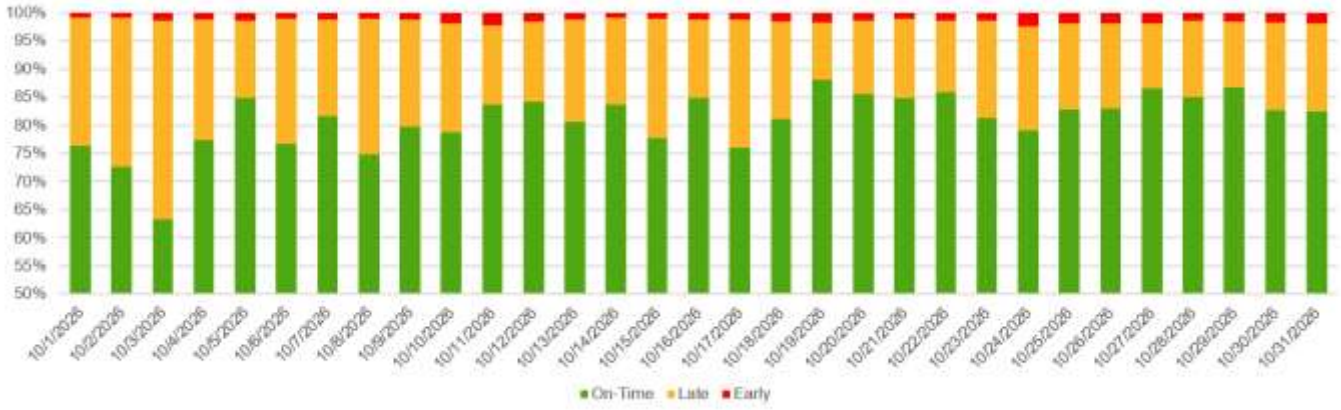
SYSTEMWIDE ANALYSIS

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 October 2026.

Systemwide Daily On-Time Analysis

October 1st through October 31st



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 October 2026, 77.28% of the service was on time, with incidents of lateness occurring 17.17% and incidents of earliness at 1.37%. This month had a -1.44% decrease in OTP from October 2025 and an increase of 4.18% from September 2026. October 2026 continued to have lower OTP than our goal of 90% because of some disruptive detours on Routes 2, 4, 7, 24, 33, and 34. Construction has started to finally wrap up from the summer, and the most disruptive detours should be completed sometime in November.

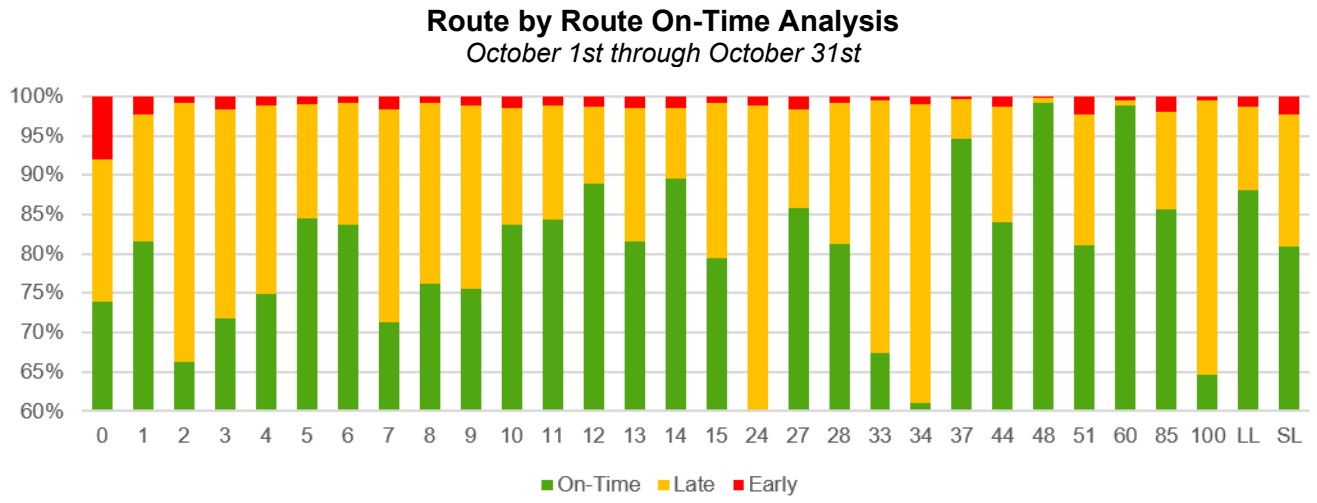
Year	Oct On-Time	Sep On-Time	Δ
2026	**81.46%**	**77.28%**	**4.18%**
2025	**82.90%**		
Δ	**-1.44%**		

ROUTE BY ROUTE ANALYSIS

Aside from minor short-term occurrences, the detours that most impacted on-time performance were:

- Burton Closures (Routes 2, 3, 4 and 24)
- US-131 Freeway Lighting Project (Routes 7, 33, 34 and 100)
- Prairie Closure (Route 8)
- Cherry/Jefferson Closure (Routes SL, 2, and 4)
- 44th St. Closure (Route 44)
- Turner Closure (Route 7)

OTP by route is illustrated in the graph below:



SYSTEMWIDE BUS ROUTES

Route 0 - Express Trips	Route 8 - Prairie/Rivertown	Route 24 - Burton	Route 51 – DASH
Route 1 - Division/Madison	Route 9 - Alpine	Route 27 - Airport Industrial	Route 60 - GRCC Shuttle
Route 2 - Kalamazoo	Route 10 - Clyde Park	Route 28 - 28th Street	Route 85 - GVSU Apartment Connector
Route 3 - Wyoming/Rivertown	Route 11 - Plainfield	Route 33 - 3 Mile	Route 100 - FSU Express
Route 4 - Eastern	Route 12 - Westside	Route 34 - Northridge	LL - Laker Line
Route 5 - Wealthy	Route 13 - Michigan/Fuller	Route 37 - GVSU North Campus	SL - Silver Line
Route 6 - Eastown	Route 14 - East Fulton	Route 44 - 44th Street	
Route 7 - West Leonard	Route 15 - East Leonard	Route 48 - GVSU South Campus	