



MOVE MORE
Short-Range Transit Plan
FY2027-2031



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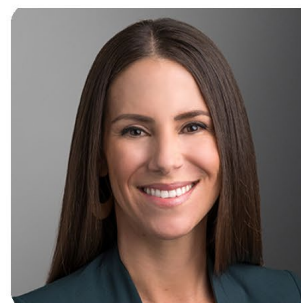
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EXECUTIVE SUMMARY

The 2027-2031 Short-Range Transit Plan (S RTP), branded as “Move More with RTC”, provides a near-term framework for aligning RTC Washoe public transportation services with evolving travel patterns, land use, and community priorities. The plan is intended to inform RTC’s Public Transportation Department work plan and support coordination with broader regional transportation planning.

Move More is a follow-up to the 2023-2027 Transit Optimization Plan Strategies (TOPS). Since TOPS, travel demand and transit usage have continued to change, particularly during evenings and weekends. Trip activity within the RTC service area increased 38% on weekdays and 48% on weekends (2019 vs. 2024), with demand shifting later in the day and weekend activity exceeding 2019 weekday levels. These changes indicate an increased need to match service hours and frequencies to post-pandemic travel behavior.

Ridership has increased by 15% across RTC modes since the previous TOPS update in 2021, though total ridership remains 24% below pre-pandemic levels. These trends suggest continued recovery while reinforcing the importance of targeted service adjustments that improve competitiveness during higher-demand periods.

Public outreach identified strong interest in expanded FlexRIDE and senior programs, along with priorities related to speed, reliability, and weekend service. The technical analysis and peer review confirm that RTC Washoe’s public transportation services are cost-effective compared to peers, while also identifying opportunities to improve system performance through operational refinements.

Based on these findings, the Move More plan recommends a targeted set of service adjustments across RIDE (fixed-route), FlexRIDE, ACCESS (ADA paratransit), senior mobility programs, and fare technology.

Move More Recommendation Summary

- Later and more frequent weekday early evening service.
- Later and more frequent weekend service.
- Changes to route alignments to improve ridership.
- Expanded senior mobility services.
- ACCESS service policy recommendations.
- Fare and fare collection technology recommendations.

BACKGROUND

What is Move More?

Move More with RTC is RTC Washoe’s 2027-2031 Short-Range Transit Plan (SRTP). Compared to the prior TOPS update, Move More places an increased emphasis on ACCESS and senior mobility programs alongside fixed-route and FlexRIDE services.

What is an SRTP?

It identifies near-term priorities for public transportation services and investments. It provides a bridge between long-range regional plans and annual service planning by defining recommended service levels, policy priorities, and implementation actions. The plan

addresses capital and operational improvements for the next five years and serves as a tool for the Public Transportation Department.

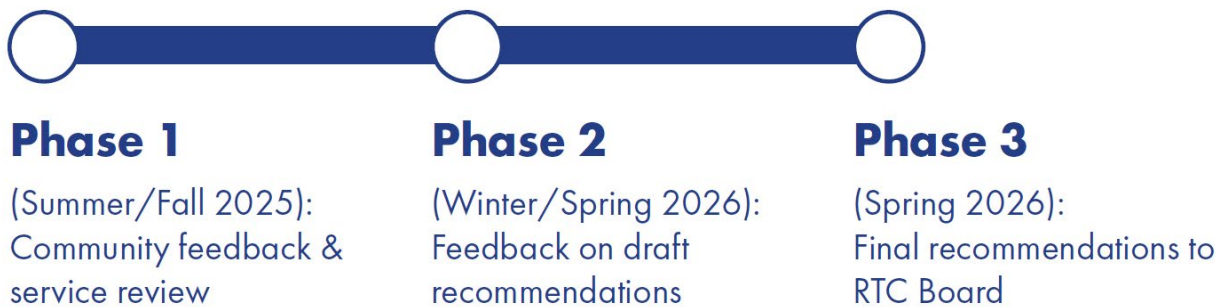
Why an SRTP Update Now?

The travel market has continued to change substantially post-COVID. Analysis of trip activity and ridership indicates that travel demand has shifted, requiring RTC to reassess how service hours and frequencies are allocated across the network. This plan would supersede the last year of the TOPS plan as it contains updated recommendations for FY26-27.

Project Timeline

Move More was developed through multiple phases of analysis, outreach, and recommendations development.

- **Phase 1:** Collect and present existing conditions and public feedback.
- **Phase 2:** Develop and present draft recommendations and conduct a draft recommendation survey.
- **Phase 3:** Revise recommendations based on feedback and present final recommendations to the RTC Board.



MARKET ASSESSMENT

Where Travel Has Changed

Trip activity analysis shows that total trips (all modes) within the RTC service have increased between 2019 and 2024. Figure 3 is a map showing areas with the largest increase in trips over the last five years.

- Weekday trip activity increased 38%, and weekend trip activity increased 48%.
- Weekend trip activity is now higher than it was on weekdays in 2019.
- Key areas where trip activity has increased include the Sparks Industrial Area, the University of Nevada, and South Meadows.
- RTC should explore enhancing service in the higher growth areas.

How Existing Bus Trips Compare to Trip Activity

Figure 2 and Figure 3 show the percentage of bus trips provided during each hour on weekdays and weekends compared to the percentage of all trips taking place in the RTC Washoe service area. Travel demand has shifted later in the day, and transit service may be adequate to serve the shift in trips.

- Weekday trip demand has increased in the late afternoon and early evening, while bus trips start decreasing after 4:00 p.m.
- Weekend trip demand starts later and continues longer into the evening, indicating that service frequency can start later and extend longer into the evening.
- Current weekend bus service levels are 25% less than weekday service, even though weekend trip activity is only 7% lower.

Figure 1: Weekday Trip Activity vs. Bus Trips

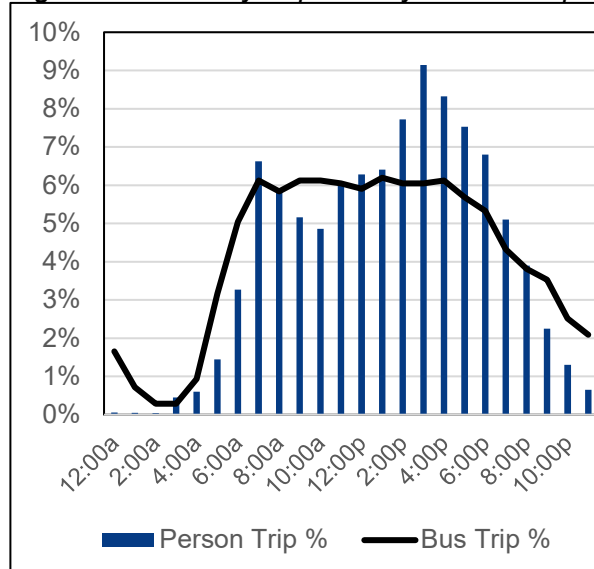


Figure 2: Weekend Trip Activity vs. Bus Trips

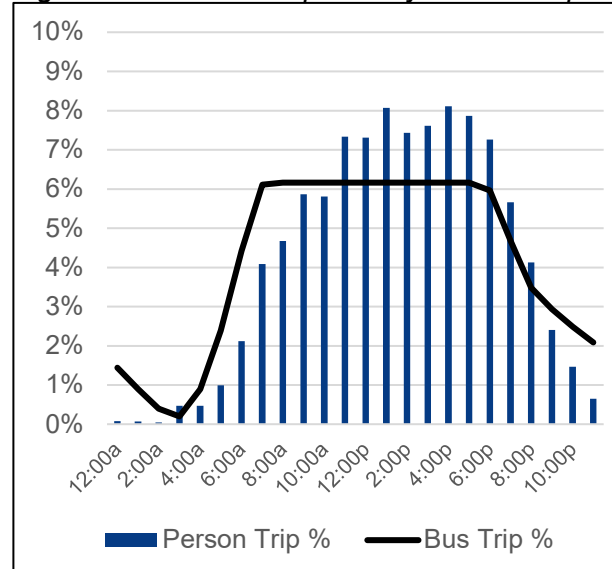
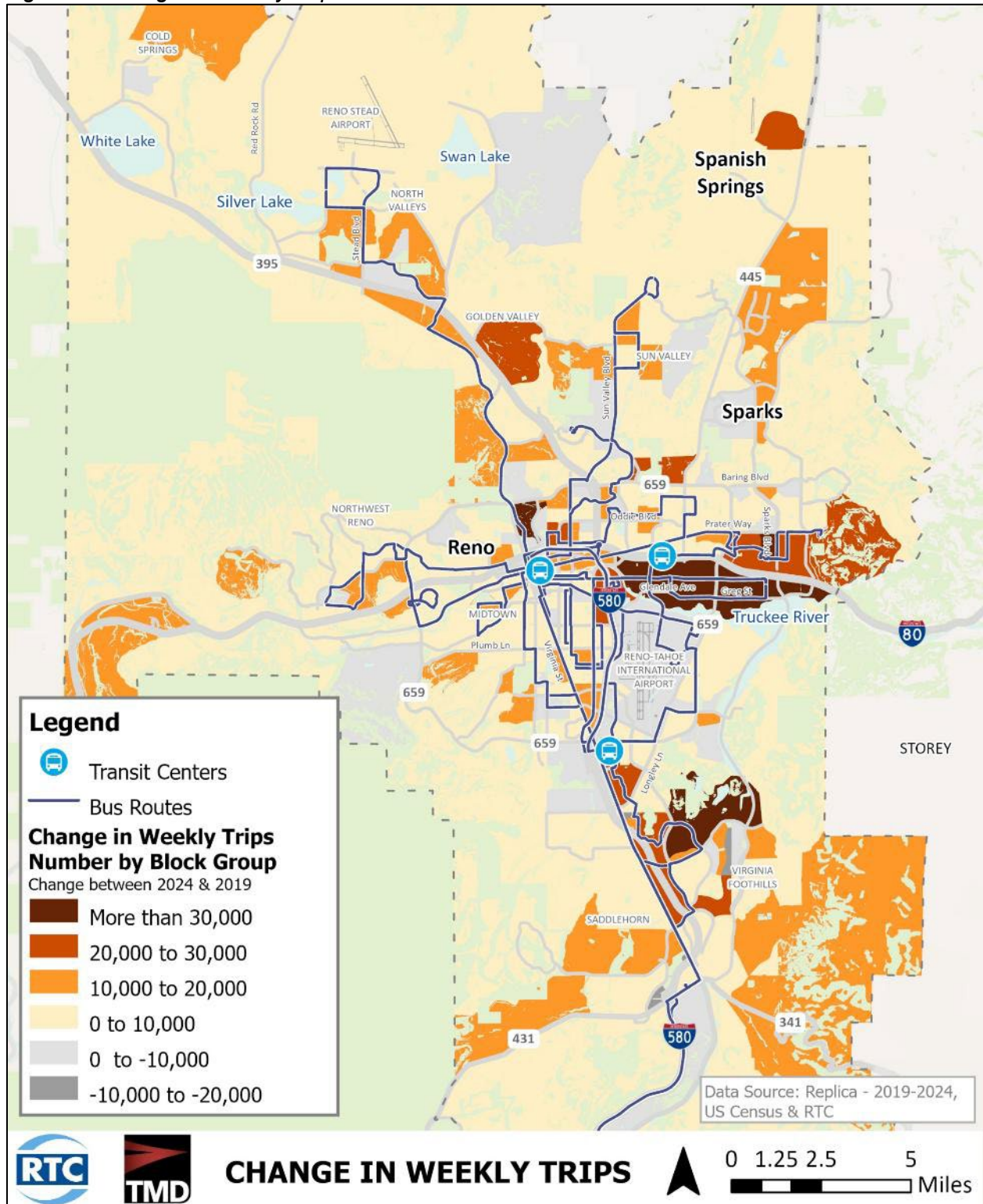


Figure 3: Change in Weekly Trips



Where Transit Is Effective

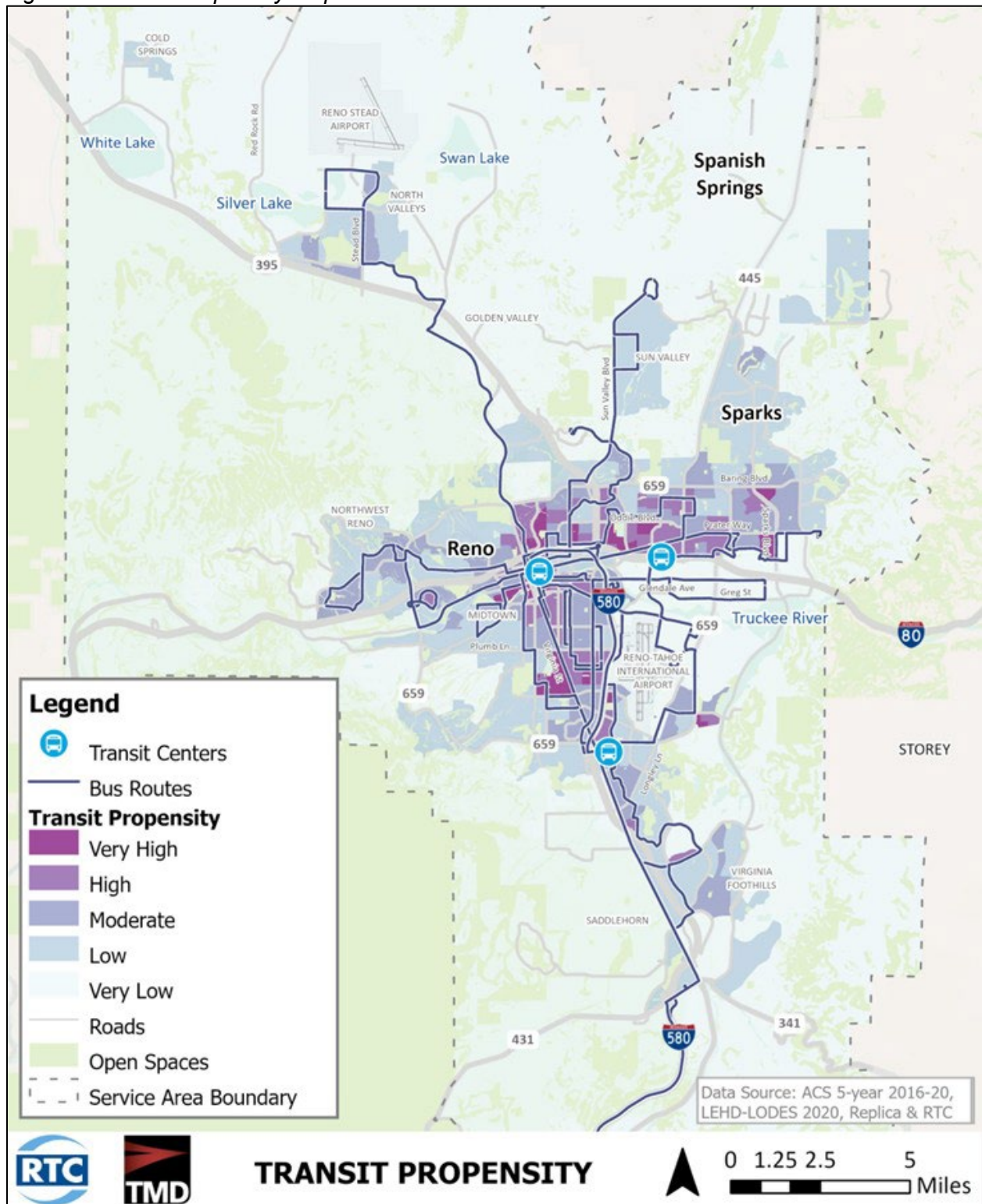
Transit demand was evaluated using a "Transit Propensity" score that integrates demographic and travel factors for each census block group. Variables received weights based on their correlation with current ridership; stronger predictors were weighted more heavily (Figure 4).

Figure 4: Transit Propensity Variables and Weights

Variable	Weight	Data
Weekly Trip Density	16%	Density of All Trips (Replica)
Jobs Density	12%	All Jobs (Census)
Disability Density	12%	Persons with Disabilities (Census)
Street Intersection Density	11%	Intersection per Acre (EPA)
Low-Income Density	9%	Less than 150% Poverty Level (Census)
College-Aged Density	8%	Ages 18-24 (Census)
Zero Vehicle Density	8%	Household with Zero Vehicles (Census)
Minority Density	8%	Minority Residents (Census)
Population Density	7%	Total Population (Census)
Senior Density	4%	Age 65+ (Census)
Youth Density	4%	Under Age 18 (Census)

The analysis identifies weekly trip density, employment density, and persons with disabilities as the strongest correlators with current transit use. The highest transit propensity areas are generally well-served by the existing fixed-route network, indicating alignment between service and demand, as shown in the map in Figure 5.

Figure 5: Transit Propensity Map



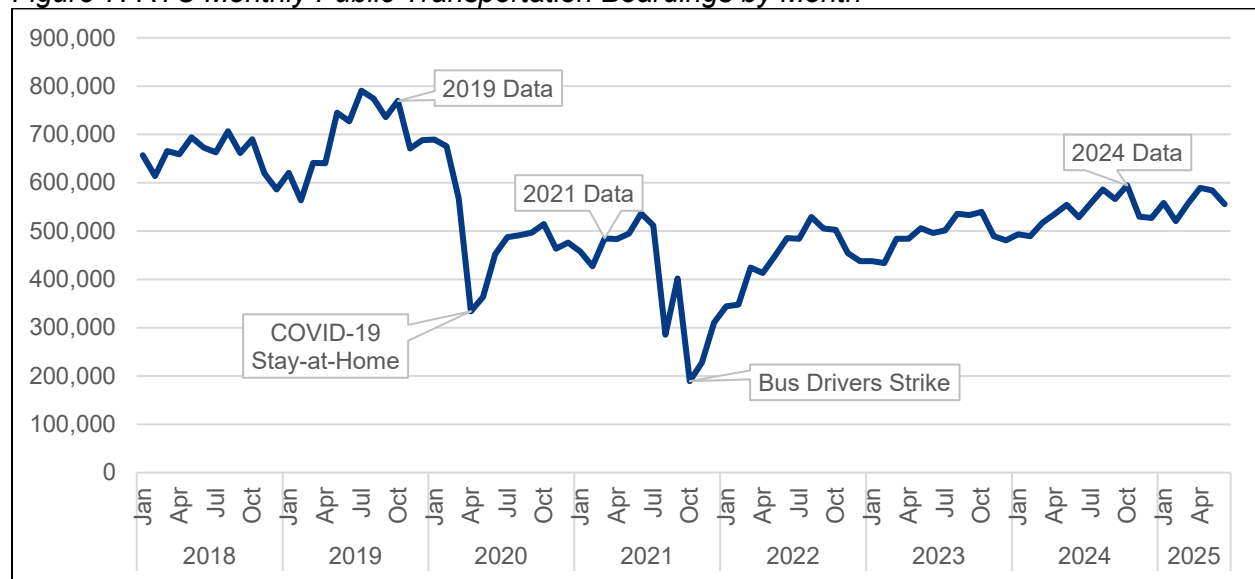
How Ridership Has Changed

An analysis was conducted of monthly ridership by mode. Ridership has increased by 15% across all modes since 2021, as shown in Figure 6, but is still 24% below pre-pandemic levels. RIDE increased by 14% and FlexRIDE increased by 39% between 2021 and 2024. ACCESS ridership decreased slightly between 2021 and 2024, while vanpool increased by 21% over the same period.

Figure 6: RTC Weekly Boardings by Service Type and Year

Service	2019	2021	2024	% 19 v 24	% 21 v 24
RIDE	682,191	428,324	489,745	-28%	14%
ACCESS	19,911	11,462	11,119	-44%	-3%
VANPOOL	43,723	44,287	53,430	22%	21%
FlexRIDE	NA	7,020	9,759	NA	39%
Total	745,825	491,093	564,053	-24%	15%

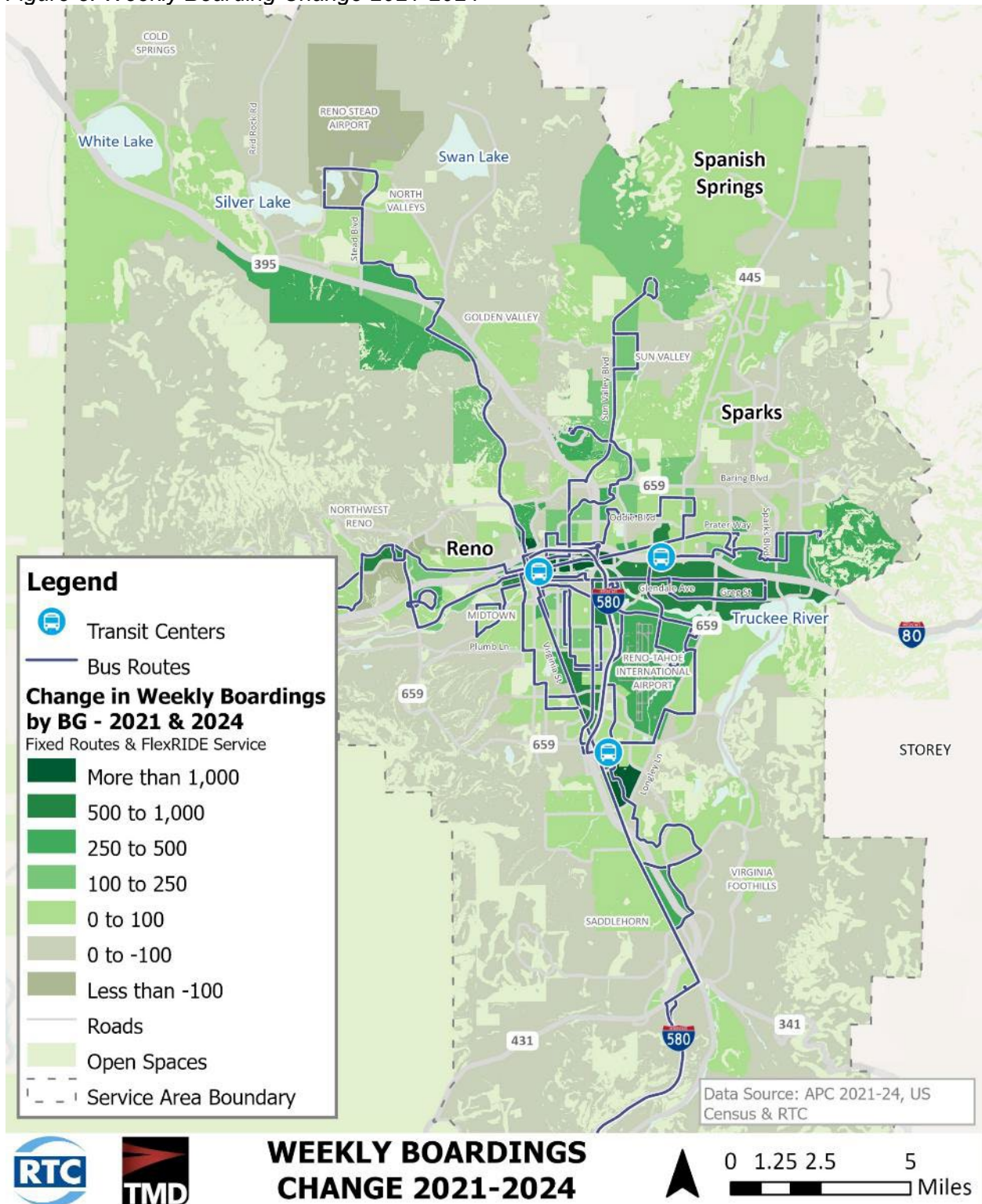
Figure 7: RTC Monthly Public Transportation Boardings by Month



Where Ridership Has Increased

Figure 8 is a map of the change in weekly RIDE and FlexRIDE boardings by census block group between 2021 and 2024. Locations that have increased include Downtown Reno and East 4th St, adjacent to Meadowood Mall, South Virginia Ave, Spark Industrial area, and North Virginia St. These areas may need additional service over the next five years based on additional trip and ridership activity.

Figure 8: Weekly Boarding Change 2021-2024



PUBLIC OUTREACH

Public outreach is a critical component of developing service recommendations and receiving feedback on the draft plan recommendations. A project website was developed for the project, and a “Move More” social media campaign promoted both phases.

Phase 1 Outreach

To gain a preliminary understanding of public sentiment towards RTC services and transit service needs, a community survey was conducted from September to October 2025. A total of 591 surveys were received from a combination of existing public transportation users and the general public. This round also included two in-person public meetings and a virtual meeting where feedback was collected. The feedback from this phase was used to inform the draft recommendations.

Phase 2 Outreach

A second phase of outreach was conducted to receive feedback on the draft recommendations. A second survey was conducted from February to March 2026. The survey received 219 responses and asked respondents to review the draft ideas and share their feedback. An in-person and virtual meeting was also held during this phase.



Figure 9: Phase 1 Community Meeting

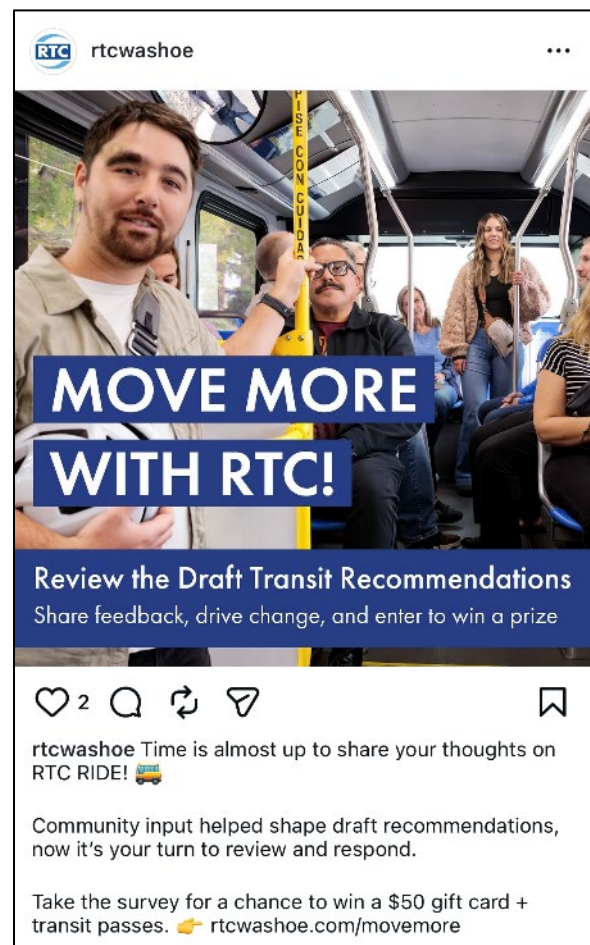


Figure 10: Example Social Media Post

TRANSIT SERVICE ASSESSMENT

RIDE (Fixed-Route)

Service Review

The RIDE fixed-route service currently has 17 local routes, two limited-stop routes, and one commuter bus route. Service operates seven days a week on most routes with similar frequencies during the peak and midday periods. While the span of service is good for most routes, service frequency is decreased in the evenings and on weekends. A review of fixed-route service performance shows continued recovery from the pandemic and improvement in several key performance areas.

- Systemwide average on-time performance reached 90.2%, exceeding RTC's stated goal and exceeding both 2019 and 2021 levels.
- Productivity (boardings per revenue hour) increased modestly, with 2024 local routes averaging approximately 21 boardings per revenue hour.
- Route-level changes from TOPS have seen ridership growth while there are still some routes that continue to underperform.
- Average service speed for local routes was 15.4 miles per hour (a 0.4 mph increase from 2021 and a 1.5 mph increase from 2019).

Detailed route-by-route performance information is provided in Appendix A.

Survey Feedback

Based on the community survey, some key areas for focus are the frequency of the buses, service reliability, and hours of operation. Areas exceeding expectations include availability of information in Spanish, seat availability, and fares. Overall, customers gave the service a satisfaction score of 3.7 out of 5.

Among non-riders, the primary reason for not using the service was lack of service near their home. A majority of current users have used the service for five or more years and use the service on most days.



FlexRIDE (Microtransit)

Service Review

FlexRIDE is RTC's on-demand, shared-ride microtransit service that provides curb-to-curb trips within select four zones at the edges of the service area. Riders request trips using the RTC Connect app or by calling a dispatcher. FlexRIDE has the same fare as the RIDE service, with mobile and pass-based payment options. This service extends the reach of transit service to areas where fixed-route service may not be effective.

Ridership has grown by 39% since 2021 with increased ridership in the existing zones and the addition of the South Meadows / Damonte Ranch Zone in 2024, as recommended in TOPS. Service productivity averages 2.7 passengers per revenue hour, which is close to industry average, but could be closer to 3.0 with some changes to operating parameters. Median wait time is 18 minutes, which is better than the average wait time for most of the adjacent fixed route services.

Figure 11: FlexRIDE Monthly Operating Statistics (October 2024)

Zone	Boardings	Revenue Hours	Passengers per RVH	Cost per Passenger	Median Wait Time
Sparks / Spanish Springs	4,902	2,045	2.4	\$28.92	15
North Valleys	4,804	1,650	2.9	\$23.81	20
Somerset / Verdi	802	269	3.0	\$23.22	23
South Meadows	118	42	2.8	\$24.52	28
Total	10,626	4,005	2.7	\$26.13	18

Survey Feedback

Based on the recommendation survey, areas for focus include service reliability, ability to schedule a ride when the customer wants, and the areas served. Many areas exceeded the expectations including the fare, driver professionalism, safety, and comfort. Overall, customers gave the service a satisfaction score of 3.7 out of 5.



ACCESS (ADA Paratransit)

Service Review

ACCESS is RTC's ADA complementary paratransit service as required by federal law. The service provides door-to-door transportation for individuals with disabilities who are unable to use fixed-route transit for some or all of their trips. A detailed operational and policy review was conducted as part of Move More, which had the following findings.

- The process to determine eligibility follows best practices and is compliant with federal law. RTC may want to further streamline the process, including virtual interviews in place of in-person assessments.
- The performance metrics for on-time performance and call hold times should be updated to meet industry best practices and recent federal guidance. Doing so will ensure there is no capacity constraint on the service.
- RTC has moved to a consolidated software platform and vehicle branding, which will allow comingling of FlexRIDE and ACCESS customers on the same vehicles. Operational changes to both services would make this more feasible and improve the productivity of both services.
- ACCESS trips are still 25% below pre-pandemic levels. This is partially offset by ACCESS customers using the FlexRIDE and Senior Mobility programs, which have a lower overall cost per passenger.
- As ACCESS is RTC's most expensive service at \$47.90 per passenger, RTC should explore changes to its fares to incentivize additional use of other services, including RIDE, FlexRIDE, and Senior Mobility programs when possible.

Survey Feedback

Based on the recommendation survey, some key areas for focus include where customers can travel, the ability to get a ride when they want, and service reliability. The service exceeded expectations for fares, comfort, safety, and customer service. Overall, customers gave the service a satisfaction score of 4.0 out of 5.



Senior Mobility Programs

Service Review

The Senior Ride Taxi Bucks Program and the Lyft or Uber Rides Voucher Program both provide a subsidized transportation benefit of \$60 per month to eligible Washoe County residents, including seniors age 60 and older, RTC ACCESS clients, and veterans. The Taxi Bucks Program provides the subsidy through a reloadable card used on local taxi companies, while the Lyft or Uber program applies the monthly subsidy directly to a participant's Lyft or Uber account.

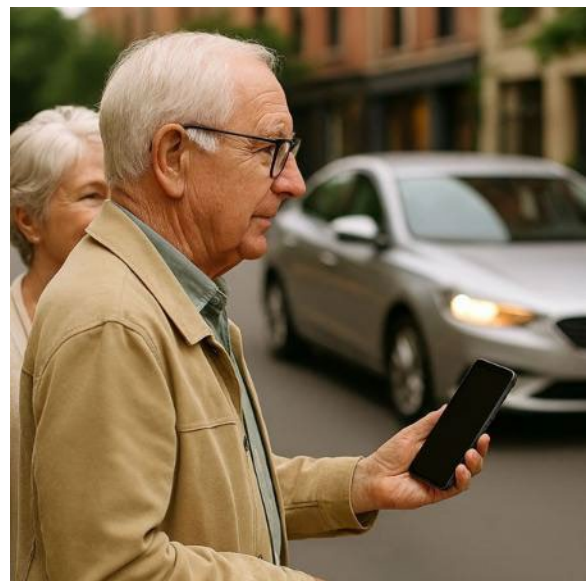
The cost of these programs has doubled between 2021 and 2026, with the annual budget increasing from \$500,000 to \$1,000,000 per year. Usage has increased as more eligible customers have registered for the programs. The average subsidy for this program is \$15.55 per trips, which makes it more cost-effective for RTC than both ACCESS and FlexRIDE. RTC should develop strategies to curb the growth of the program and focus resources to offset ACCESS trips costs and provide essential mobility for low-income seniors.

Figure 12: Senior Mobility Monthly Program Statistics (October 2024)

Service	Monthly Trips	Average Trip Length (mi)	Average Trip Subsidy	Cost per Mile
Taxi	3,315	2.4	\$15.51	\$6.60
Uber	555	4.6	\$14.96	\$3.23
Lyft	350	4.6	\$16.87	\$3.64
Total	4,220	2.8	\$15.55	\$5.48

Survey Feedback

Based on the recommendation survey, 76% of users reported the program meets mobility needs “very well” or “somewhat well.” Participants reported “no challenges” (37%) or “minor challenges” (41%) using the subsidy, though most users reported that a \$60 monthly subsidy is not sufficient for their typical needs with 71% reported often needing to pay extra to make all of their trips.



Fares & Fare Collection

RTC's existing fare structure is simple and easy for riders to understand. Low fares and low multiples encourage affordability. RTC is also ahead of industry trends related to student and youth fares as exhibited by the success of the grant-funded Ed-Pass and WCSD Youth Ride Free programs; similarly, RTC offers a more inclusive senior fare than the industry average. In surveys, customers have expressed their satisfaction with fare pricing and the ease of fare payment. Improved availability of new fare collection technology and challenges associated with aging fareboxes present opportunities for growth in this TOPS cycle.

RTC is committed to improving customer experience and operational efficiency through modernization of its fare policy and fare collection technology. Based on our review, we recommend an approach that targets the following three goals that over time will result in a digital-first fare payment environment and align RTC with industry trends.

- Simplification and inter-modal cohesion through the elimination of underutilized fare products and alignment of RIDE and Regional Connector Fares.
- Affordability and accessibility through the introduction of fare capping, free fixed route service for ACCESS ID holders, incentives for ridesharing on FlexRIDE, and improved access to reduced fares.
- Leveraging modern fare payment technology by implementing electronic validation of fares, launching open payments or Tap to Ride, and working towards the phase-out of paper fare products and cash acceptance onboard fixed route.

Technology

RTC's Information Technology division has made substantial progress executing the strategies outlined in the previous TOPS Plan. Through disciplined governance, vendor consolidation, and a deliberate shift toward scalable hosted solutions, IT has delivered measurable improvements in operational efficiency and technology alignment across the organization.

- An IT Steering Committee has been established to guide technology decisions and ensure IT is a strategic partner in all procurement activities, thereby reducing shadow IT risk and improving cross-departmental alignment.
- RTC has embraced a cloud-first position with the adoption of technologies like Swiftly and Spare and the migration of Transit Master to a hosted environment, thus reducing infrastructure burden and improving service reliability.
- Redundant systems have been eliminated in favor of unified platforms. The use of HASTUS for scheduling and Spare for paratransit and microtransit functions streamlines operations and lowers long-term IT maintenance costs.

Building on this foundation, RTC is positioned to continue to execute on improving the use of technology. For the Move More plan, we recommend two larger strategic initiatives to prepare RTC for the future:

- RTC should develop and implement an Enterprise Asset Management (EAM) solution to centralize asset data, support TAM/NTD reporting, and require contractors to use the same platform for consistent, agency-wide visibility and compliance.
- RTC should develop a long-term Customer Resource Management (CRM) strategy and implement a phased CRM system to centralize customer data and engagement across all services, integrating with the website, IVR (RingCentral), and fare collection. Starting with a Vanpool pilot and then expanding agency-wide will improve communications and marketing, create a more seamless customer experience, and position RTC to leverage AI for customer service

Marketing and Outreach Initiatives

The post-pandemic era brought major shifts in travel behavior, workforce availability, and customer expectations. The last five years required RTC to be strategic, nimble, and innovative—aligning service improvements with effective communications and education. Many of the recommendations in the previous plan were implemented and produced measurable results.

- Targeted marketing grew Spanish-speaking and college student ridership based on survey results.
- A majority of students are aware of the Ed-Pass program.
- RTC has enhanced its digital outreach capabilities by reaching riders in the social media channels they actually use.
- RTC launched a new website with enhanced functionality for customers.



PEER REVIEW

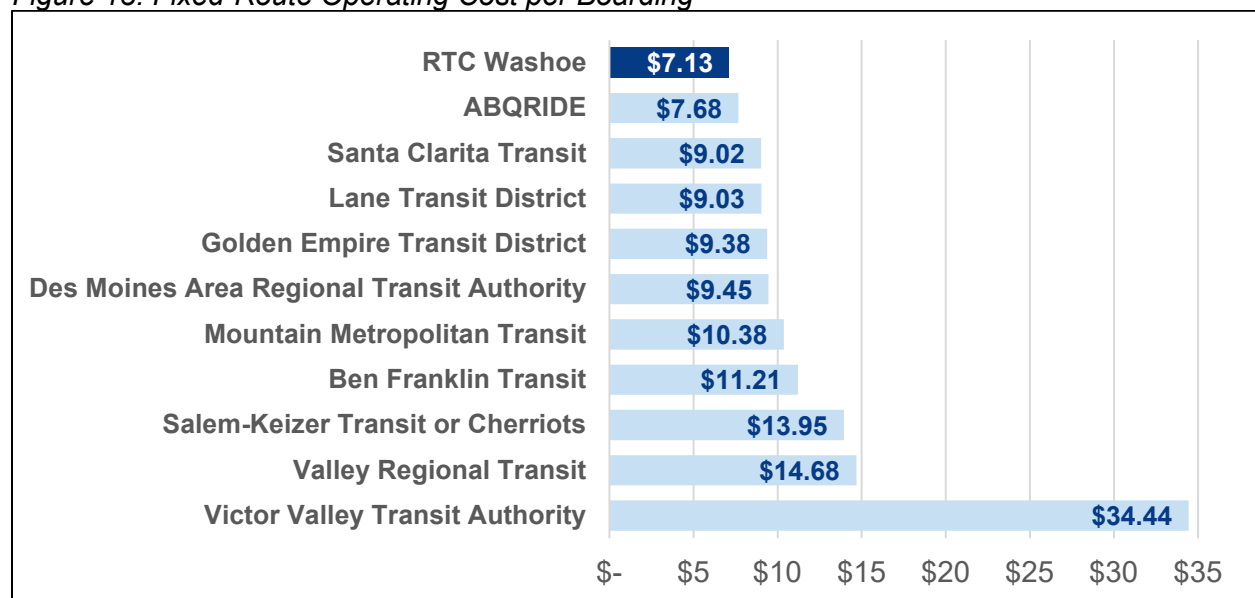
A peer review compared RTC Washoe with ten peer agencies using National Transit Database measures. The peers were selected based on agencies with similar vehicle miles, operating budget, service mix, service area type, population, density, and poverty, among others.

Key Findings

Below is a summary of the peer review findings. Overall, RTC Washoe provides productive and cost-effective fixed-route and demand response services. There are several key items to be considered when developing service recommendations.

- RTC spends a similar amount on total transit service and fixed-route service per capita as its peers.
- RTC provides less fixed-route coverage within their service area, which is partially offset with FlexRIDE service.
- RTC fixed-route speed is below the peer average by 3.5 mph at 10.8 mph.
- RTC exceeds peers in fixed-route boardings per capita, revenue hour, and revenue mile.
- RTC's paratransit service productivity is slightly below peer average but still within industry norms.
- RTC's fixed-route trips lengths are much shorter than peer agencies.
- RTC provides cost-effective fixed-route service and has a higher farebox recovery than most peers.

Figure 13: Fixed-Route Operating Cost per Boarding



RECOMMENDATIONS

Goals Framework

The Move More recommendations were developed using goals and objectives informed by technical analysis and community feedback. The goals emphasize mobility, safety, customer focus, cost-effectiveness, and sustainability.

Goal 1: Enhance Mobility for All Residents of Washoe County

- Provide fixed-route or microtransit service to most residents in the urbanized areas of Washoe County
- Provide paratransit within 3/4 mile of fixed-route network by time of day and hour
- Provide minimum frequencies and span of service based on fixed-route service types
- Integrate public transportation services for seamless travel between modes
- Provide sustainable Senior Transportation Subsidy Programs

Goal 2: Ensure that Service is Safe, Reliable, Comfortable, and Customer Focused

- Maintain and operate transit vehicles and stations to ensure customer safety (Safe)
- Provide services which pick-up and drop-off customers consistently on-time (Reliable)
- Provide service with adequate seating on-board vehicles (Comfortable)
- Interact with customers in a courteous and helpful way (Customer Focused)

Goal 3: Deliver Service Cost-Effectively

- Provide service which meets minimum productivity standards
- Provide service which is a good value for taxpayers and customers
- Test and evaluate innovative transit technologies and service delivery models

Goal 4: Promote Transit Service as part of a Sustainable Future in Washoe County.

- Provide frequent service on key corridors in support of transit-oriented development
- Extend the reach of the transit service by integrating with other alternative transportation modes
- Enhance the air-quality benefits of public transportation by providing service with low/no emission vehicles
- Make transit more competitive with auto trips
- Develop initiatives to incentivize new users

RIDE Recommendations

Fixed-route recommendations emphasize aligning service with post-pandemic travel patterns. The plan proposes higher frequencies in early evening hours (approximately 6:00 p.m. to 9:00 p.m.) for many routes and recommends improving weekend frequency across the network. The recommendations also include some reductions of very low-ridership trips (e.g., late-night or early-morning trips) to help fund service improvements during higher-demand periods. The plan also recommends operating the same hours and frequencies on Sundays as on Saturdays, creating a single weekend schedule across routes for customer legibility. The recommended frequencies by day type and hour are shown in Figure 9.

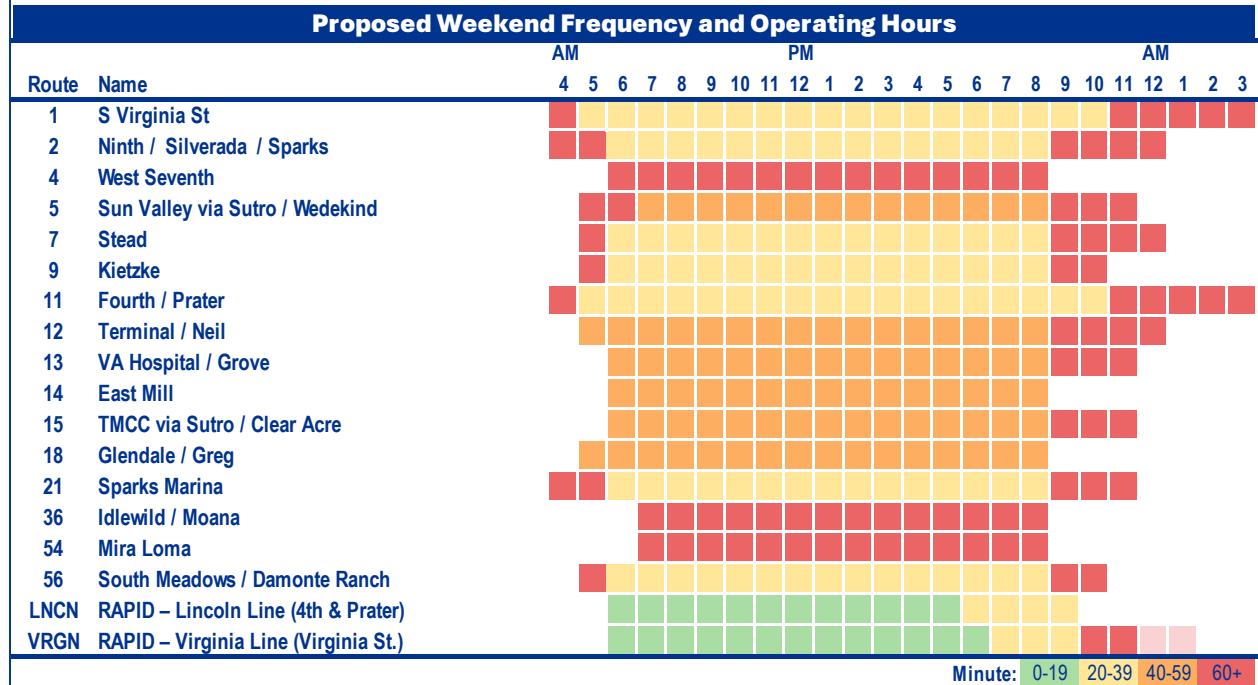
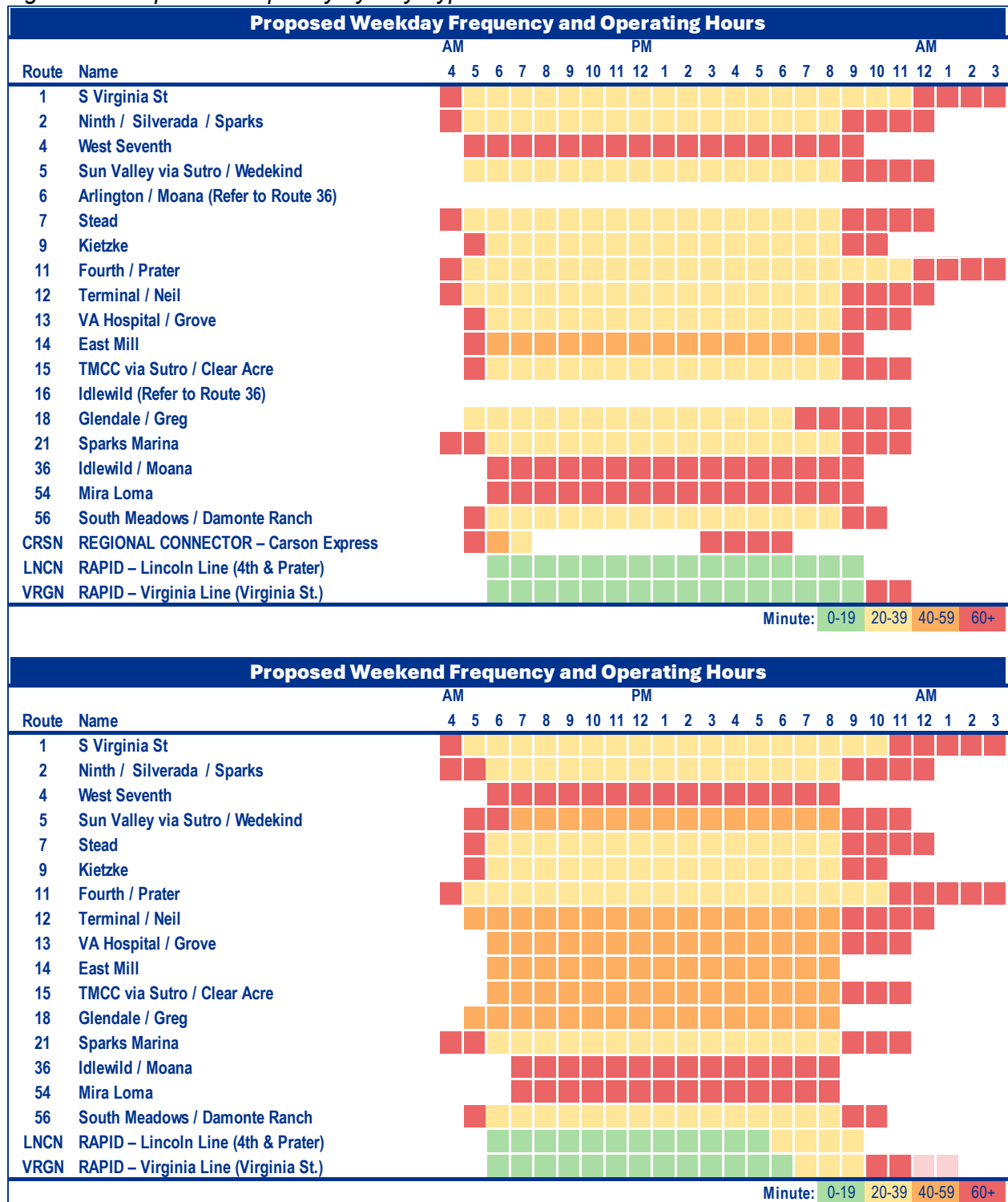
In addition to the frequency changes, there are several route realignments and a route consolidation recommendation to improve access and route efficiency. Below is a summary of these changes. There are no proposed changes for Route 4, Virginia RAPID, and the Regional Connector (Carson Express) services.

- **Route 11:** Extend further east to serve the Outlets at Legends and future Sparks City Hall area.
- **Route 12:** Shift alignment to Mill St (instead of Kuenzli St) to connect to Renown Regional Medical Center.
- **Route 21:** Extend northbound on Vista Blvd to Baring Blvd with service to Reed High School and retail centers. Discontinue service to Northern Nevada Medical Center, which will continue to be served by FlexRIDE.
- **New Route 36:** Combine highest ridership sections of existing Routes 6 and 16. Eliminate service on Arlington Ave based on low ridership and improve one-seat connectivity between key destinations.

Public feedback on the recommendations was very positive with almost all proposals receiving a majority of “Strongly Agree” or “Agree” responses on the survey. Route 4, which was a minor change to the schedule, received the highest ratio of negative responses. The combination of Routes 6 & 16 into the new Route 36 received a mix of both positive and negative responses. RTC should consider looking into these route recommendations in more detail before implementing them to see if customer concerns can be addressed. The Route 11 extension was slightly adjusted to serve more of Prater Way based on feedback from the City of Sparks.

Detailed route-by-route changes are included as Appendix B.

Figure 14: Proposed Frequency by Day Type



FlexRIDE Recommendations

These recommendations are focused on increasing the productivity and cost-effectiveness of the FlexRIDE service. Public feedback on these recommendations was high, with 60% of survey respondents agreeing.

- Increase wait time standard from an average of 20 minutes to 30 minutes for comparability with fixed-route service.
- Allow advanced reservations (up to 3 days) and standing ride requests for work and school trips.
- Introduce a \$1 fare for additional passengers booked on the same ride.
- Pilot commingling ACCESS and FlexRIDE services on weekends.

ACCESS Recommendations

These recommendations are focused on making ACCESS more efficient and ensuring the service meets the needs of all eligible customers. Public feedback was generally positive, with the curb-to-curb service model receiving the most negative feedback. Based on this feedback, RTC should transition existing customers to curb-to-curb only after evaluating their needs as part of their regular recertification.

- Change service model from Door-to-Door to Curb-to-Curb for operational efficiency. Existing customers will continue to need Door-to-Door will continue to receive it.
- Improve on-time performance standard to 90% of trips arriving within a pickup window of 10 minutes early and 20 minutes late.
- Improve call hold time standard to 2.5 minutes average with a 5-minute maximum after transfer to a customer representative.
- Increase fare to \$4.00 and allow customers to ride free on RIDE and Regional Connector services with ID.
- Pilot commingling ACCESS and FlexRIDE services on weekends.

Senior Mobility Programs

The recommendations focus on simplifying the program for customers and curbing the growing cost of the program. Overall, the survey showed that customers agreed with the proposed changes, especially the flexibility of the “ConnectRIDE” program allowing customers to use all three transportation providers. There were concerns about the copay, though it would be limited to higher-income customers.

- Implement a consolidated “ConnectRIDE” program using a single debit card to pay for Taxi, Uber, Lyft, FlexRIDE, and RIDE services.
- Maintain eligibility for seniors, RTC ACCESS customers, and veterans with ID.
- Offer a reservation phone number for users without smartphones to book rides.
- Increase senior age threshold to 65+ for new users to manage program costs. Existing customers under age 65 will keep their existing eligibility.
- Implement a 25% co-payment for customers with household incomes above 200% of the Federal Poverty Level to manage program costs (noted as impacting about 30% of existing customers in survey results).

Fare Technology Recommendations

The fare technology recommendations are targeted at simplifying the fare system and to move towards a cashless system for additional operational efficiency. Customers were generally positive or neutral regarding the fare recommendations. They were most excited about the fare capping and the ability to use alternative payment methods. The recommendation for the Regional Connector fare has changed to make it the same as the rest of the RIDE service for ease of use.

- Move toward cashless on-board fare collection for operational and cost efficiency.
- Implement fare capping on Token Transit for the one-day and seven-day passes. Evaluate fare capping for 31-day pass.
- Add payment by credit/debit card onboard RIDE, FlexRIDE, and ACCESS.
- Add cash loading options for the Token Transit app at RTC offices and retail locations.
- Implement online reduced fare application and evaluate phasing out physical passes and on-board cash acceptance.
- Phase out onboard day pass sales with implementation of fare capping.
- Pilot lowering the Regional Connector fare to match the rest of the RIDE service (\$2.00) for simplification.

IMPLEMENTATION PLAN

This section of the report provides a summary of how the agency should implement the Move More Plan over the next five years. The Financial Plan brings together operating costs, capital projects, and revenues for future budgeting and planning. The Phasing Plan summarizes the implementation by year, including recommendations for service changes, capital & technology projects, fare changes, and marketing strategies.

Financial Plan

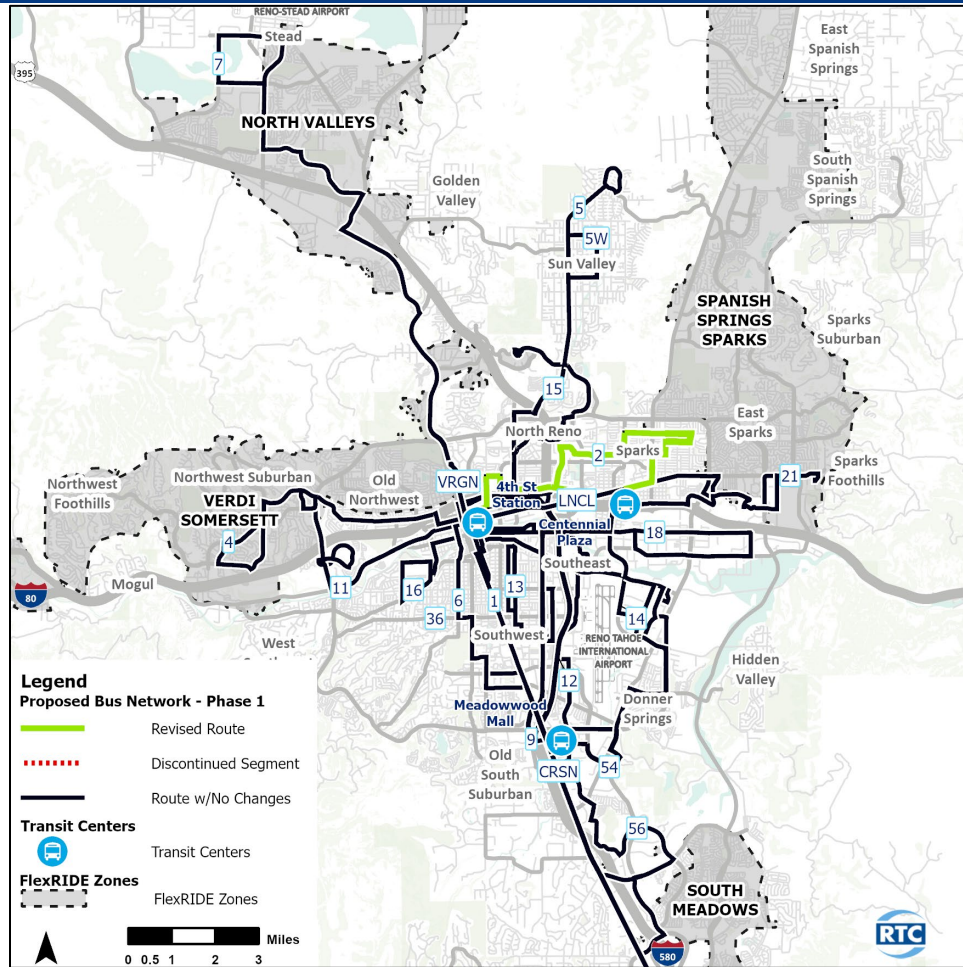
The Financial Plan in Figure 15 provides a summary of the financial resources required to implement the plan over the five-year implementation period. The plan includes the assumed levels of service for the different public transportation services and anticipated ridership and revenues. It also includes planned capital expenditures consistent with the Transit Asset Management Plan and vehicle replacement schedule. The plan includes several assumptions as outlined below:

- Ridership will grow 4.5% annually on the RIDE and 2.5% on the FlexRIDE services during the five-year plan. The growth will not require additional vehicles based on the proposed service and policy changes.
- ACCESS ridership will increase by 5% annually, except for the year the fare is implemented, where it will not grow. Additional passengers will be carried on TNC and taxis, therefore not requiring additional vehicles.
- Contracted operating costs will increase by 5% annually in years without negotiated contract rates.
- RTC will use federal grant funds to reduce the local match of capital projects.
- Public Transportation Sales Tax revenue available to public transportation will grow by 1% annually starting in Year 3 (FY28-29).

Figure 15: Move More Five-Year Financial Plan

Operations Summary	Year 1 FY2027	Year 2 FY2028	Year 3 FY2029	Year 4 FY2030	Year 5 FY2031	5-Year Total
Fixed-Route and Flex Service Statistics						
Revenue Hours	310,192	314,116	319,152	324,572	329,315	1,597,348
Revenue Miles	3,771,182	3,874,163	3,934,195	4,030,930	4,070,701	19,681,171
Passengers	6,265,477	6,610,095	6,977,376	7,343,695	7,749,971	34,946,613
System Productivity	20.2	21.0	21.9	22.6	23.5	21.9
ADA Service Statistics						
Total Hours	48,342	48,342	50,759	53,297	55,962	256,702
Total Miles	773,472	773,472	812,146	852,753	895,391	4,107,233
Passengers	140,104	140,104	147,109	154,464	162,187	743,968
Operating Revenues						
Fixed-Route and Flex Fare Revenue	\$ 3,759,286	\$ 3,966,057	\$ 4,186,425	\$ 4,406,217	\$ 4,649,983	\$ 20,967,968
ADA Passenger Fares	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 54,000	\$ 270,000
Non-Operating Revenue	\$ 44,725,943	\$ 49,538,513	\$ 50,335,474	\$ 48,969,087	\$ 49,913,423	\$ 243,482,441
Total Operating Revenues	\$ 48,539,229	\$ 53,558,570	\$ 54,575,900	\$ 53,429,304	\$ 54,617,406	\$ 264,720,409
Operating Expenses						
Fixed-Route and Flex Operating Cost	\$ 41,612,084	\$ 44,211,300	\$ 47,108,000	\$ 50,239,400	\$ 53,462,300	\$ 236,633,084
ADA Operating Cost	\$ 4,339,569	\$ 4,556,500	\$ 5,007,700	\$ 5,503,500	\$ 6,048,400	\$ 25,455,669
Administrative and Other Cost	\$ 19,788,653	\$ 20,972,760	\$ 21,461,985	\$ 22,015,765	\$ 22,584,521	\$ 106,823,683
Total Operating Expenses	\$ 65,740,306	\$ 69,740,560	\$ 73,577,685	\$ 77,758,665	\$ 82,095,221	\$ 368,912,436
Operating Expense/Revenue Summary						
Net Operating Revenue	(\$17,201,077)	(\$16,181,990)	(\$19,001,785)	(\$24,329,361)	(\$27,477,815)	(\$ 104,192,028)
Fixed-Route and Flex Service Farebox Recovery Ratio	9%	9%	9%	9%	9%	9%
Capital Summary	Year 1 FY2027	Year 2 FY2028	Year 3 FY2029	Year 4 FY2030	Year 5 FY2031	5-Year Total
Capital Expenses						
Passenger Facilities	\$ 14,176,000	\$ 1,700,000	\$ 1,700,000	\$ 2,563,650	\$ 1,700,000	\$ 23,634,650
Operating Facilities	\$ 9,640,000	\$ 4,050,000	\$ 2,050,000	\$ 2,050,000	\$ 2,050,000	\$ 27,102,000
Technology and Equipment	\$ 2,392,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 380,000	\$ 6,076,000
Vehicles	\$ 3,382,500	\$ -	\$ -	\$ 13,576,200	\$ 14,312,900	\$ 49,691,600
Total Capital Expenses	\$ 29,590,500	\$ 6,050,000	\$ 4,050,000	\$ 18,489,850	\$ 18,442,900	\$ 106,504,250
Net Capital Revenue	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL OPERATING & CAPITAL EXPENSES	\$ 95,330,806	\$ 75,790,560	\$ 77,627,685	\$ 96,248,515	\$ 100,538,121	\$ 532,888,730
Funding Summary	Year 1 FY2027	Year 2 FY2028	Year 3 FY2029	Year 4 FY2030	Year 5 FY2031	5-Year Total
Funding						
Operating Revenues and Funds	\$ 48,539,229	\$ 53,558,570	\$ 54,575,900	\$ 53,429,304	\$ 54,617,406	\$ 308,176,904
Capital Funding	\$ 29,590,500	\$ 6,050,000	\$ 4,050,000	\$ 18,489,850	\$ 18,442,900	\$ 106,504,250
TOTAL FUNDING	\$ 78,129,729	\$ 59,608,570	\$ 58,625,900	\$ 71,919,154	\$ 73,060,306	\$ 414,681,154
Annual Totals	Year 1 FY2027	Year 2 FY2028	Year 3 FY2029	Year 4 FY2030	Year 5 FY2031	5-Year Total
Annual Net Profit	(\$ 17,201,077)	(\$ 16,181,990)	(\$ 19,001,785)	(\$ 24,329,361)	(\$ 27,477,815)	
Beginning Fund Balance	\$ 49,030,719	\$ 31,829,642	\$ 15,647,652	\$ (3,354,133)	\$ (27,683,494)	
Ending Fund Balance	\$ 31,829,642	\$ 15,647,652	\$ (3,354,133)	\$ (27,683,494)	\$ (55,161,309)	\$ -

PHASING PLAN- YEAR 1 (FY26-27)



Service Changes

- All Routes: Match Weekend Schedules
- Route 2: Frequency Improvement and Alignment Change
- FlexRide/ACCESS: Pilot Comingling on Weekends
- Senior Mobility: Increase Age to 65+

Capital & Technology

- Add credit card payment onboard vehicles
- Implement online reduced fare application
- Meadowood Transit Center project
- Replace 15 Demand-Response Buses

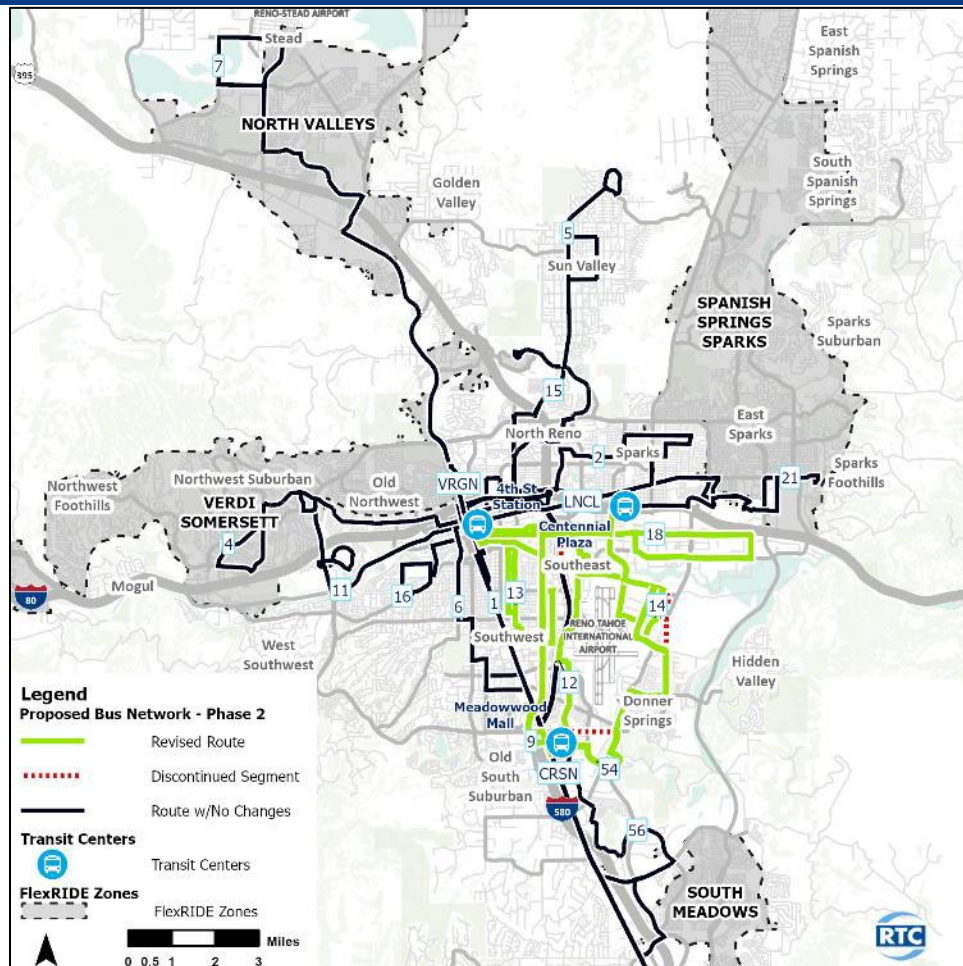
Fares

- Implement Fare Capping on mobile app
- Pilot \$2.00 Regional Connector

Marketing

- Tap2Ride First-Time Rider Education Program

PHASING PLAN- YEAR 2 (FY27-28)



Service Changes

- Routes 9, 13, & 18: Frequency improvements
- Route 12: Realignment and frequency improvements
- Route 14: Frequency changes
- Route 54: Alignment changes
- FlexRide: Increase wait time and implement advanced reservations
- ACCESS: Improve on-time performance and call hold time standards
- Senior Mobility: Implement "ConnectRIDE" Pilot and Reservation Number

Capital & Technology

- Deploy New Enterprise Asset Management (EAS) system
- Add cash loading to mobile app

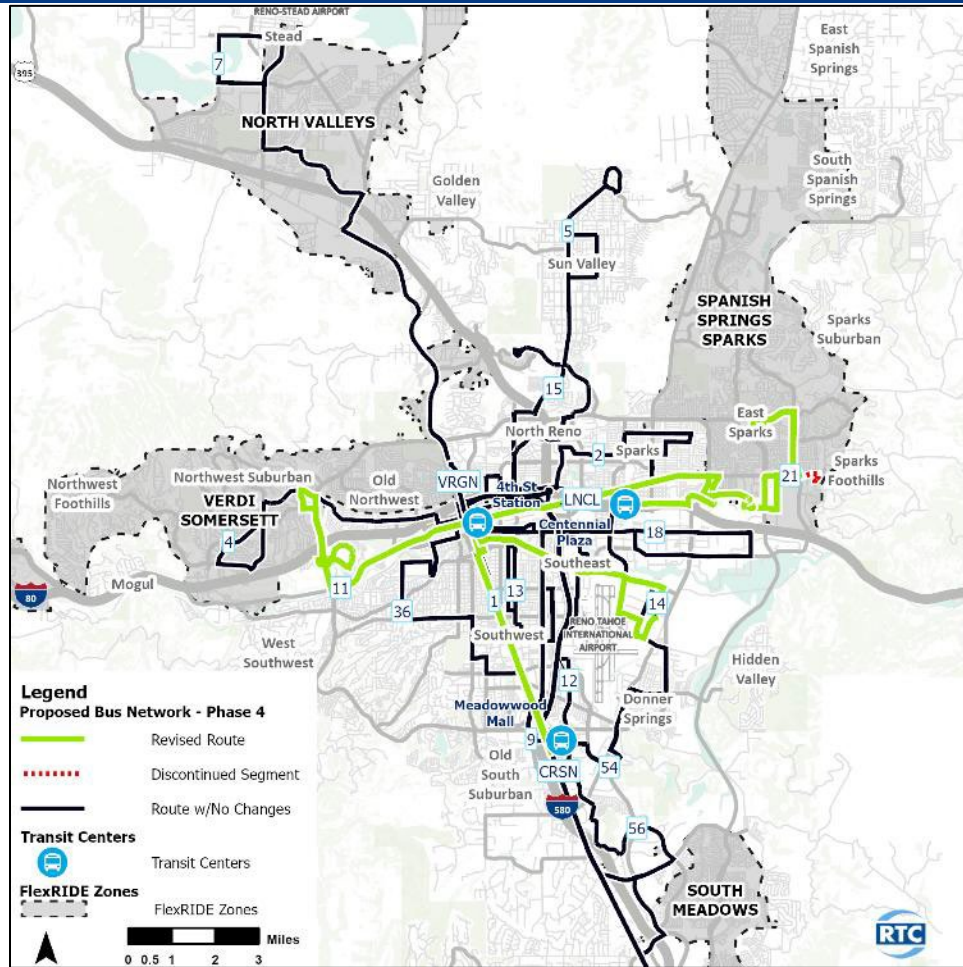
Fares

- Increase ACCESS fare to \$4.00
- Implement free RIDE for ACCESS customers

Marketing

- Hybrid / Remote Work Campaign
- Refine Employer Commuter Pass Program

PHASING PLAN- YEAR 4 (FY29-30)



Service Changes

- Route 1: Minor frequency changes
- Route 11: Extend to Legends
- Route 21: Extend to Reed HS
- Route LNCN: Frequency reduction
- Evaluate Route 14 Elimination
- Evaluate Span Improvements
- FlexRIDE: Study Southwest Reno Zone

Capital & Technology

- Replace 6 Fixed-Route Buses
- Replace 30 Demand-Response Buses

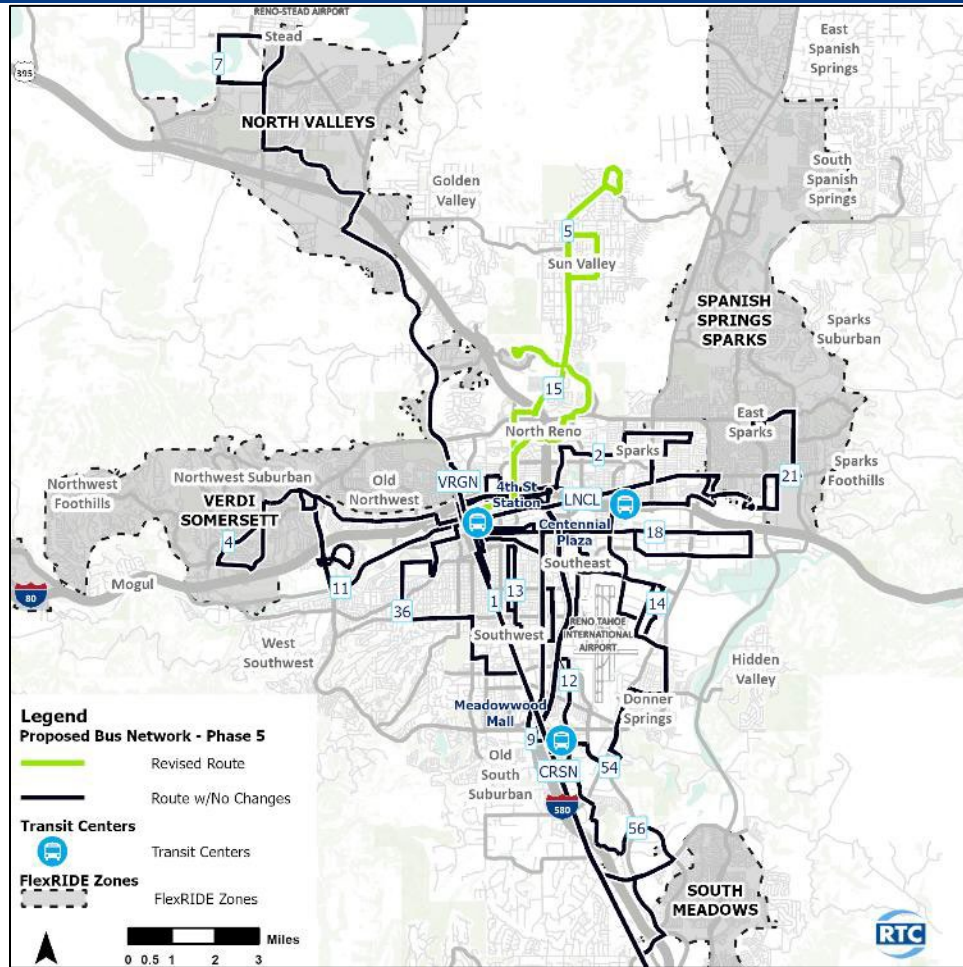
Fares

- Phase-Out Onboard Cash Acceptance if Warranted

Marketing

- “Emily” Artificial Intelligence Customer Service Pilo

PHASING PLAN- YEAR 5 (FY30-31)



Service Changes

- Route 5: Improved frequency
- Route 15: Improved frequency

Capital & Technology

- Replace 11 Fixed-Route Buses
- Replace 10 Demand-Response Buses

Fares

- Decommission Fareboxes if Warranted

Marketing

- “Emily” Artificial Intelligence Customer Service Full Implementation

APPENDIX A: ROUTE PROFILES

Route 1

South Virginia St

Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

24 Hours

24 Hours

24 Hours

Peak Frequency (min.)

The average time between buses

30

30

30

Daily Boardings

The number of daily passengers

1,192

900 Local Average

7 System Rank

1,109

664 Local Average

3 System Rank

948

549 Local Average

4 System Rank

Productivity

Passengers per revenue hour

28.5

20.7 Local Average

1 System Rank

25.6

20.0 Local Average

5 System Rank

22.3

18.7 Local Average

7 System Rank

Weekday Passenger Ridership

Boardings

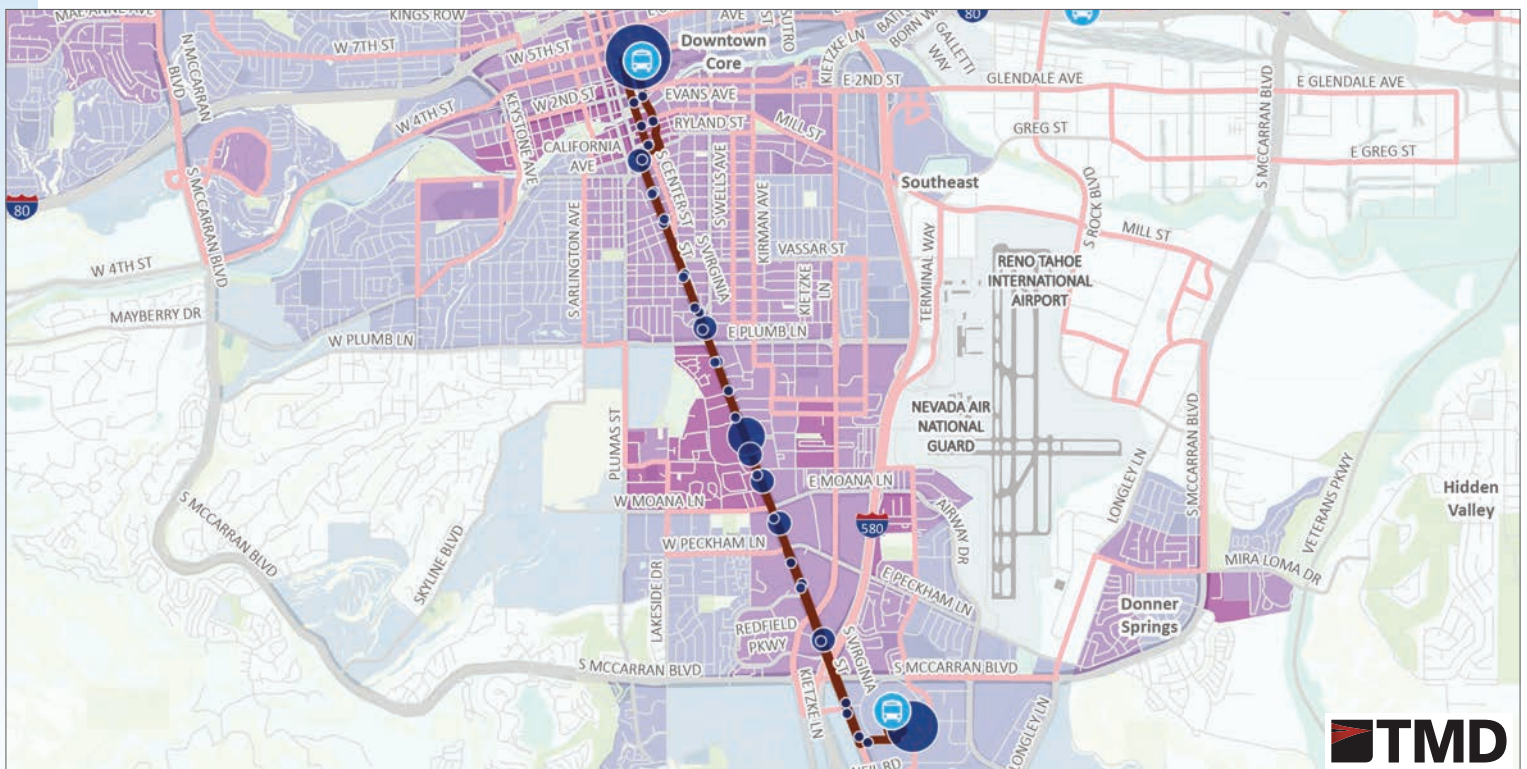
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 2

Ninth / Silverada / Sparks
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



04:30 AM - 01:44 AM

04:30 AM - 01:39 AM

04:30 AM - 01:38 AM

Peak Frequency (min.)

The average time between buses



30

30

60

Daily Boardings

The number of daily passengers



1,244

1,019

624

900 Local Average

4 System Rank

664 Local Average

5 System Rank

549 Local Average

6 System Rank

Productivity

Passengers per revenue hour



24.5

20.1

22.6

20.7 Local Average

7 System Rank

20.0 Local Average

9 System Rank

18.7 Local Average

6 System Rank

Weekday Passenger Ridership

Boardings

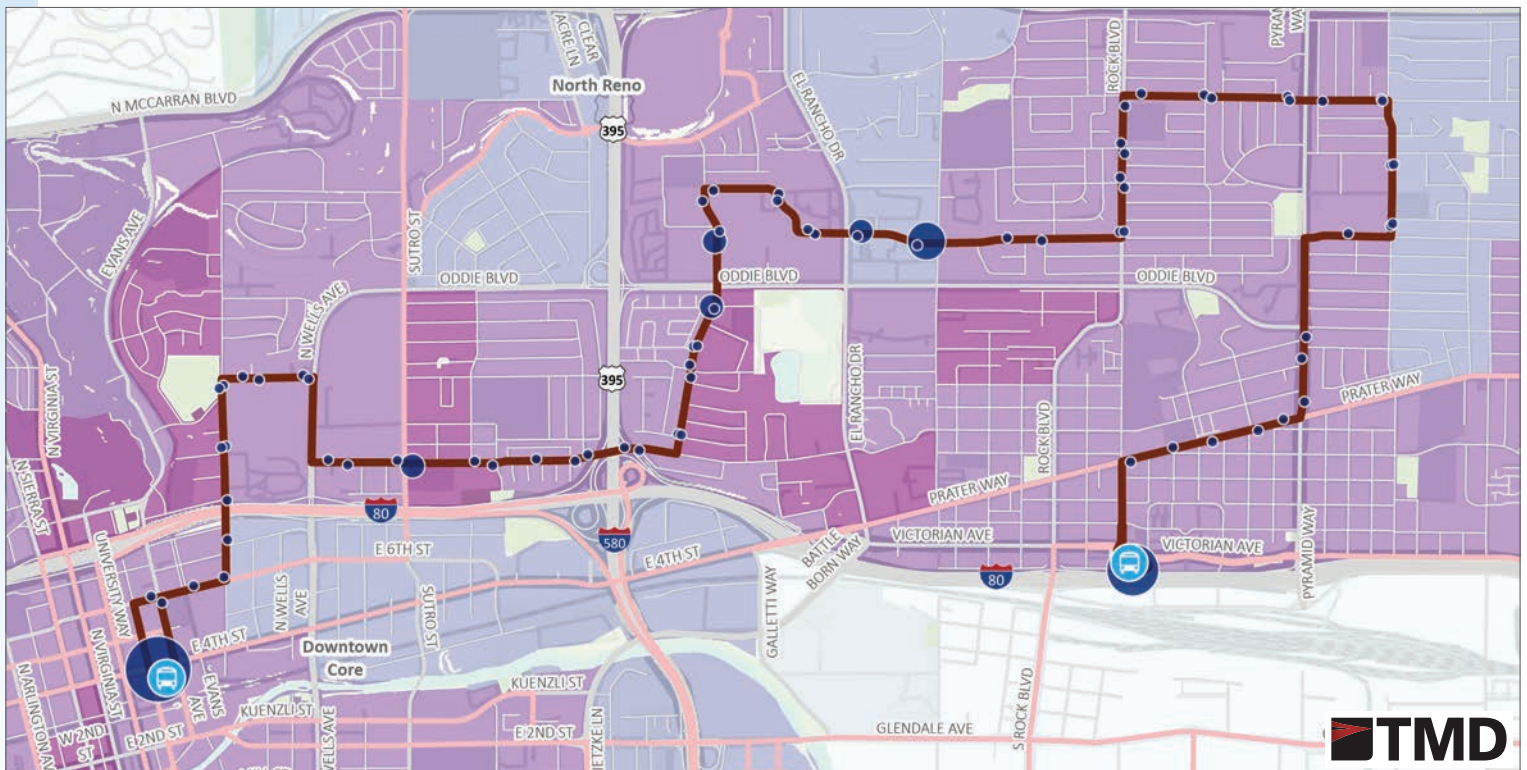
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 4

West Seventh

Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

05:13 AM - 11:24 PM

06:07 AM - 09:28 PM

05:45 AM - 09:24 PM

Peak Frequency (min.)

The average time between buses

60

60

60

Daily Boardings

The number of daily passengers

455

900 Local Average

15 System Rank

303

664 Local Average

13 System Rank

264

549 Local Average

13 System Rank

Productivity

Passengers per revenue hour

25.0

20.7 Local Average

5 System Rank

19.7

20.0 Local Average

11 System Rank

16.9

18.7 Local Average

12 System Rank

Weekday Passenger Ridership

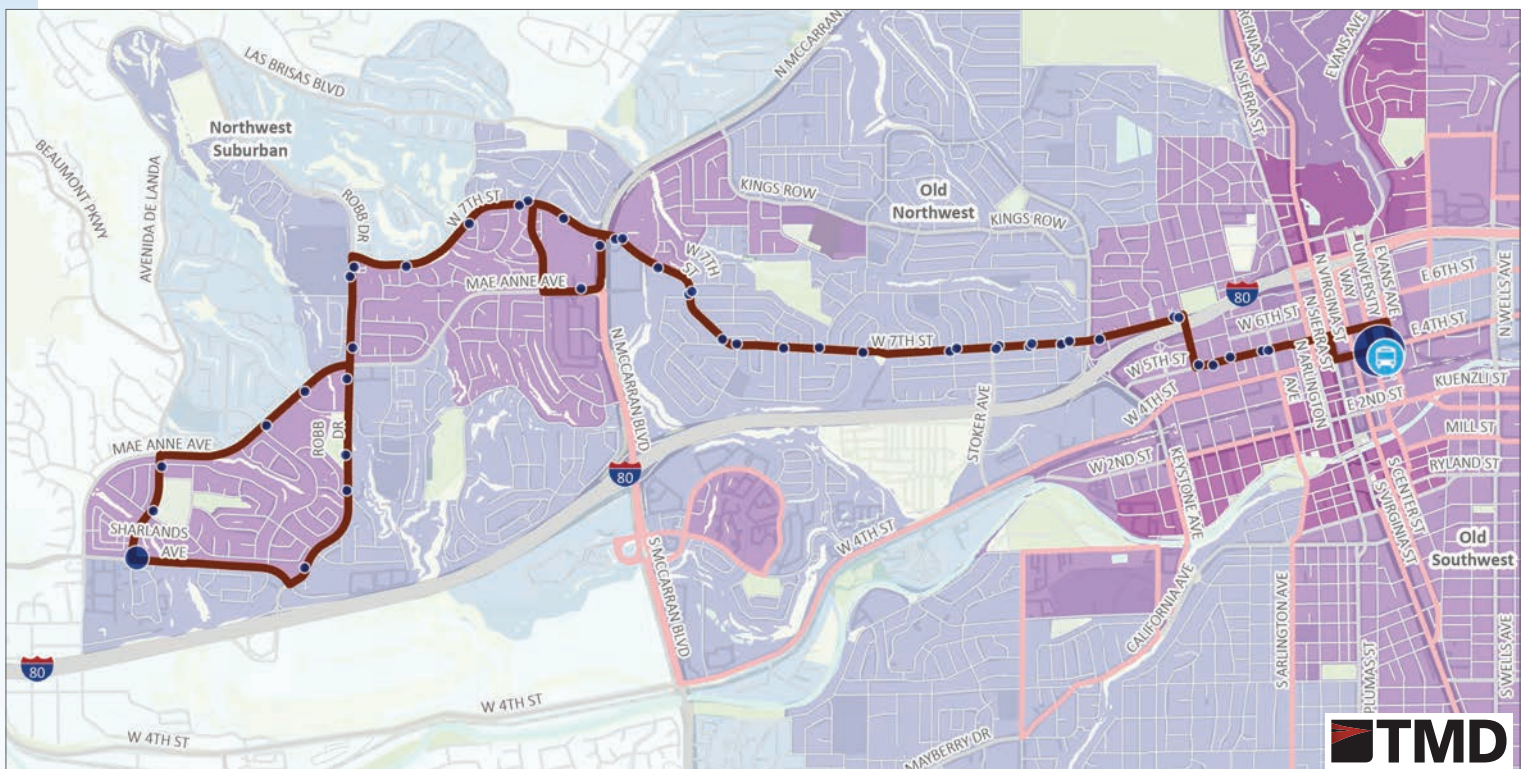
Boardings



Bus Route

Bus Network

Transit Propensity



Route 5

Sun Valley via Sutro / Wedekind
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



05:00 AM - 01:05 AM

05:15 AM - 12:09 AM

05:15 AM - 12:09 AM

Peak Frequency (min.)

The average time between buses



30

60

60

Daily Boardings

The number of daily passengers



1,201

624

516

900 Local Average

6 System Rank

664 Local Average

8 System Rank

549 Local Average

8 System Rank

Productivity

Passengers per revenue hour



24.9

33.1

27.3

20.7 Local Average

6 System Rank

20.0 Local Average

1 System Rank

18.7 Local Average

2 System Rank

Weekday Passenger Ridership

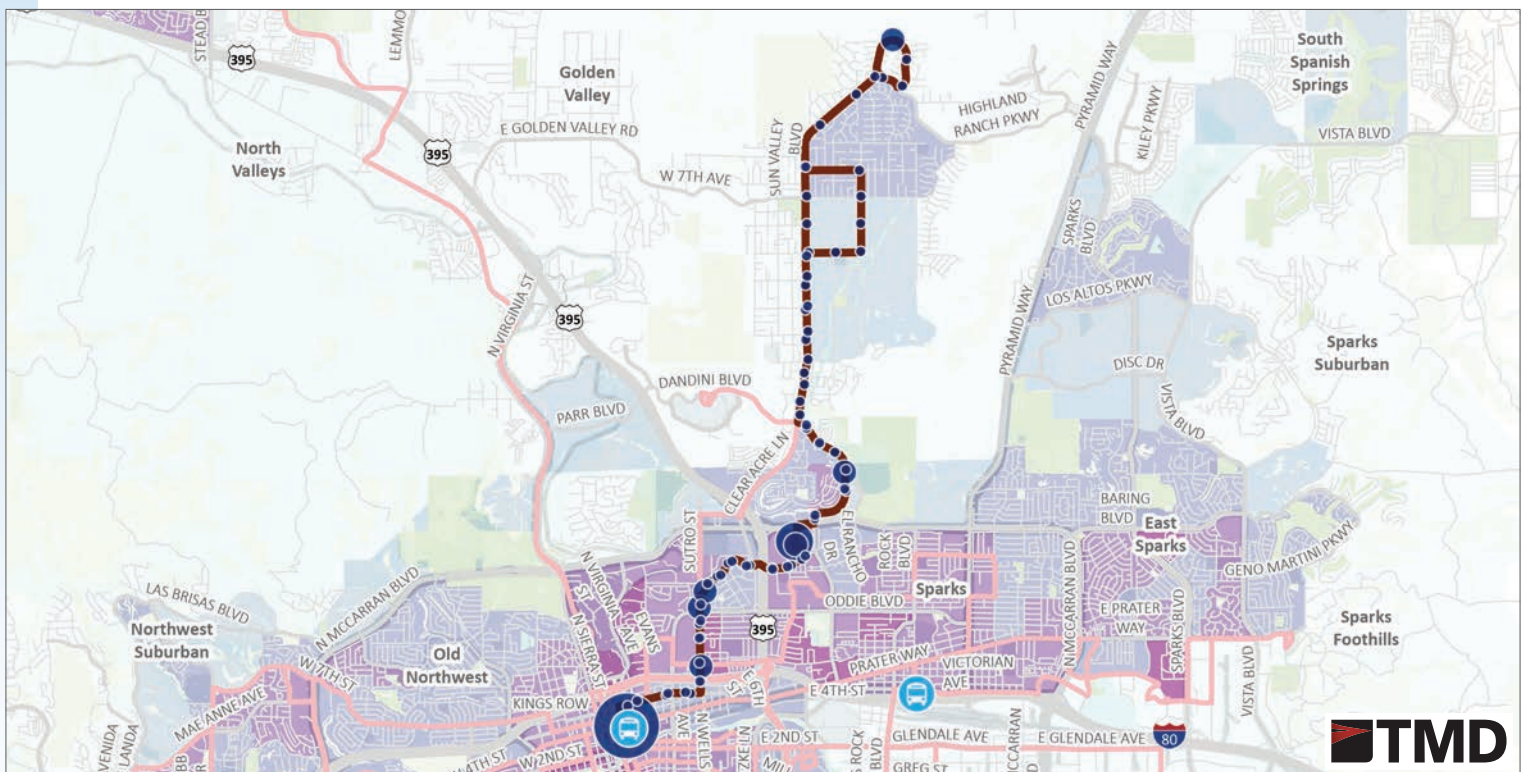
Boardings



Bus Route

Bus Network

Transit Propensity



Route 6

Arlington / Moana
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

04:33 AM - 10:33 PM

05:35 AM - 09:35 PM

05:35 AM - 07:57 PM

Peak Frequency (min.)

The average time between buses

60

60

60

Daily Boardings

The number of daily passengers

286

900 Local Average

17 System Rank

195

664 Local Average

16 System Rank

173

549 Local Average

16 System Rank

Productivity

Passengers per revenue hour

15.9

20.7 Local Average

17 System Rank

12.2

20.0 Local Average

17 System Rank

12.0

18.7 Local Average

16 System Rank

Weekday Passenger Ridership

Boardings

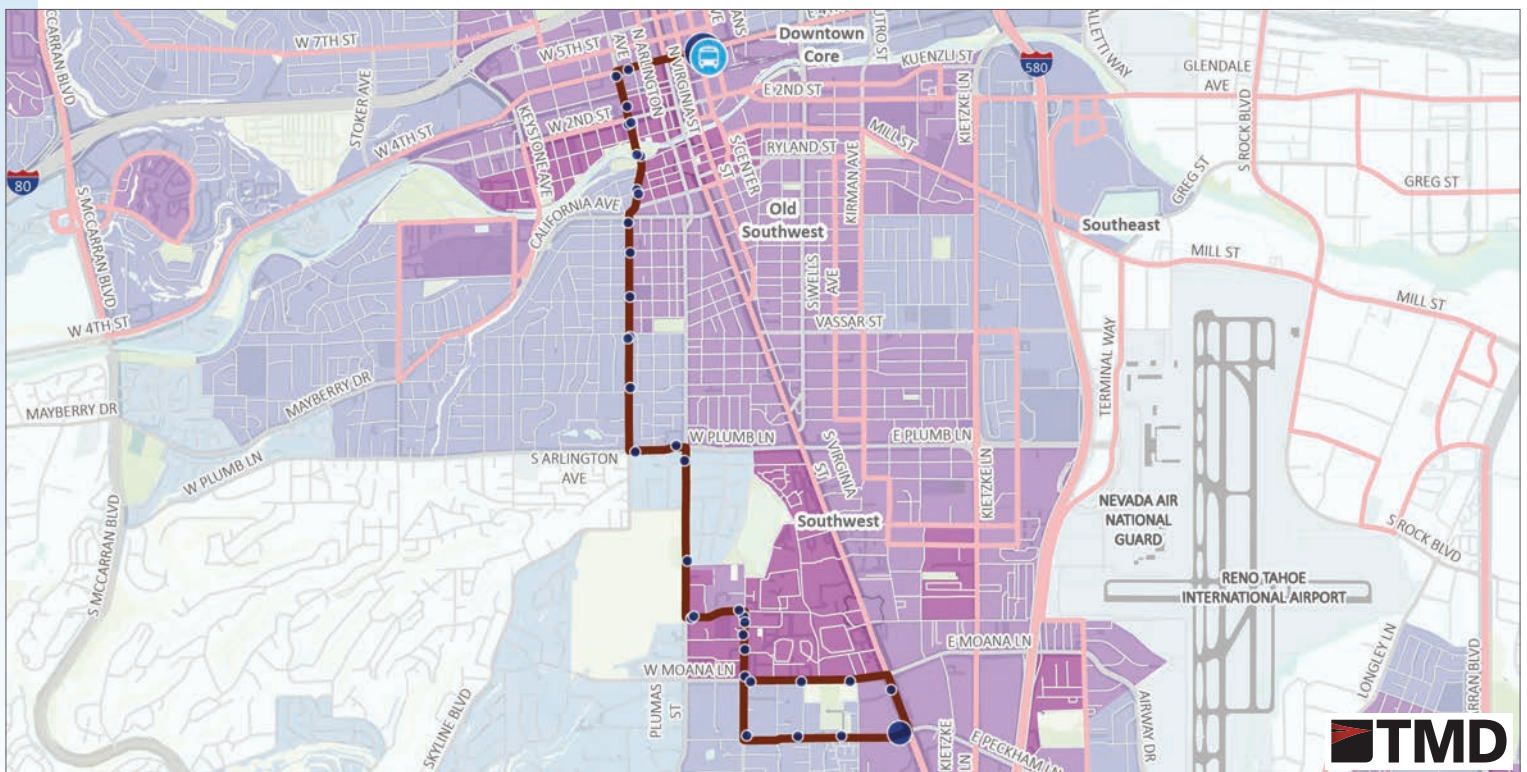
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

04:45 AM - 02:18 AM

05:15 AM - 02:15 AM

05:15 AM - 02:14 AM

Peak Frequency (min.)

The average time between buses

30

30

60

Daily Boardings

The number of daily passengers

1215

900 Local Average

5 System Rank

937

664 Local Average

6 System Rank

669

549 Local Average

5 System Rank

Productivity

Passengers per revenue hour

22.5

20.7 Local Average

9 System Rank

19.4

20.0 Local Average

12 System Rank

26.0

18.7 Local Average

3 System Rank

Weekday Passenger Ridership

Boardings

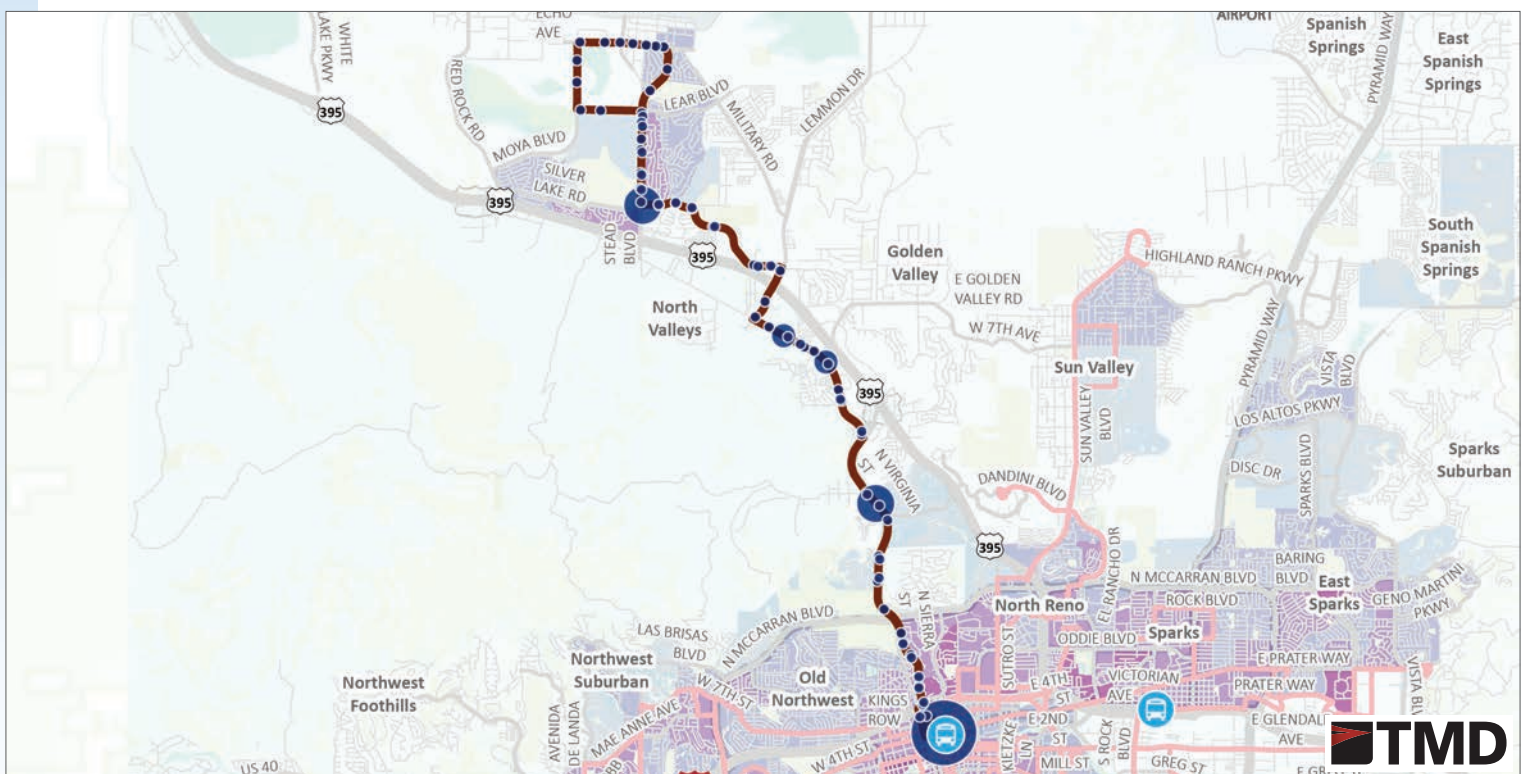
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

05:00 AM - 01:19 AM

05:00 AM - 01:25 AM

05:26 AM - 12:50 AM

Peak Frequency (min.)

The average time between buses

35

60

60

Daily Boardings

The number of daily passengers

608

900 Local Average

11 System Rank

404

664 Local Average

11 System Rank

374

549 Local Average

9 System Rank

Productivity

Passengers per revenue hour

18.0

20.7 Local Average

15 System Rank

19.8

20.0 Local Average

10 System Rank

19.3

18.7 Local Average

9 System Rank

Weekday Passenger Ridership

Boardings

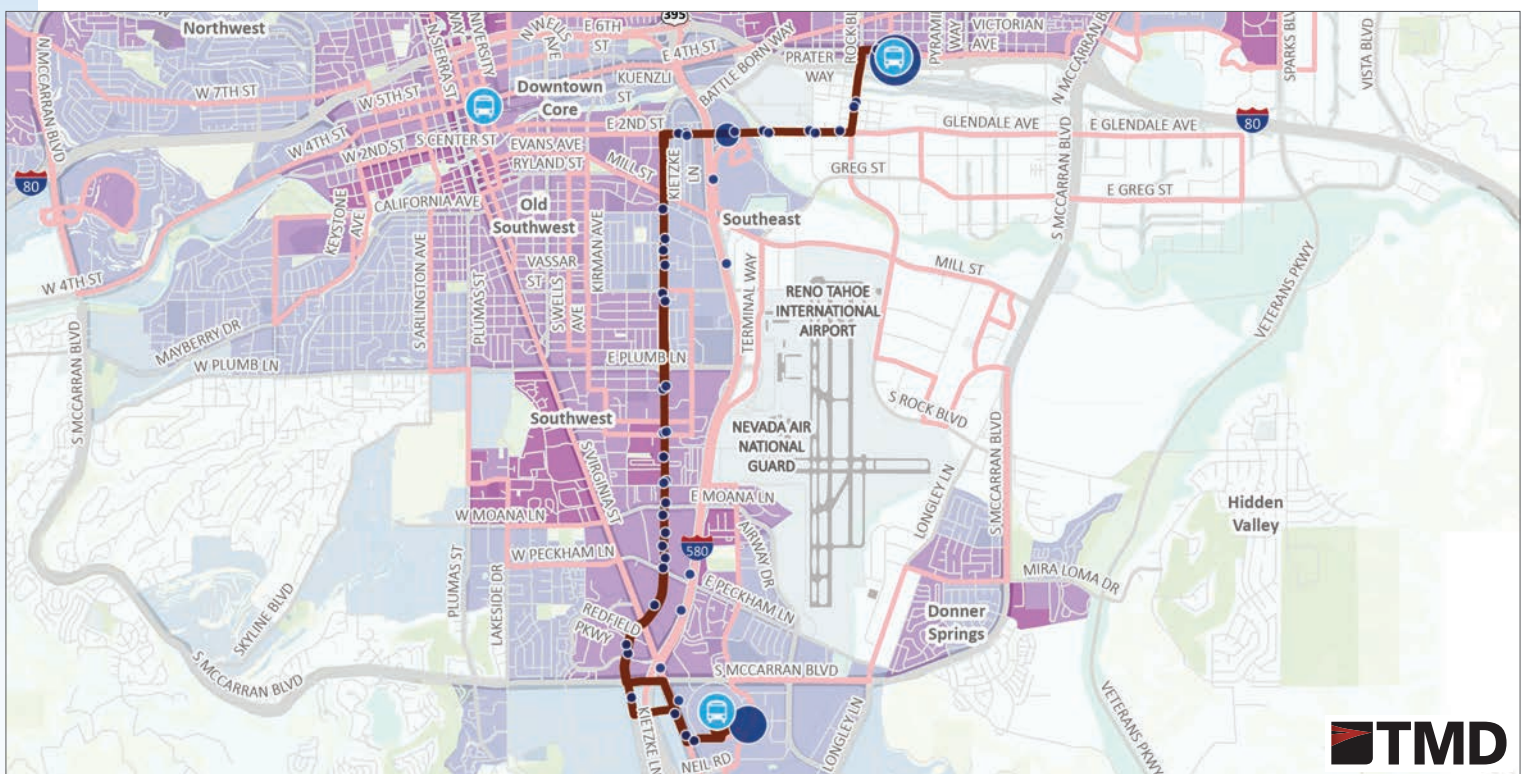
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 11

Fourth / Prater
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

04:20 AM - 03:31 AM

04:26 AM - 02:51 AM

04:40 AM - 02:45 AM

Peak Frequency (min.)

The average time between buses

30

30

30

Daily Boardings

The number of daily passengers

2,182

1,783

1,729

900 Local Average

2 System Rank

664 Local Average

2 System Rank

549 Local Average

2 System Rank

Productivity

Passengers per revenue hour

23.7

22.6

22.8

20.7 Local Average

8 System Rank

20.0 Local Average

7 System Rank

18.7 Local Average

5 System Rank

Weekday Passenger Ridership

Boardings

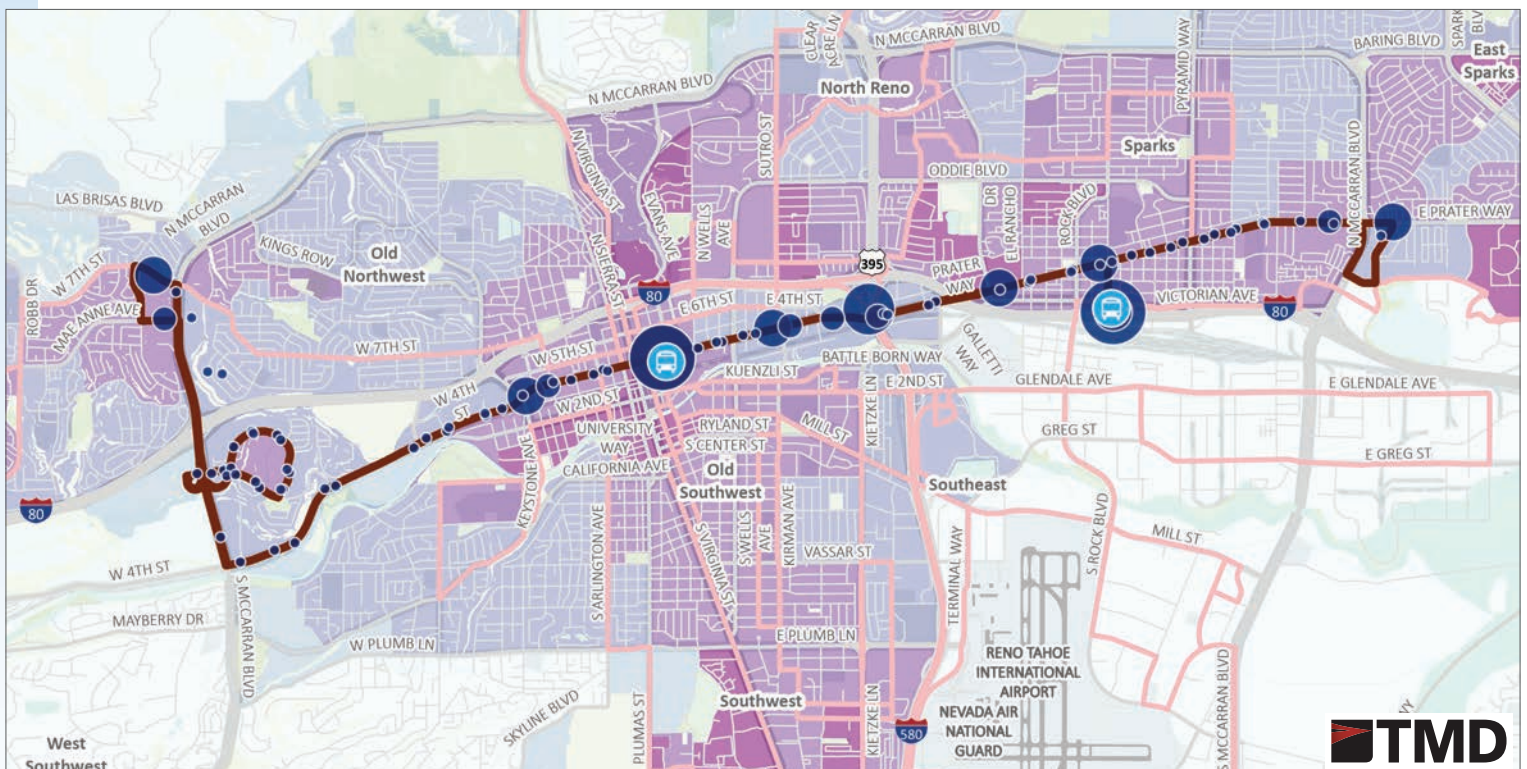
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 12

Terminal / Neil
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



03:58 AM - 01:27 AM

04:06 AM - 01:27 AM

04:30 AM - 12:58 AM

Peak Frequency (min.)

The average time between buses



30

60

60

Daily Boardings

The number of daily passengers



1,064

677

583

900 Local Average

8 System Rank

664 Local Average

7 System Rank

549 Local Average

7 System Rank

Productivity

Passengers per revenue hour



22.4

25.7

16.4

20.7 Local Average

10 System Rank

20.0 Local Average

4 System Rank

18.7 Local Average

14 System Rank

Weekday Passenger Ridership

Boardings

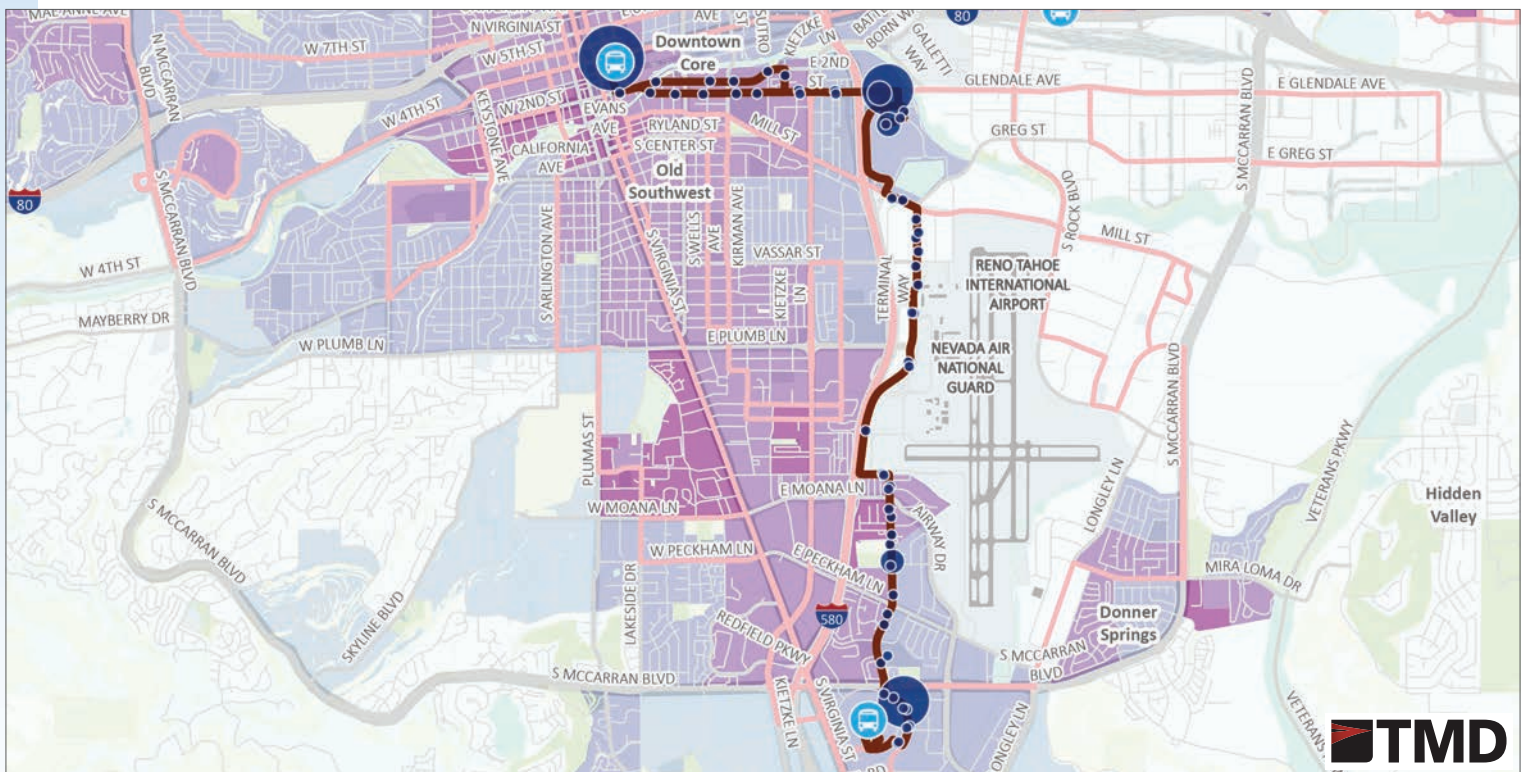
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 13

VA Hospital / Grove
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



06:15 AM - 12:30 AM

06:15 AM - 12:31 AM

05:32 AM - 06:54 PM

Peak Frequency (min.)

The average time between buses



30

60

60

Daily Boardings

The number of daily passengers



548

285

232

900 Local Average

14 System Rank

664 Local Average

15 System Rank

549 Local Average

14 System Rank

Productivity

Passengers per revenue hour



21.1

15.6

17.4

20.7 Local Average

11 System Rank

20.0 Local Average

14 System Rank

18.7 Local Average

11 System Rank

Weekday Passenger Ridership

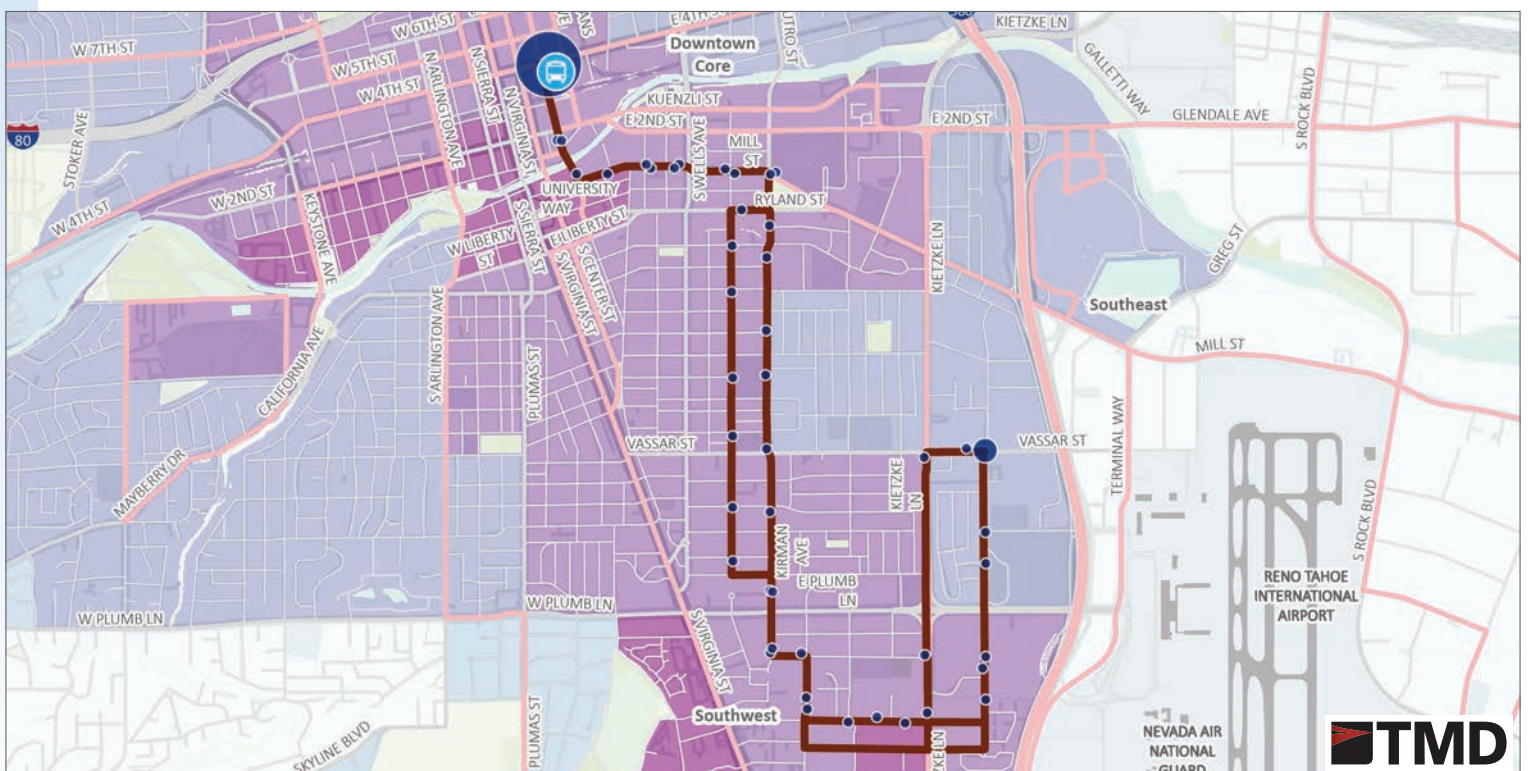
Boardings



Bus Route

Bus Network

Transit Propensity



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

05:15 AM - 12:48 AM

05:15 AM - 12:25 AM

06:15 AM - 11:23 PM

Peak Frequency (min.)

The average time between buses

30

60

60

Daily Boardings

The number of daily passengers

391

166

136

900 Local Average

16 System Rank

664 Local Average

17 System Rank

549 Local Average

17 System Rank

Productivity

Passengers per revenue hour

13.0

8.7

7.9

20.7 Local Average

19 System Rank

20.0 Local Average

18 System Rank

18.7 Local Average

19 System Rank

Weekday Passenger Ridership

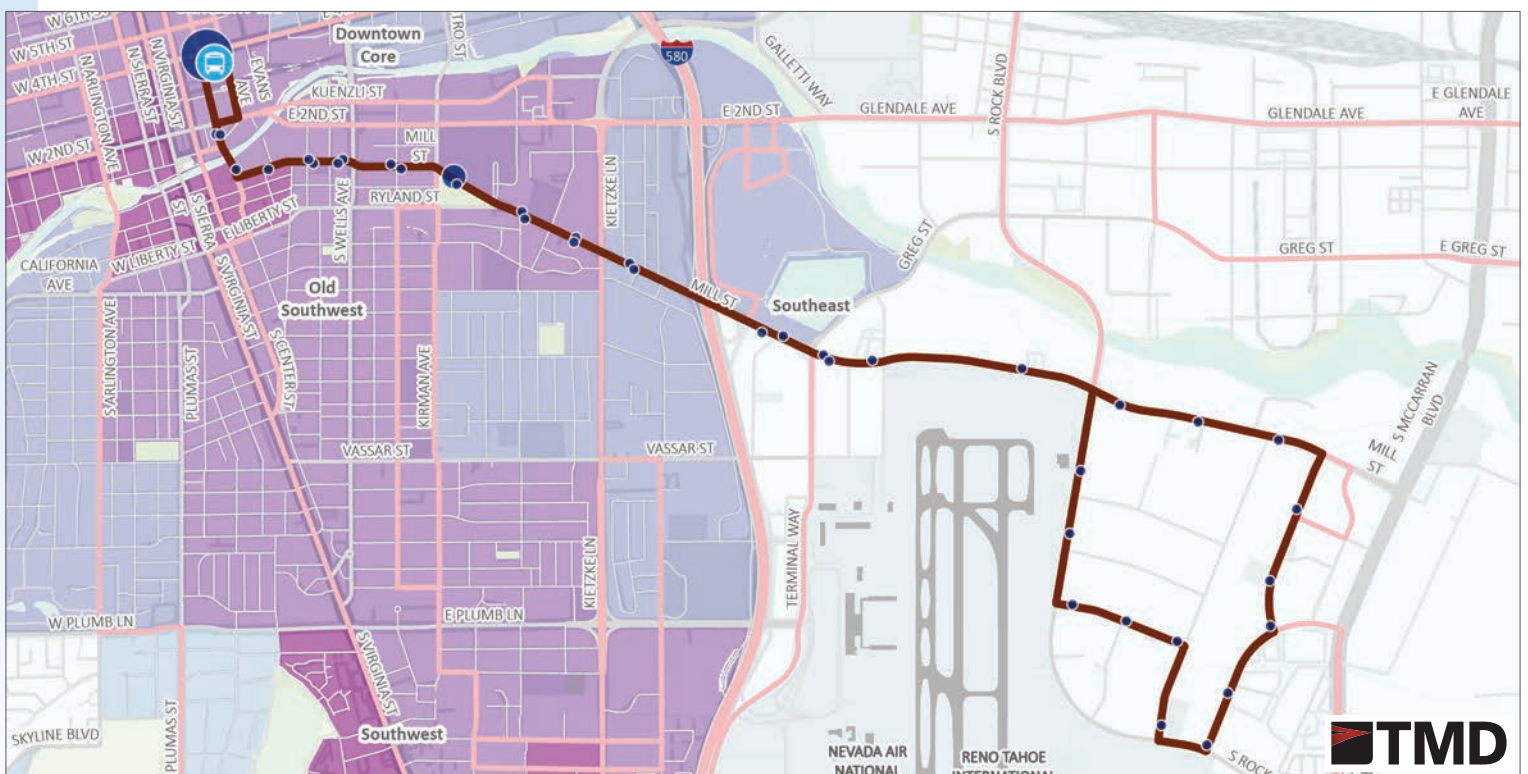
Boardings



Bus Route

Bus Network

Transit Propensity



Route 15

TMCC via Sutro / Clear Acre
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

05:45 AM - 11:25 PM

05:45 AM - 11:17 PM

05:45 AM - 10:16 PM

Peak Frequency (min.)

The average time between buses

30

60

60

Daily Boardings

The number of daily passengers

617

293

273

900 Local Average

10 System Rank

664 Local Average

14 System Rank

549 Local Average

12 System Rank

Productivity

Passengers per revenue hour

20.8

16.7

16.5

20.7 Local Average

12 System Rank

20.0 Local Average

13 System Rank

18.7 Local Average

13 System Rank

Weekday Passenger Ridership

Boardings

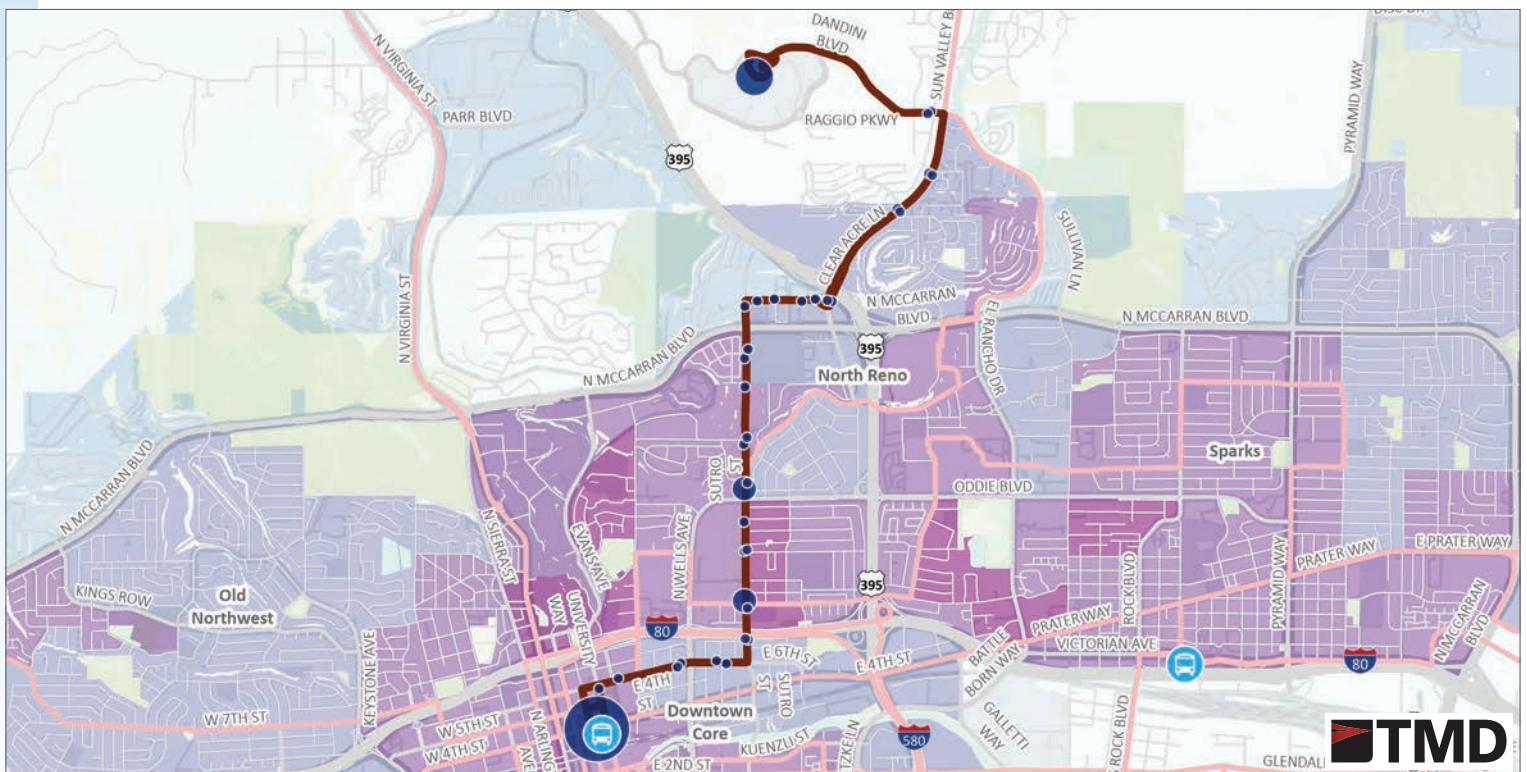
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

05:15 AM - 10:13 PM

06:15 AM - 07:39 PM

06:15 AM - 07:39 PM

Peak Frequency (min.)

The average time between buses

45

60

60

Daily Boardings

The number of daily passengers

236

900 Local Average

18 System Rank

101

664 Local Average

19 System Rank

115

549 Local Average

19 System Rank

Productivity

Passengers per revenue hour

13.3

20.7 Local Average

18 System Rank

7.5

20.0 Local Average

19 System Rank

8.6

18.7 Local Average

18 System Rank

Weekday Passenger Ridership

Boardings

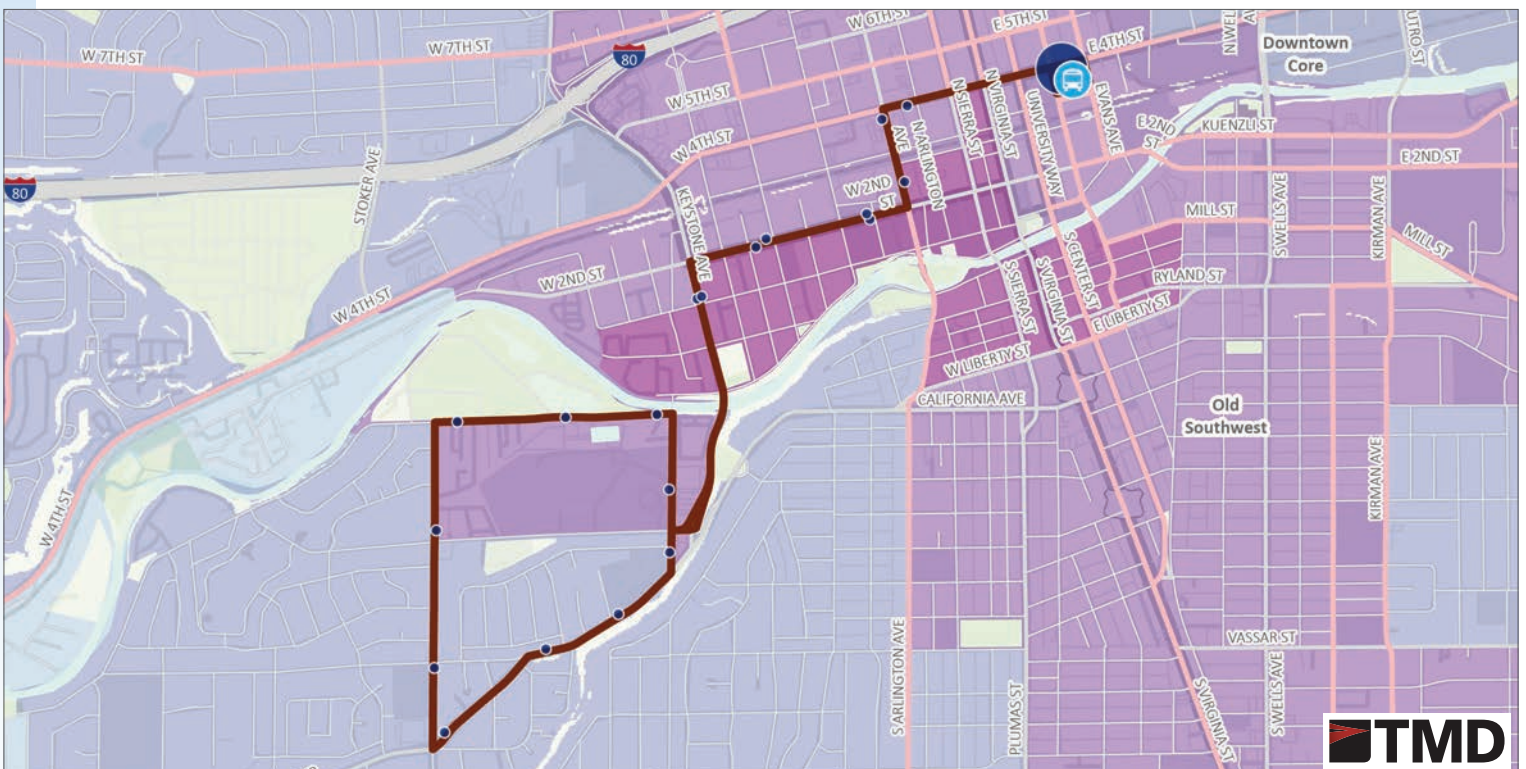
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 18

Glendale / Greg
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



05:15 AM - 12:59 AM

05:15 AM - 06:52 PM

06:15 AM - 05:58 PM

Peak Frequency (min.)

The average time between buses



30

60

60

Daily Boardings

The number of daily passengers



822

424

346

900 Local Average

664 Local Average

549 Local Average

9 System Rank

10 System Rank

10 System Rank

Productivity

Passengers per revenue hour



26.8

31.1

29.5

20.7 Local Average

20.0 Local Average

18.7 Local Average

3 System Rank

2 System Rank

1 System Rank

Weekday Passenger Ridership

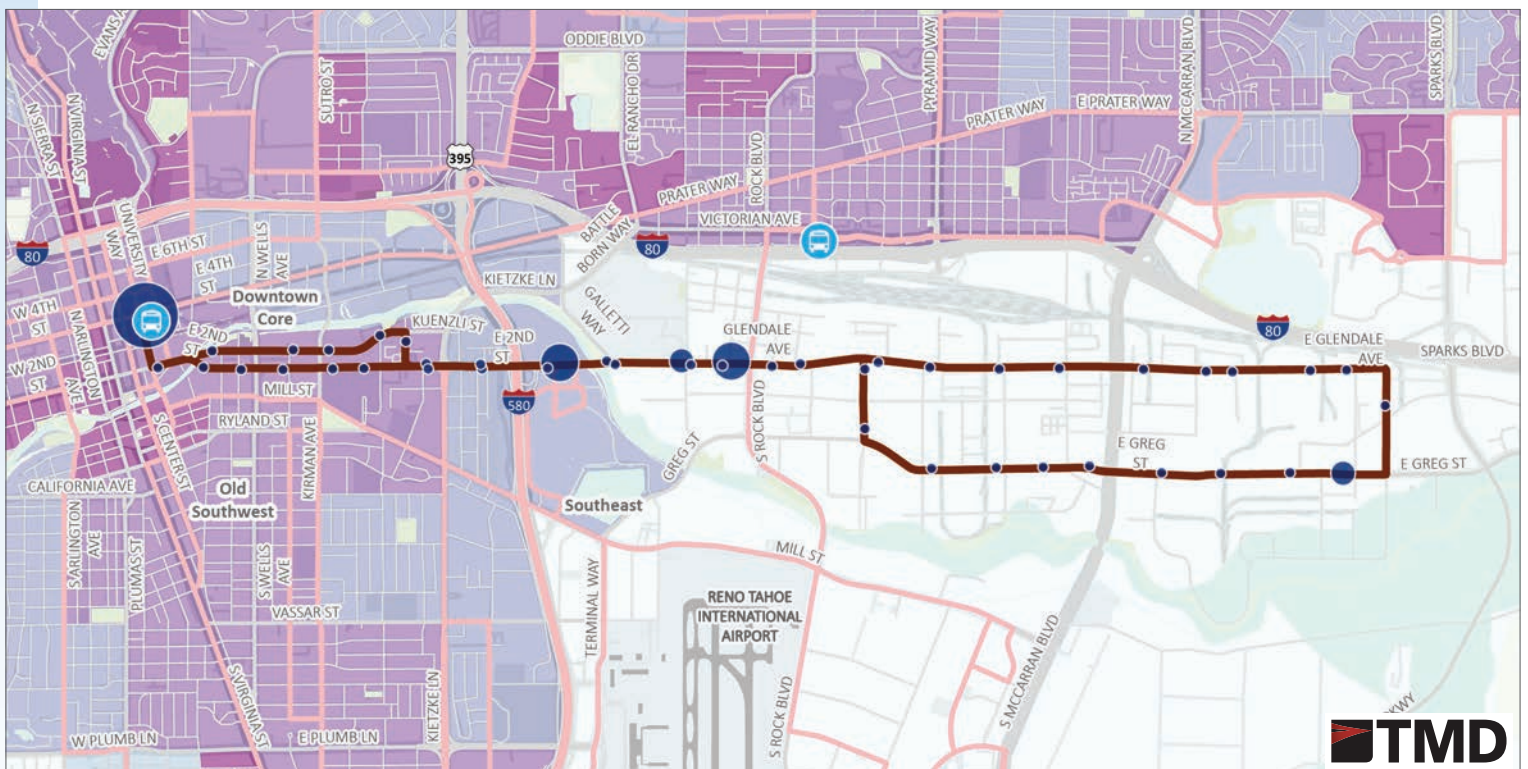
Boardings



Bus Route

Bus Network

Transit Propensity



Route 21

Sparks Marina / Legends / NNCM
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



04:20 AM - 12:27 AM

04:20 AM - 12:24 AM

05:45 AM - 10:18 PM

Peak Frequency (min.)

The average time between buses



30

30

30

Daily Boardings

The number of daily passengers



571

444

310

900 Local Average

12 System Rank

664 Local Average

9 System Rank

549 Local Average

11 System Rank

Productivity

Passengers per revenue hour



18.7

14.7

12.8

20.7 Local Average

14 System Rank

20.0 Local Average

15 System Rank

18.7 Local Average

15 System Rank

Weekday Passenger Ridership

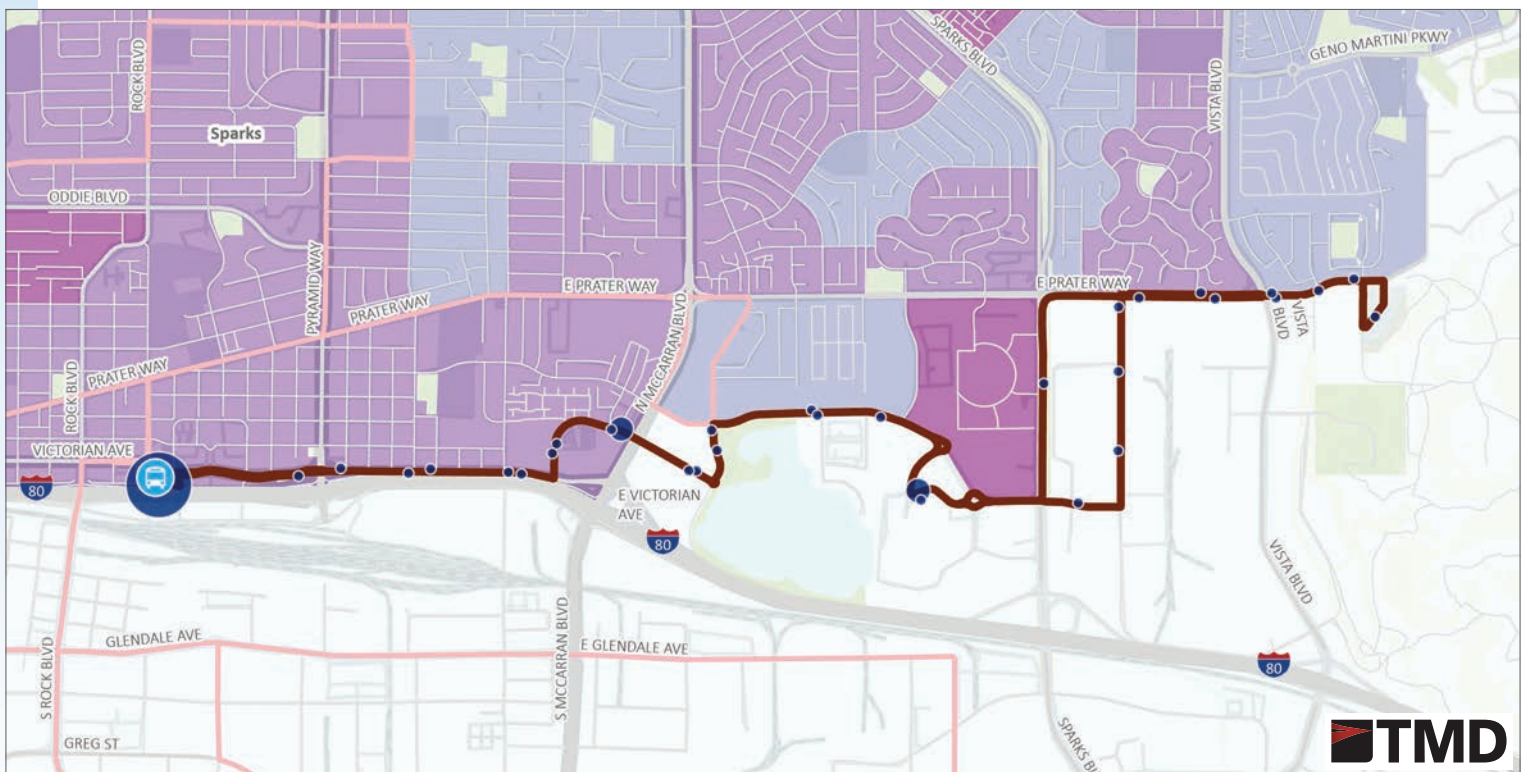
Boardings



Bus Route

Bus Network

Transit Propensity



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

05:30 AM - 07:21 PM

06:30 AM - 06:21 PM

07:30 AM - 06:20 PM

Peak Frequency (min.)

The average time between buses

60

60

60

Daily Boardings

The number of daily passengers

221

900 Local Average

19 System Rank

160

664 Local Average

18 System Rank

125

549 Local Average

18 System Rank

Productivity

Passengers per revenue hour

16.0

20.7 Local Average

16 System Rank

13.5

20.0 Local Average

16 System Rank

11.5

18.7 Local Average

17 System Rank

Weekday Passenger Ridership

Boardings

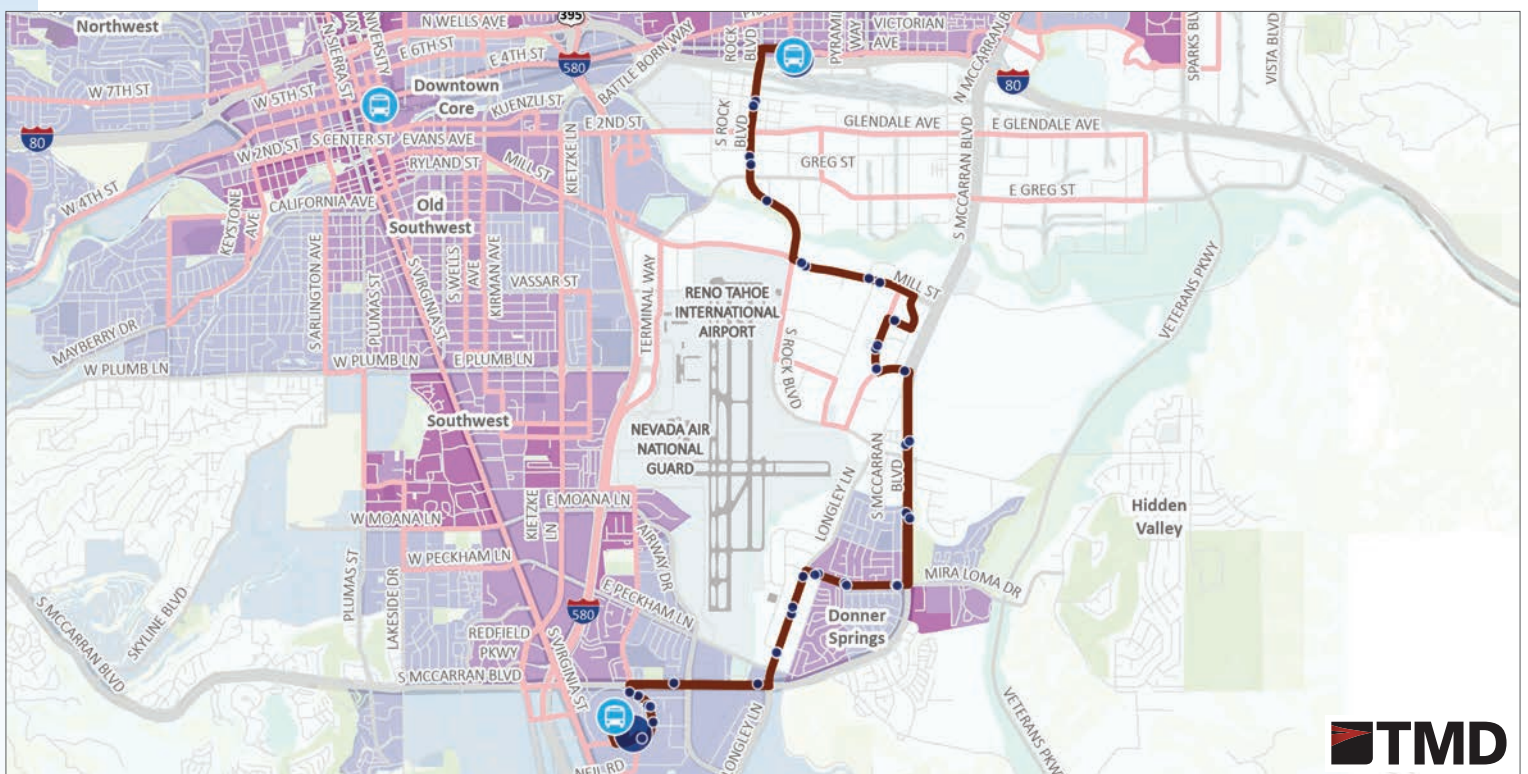
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



Route 56

South Meadows / Damonte Ranch
Local



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



05:30 AM - 10:49 PM

06:00 AM - 08:45 PM

07:00 AM - 06:45 PM

Peak Frequency (min.)

The average time between buses



30

60

60

Daily Boardings

The number of daily passengers



560

330

223

900 Local Average

664 Local Average

549 Local Average

13 System Rank

12 System Rank

15 System Rank

Productivity

Passengers per revenue hour



19.5

22.3

19.0

20.7 Local Average

20.0 Local Average

18.7 Local Average

13 System Rank

8 System Rank

10 System Rank

Weekday Passenger Ridership

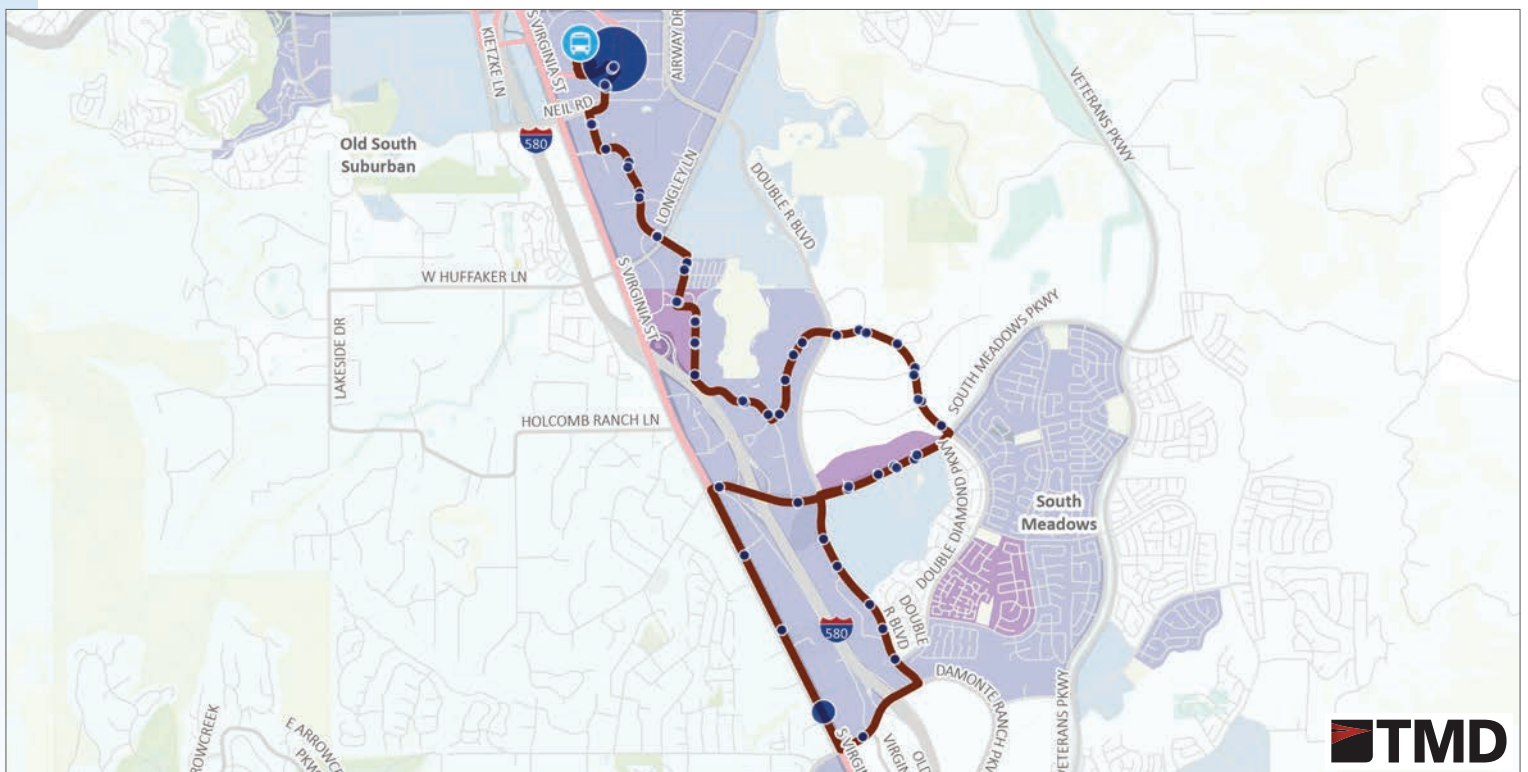
Boardings



Bus Route

Bus Network

Transit Propensity



Route CRSN

RTC REGIONAL CONNECTOR - Carson Express
Regional



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



05:47 AM - 07:48 PM

No Service

No Service

Peak Frequency (min.)

The average time between buses



30

--

--

Daily Boardings

The number of daily passengers



74

--

--

900 Local Average

20 System Rank

664 Local Average

-- System Rank

549 Local Average

-- System Rank

Productivity

Passengers per revenue hour



5.5

--

--

20.7 Local Average

20 System Rank

20.0 Local Average

-- System Rank

18.7 Local Average

-- System Rank

Weekday Passenger Ridership

Boardings



Bus Route Bus Network

Transit Propensity



Route LNCN

RTC RAPID - Lincoln Line (4th & Prater)
RAPID



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service



06:00 AM - 08:33 PM

06:36 AM - 08:13 PM

06:36 AM - 08:13 PM

Peak Frequency (min.)

The average time between buses



10

12

12

Daily Boardings

The number of daily passengers



1,363

1,030

977

900 Local Average

3 System Rank

664 Local Average

4 System Rank

549 Local Average

3 System Rank

Productivity

Passengers per revenue hour



25.5

25.3

24.2

20.7 Local Average

4 System Rank

20.0 Local Average

6 System Rank

18.7 Local Average

4 System Rank

Weekday Passenger Ridership

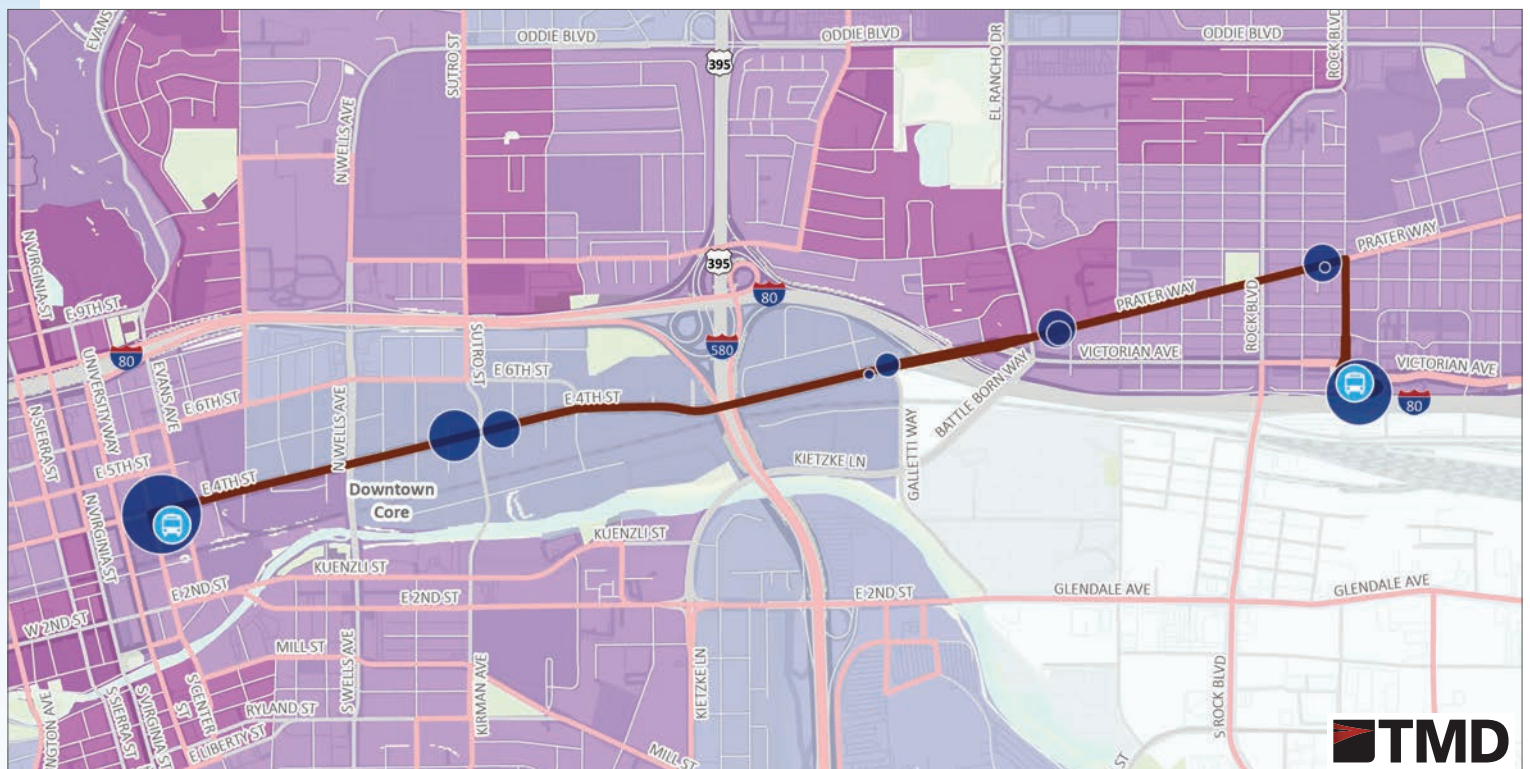
Boardings



Bus Route

Bus Network

Transit Propensity



Route VRGN

RTC RAPID - Virginia Line (Virginia St)
RAPID



Weekday

Saturday

Sunday

Hours of Operation

The hours the bus is in service

06:00 AM - 01:27 AM

06:30 AM - 01:29 AM

06:30 AM - 11:29 PM

Peak Frequency (min.)

The average time between buses

10

12

12

Daily Boardings

The number of daily passengers

3,144

2,330

1,817

900 Local Average

1 System Rank

664 Local Average

1 System Rank

549 Local Average

1 System Rank

Productivity

Passengers per revenue hour

28.0

26.7

22.1

20.7 Local Average

2 System Rank

20.0 Local Average

3 System Rank

18.7 Local Average

8 System Rank

Weekday Passenger Ridership

Boardings

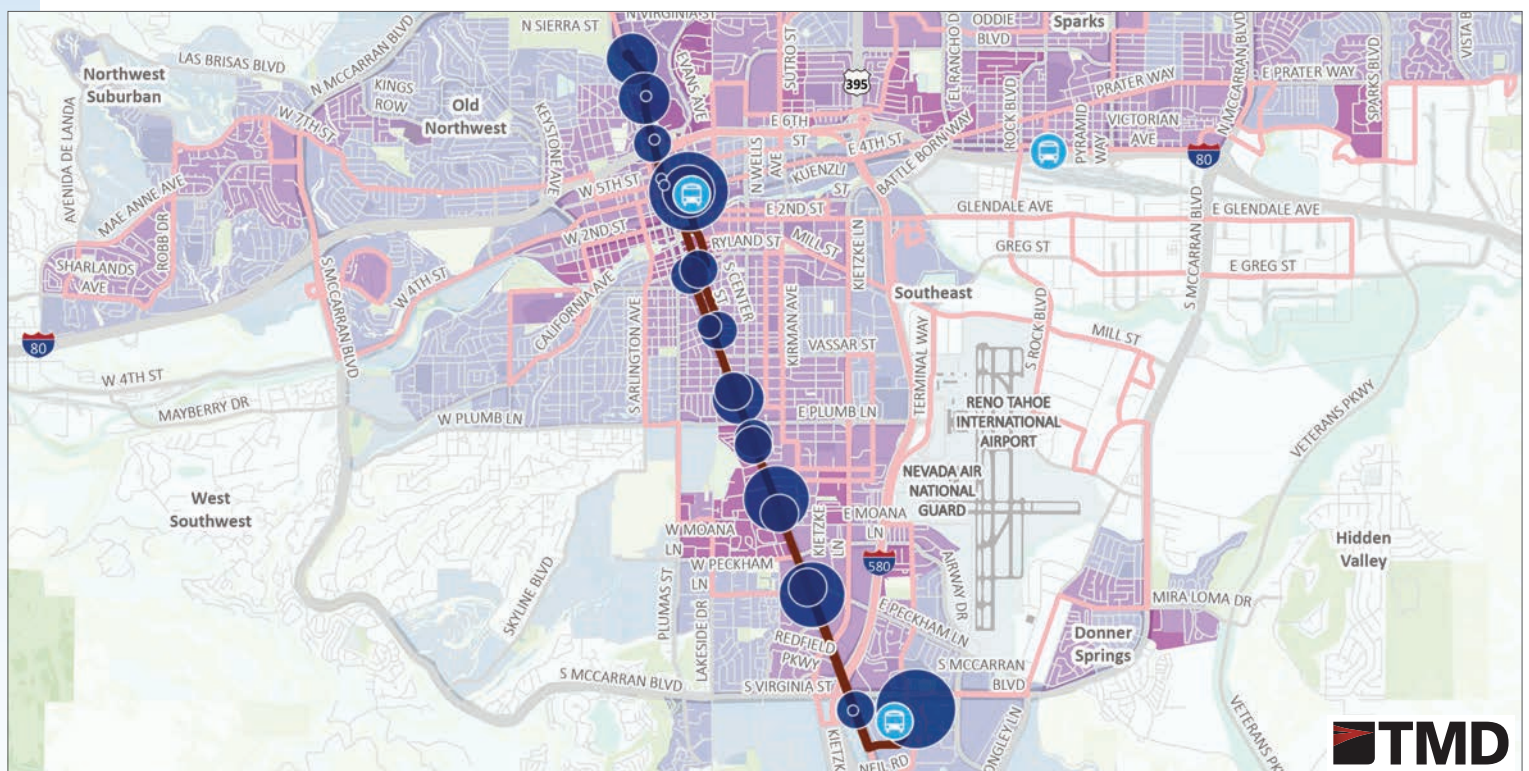
1-25 26-50 51-100 101-200 201-500

Bus Route

Bus Network

Transit Propensity

Very High High Moderate Low Very Low



APPENDIX B: ROUTE RECOMMENDATIONS

Route 1

South Virginia St

Schedule



Proposed Changes

- Weekday: 30 min frequency from 5:00a - 12:00 and 60 min frequency from 12:00a - 5:00a
- Weekend: 30 min frequency from 5:00a - 11:00p and 60 min frequency from 11:00p - 5:00a
- No routing changes

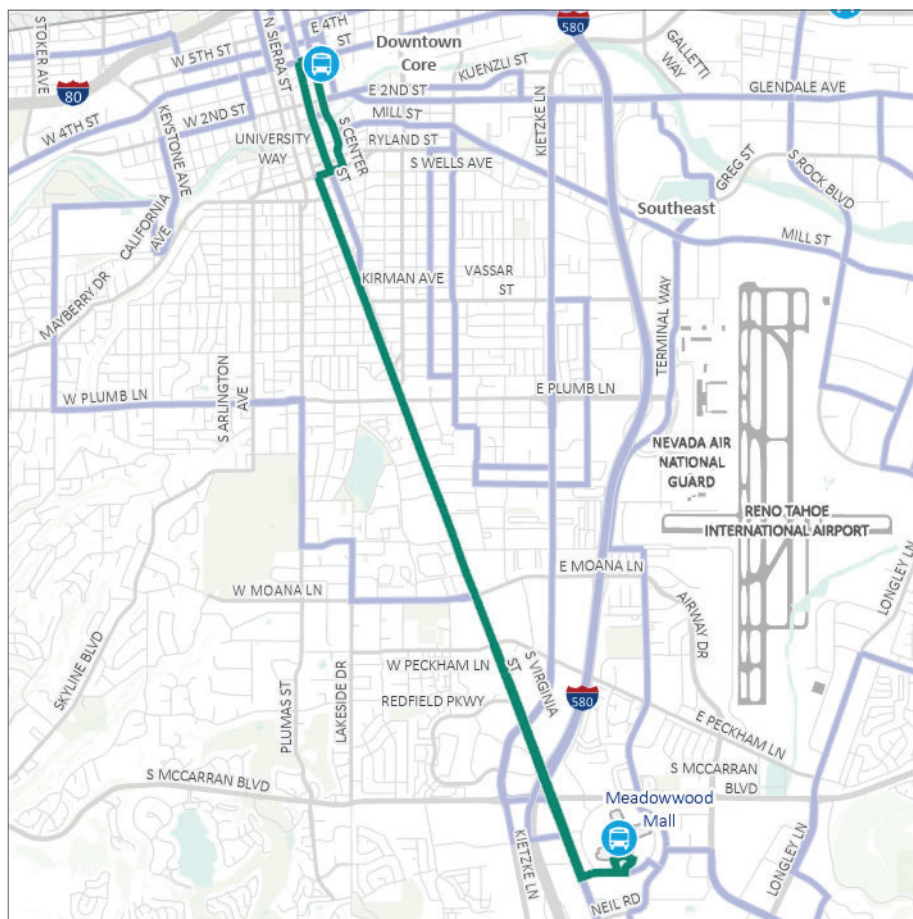
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,192	30	30	30	24 Hours	30	30	30	24 Hours
Saturday	1,109	30	30	30	24 Hours	30	30	30	24 Hours
Sunday	948	30	30	30	24 Hours	30	30	30	24 Hours

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Improved weekday frequency from 60 to 30 min between 11:00p and 12:00a
- Reduced frequency from 30 to 60 min during 4:00a - 5:00a on all days because of low ridership
- Reduced frequency from 30 to 60 min during 11:00p - 12:00p on weekends because of low ridership

- Proposed Route 1 / Ruta Propuesta 1
- Proposed Network / Red de Rutas Propuesta



Route 2

Ninth / Silverada / Sparks

Alignment and Schedule



Proposed Changes

- Extend route to serve Sparks Senior Center on Richards Way
- Weekday: Extend 30 min frequency to 9:00p and end service at 1:00a
- Weekend: Extend 30 min frequency to 9:00p
- Evaluate ridership on new extension after one year and determine if needed on weekends

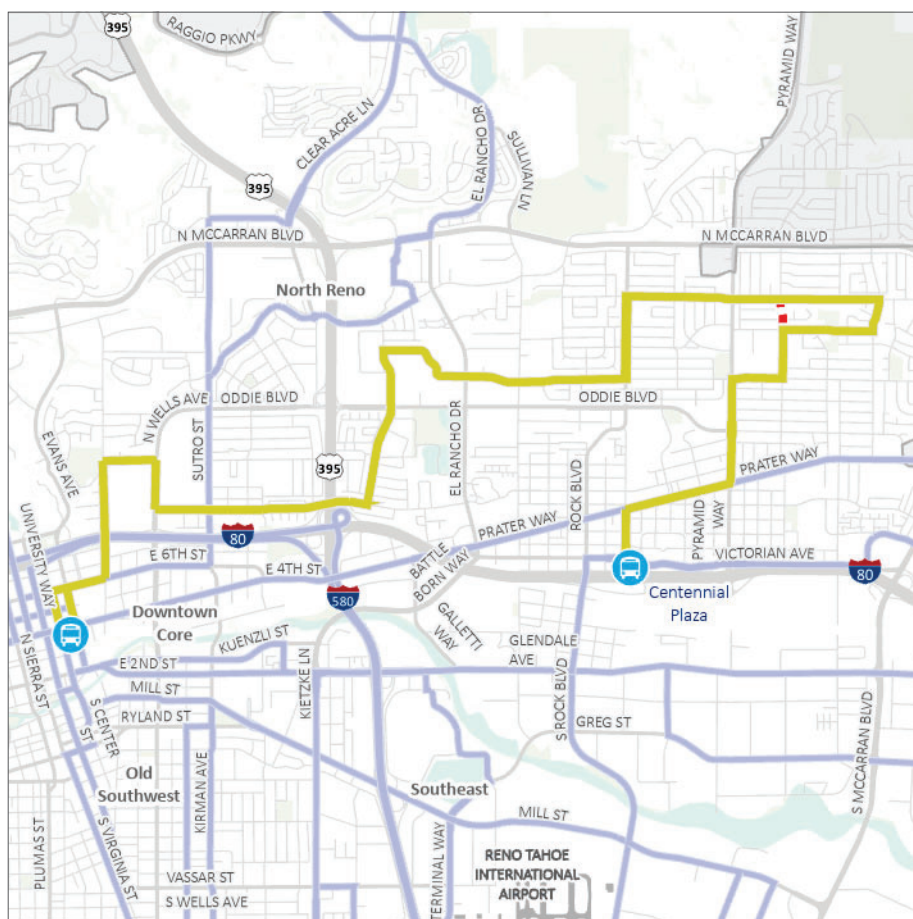
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,244	30	30	30/60	04:30 AM - 01:44 AM	30	30	30	04:30 AM - 01:00 AM
Saturday	1,019	30	30	30/60	04:30 AM - 01:39 AM	30	30	30	04:30 AM - 01:38 AM
Sunday	624	60	60	60	04:30 AM - 01:38 AM	30	30	30	04:30 AM - 01:38 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Serves new destinations including senior center and two local parks
- All existing stops will continue to be served
- Extended 30-minute frequency to 9:00p on all days
- Eliminate trips after 1:00a on all days because of low ridership

- Proposed Route 2/
Ruta Propuesta 2
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE
- - - Eliminated Route Segment/
Segmento de Ruta Eliminado



Route 5

Sun Valley via Sutro / Wedekind Schedule



Proposed Changes

- Weekday: Extend 30 min frequency to 9:00p
- Weekend: Increase frequency to 45 min from 7:00a - 9:00p
- No routing changes

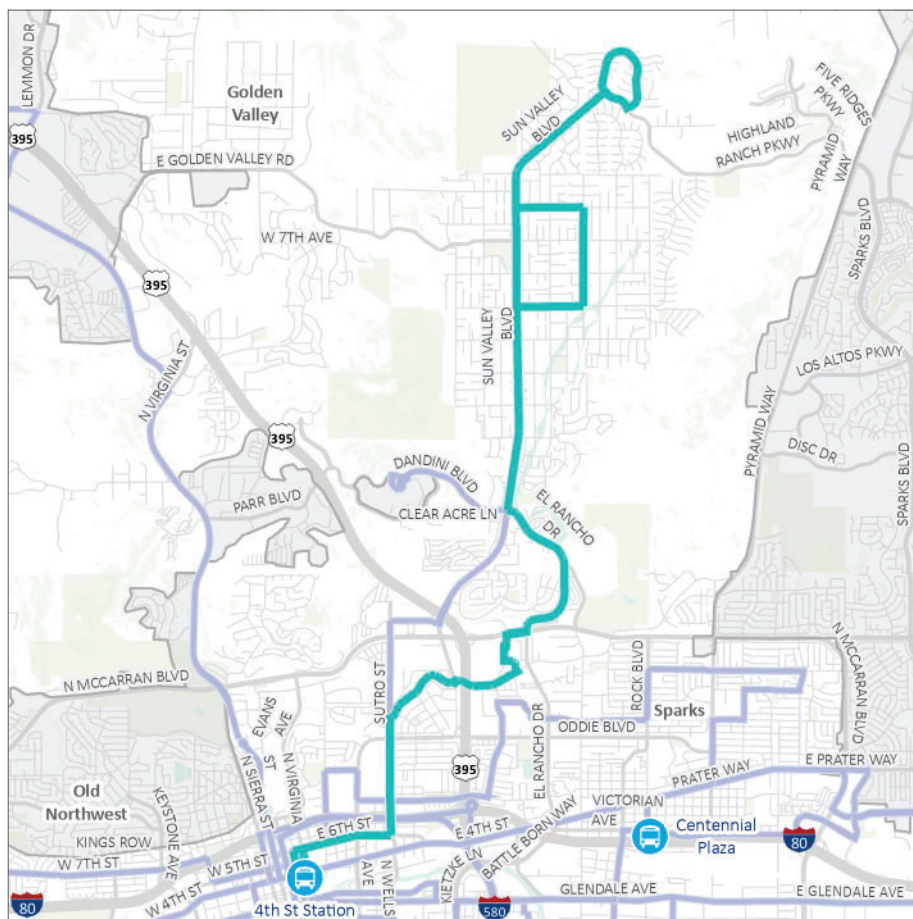
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,201	30	30	60	05:00 AM - 01:05 AM	30	30	30	05:00 AM - 01:05 AM
Saturday	624	60	60	60	05:15 AM - 12:09 AM	60/45	45	45	05:15 AM - 12:09 AM
Sunday	516	60	60	60	05:15 AM - 12:09 AM	60/45	45	45	05:15 AM - 12:09 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Improved frequency on all days

- Proposed Route 5/
Ruta Propuesta 5
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE



Route 6

Arlington / Moana

Discontinuation



Proposed Changes

- Eliminate route and serve higher ridership segments with new Route 36

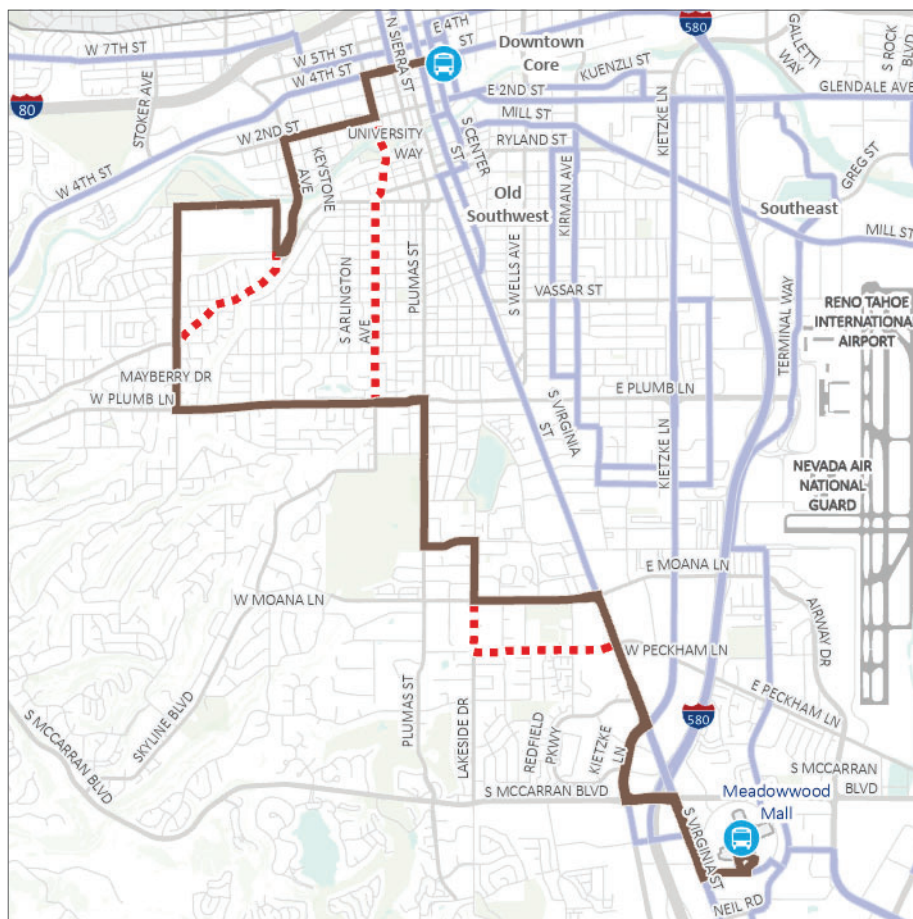
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	286	60	60	60	04:33 AM - 10:33 PM	--	--	--	--
Saturday	195	60	60	60	05:35 AM - 09:35 PM	--	--	--	--
Sunday	173	60	60	60	05:35 AM - 07:57 PM	--	--	--	--

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Service eliminated on Arlington Ave because of low ridership
- Combines sections of Routes 6 & 16, connecting 4th St Station and Meadowood Mall to Idlewild Park, Reno High School, and Firecreek Crossing
- Eliminates need for Reno High School students to transfer in Downtown

- Proposed Route 36/
Ruta Propuesta 36
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE
- Eliminated Route Segment/
Segmento de Ruta Eliminado



Route 7

Stead Schedule



Proposed Changes

- Weekday: 30 min frequency from 5:00a - 9:00p and end service at 1:00a
- Weekend: Increase frequency to 30 min from 6:00a - 9:00p and end service at 1:00a
- No routing changes

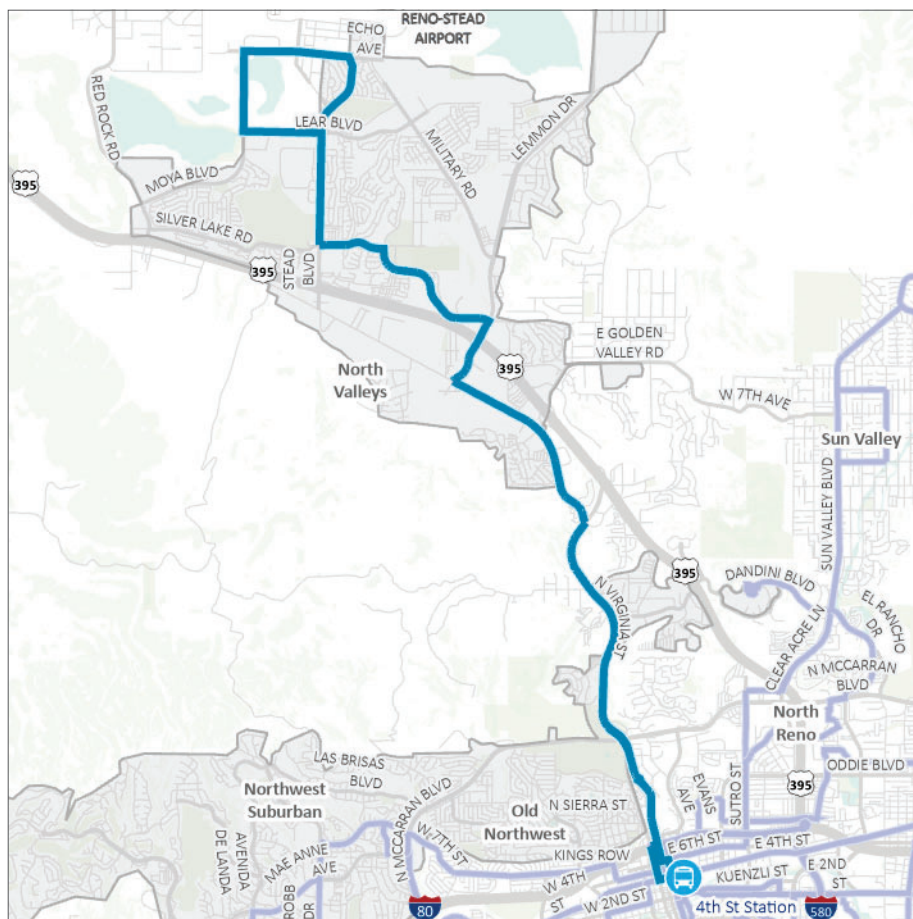
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,215	30	30	30	04:45 AM - 02:18 AM	30	30	30	04:45 AM - 01:00 AM
Saturday	937	30	30	30	05:15 AM - 02:15 AM	30	30	30	05:15 AM - 01:00 AM
Sunday	669	60	60	60	05:15 AM - 02:14 AM	30	30	30	05:15 AM - 01:00 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Improved Sunday frequency from 60 to 30 min
- Eliminate weekday trips after 1:00a because of low ridership
- Eliminate weekend trips after 1:00a because of low ridership

-  Proposed Route 7/
Ruta Propuesta 7
-  Proposed Network/
Red de Rutas Propuesta
-  FlexRIDE Zones/
Zonas FlexRIDE



Route 9

Kietzke
Schedule



Proposed Changes

- Weekday: Increase to 30 min frequency from 6:00a - 9:00p and end service at 11:00p
- Weekend: Increase to 30 min frequency from 6:00a - 8:00p and end service at 11:00p
- No routing changes

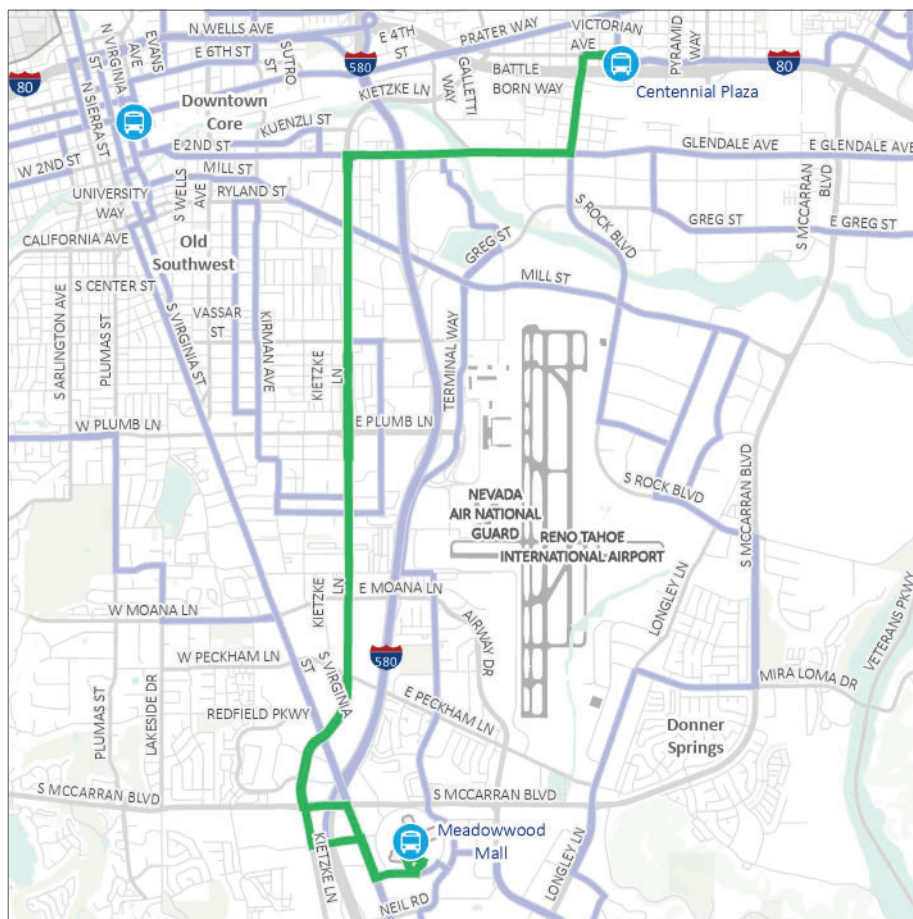
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	608	35	35	35/70	05:00 AM - 01:19 AM	30	30	30	05:00 AM - 11:00 PM
Saturday	404	60	60	60	05:00 AM - 01:25 AM	30	30	30	05:00 AM - 11:00 PM
Sunday	374	60	60	60	05:26 AM - 12:50 AM	30	30	30	05:26 AM - 11:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Increased frequency to 30 min on all days
- Eliminate weekday trips after 11:00p because of low ridership
- Eliminate weekend trips after 11:00p because of low ridership

-  Proposed Route 9/
Ruta Propuesta 9
-  Proposed Network/
Red de Rutas Propuesta
-  FlexRIDE Zones/
Zonas FlexRIDE



Route 11

Fourth / Prater

Alignment and Schedule



Proposed Changes

- Extend route to Outlets at Legends on Lincoln Way
- Weekday: Reduce frequency to 60 min from 4:00a - 5:00a
- Weekend: Extend to 24-hour service with frequency of 30 min from 5:00a - 11:00p

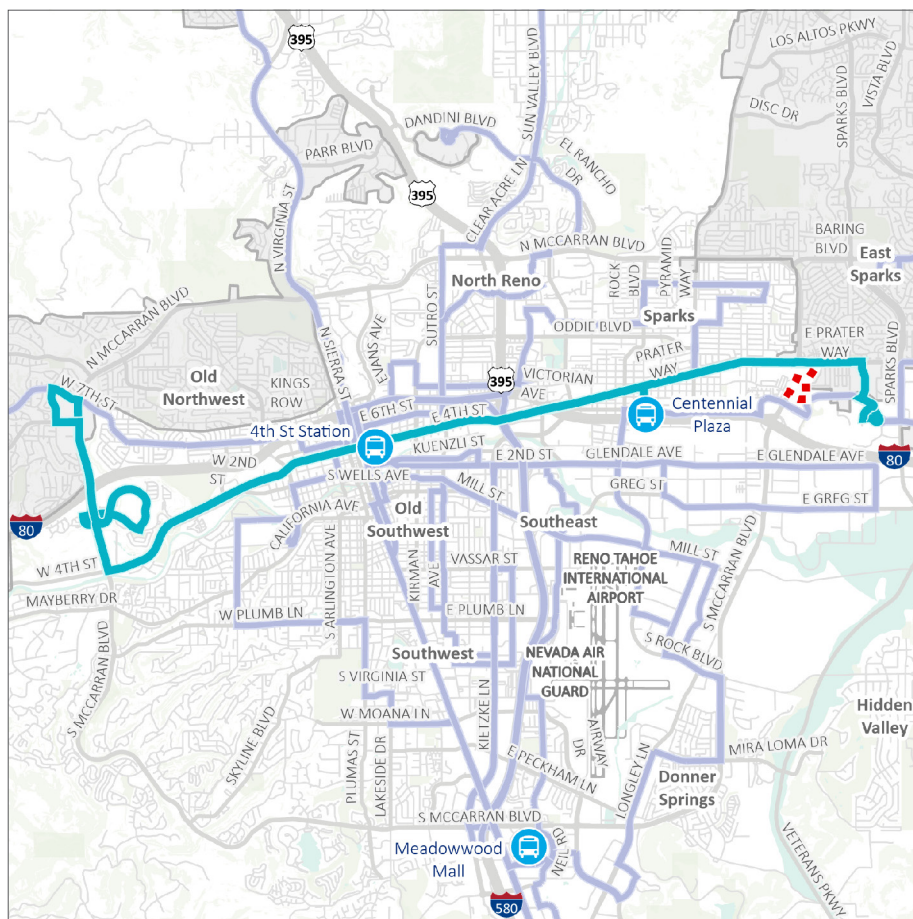
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	2,182	30	30	30	04:20 AM - 03:31 AM	30	30	30	24 Hours
Saturday	1,783	30	30	30	04:26 AM - 02:51 AM	30	30	30	24 Hours
Sunday	1,729	30	30	30	04:40 AM - 02:45 AM	30	30	30	24 Hours

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Expands route further east to serve the Outlets at Legends and future Sparks City Hall, currently only served by Route 21
- Extends 30 min service to 11:00p on Sunday
- Provides 24-hour service to match Route 1

-  Proposed Route 11/
Ruta Propuesta 11
-  Proposed Network/
Red de Rutas Propuesta
-  FlexRIDE Zones/
Zonas FlexRIDE



Route 12

Terminal / Neil

Alignment and Schedule



Proposed Changes

- Change alignment at Grand Sierra Resort to serve new bus stop location
- Shift route to Mill St instead of Kuenzli St to connect to hospital
- Weekday: Extend 30 min frequency to 9:00p and end service at 1:00a
- Weekend: Increase frequency to 45 min from 5:00a - 9:00p and start service at 5:00a

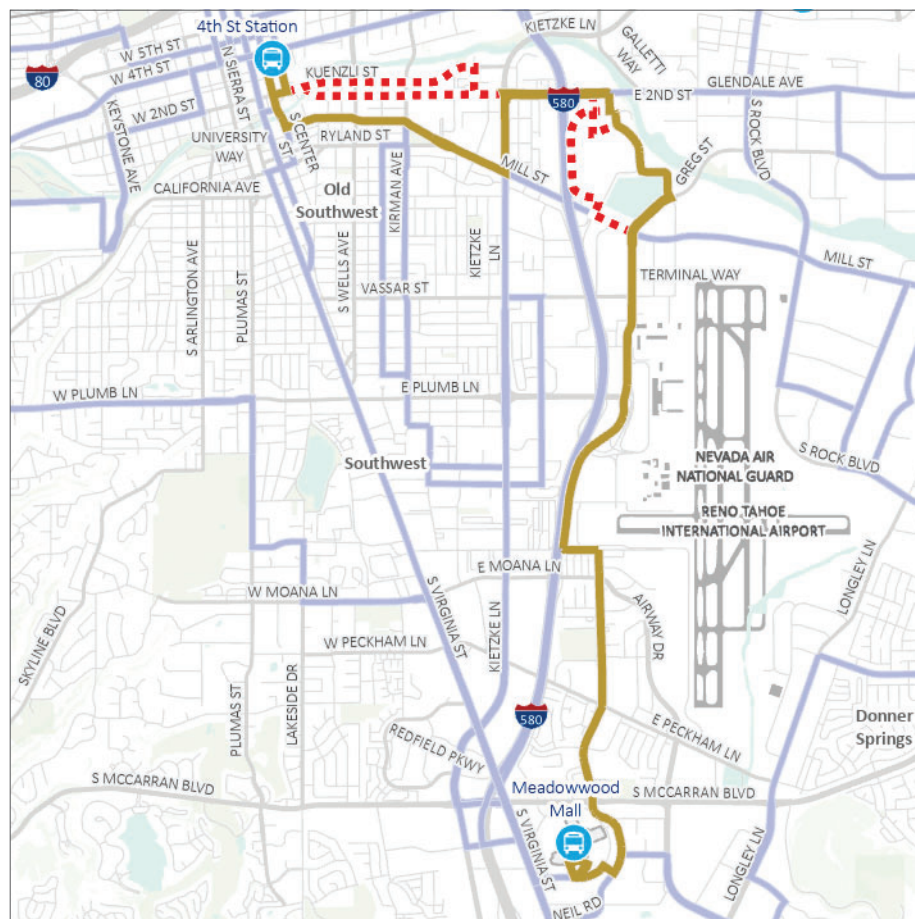
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,064	30	30	30	03:58 AM - 01:27 AM	30	30	30	04:00 AM - 01:00 AM
Saturday	677	60	60	60	04:06 AM - 01:27 AM	45	45	45	05:00 AM - 01:00 AM
Sunday	583	60	60	60	04:30 AM - 12:58 AM	45	45	45	05:00 AM - 01:00 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- New connection to Renown Regional Medical Center
- Eliminate weekday trips after 1:00a because of low ridership
- Eliminate weekend trips before 5:00a because of low ridership

- Proposed Route 12/
Ruta Propuesta 12
- Proposed Network/
Red de Rutas Propuesta
- Eliminated Route Segment/
Segmento de Ruta Eliminado



Route 13

VA Hospital / Grove

Schedule



Proposed Changes

- Weekday: Increase frequency to 30 min from 6:00a - 9:00p and end service at 12:00a
- Weekend: Increase frequency to 45 min from 6:00a - 9:00p and end service at 12:00a
- No routing changes

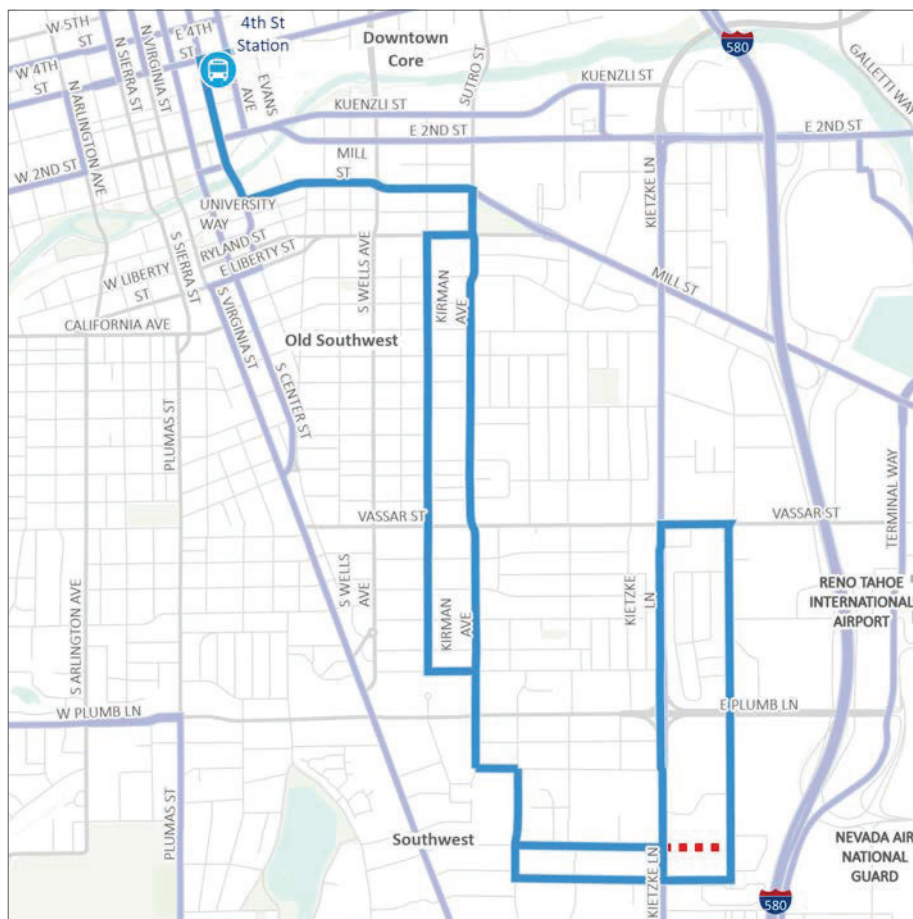
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	548	60/30	30	60	06:15 AM - 12:30 AM	30	30	30	05:00 AM - 12:00 AM
Saturday	285	60	60	60	06:15 AM - 12:31 AM	45	45	45	06:00 AM - 12:00 AM
Sunday	232	60	60	60/-	05:32 AM - 06:54 PM	45	45	45	06:00 AM - 12:00 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Increase frequency on all days
- Eliminate weekday trips after 12:00a because of low ridership
- Eliminate Saturday trips after 12:00a because of low ridership
- Eliminate Sunday trips before 6:00a because of low ridership

-  Proposed Route 13/
Ruta Propuesta 13
-  Proposed Network/
Red de Rutas Propuesta
-  Eliminated Route Segment/
Segmento de Ruta Eliminado



Route 14

East Mill Schedule



Proposed Changes

- Weekday: Operate service at 45 min frequency from 5:00a - 10:00p
- Weekend: Operate service at 45 min frequency from 6:00a - 9:00p
- No routing changes
- Evaluate ridership and need for route after alignment changes to Routes 12 & 54

Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	391	30/60	30	60	05:15 AM - 12:48 AM	45	45	45	05:00 AM - 10:00 PM
Saturday	166	60	60	60	05:15 AM - 12:25 AM	45	45	45	06:00 AM - 09:00 PM
Sunday	136	60	60	60	06:15 AM - 11:23 PM	45	45	45	06:00 AM - 09:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Decreased weekday frequency, but additional service on Mill Street with Route 12 alignment change
- Eliminate weekday trips after 10:00p because of low ridership
- Eliminate Saturday trips after 9:00p because of low ridership



- Proposed Route 14/
Ruta Propuesta 14
- Proposed Network/
Red de Rutas Propuesta

Route 15

TMCC via Sutro / Clear Acre
Schedule



Proposed Changes

- Weekday: Extend 30 min frequency from 6:00a - 9:00p
- Weekend: Increase frequency to 45 min from 6:00a - 9:00p with service until 12:00a
- No routing changes

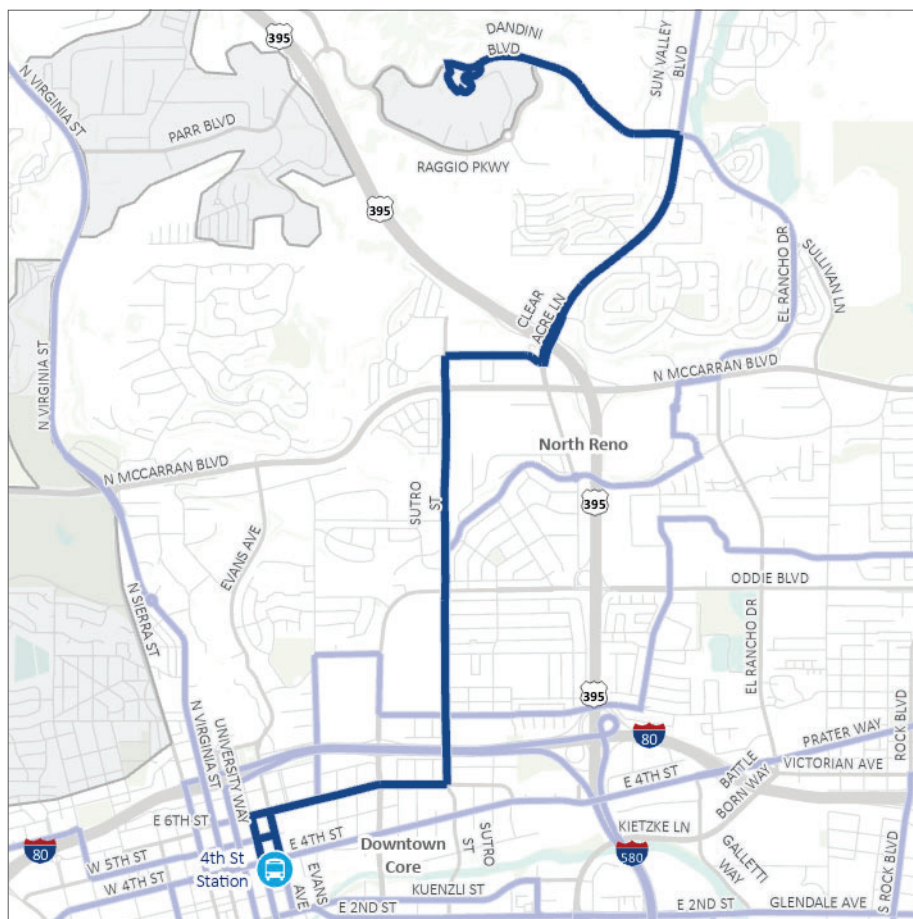
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	617	60/30	30	60	05:45 AM - 11:25 PM	30	30	30	05:45 AM - 11:25 PM
Saturday	293	60	60	60	05:45 AM - 11:17 PM	45	45	45	06:00 AM - 12:00 AM
Sunday	273	60	60	60	05:45 AM - 10:16 PM	45	45	45	06:00 AM - 12:00 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Increase frequency on all days
- Eliminate weekend trips before 6:00a because of low ridership

- Proposed Route 15/
Ruta Propuesta 15
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE



Route 16

Idlewild

Discontinuation



Proposed Changes

- Eliminate route and serve higher ridership segments with new Route 36

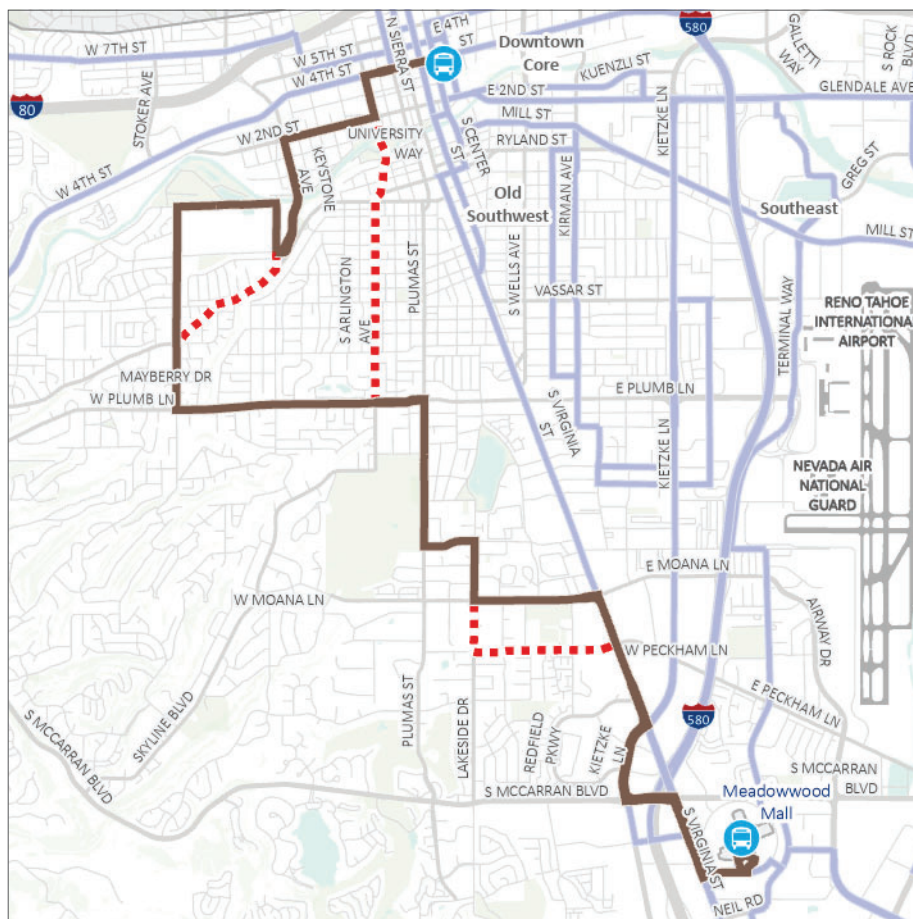
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	236	45	45	45	05:15 AM - 10:13 PM	--	--	--	--
Saturday	101	60	60	60	06:15 AM - 07:39 PM	--	--	--	--
Sunday	115	60	60	60	06:15 AM - 07:39 PM	--	--	--	--

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Combines sections of Routes 6 & 16, connecting 4th St Station and Meadowood Mall to Idlewild Park, Reno High School, and Firecreek Crossing
- Riders will not need to transfer in Downtown to travel south

-  Proposed Route 36/
Ruta Propuesta 36
-  Proposed Network/
Red de Rutas Propuesta
-  FlexRIDE Zones/
Zonas FlexRIDE
-  Eliminated Route Segment/
Segmento de Ruta Eliminado



Route 18

Glendale / Greg

Schedule



Proposed Changes

- Weekday: Increase frequency to 30 min from 5:00a - 7:00p and end service at 12:00a
- Weekend: Increase frequency and extend span to 45 min from 5:00a - 9:00p
- No routing changes

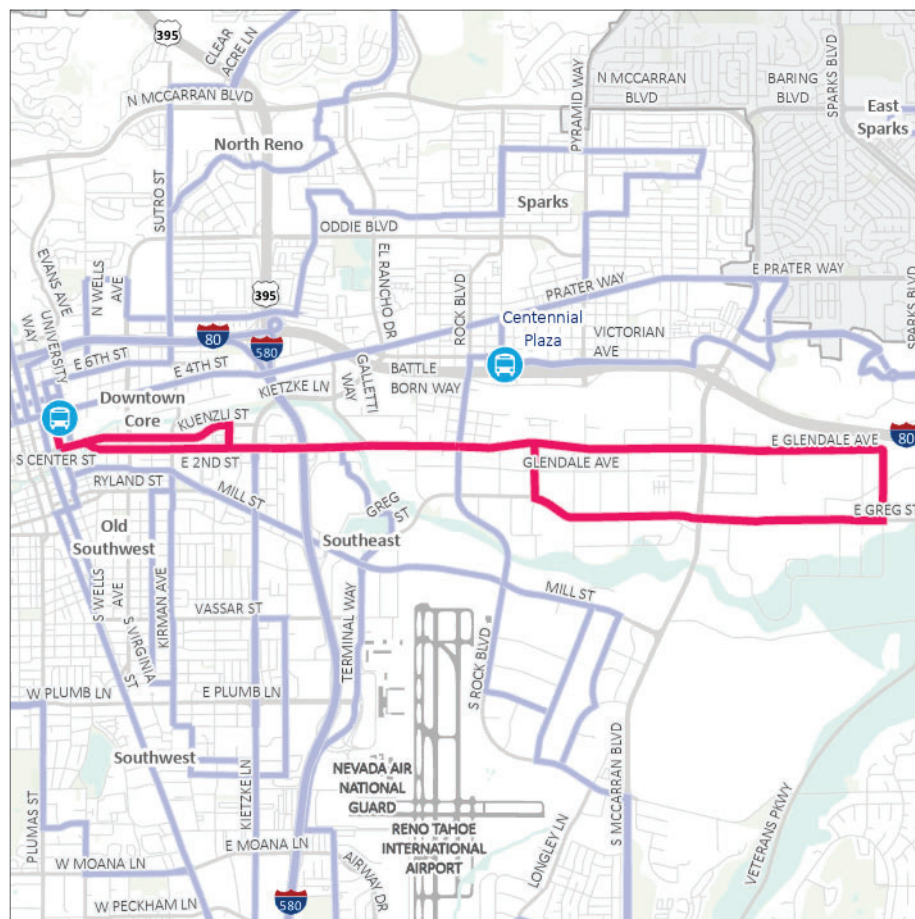
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	822	30/60	30	60	05:15 AM - 12:59 AM	30	30	30/60	05:15 AM - 12:00 AM
Saturday	424	60	60	60/-	05:15 AM - 06:52 PM	45	45	45	05:15 AM - 09:00 PM
Sunday	346	60	60	--	06:15 AM - 05:58 PM	45	45	45	05:15 AM - 09:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Eliminate weekday trips after 12:00a because of low ridership
- Increased frequency on weekday early evenings
- Increased weekend frequency

-  Proposed Route 18/
Ruta Propuesta 18
-  Proposed Network/
Red de Rutas Propuesta
-  FlexRIDE Zones/
Zonas FlexRIDE



Route 21

Sparks Marina / Legends / NNMCM

Alignment and Schedule



Proposed Changes

- Extend route northbound on Vista Blvd to Baring Blvd with service to Reed High School and retail centers
- Discontinue service to Northern Nevada Medical Center
- Weekday: Extend 30 min frequency from 6:00a - 9:00p and end service at 12:00a
- Weekend: Extend 30 min frequency from 6:00a - 9:00p and end service at 12:00a

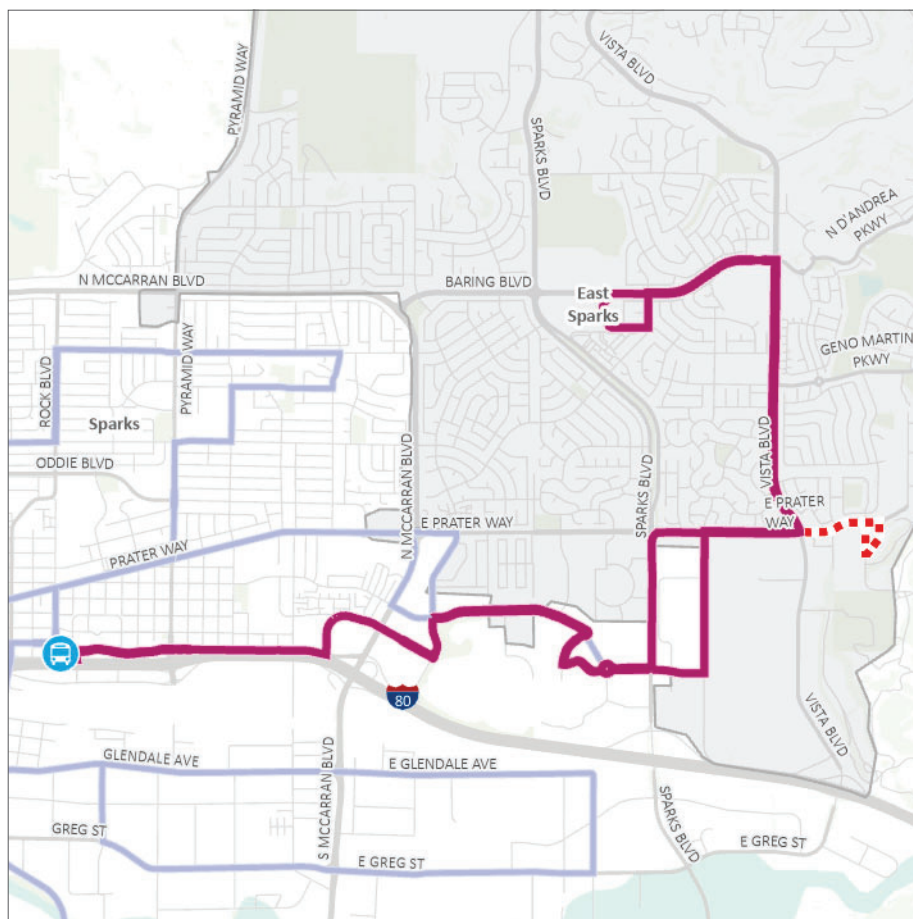
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	571	30	30	30/60	04:20 AM - 12:27 AM	30	30	30	04:20 AM - 12:00 AM
Saturday	444	30	30	30/60	04:20 AM - 12:24 AM	30	30	30	04:00 AM - 12:00 AM
Sunday	310	60/30	30	30/60	05:45 AM - 10:18 PM	30	30	30	04:00 AM - 12:00 AM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Extends service to new developments in Sparks and Reed High School
- Northern Nevada Medical Center will be served by FlexRIDE
- Increased evening frequency on all days
- Eliminate weekday trips after 12:00a because of low ridership
- Eliminate Saturday trips after 12:00a because of low ridership

- Proposed Route 21/
Ruta Propuesta 21
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE
- - - Eliminated Route Segment/
Segmento de Ruta Eliminado



New Route

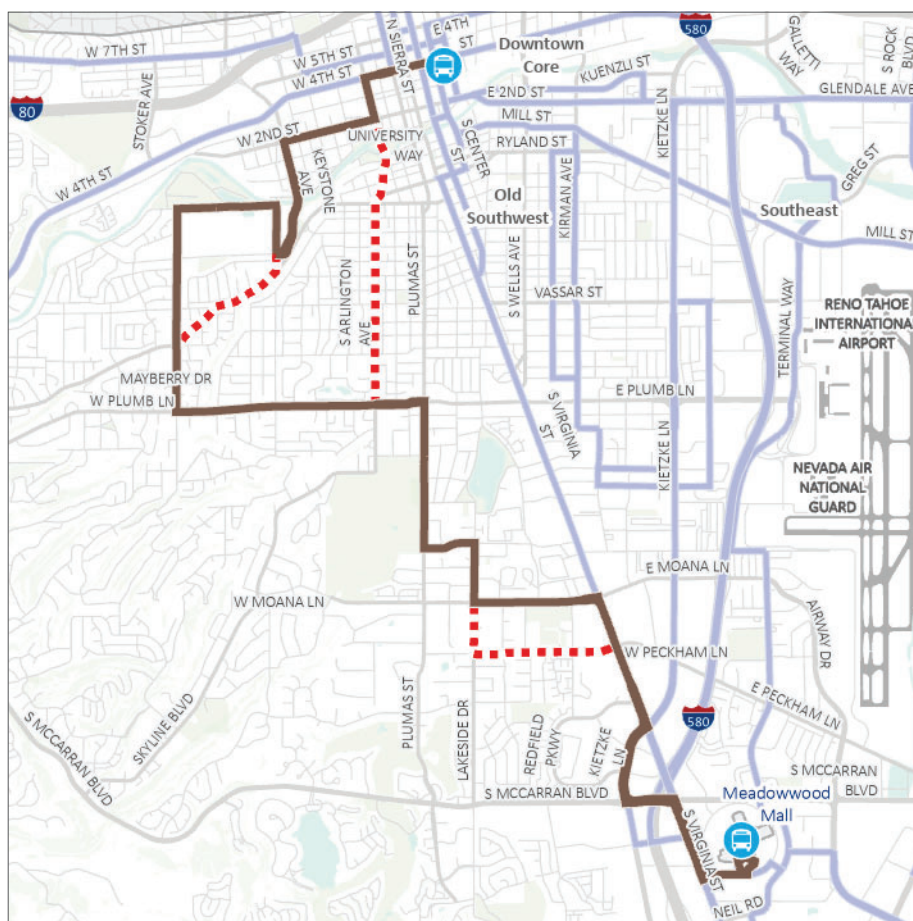
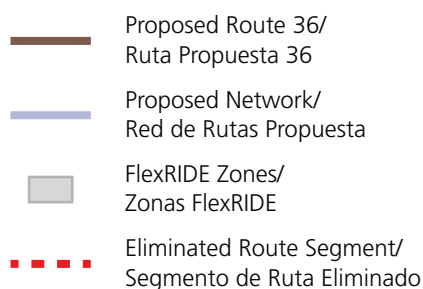


- Combines highest ridership sections of Routes 6 & 16
- Weekday: 60 min frequency from 6:00a - 10:00p
- Weekend: 60 min frequency from 7:00a - 9:00p

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	--	--	--	--	--	60	60	60	06:00 AM - 10:00 PM
Saturday	--	--	--	--	--	60	60	60	07:00 AM - 09:00 PM
Sunday	--	--	--	--	--	60	60	60	07:00 AM - 09:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

- Combines sections of Routes 6 & 16, connecting 4th St Station and Meadowood Mall to Idlewild Park, Reno High School, and Firecreek Crossing
- Riders will not need to transfer in Downtown to travel south



Route 54

Mira Loma

Alignment and Schedule



Proposed Changes

- Streamlined routing in industrial area east of airport to serve highest ridership stops
- Revise routing at south end of route to serve Northern Nevada Sierra Medical Center
- Weekday: Shift span to 6:00a - 10:00p, 60 min frequency
- Weekend: Shift span to 7:00a - 9:00p, 60 min frequency

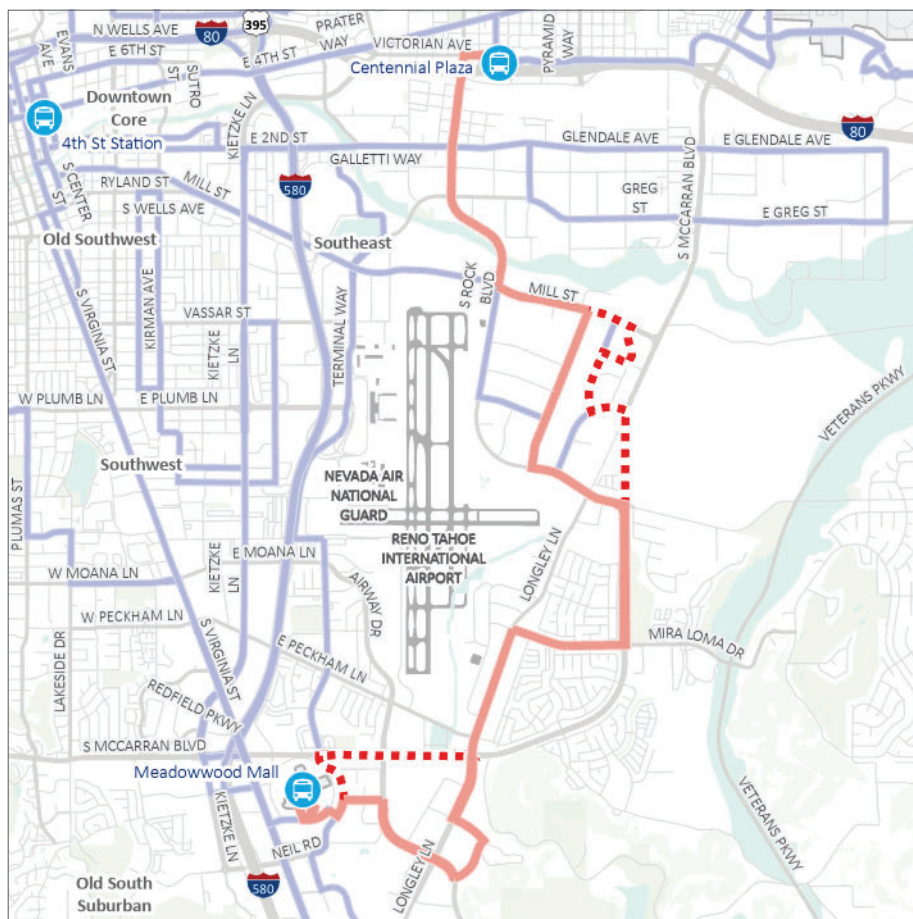
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	221	60	60	60	05:30 AM - 07:21 PM	60	60	60	06:00 AM - 10:00 PM
Saturday	160	60	60	60/-	06:30 AM - 06:21 PM	60	60	60	07:00 AM - 09:00 PM
Sunday	125	60	60	60/-	07:30 AM - 06:20 PM	60	60	60	07:00 AM - 09:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Maintains service to Donner Springs and extends to serve Northern Nevada Sierra Medical Center and local medical offices
- Later evening service on all days
- Eliminate weekday trips before 6:00a because of low ridership

- Proposed Route 54/
Ruta Propuesta 54
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE
- Eliminated Route Segment/
Segmento de Ruta Eliminado



Route 56

South Meadows / Damonte Ranch

Schedule



Proposed Changes

- Weekday: Extend 30 min frequency from 6:00a - 9:00p
- Weekend: Increase frequency to 30 min from 6:00a - 9:00p and extend hours to 5:00a - 11:00p

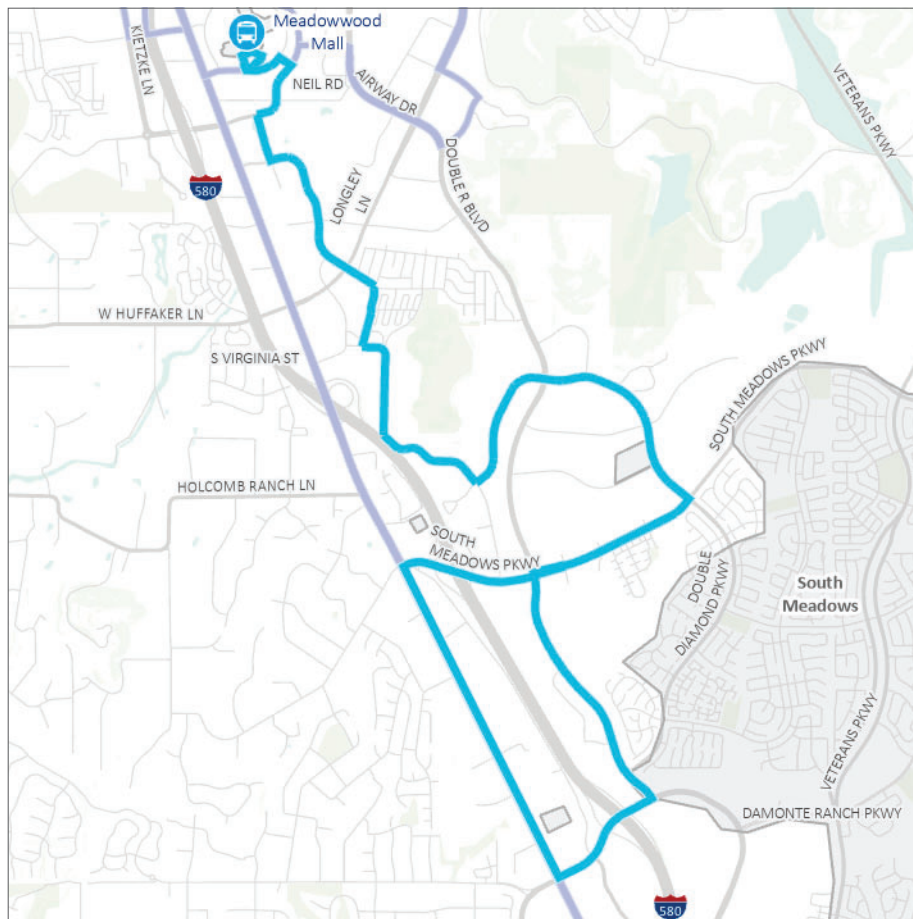
Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	560	30/60	30	60	05:30 AM - 10:49 PM	30	30	30	05:30 AM - 10:49 PM
Saturday	330	60	60	60	06:00 AM - 08:45 PM	30	30	30	05:00 AM - 11:00 PM
Sunday	223	60	60	60/-	07:00 AM - 06:45 PM	30	30	30	05:00 AM - 11:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Improved weekday evening frequency
- Increased weekend frequencies and hours

-  Proposed Route 56/
Ruta Propuesta 56
-  Proposed Network/
Red de Rutas Propuesta
-  FlexRIDE Zones/
Zonas FlexRIDE



Route CRSN

RTC REGIONAL CONNECTOR - Carson Express

No Change



Proposed Changes

- No schedule changes
- No routing changes

		CURRENT				PROPOSED			
Service Days	Daily Boardings	Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	74	40/30/60	--	60/-	05:47 AM - 07:48 PM	40/30/60	--	60/-	05:47 AM - 07:48 PM
Saturday	--	--	--	--	No Service	--	--	--	No Service
Sunday	--	--	--	--	No Service	--	--	--	No Service

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- None

- Proposed Route CRSN/
Ruta Propuesta CRSN
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE



Route LNCN

RTC RAPID - Lincoln Line (4th & Prater)

Schedule



Proposed Changes

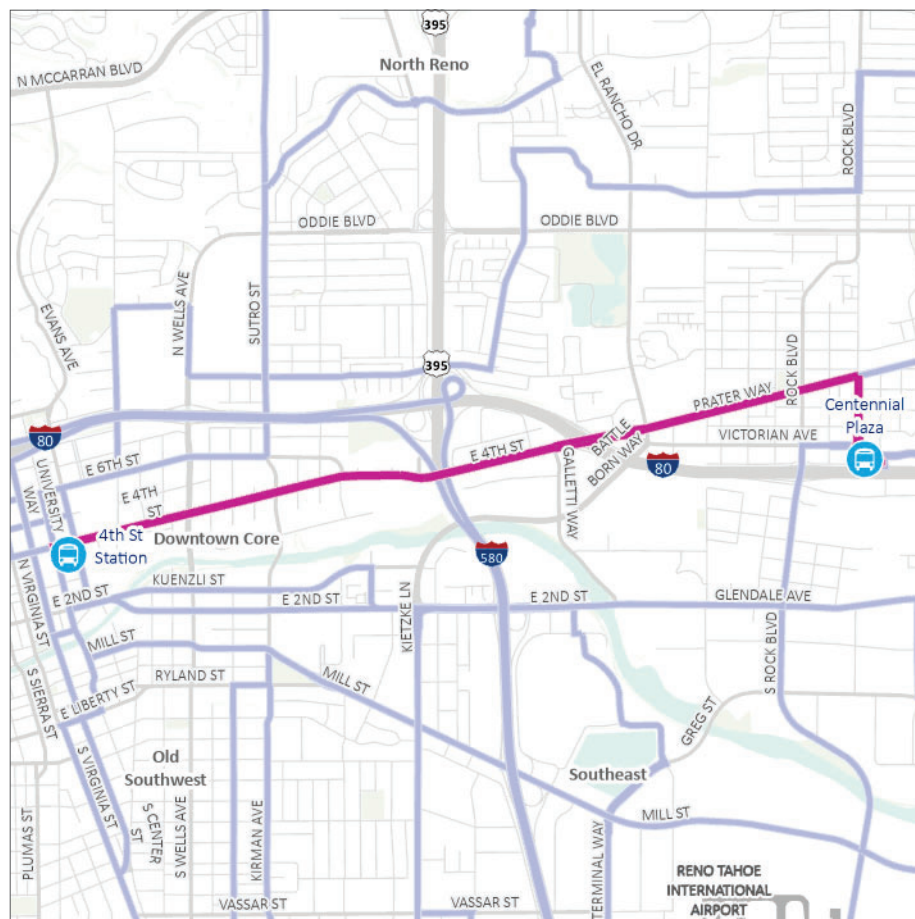
- Weekday: Increased evening frequency and extended service until 10:00p
- Weekend: Reduced frequency to 15 minutes from 7:00a - 9:00p and extend service until 10:00p

Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	1,363	15/10	10	10/20	06:00 AM - 08:33 PM	15/10	10	15	06:00 AM - 10:00 PM
Saturday	1,030	12	12	12	06:36 AM - 08:13 PM	15	15	30	06:36 AM - 10:00 PM
Sunday	977	12	12	12/-	06:36 AM - 08:13 PM	15	15	30	06:36 AM - 10:00 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- Increased evening service span on all days
- Reduced weekend frequency based on ridership and passenger loads
- Span extended to match VRGN RAPID



- Proposed Route LNCN/
Ruta Propuesta LNCL
- Proposed Network/
Red de Rutas Propuesta

Route VRGN

RTC RAPID - Virginia Line (Virginia St)

No Change



Proposed Changes

- No schedule changes
- No routing changes

Service Days	Daily Boardings	CURRENT				PROPOSED			
		Frequency (Minutes)*			Service Hours	Frequency (Minutes)*			Service Hours
		Peak	Midday	Evening		Peak	Midday	Evening	
Weekday	3,144	10	10	10	06:00 AM - 01:27 AM	10	10	10	06:00 AM - 01:27 AM
Saturday	2,330	12	12	12/30	06:30 AM - 01:29 AM	12	12	30-Dec	06:30 AM - 01:29 AM
Sunday	1,817	12	12	12/30	06:30 AM - 11:29 PM	12	12	30-Dec	06:30 AM - 11:29 PM

*Peak: 6:00 - 9:00 AM & 3:00 - 6:00 PM, Midday: 9:00 AM - 3:00 PM, Evening: 6:00 - 8:00 PM

Impacts

- None

- Proposed Route VRGN/
Ruta Propuesta VRGN
- Proposed Network/
Red de Rutas Propuesta
- FlexRIDE Zones/
Zonas FlexRIDE

