

NOTICE OF REGULAR MEETING
OF THE
YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM
(YARTS) JOINT POWERS AUTHORITY

Monday, October 20, 2014 – 1:00 p.m.

Mariposa County Government Center
Board of Supervisors Chambers
5100 Bullion Street
Mariposa, California
(209) 723-3153

**THIS MEETING WILL BE CONDUCTED BY TELECONFERENCE
AT THE FOLLOWING LOCATION:
SIERRA CENTER MALL, BOARD OF SUPERVISORS CONFERENCE
ROOM, THIRD FLOOR
452 OLD MAMMOTH ROAD, MAMMOTH LAKES, CA
MEMBERS OF THE YOSEMITE AREA REGIONAL
TRANSPORTATION SYSTEM AUTHORITY ADVISORY
COMMITTEE AND MEMBERS OF THE PUBLIC MAY ATTEND
AND PARTICIPATE IN THE MEETING AT THE
TELECONFERENCE LOCATION. MEMBERS OF THE PUBLIC
APPEARING AT A TELECONFERENCE LOCATION WILL BE
PROVIDED AN OPPORTUNITY TO ADDRESS THE LEGISLATIVE
BODY DIRECTLY AS PROVIDED BY LAW.**

1. **INTRODUCTIONS**
2. **PUBLIC COMMENT**

**PERSONS WISHING TO COMMENT ON ANY ITEM NOT ON THE AGENDA MAY DO SO
AT THIS TIME. PLEASE LIMIT YOUR COMMENTS TO A MAXIMUM OF FIVE MINUTES
PER PERSON. STATING YOUR NAME FOR THE RECORD IS OPTIONAL, BUT USEFUL
IN ACTING ON COMMENTS AND REQUESTS. FOR ITEMS NOT ON THE AGENDA, NO
ACTION WILL BE TAKEN AT THIS TIME.**

THE PUBLIC IS INVITED TO SPEAK ON ANY ITEM ON THE AGENDA.

**PERSONS WISHING TO COMMENT ON ITEMS LISTED ON THE AGENDA MAY DO SO
WHEN THE COMMITTEE CONSIDERS THAT ITEM. THE CHAIRPERSON WILL CALL
FOR COMMENTS FOLLOWING STAFF INTRODUCTION OF THE ITEM AND QUESTIONS
BY COMMITTEE MEMBERS HAVE BEEN DISCUSSED.**

COPIES OF STAFF REPORTS OR OTHER WRITTEN DOCUMENTATION RELATING TO ITEMS OF BUSINESS REFERRED TO ON THE AGENDA ARE ON FILE IN THE OFFICE OF MERCED COUNTY ASSOCIATION OF GOVERNMENTS. PERSONS WITH QUESTIONS CONCERNING AGENDA ITEMS MAY CALL MCAG TO INQUIRE ON THE NATURE OF THE ITEM DESCRIBED ON THE AGENDA.

ITEM

STAFF

3. Special Presentation – One Millionth Rider – Honoring Julia Parker Commissioner Carrier

4. Oral Report – Authority Advisory Committee Chair or Designee - Recommendations

* **5. Minutes of the July 28, 2014 YARTS JPA meeting**

6. Information/Discussion Only

- # a. VIA Monthly Service Reports for July 2014 – September 2014
- # b. YARTS Ridership History/Visitation
- # c. YARTS Financial Report/Budget Update
- d. Minutes of the July 23, 2014 YARTS AAC meeting

* # **7. Fresno Council of Governments Agreement for Contractor Services** Dick Whittington

Approve the Agreement for Contractor Services between the Fresno Council of Governments and the Yosemite Area Regional Transportation System and authorize the Yosemite Area Regional Transportation System Executive Director to execute the Agreement.

* # **8. Memorandum of Understanding for Transit Service on Hwy 41 – Fresno to Yosemite** Dick Whittington

Approve the Memorandum of Understanding between the Fresno Council of Governments and YARTS and authorize the Executive Director to execute the agreement following the approval of the Memorandum of Understanding by the Fresno Council of Governments Policy Board.

* # **9. Public Transit Service on Hwy 41 – Additional Non-Voting Board and Authority Advisory Committee Members**

Approve:

- a. The concept of adding non-voting members to the YARTS Board from Fresno, Madera, and Tuolumne counties;
- b. The concept of adding members to the YARTS Authority Advisory Committee from Fresno, Madera, and Tuolumne counties; and
- c. The proposed amendment to the Authority Advisory Committee Bylaws.

* # **10. YARTS Staffing Discussion** Dick Whittington

Direct staff to begin the process of hiring a Staff Analyst I to assist the YARTS Transit Manager and train for the growth of the service and staffing transitions in the future.

* # **11. YARTS Disadvantaged Business Enterprise Implementation Agreement** Dick Whittington

Authorize the Executive Director to execute the Caltrans DBE Implementation Agreement for Local Agencies and to annually execute the Local Agency Annual DBE Submittal Form.

12. Oral Report – National Park Service Kris Kirby

13. Oral Report – Managers’ Report Dick Whittington

14. Service Recognition – Retiring Board Members Commissioner Carrier

15. Board of Commissioners Remarks

* Action # Attachment + Enclosure

The next YARTS JPA meeting will be held Monday, January 26, 2015 at 1:00 p.m. at the Merced County Association of Governments Front Conference Room 369 W. 18th Street, Merced, California

**YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM
(YARTS) JOINT POWERS AUTHORITY**

MINUTES

July 28, 2014

The regular meeting of the Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority Board held Monday, July 28, 2014, at the Sierra Center Mall, Board of Supervisors Conference Room, 452 Old Mammoth Road, Mammoth Lakes, CA, and conducted by videoconference at the Merced County Association of Governments, 369 W. 18th Street, Merced, CA was called to order by Commissioner Carrier at 1:02 P.M.

MEMBERS PRESENT

Tim Alpers, Mono County Supervisor
John Carrier, Mariposa County Supervisor (via videoconference)
Linn Davis, Merced County Supervisor (via videoconference)
Byng Hunt, Mono County Supervisor
Lee Stetson, Mariposa County Supervisor (via videoconference)
Hub Walsh, Merced County Supervisor (via videoconference)

MEMBERS ABSENT

None

OTHERS PRESENT

Denise Demery, VIA Adventures (via videoconference)
Robin Lamas, YARTS staff (via videoconference)
Sandy Hogan, YARTS Authority Advisory Committee
Marjie Kirn, YARTS Executive Director (via videoconference)
Danna Stroud, YARTS Authority Advisory Committee
Dick Whittington, YARTS staff

1. Introductions

So noted.

2. Public Comment

None.

3. Oral Report – Authority Advisory Committee Chair or Designee - Recommendations

Danna Stroud gave the report from the Authority Advisory Committee (AAC). Danna had a report handed out to the YARTS JPA which listed the AAC's discussions and actions.

Danna stated that the AAC agreed by consensus to their support for the concept of adding three Fresno County members to the YARTS AAC and two Ex-officio members to the JPA Board. The AAC also requested the JPA Board consider sometime in the future adding one Ex-officio seat on the JPA Board and one seat on the AAC to Madera County to encourage their greater involvement in the YARTS process.

4. Minutes of the April 14, 2014 YARTS JPA

Commissioner Davis moved to approve the minutes of the April 14, 2014 YARTS JPA meeting.

Seconded by Commissioner Walsh.

Ayes – Commissioners Walsh, Alpers, Stetson, Hunt, Davis, Carrier

Noes - None

MOTION CARRIED UNANIMOUSLY.

5. Information/Discussion Only

- a. VIA Monthly Service Reports for March 2014 - June 2014
- b. YARTS Ridership History/Visitation
- c. YARTS Financial Report/Budget Update
- d. Minutes of the April 9, 2014 YARTS AAC meeting

6. System-wide Service Standards

Commissioner Alpers moved to approve the System-wide Service Standards and Service Policies for the Yosemite Area Regional Transportation System.

Seconded by Commissioner Hunt.

Ayes – Commissioners Walsh, Alpers, Stetson, Hunt, Davis, Carrier

Noes - None

MOTION CARRIED UNANIMOUSLY.

7. Service Update Hwy 41 Memorandum of Understanding Review

Dick Whittington gave an update on the service on Hwy 41 Memorandum of Understanding (MOU). Dick was requesting direction from the JPA Board as to any of their concerns or interests.

The YARTS JPA Board concurred with supporting the Draft MOU and the direction that it is going.

8. Oral Report – National Park Service

Dick Whittington gave the National Park Service report that was provided by the National Park Service as they were unable to attend the meeting.

9. Oral Report – Manager’s Report

So noted.

10. Board of Commissioners Remarks

So noted.

THERE BEING NO FURTHER BUSINESS OF THE YARTS JOINT POWERS AUTHORITY, THE MEETING WAS ADJOURNED AT 2:20 P.M.



August 11, 2014

Mr. Whittington
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

RE: YARTS Monthly Report: July 1-31, 2014

Dear Mr. Whittington,

In accordance with the contract agreement between the Yosemite Area Transportation System Joint Powers Authority (YARTS JPA) and VIA Adventures, Inc. attached please find the monthly summary of operating statistics for July 1-31, 2014.

Please feel free to contact me directly at 384-1315 should you have questions or need additional information.

Sincerely,

Denise Demery
YARTS Program Manager

RIDERSHIP

From 7/1/2014 to 7/31/2014

A total of 9,642 passengers were carried on the HWY 140 system by VIA. Of these, 1,256 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
7/1/2014	15	54	0	69	152	13	78	19	44	287	375
7/2/2014	12	49	5	66	147	8	77	6	61	293	365
7/3/2014	1	25	0	26	141	3	38	9	36	218	253
7/4/2014	0	2	3	5	146	4	37	28	54	241	274
7/5/2014	3	6	0	9	131	1	37	23	39	208	240
7/6/2014	0	4	6	10	157	2	17	22	48	224	256
7/7/2014	5	29	4	38	137	3	87	16	69	296	350
7/8/2014	3	74	5	82	140	2	91	7	17	250	339
7/9/2014	1	59	0	60	153	7	65	21	40	265	346
7/10/2014	5	31	8	44	150	10	106	12	45	311	367
7/11/2014	6	11	7	24	128	5	62	9	46	241	274
7/12/2014	1	8	3	12	158	11	36	35	51	256	303
7/13/2014	1	6	2	9	112	8	24	21	22	166	196
7/14/2014	20	34	6	60	133	7	94	17	38	272	349
7/15/2014	13	67	21	101	191	15	67	37	51	324	462
7/16/2014	1	44	0	45	176	6	92	30	49	323	398
7/17/2014	4	46	9	59	182	10	53	31	20	265	355
7/18/2014	0	22	3	25	189	9	41	16	52	291	332
7/19/2014	2	10	9	21	228	7	47	35	67	349	405
7/20/2014	0	1	0	1	167	10	22	19	50	249	269
7/21/2014	7	77	9	93	155	4	85	13	55	299	405
7/22/2014	7	43	0	50	141	3	95	19	36	275	344
7/23/2014	0	43	12	55	189	11	84	25	24	308	388
7/24/2014	0	1	0	1	9	1	4	0	0	14	15
7/25/2014	1	11	14	26	159	5	44	5	16	224	255
7/26/2014	3	7	0	10	245	0	13	15	46	304	329
7/27/2014	1	2	11	14	151	7	28	14	51	237	265
7/28/2014	2	32	8	42	150	3	48	6	41	242	290
7/29/2014	5	29	0	34	156	5	68	11	25	254	299
7/30/2014	8	18	6	32	105	3	76	14	27	211	257
7/31/2014	0	50	4	54	125	1	51	20	36	213	287
Total	127	895	155	1,177	4,703	184	1,767	555	1,256	7,910	9,642
Percent	1.32%	9.28%	1.61%	12.21%	48.78%	1.91%	18.33%	5.76%	13.03%	82.04%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
7/1/2014	15	54	0	69	152	78	19	13	243	331
7/2/2014	12	49	5	66	147	77	6	8	232	304
7/3/2014	1	25	0	26	141	38	9	3	182	217
7/4/2014	0	2	3	5	146	37	28	4	187	220
7/5/2014	3	6	0	9	131	37	23	1	169	201
7/6/2014	0	4	6	10	157	17	22	2	176	208
7/7/2014	5	29	4	38	137	87	16	3	227	281
7/8/2014	3	74	5	82	140	91	7	2	233	322
7/9/2014	1	59	0	60	153	65	21	7	225	306
7/10/2014	5	31	8	44	150	106	12	10	266	322
7/11/2014	6	11	7	24	128	62	9	5	195	228
7/12/2014	1	8	3	12	158	36	35	11	205	252
7/13/2014	1	6	2	9	112	24	21	8	144	174
7/14/2014	20	34	6	60	133	94	17	7	234	311
7/15/2014	13	67	21	101	191	67	37	15	273	411
7/16/2014	1	44	0	45	176	92	30	6	274	349
7/17/2014	4	46	9	59	182	53	31	10	245	335
7/18/2014	0	22	3	25	189	41	16	9	239	280
7/19/2014	2	10	9	21	228	47	35	7	282	338
7/20/2014	0	1	0	1	167	22	19	10	199	219
7/21/2014	7	77	9	93	155	85	13	4	244	350
7/22/2014	7	43	0	50	141	95	19	3	239	308
7/23/2014	0	43	12	55	189	84	25	11	284	364
7/24/2014	0	1	0	1	9	4	0	1	14	15
7/25/2014	1	11	14	26	159	44	5	5	208	239
7/26/2014	3	7	0	10	245	13	15	0	258	283
7/27/2014	1	2	11	14	151	28	14	7	186	214
7/28/2014	2	32	8	42	150	48	6	3	201	249
7/29/2014	5	29	0	34	156	68	11	5	229	274
7/30/2014	8	18	6	32	105	76	14	3	184	230
7/31/2014	0	50	4	54	125	51	20	1	177	251
Total	127	895	155	1,177	4,703	1,767	555	184	6,654	8,386
Percent	1.51%	10.67%	1.85%	14.04%	56.08%	21.07%	6.62%	2.19%	79.35%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Merced Mall/Targ	59	0.61%
Airport	43	0.45%
Merced College	4	0.04%
Mall (PG&E)	1	0.01%
Downtown (Court	4	0.04%
Amtrak	1263	13.10%
Transpo	397	4.12%
Catheys Valley	71	0.74%
MPMidtown	259	2.69%
Roadside Rest	463	4.80%
Mariposa Park &	452	4.69%
KOA	611	6.34%
MidPines	288	2.99%
MPPO	199	2.06%
Bug Hostel	484	5.02%
Cedar Lodge	272	2.82%
NPS Maintenance	419	4.35%
Barium Mine Rd	127	1.32%
El Portal PO	205	2.13%
YV Lodge	526	5.46%
YosVCenter	1530	15.87%
Curry Village	766	7.94%
Ahwahnee	182	1.89%
YosLodge	1006	10.43%
UC Merced	11	0.11%
Totals	9642	100.00%

LOAD FACTOR ANALYSIS : July 01 - July 31, 2014

Below please find the load factor calculations for the HWY 140 runs operated by VIA for July 01 through July 31, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,358	567	41.75%	Inbound 5:28 am service from Cathey's Valley to Y
02	1,791	723	40.37%	Inbound 5:58 am service from Cathey's Valley to Y
2A	2,399	360	15.01%	Inbound 6:00 am service from Merced to YV
03	1,913	607	31.73%	Inbound 6:45 am service from Merced to YV
3A	2,043	486	23.79%	Inbound 9:00 am service from Mariposa to YV
04	2,159	574	26.59%	Inbound 8:45 am service from Merced to YV
05	1,892	821	43.39%	Inbound 10:20 am service from Merced to YV
06	1,656	700	42.27%	Inbound 4:30 pm service from Merced to YV
06	21	12	57.14%	Inbound 4:30 pm service from Merced to YV
07	1,308	155	11.85%	Outbound 6:20 am service from Mariposa to Merce
08	1,886	876	46.45%	Outbound 9:32 am service from YV to Merced
8A	2,399	606	25.26%	Outbound 3:15 pm service from YV to Mariposa
09	1,846	851	46.10%	Outbound 3:40 pm service from YV to Merced
10	1,858	442	23.79%	Outbound 4:15 pm service from YV to Merced
11	2,048	414	20.21%	Outbound 4:35 pm service from YV to Merced
11A	1,998	527	26.38%	Outbound 5:15 pm service from YV to Mariposa
12	1,892	606	32.03%	Outbound 5:45 pm service from YV to Merced
14	1,711	315	18.41%	Outbound 8:07 pm service from YV to Merced
Total	32,178	9,642	29.96%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,358	567	41.75%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,184	569	48.06%	Inbound 5:58 am service from Cathey's Valley to YV
2A	1,519	280	18.43%	Inbound 6:00 am service from Merced to YV
03	1,418	409	28.84%	Inbound 6:45 am service from Merced to YV
3A	1,422	333	23.42%	Inbound 9:00 am service from Mariposa to YV
04	1,461	347	23.75%	Inbound 8:45 am service from Merced to YV
05	1,403	555	39.56%	Inbound 10:20 am service from Merced to YV
06	1,179	519	44.02%	Inbound 4:30 pm service from Merced to YV
06	21	12	57.14%	Inbound 4:30 pm service from Merced to YV
07	1,308	155	11.85%	Outbound 6:20 am service from Mariposa to Merced
08	1,358	635	46.76%	Outbound 9:32 am service from YV to Merced
8A	1,519	444	29.23%	Outbound 3:15 pm service from YV to Mariposa
09	1,239	629	50.77%	Outbound 3:40 pm service from YV to Merced
10	1,363	311	22.82%	Outbound 4:15 pm service from YV to Merced
11	1,350	302	22.37%	Outbound 4:35 pm service from YV to Merced
11A	1,377	415	30.14%	Outbound 5:15 pm service from YV to Mariposa
12	1,403	422	30.08%	Outbound 5:45 pm service from YV to Merced
14	1,234	201	16.29%	Outbound 8:07 pm service from YV to Merced
Total	23,116	7,105	30.74%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
02	607	136	22.41%	Inbound 5:58 am service from Cathey's Valley to YV
02	607	18	2.97%	Inbound 5:58 am service from Cathey's Valley to YV
2A	880	5	0.57%	Inbound 6:00 am service from Merced to YV
2A	880	75	8.52%	Inbound 6:00 am service from Merced to YV
03	495	177	35.76%	Inbound 6:45 am service from Merced to YV
03	495	21	4.24%	Inbound 6:45 am service from Merced to YV
3A	621	13	2.09%	Inbound 9:00 am service from Mariposa to YV
3A	621	140	22.54%	Inbound 9:00 am service from Mariposa to YV
04	698	185	26.50%	Inbound 8:45 am service from Merced to YV
04	698	42	6.02%	Inbound 8:45 am service from Merced to YV
05	489	19	3.89%	Inbound 10:20 am service from Merced to YV
05	489	247	50.51%	Inbound 10:20 am service from Merced to YV
06	477	164	34.38%	Inbound 4:30 pm service from Merced to YV
06	477	17	3.56%	Inbound 4:30 pm service from Merced to YV
08	528	210	39.77%	Outbound 9:32 am service from YV to Merced
08	528	31	5.87%	Outbound 9:32 am service from YV to Merced
8A	880	2	0.23%	Outbound 3:15 pm service from YV to Mariposa
8A	880	160	18.18%	Outbound 3:15 pm service from YV to Mariposa
09	607	21	3.46%	Outbound 3:40 pm service from YV to Merced
09	607	201	33.11%	Outbound 3:40 pm service from YV to Merced
10	495	13	2.63%	Outbound 4:15 pm service from YV to Merced
10	495	118	23.84%	Outbound 4:15 pm service from YV to Merced
11	698	83	11.89%	Outbound 4:35 pm service from YV to Merced
11	698	29	4.15%	Outbound 4:35 pm service from YV to Merced
11A	621	98	15.78%	Outbound 5:15 pm service from YV to Mariposa
11A	621	14	2.25%	Outbound 5:15 pm service from YV to Mariposa
12	489	166	33.95%	Outbound 5:45 pm service from YV to Merced
12	489	18	3.68%	Outbound 5:45 pm service from YV to Merced
14	477	103	21.59%	Outbound 8:07 pm service from YV to Merced
14	477	11	2.31%	Outbound 8:07 pm service from YV to Merced
Total	18,124	2,537	14.00%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,358	567	41.75%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,791	720	40.20%	Inbound 5:58 am service from Cathey's Valley to YV
2A	2,399	358	14.92%	Inbound 6:00 am service from Merced to YV
03	1,913	602	31.47%	Inbound 6:45 am service from Merced to YV
3A	2,043	482	23.59%	Inbound 9:00 am service from Mariposa to YV
04	2,159	482	22.33%	Inbound 8:45 am service from Merced to YV
05	1,892	471	24.89%	Inbound 10:20 am service from Merced to YV
06	1,656	498	30.07%	Inbound 4:30 pm service from Merced to YV
07	1,308	146	11.16%	Outbound 6:20 am service from Mariposa to Merced
08	1,886	569	30.17%	Outbound 9:32 am service from YV to Merced
8A	2,399	606	25.26%	Outbound 3:15 pm service from YV to Mariposa
09	1,846	682	36.94%	Outbound 3:40 pm service from YV to Merced
10	1,858	442	23.79%	Outbound 4:15 pm service from YV to Merced
11	2,048	404	19.73%	Outbound 4:35 pm service from YV to Merced
11A	1,998	527	26.38%	Outbound 5:15 pm service from YV to Mariposa
12	1,892	530	28.01%	Outbound 5:45 pm service from YV to Merced
14	1,711	300	17.53%	Outbound 8:07 pm service from YV to Merced
Total	32,157	8,386	26.08%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,358	567	41.75%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,184	566	47.80%	Inbound 5:58 am service from Cathey's Valley to YV
2A	1,519	278	18.30%	Inbound 6:00 am service from Merced to YV
03	1,418	405	28.56%	Inbound 6:45 am service from Merced to YV
3A	1,422	329	23.14%	Inbound 9:00 am service from Mariposa to YV
04	1,461	296	20.26%	Inbound 8:45 am service from Merced to YV
05	1,403	354	25.23%	Inbound 10:20 am service from Merced to YV
06	1,179	366	31.04%	Inbound 4:30 pm service from Merced to YV
07	1,308	146	11.16%	Outbound 6:20 am service from Mariposa to Merced
08	1,358	445	32.77%	Outbound 9:32 am service from YV to Merced
8A	1,519	444	29.23%	Outbound 3:15 pm service from YV to Mariposa
09	1,239	509	41.08%	Outbound 3:40 pm service from YV to Merced
10	1,363	311	22.82%	Outbound 4:15 pm service from YV to Merced
11	1,350	295	21.85%	Outbound 4:35 pm service from YV to Merced
11A	1,377	415	30.14%	Outbound 5:15 pm service from YV to Mariposa
12	1,403	360	25.66%	Outbound 5:45 pm service from YV to Merced
14	1,234	191	15.48%	Outbound 8:07 pm service from YV to Merced
Total	23,095	6,277	27.18%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
02	607	136	22.41%	Inbound 5:58 am service from Cathey's Valley to YV
02	607	18	2.97%	Inbound 5:58 am service from Cathey's Valley to YV
2A	880	5	0.57%	Inbound 6:00 am service from Merced to YV
2A	880	75	8.52%	Inbound 6:00 am service from Merced to YV
03	495	176	35.56%	Inbound 6:45 am service from Merced to YV
03	495	21	4.24%	Inbound 6:45 am service from Merced to YV
3A	621	13	2.09%	Inbound 9:00 am service from Mariposa to YV
3A	621	140	22.54%	Inbound 9:00 am service from Mariposa to YV
04	698	159	22.78%	Inbound 8:45 am service from Merced to YV
04	698	27	3.87%	Inbound 8:45 am service from Merced to YV
05	489	9	1.84%	Inbound 10:20 am service from Merced to YV
05	489	108	22.09%	Inbound 10:20 am service from Merced to YV
06	477	118	24.74%	Inbound 4:30 pm service from Merced to YV
06	477	14	2.94%	Inbound 4:30 pm service from Merced to YV
08	528	116	21.97%	Outbound 9:32 am service from YV to Merced
08	528	8	1.52%	Outbound 9:32 am service from YV to Merced
8A	880	2	0.23%	Outbound 3:15 pm service from YV to Mariposa
8A	880	160	18.18%	Outbound 3:15 pm service from YV to Mariposa
09	607	18	2.97%	Outbound 3:40 pm service from YV to Merced
09	607	155	25.54%	Outbound 3:40 pm service from YV to Merced
10	495	13	2.63%	Outbound 4:15 pm service from YV to Merced
10	495	118	23.84%	Outbound 4:15 pm service from YV to Merced
11	698	80	11.46%	Outbound 4:35 pm service from YV to Merced
11	698	29	4.15%	Outbound 4:35 pm service from YV to Merced
11A	621	98	15.78%	Outbound 5:15 pm service from YV to Mariposa
11A	621	14	2.25%	Outbound 5:15 pm service from YV to Mariposa
12	489	152	31.08%	Outbound 5:45 pm service from YV to Merced
12	489	18	3.68%	Outbound 5:45 pm service from YV to Merced
14	477	98	20.55%	Outbound 8:07 pm service from YV to Merced
14	477	11	2.31%	Outbound 8:07 pm service from YV to Merced
Total	18,124	2,109	11.64%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 140 runs for 7/1/2014 through 7/31/2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	7	234	0	138	13	2	173	0	567
02	24	158	0	172	18	5	343	3	723
03	1	10	5	401	67	21	97	5	607
04	2	2	6	359	52	31	30	92	574
05	0	8	12	362	25	12	52	350	821
06	6	4	6	353	11	17	101	214	712
07	0	1	0	46	0	3	96	9	155
08	0	5	3	479	16	27	39	307	876
09	10	66	9	434	54	6	103	169	851
10	15	86	0	197	46	10	88	0	442
11	21	58	36	191	28	1	69	10	414
11A	8	48	8	265	46	10	142	0	527
12	1	32	39	260	13	4	181	76	606
14	5	15	8	207	25	2	38	15	315
2A	7	34	8	200	23	4	82	2	360
3A	2	11	1	344	61	20	43	4	486
8A	18	123	14	295	57	9	90	0	606
Total	127	895	155	4,703	555	184	1,767	1,256	9,642
Percent	1.32%	9.28%	1.61%	48.78%	5.76%	1.91%	18.33%	13.03%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	7	234	0	138	13	2	173	0	567
02	21	135	0	100	9	5	296	3	569
03	1	10	5	242	40	17	90	4	409
04	2	2	6	218	29	21	18	51	347
05	0	8	12	265	13	9	47	201	555
06	6	3	3	250	6	11	87	165	531
07	0	1	0	46	0	3	96	9	155
08	0	4	0	371	13	20	37	190	635
09	10	66	0	301	31	2	99	120	629
10	14	85	0	123	29	10	50	0	311
11	20	58	36	109	19	1	52	7	302
11A	5	43	3	209	31	6	118	0	415
12	1	31	28	144	7	3	146	62	422
14	5	8	5	127	12	0	34	10	201
2A	4	34	8	142	18	2	70	2	280
3A	2	6	1	234	36	15	35	4	333
8A	18	121	14	189	37	7	58	0	444
Total	116	849	121	3,208	343	134	1,506	828	7,105
Percent	1.63%	11.95%	1.70%	45.15%	4.83%	1.89%	21.20%	11.65%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
02	3	23	0	72	9	0	47	0	154
03	0	0	0	159	27	4	7	1	198
04	0	0	0	141	23	10	12	41	227
05	0	0	0	97	12	3	5	149	266
06	0	1	3	103	5	6	14	49	181
08	0	1	3	108	3	7	2	117	241
09	0	0	9	133	23	4	4	49	222
10	1	1	0	74	17	0	38	0	131
11	1	0	0	82	9	0	17	3	112
11A	3	5	5	56	15	4	24	0	112
12	0	1	11	116	6	1	35	14	184
14	0	7	3	80	13	2	4	5	114
2A	3	0	0	58	5	2	12	0	80
3A	0	5	0	110	25	5	8	0	153
8A	0	2	0	106	20	2	32	0	162
Total	11	46	34	1,495	212	50	261	428	2,537
Percent	0.43%	1.81%	1.34%	58.93%	8.36%	1.97%	10.29%	16.87%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	7	234	0	138	13	2	173	567
02	24	158	0	172	18	5	343	720
03	1	10	5	401	67	21	97	602
04	2	2	6	359	52	31	30	482
05	0	8	12	362	25	12	52	471
06	6	4	6	353	11	17	101	498
07	0	1	0	46	0	3	96	146
08	0	5	3	479	16	27	39	569
09	10	66	9	434	54	6	103	682
10	15	86	0	197	46	10	88	442
11	21	58	36	191	28	1	69	404
11A	8	48	8	265	46	10	142	527
12	1	32	39	260	13	4	181	530
14	5	15	8	207	25	2	38	300
2A	7	34	8	200	23	4	82	358
3A	2	11	1	344	61	20	43	482
8A	18	123	14	295	57	9	90	606
Total	127	895	155	4,703	555	184	1,767	8,386
Percent	1.51%	10.67%	1.85%	56.08%	6.62%	2.19%	21.07%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	7	234	0	138	13	2	173	567
02	21	135	0	100	9	5	296	566
03	1	10	5	242	40	17	90	405
04	2	2	6	218	29	21	18	296
05	0	8	12	265	13	9	47	354
06	6	3	3	250	6	11	87	366
07	0	1	0	46	0	3	96	146
08	0	4	0	371	13	20	37	445
09	10	66	0	301	31	2	99	509
10	14	85	0	123	29	10	50	311
11	20	58	36	109	19	1	52	295
11A	5	43	3	209	31	6	118	415
12	1	31	28	144	7	3	146	360
14	5	8	5	127	12	0	34	191
2A	4	34	8	142	18	2	70	278
3A	2	6	1	234	36	15	35	329
8A	18	121	14	189	37	7	58	444
Total	116	849	121	3,208	343	134	1,506	6,277
Percent	1.85%	13.53%	1.93%	51.11%	5.46%	2.13%	23.99%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
02	3	23	0	72	9	0	47	154
03	0	0	0	159	27	4	7	197
04	0	0	0	141	23	10	12	186
05	0	0	0	97	12	3	5	117
06	0	1	3	103	5	6	14	132
08	0	1	3	108	3	7	2	124
09	0	0	9	133	23	4	4	173
10	1	1	0	74	17	0	38	131
11	1	0	0	82	9	0	17	109
11A	3	5	5	56	15	4	24	112
12	0	1	11	116	6	1	35	170
14	0	7	3	80	13	2	4	109
2A	3	0	0	58	5	2	12	80
3A	0	5	0	110	25	5	8	153
8A	0	2	0	106	20	2	32	162
Total	11	46	34	1,495	212	50	261	2,109
Percent	0.52%	2.18%	1.61%	70.89%	10.05%	2.37%	12.38%	100.00%

OPERATING STATISTICS

REVENUE MILES July 01 - July 31 2014

From July 01 through July 31, 2014 VIA HWY 140 operated a total of 38,094 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Cathey's Valley	01	21	69	1,449
	Cathey's Valley	02	20	69	1,380
	Mariposa	07	21	51	1,071
	Mariposa	3A	21	55	1,155
	Merced	03	22	87	1,914
	Merced	04	21	87	1,827
	Merced	05	21	87	1,827
	Merced	06	20	87	1,740
	Merced	2A	21	87	1,827
	Yosemite	08	21	87	1,827
	Yosemite	09	21	87	1,827
	Yosemite	10	21	87	1,827
	Yosemite	11	20	87	1,740
	Yosemite	11A	21	55	1,155
	Yosemite	12	21	87	1,827
	Yosemite	14	21	87	1,827

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
	Yosemite	8A	21	55	1,155
Total Mileage					27,375

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Cathey's Valley	02	8	69	552
	Mariposa	3A	8	55	440
	Merced	03	8	87	696
	Merced	04	8	87	696
	Merced	05	8	87	696
	Merced	06	8	87	696
	Merced	2A	8	87	696
	Yosemite	08	8	87	696
	Yosemite	09	8	87	696
	Yosemite	10	8	87	696
	Yosemite	11	8	87	696
	Yosemite	11A	8	55	440
	Yosemite	12	8	87	696
	Yosemite	14	8	87	696
	Yosemite	8A	8	55	440
Total Mileage					9,528

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Cathey's Valley	02	1	69	69
	Mariposa	3A	1	55	55
	Merced	03	1	87	87
	Merced	04	1	87	87
	Merced	05	1	87	87
	Merced	06	1	87	87
	Merced	2A	1	87	87
	Yosemite	08	1	87	87
	Yosemite	09	1	87	87
	Yosemite	10	1	87	87
	Yosemite	11	1	87	87
	Yosemite	11A	1	55	55
	Yosemite	12	1	87	87
	Yosemite	14	1	87	87
	Yosemite	8A	1	55	55
Total Mileage					1,191
Grand Total					38,094
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					38,094

REVENUE HOURS

From July 01 through July 31, 2014 VIA HWY 140 provided a total of 1,450.3 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Cathey's Valley	01	21	2.30	48.30
	Cathey's Valley	02	20	2.30	46.00
	Mariposa	07	21	2.20	46.20
	Mariposa	3A	21	2.00	42.00
	Merced	03	22	3.20	70.40
	Merced	04	21	3.20	67.20
	Merced	05	21	3.50	73.50
	Merced	06	20	3.90	78.00
	Merced	2A	21	3.00	63.00
	Yosemite	08	21	4.00	84.00
	Yosemite	09	21	3.80	79.80
	Yosemite	10	21	3.20	67.20
	Yosemite	11	20	3.20	64.00
	Yosemite	11A	21	2.00	42.00
	Yosemite	12	21	3.20	67.20
	Yosemite	14	21	2.90	60.90
	Yosemite	8A	21	2.00	42.00

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Total Hours					1,041.70

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Cathey's Valley	02	8	2.30	18.40
	Mariposa	3A	8	2.00	16.00
	Merced	03	8	3.20	25.60
	Merced	04	8	3.20	25.60
	Merced	05	8	3.50	28.00
	Merced	06	8	3.90	31.20
	Merced	2A	8	3.00	24.00
	Yosemite	08	8	4.00	32.00
	Yosemite	09	8	3.80	30.40
	Yosemite	10	8	3.20	25.60
	Yosemite	11	8	3.20	25.60
	Yosemite	11A	8	2.00	16.00
	Yosemite	12	8	3.20	25.60
	Yosemite	14	8	2.90	23.20
	Yosemite	8A	8	2.00	16.00
Total Hours					363.20

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Cathey's Valley	02	1	2.30	2.30
	Mariposa	3A	1	2.00	2.00
	Merced	03	1	3.20	3.20
	Merced	04	1	3.20	3.20
	Merced	05	1	3.50	3.50
	Merced	06	1	3.90	3.90
	Merced	2A	1	3.00	3.00
	Yosemite	08	1	4.00	4.00
	Yosemite	09	1	3.80	3.80
	Yosemite	10	1	3.20	3.20
	Yosemite	11	1	3.20	3.20
	Yosemite	11A	1	2.00	2.00
	Yosemite	12	1	3.20	3.20
	Yosemite	14	1	2.90	2.90
	Yosemite	8A	1	2.00	2.00
Total Hours					45.40
Grand Total					1,450.30
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					1,450.30

Passengers Left / Wheelchair Usage

Run Date	Route	Total
	Grand Total	0

ACCIDENTS/INCIDENTS

There was one vehicular accident on a VIA owned vehicle operating YARTS during the period of July 1-31, 2014. On July 8, 2014, the Run 9 bus was hit by an NPS vehicle on Northside Drive outbound from Yosemite Lodge. Minor damage occurred to the left hand mirror. There were no passengers on board. No injuries occurred. The accident caused an hour delay in the run while park rangers took a report and attempted to locate the NPS vehicle in question.

ROAD CALLS

There were zero (0) road calls during the month of July 1-31, 2014.

SERVICE DELAYS

There were four (4) service delays during the month of July 1- 31, 2014. Total on time service for all corridors was 99.8%

07/10/14	Run 2	Missed run due to an operational issue (see missed runs).
07/29/14	Run 2	Missed run due to an operational issue (see missed runs).
07/30/14	Run 3	Service delayed 45 minutes due to a mechanical issue (1st mechanical).
07/31/14	Run 11	Service delayed 30 minutes due a mechanical issue (2nd mechanical).

MISSED RUNS

There were two (2) missed VIA YARTS trips during the period of July 1-31, 2014.

07/10/14	Run 2	Missed run due to an operational issue.
07/29/14	Run 2	Missed run due to an operational issue.

SUSPENDED RUNS

The Sonora Hwy 120 N route was suspended by the YARTS Manager on 7/26/2014 due to the El Portal fire and road closure of Hwy 120. The p.m. service outbound from Yosemite Valley Visitor's Center was resumed on 7/31/14. Full service was resumed on 8/01/2014. On 7/26/14, Sonora Run 2 ran late due to having to complete the run via Highway 140/ Highway 59 and drop passengers off as far as Groveland due to the El Portal fire and highway closure. An additional 5.25 service hours was incurred as a result of this change in route.

The Mammoth Lakes Hwy 120 E/395 route to and from Mammoth and the Valley was suspended by the YARTS Manager on 7/26/2014 due to the El Portal fire and road closure of Hwy 120. The p.m. service outbound from Yosemite Valley Visitor's Center was resumed on 7/31/14. Full service was resumed on 8/01/2014. The Mammoth Lakes to Tuolumne Meadows service ran as scheduled without interruption.

EXTRA TRIPS

There were zero (0) extra Highway 140 VIA YARTS trips operating during the period of July 1-31, 2014.

MAINTENANCE

VIA YARTS Buses are kept maintained regularly. Currently buses are rotated among runs to evenly distribute miles across the fleet. Regular buses are assigned to each route.

CUSTOMER SERVICE

A total of **790** YARTS customer inquiry calls were received in the VIA YARTS offices during the period from July 1- 31, 2014. A comprehensive log of incoming calls by type, including calls regarding customer complaints, commendations, and recommendations is maintained and monitored continually.

Count on All Calls

262	Calls received on schedule issues and questions for Hwy 140 Corridor.
340	Calls received on Mammoth Lake schedule information.
84	Calls received on Sonora/Groveland schedule information.
39	Calls received on park information (lodging, tours, camping, etc.)
64	Miscellaneous calls (lost & found, hang up calls, etc.)
1	Calls received as customer complaints.
790	Total

CUSTOMER COMPLAINTS AND FOLLOW UP ACTIONS

There was one (1) customer complaint received during the month of July 1-31, 2014.

07/29/14 A YARTS passenger called with a complaint because the Run 2 bus didn't arrive as scheduled. When asked for their contact information, they declined to provide it and disconnected the call. The incident was relayed to the Operations Manager.

Wheel Chair Requests

There were zero (**0**) wheelchair requests filled for the month of July 1-31, 2014. Additionally in the last month or two there have been regular unannounced wheelchair riders on various YARTS runs. Ten (10) wheelchair buses are available to accommodate YARTS passengers in accordance with ADA guidelines.

Cal-Trans & Traffic Delays

There were 5-minute to 1-hour delays throughout the month on separate runs due to road work and heavy traffic.

Sonora Service

The Sonora Hwy 120 N route began on May 17th. The Sonora run ran daily. On June 14th, an additional run was added to the Sonora schedule and will continue to operate through September 1st. Daily counts were submitted to YARTS Transit Manager for review as requested to monitor the service progress.

Mammoth Service

The Mammoth Service began on June 1st. The Mammoth run ran weekends only during the month of June. On July 1st, an additional run was added to the Mammoth schedule with two round trips between Mammoth and Tuolumne Meadows, and will continue to operate through September 1st. Weekend counts were submitted to YARTS Transit Manager for review as requested to monitor the service progress.

RIDERSHIP

From 7/1/2014 to 7/31/2014

A total of 2267 passengers were carried on the Mammoth HWY 120 East system by VIA. Of these, 14 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
7/1/2014	0	0	0	0	56	3	0	5	1	60	65
7/2/2014	0	0	0	0	105	2	0	12	1	108	120
7/3/2014	0	0	0	0	51	4	0	1	0	55	56
7/4/2014	0	0	0	0	45	5	0	6	0	50	56
7/5/2014	0	0	0	0	78	4	0	1	1	83	84
7/6/2014	0	0	0	0	88	7	0	7	0	95	102
7/7/2014	0	0	0	0	47	6	1	4	0	54	58
7/8/2014	0	0	0	0	83	4	0	43	0	87	130
7/9/2014	0	0	0	0	50	3	0	4	0	53	57
7/10/2014	0	0	0	0	61	8	0	2	0	69	71
7/11/2014	0	0	0	0	70	5	0	9	0	75	84
7/12/2014	0	0	0	0	57	34	0	5	0	91	96
7/13/2014	0	0	0	0	43	6	0	2	0	49	51
7/14/2014	0	0	1	1	68	14	0	4	3	85	90
7/15/2014	0	0	0	0	47	1	0	9	0	48	57
7/16/2014	0	0	0	0	64	8	0	6	0	72	78
7/17/2014	0	0	0	0	79	7	0	1	0	86	87
7/18/2014	0	0	0	0	79	7	0	0	0	86	86
7/19/2014	0	0	0	0	60	3	0	3	1	64	67
7/20/2014	0	0	0	0	79	13	0	3	0	92	95
7/21/2014	0	0	0	0	71	1	0	0	1	73	73
7/22/2014	0	0	0	0	29	6	0	2	4	39	41
7/23/2014	0	0	0	0	86	9	1	1	0	96	97
7/24/2014	0	0	0	0	53	8	0	1	0	61	62
7/25/2014	0	0	0	0	80	6	0	2	2	88	90
7/26/2014	0	0	0	0	57	3	0	1	0	60	61
7/27/2014	0	0	0	0	32	5	0	0	0	37	37
7/28/2014	0	0	0	0	56	2	0	0	0	58	58
7/29/2014	0	0	0	0	37	6	0	0	0	43	43
7/30/2014	0	0	0	0	56	1	0	16	0	57	73
7/31/2014	0	0	0	0	39	0	0	3	0	39	42
Total	0	0	1	1	1,906	191	2	153	14	2,113	2,267
Percent	0.00%	0.00%	0.04%	0.04%	84.08%	8.43%	0.09%	6.75%	0.62%	93.21%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
7/1/2014	0	0	0	0	56	0	5	3	59	64
7/2/2014	0	0	0	0	105	0	12	2	107	119
7/3/2014	0	0	0	0	51	0	1	4	55	56
7/4/2014	0	0	0	0	45	0	6	5	50	56
7/5/2014	0	0	0	0	78	0	1	4	82	83
7/6/2014	0	0	0	0	88	0	7	7	95	102
7/7/2014	0	0	0	0	47	1	4	6	54	58
7/8/2014	0	0	0	0	83	0	43	4	87	130
7/9/2014	0	0	0	0	50	0	4	3	53	57
7/10/2014	0	0	0	0	61	0	2	8	69	71
7/11/2014	0	0	0	0	70	0	9	5	75	84
7/12/2014	0	0	0	0	57	0	5	34	91	96
7/13/2014	0	0	0	0	43	0	2	6	49	51
7/14/2014	0	0	1	1	68	0	4	14	82	87
7/15/2014	0	0	0	0	47	0	9	1	48	57
7/16/2014	0	0	0	0	64	0	6	8	72	78
7/17/2014	0	0	0	0	79	0	1	7	86	87
7/18/2014	0	0	0	0	79	0	0	7	86	86
7/19/2014	0	0	0	0	60	0	3	3	63	66
7/20/2014	0	0	0	0	79	0	3	13	92	95
7/21/2014	0	0	0	0	71	0	0	1	72	72
7/22/2014	0	0	0	0	29	0	2	6	35	37
7/23/2014	0	0	0	0	86	1	1	9	96	97
7/24/2014	0	0	0	0	53	0	1	8	61	62
7/25/2014	0	0	0	0	80	0	2	6	86	88
7/26/2014	0	0	0	0	57	0	1	3	60	61
7/27/2014	0	0	0	0	32	0	0	5	37	37
7/28/2014	0	0	0	0	56	0	0	2	58	58
7/29/2014	0	0	0	0	37	0	0	6	43	43
7/30/2014	0	0	0	0	56	0	16	1	57	73
7/31/2014	0	0	0	0	39	0	3	0	39	42
Total	0	0	1	1	1,906	2	153	191	2,099	2,253
Percent	0.00%	0.00%	0.04%	0.04%	84.60%	0.09%	6.79%	8.48%	93.16%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Mammoth Mounta	200	8.82%
Juniper Springs R	55	2.43%
Mammoth Lakes	81	3.57%
HWY 203, Shilo I	216	9.52%
June Mountain Ski	20	0.88%
Rush Creek Trailh	24	1.06%
Lake View Lodge	85	3.75%
Tioga Mobil Gas	54	2.38%
Tuolumne Meado	539	23.77%
Tuolumne Meado	88	3.88%
White Wolf Lodge	41	1.81%
Crane Flat Gas Sta	4	0.18%
Yosemite Visitor	774	34.13%
The Village	50	2.20%
Mono Basin Visit	37	1.63%
Totals	2268	100.00%

LOAD FACTOR ANALYSIS : July 01 - July 31, 2014

Below please find the load factor calculations for the Mammoth HWY 120 East runs operated by VIA for July 01 through July 31, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,705	287	16.83%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,705	189	11.09%	Mammoth Mountain Inn to Tuolomne Meadows
04	1,650	121	7.33%	Tuolomne Meadows to Mammoth Mountain Inn
03	1,705	188	11.03%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,485	849	57.17%	Yosemite Visitor Center to Mammoth Mountain In
01	1,430	634	44.34%	Mammoth Mountain Inn to Yosemite
Total	9,680	2,268	23.43%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,210	228	18.84%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,210	133	10.99%	Mammoth Mountain Inn to Tuolumne Meadows
04	1,155	81	7.01%	Tuolumne Meadows to Mammoth Mountain Inn
03	1,210	142	11.74%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,045	595	56.94%	Yosemite Visitor Center to Mammoth Mountain Inn
01	990	440	44.44%	Mammoth Mountain Inn to Yosemite
Total	6,820	1,619	23.74%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
06	495	59	11.92%	Tuolumne Meadows to Mammoth Mountain Inn
05	495	56	11.31%	Mammoth Mountain Inn to Tuolumne Meadows
04	495	40	8.08%	Tuolumne Meadows to Mammoth Mountain Inn
03	495	46	9.29%	Mammoth Mountain Inn to Tuolumne Meadows
02	440	254	57.73%	Yosemite Visitor Center to Mammoth Mountain Inn
01	440	194	44.09%	Mammoth Mountain Inn to Yosemite
Total	2,860	649	22.69%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,705	287	16.83%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,705	189	11.09%	Mammoth Mountain Inn to Tuolumne Meadows
04	1,650	121	7.33%	Tuolumne Meadows to Mammoth Mountain Inn
03	1,705	188	11.03%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,485	840	56.57%	Yosemite Visitor Center to Mammoth Mountain Inn
01	1,430	629	43.99%	Mammoth Mountain Inn to Yosemite
Total	9,680	2,254	23.29%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,210	228	18.84%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,210	133	10.99%	Mammoth Mountain Inn to Tuolumne Meadows
04	1,155	81	7.01%	Tuolumne Meadows to Mammoth Mountain Inn
03	1,210	142	11.74%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,045	588	56.27%	Yosemite Visitor Center to Mammoth Mountain Inn
01	990	435	43.94%	Mammoth Mountain Inn to Yosemite
Total	6,820	1,607	23.56%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
06	495	59	11.92%	Tuolumne Meadows to Mammoth Mountain Inn
05	495	56	11.31%	Mammoth Mountain Inn to Tuolumne Meadows
04	495	40	8.08%	Tuolumne Meadows to Mammoth Mountain Inn
03	495	46	9.29%	Mammoth Mountain Inn to Tuolumne Meadows
02	440	252	57.27%	Yosemite Visitor Center to Mammoth Mountain Inn
01	440	194	44.09%	Mammoth Mountain Inn to Yosemite
Total	2,860	647	22.62%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for Mammoth HWY 120 East runs for July 01 through July 31, 2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	514	50	64	0	5	633
02	0	0	0	733	45	61	1	9	849
03	0	0	0	152	22	14	0	0	188
04	0	0	1	103	1	16	0	0	121
05	0	0	0	165	10	14	0	0	189
06	0	0	0	239	25	22	1	0	287
Total	0	0	1	1,906	153	191	2	14	2,267
Percent	0.00%	0.00%	0.04%	84.08%	6.75%	8.43%	0.09%	0.62%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	355	41	38	0	5	439
02	0	0	0	525	31	31	1	7	595
03	0	0	0	109	22	11	0	0	142
04	0	0	1	70	1	9	0	0	81
05	0	0	0	120	7	6	0	0	133
06	0	0	0	188	23	16	1	0	228
Total	0	0	1	1,367	125	111	2	12	1,618
Percent	0.00%	0.00%	0.06%	84.49%	7.73%	6.86%	0.12%	0.74%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	159	9	26	0	0	194
02	0	0	0	208	14	30	0	2	254
03	0	0	0	43	0	3	0	0	46
04	0	0	0	33	0	7	0	0	40
05	0	0	0	45	3	8	0	0	56
06	0	0	0	51	2	6	0	0	59
Total	0	0	0	539	28	80	0	2	649
Percent	0.00%	0.00%	0.00%	83.05%	4.31%	12.33%	0.00%	0.31%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	514	50	64	0	628
02	0	0	0	733	45	61	1	840
03	0	0	0	152	22	14	0	188
04	0	0	1	103	1	16	0	121
05	0	0	0	165	10	14	0	189
06	0	0	0	239	25	22	1	287
Total	0	0	1	1,906	153	191	2	2,253
Percent	0.00%	0.00%	0.04%	84.60%	6.79%	8.48%	0.09%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	355	41	38	0	434
02	0	0	0	525	31	31	1	588
03	0	0	0	109	22	11	0	142
04	0	0	1	70	1	9	0	81
05	0	0	0	120	7	6	0	133
06	0	0	0	188	23	16	1	228
Total	0	0	1	1,367	125	111	2	1,606
Percent	0.00%	0.00%	0.06%	85.12%	7.78%	6.91%	0.12%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	159	9	26	0	194
02	0	0	0	208	14	30	0	252
03	0	0	0	43	0	3	0	46
04	0	0	0	33	0	7	0	40
05	0	0	0	45	3	8	0	56
06	0	0	0	51	2	6	0	59
Total	0	0	0	539	28	80	0	647
Percent	0.00%	0.00%	0.00%	83.31%	4.33%	12.36%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES July 01 - July 31 2014

From July 01 through July 31, 2014 VIA Mammoth HWY 120 East operated a total of 12652 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Mammoth Mountain	01	18	125	2,250
	Mammoth Mountain Inn	03	22	49	1,078
	Mammoth Mountain Inn	05	22	49	1,078
	Tuolumne Meadows	04	21	49	1,029
	Tuolumne Meadows	06	22	49	1,078
	Yosemite Visitor Ctr	02	19	125	2,375
Total Mileage					8,888

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Mammoth Mountain	01	7	125	875
	Mammoth Mountain Inn	03	8	49	392
	Mammoth Mountain Inn	05	8	49	392
	Tuolomne Meadows	04	8	49	392
	Tuolumne Meadows	06	8	49	392
	Yosemite Visitor Ctr	02	7	125	875
Total Mileage					3,318

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Mammoth Mountain	01	1	125	125
	Mammoth Mountain Inn	03	1	49	49
	Mammoth Mountain Inn	05	1	49	49
	Tuolumne Meadows	04	1	49	49
	Tuolumne Meadows	06	1	49	49
	Yosemite Visitor Ctr	02	1	125	125
Total Mileage					446
Grand Total					12,652
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					12,652

REVENUE HOURS

From July 01 through July 31, 2014 VIA Mammoth HWY 120 East provided a total of 476.39999999999999 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Mammoth Mountain	01	18	4.10	73.80
	Mammoth Mountain Inn	03	22	2.20	48.40
	Mammoth Mountain Inn	05	22	2.20	48.40
	Tuolomne Meadows	04	21	2.10	44.10
	Tuolumne Meadows	06	22	2.10	46.20
	Yosemite Visitor Ctr	02	19	3.90	74.10
Total Hours					335.00

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Mammoth Mountain	01	7	4.10	28.70
	Mammoth Mountain Inn	03	8	2.20	17.60
	Mammoth Mountain Inn	05	8	2.20	17.60
	Tuolomne Meadows	04	8	2.10	16.80
	Tuolumne Meadows	06	8	2.10	16.80
	Yosemite Visitor Ctr	02	7	3.90	27.30
Total Hours					124.80

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Mammoth Mountain	01	1	4.10	4.10
	Mammoth Mountain Inn	03	1	2.20	2.20
	Mammoth Mountain Inn	05	1	2.20	2.20
	Tuolumne Meadows	04	1	2.10	2.10
	Tuolumne Meadows	06	1	2.10	2.10
	Yosemite Visitor Ctr	02	1	3.90	3.90
Total Hours					16.60
Grand Total					476.40
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					476.40

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0

RIDERSHIP

From 7/1/2014 to 7/31/2014

A total of 1585 passengers were carried on the Sonora HWY 120 North system by VIA. Of these, 0 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
7/1/2014	0	0	0	0	25	3	0	4	0	28	32
7/2/2014	0	0	0	0	29	0	0	3	0	29	32
7/3/2014	0	0	0	0	45	3	0	5	0	48	53
7/4/2014	0	0	0	0	30	3	0	10	0	33	43
7/5/2014	0	0	0	0	40	0	0	13	0	40	53
7/6/2014	0	0	0	0	20	0	0	0	0	20	20
7/7/2014	0	0	0	0	15	0	0	8	0	15	23
7/8/2014	0	0	0	0	37	2	0	8	0	39	47
7/9/2014	0	0	0	0	28	2	0	6	0	30	36
7/10/2014	0	0	0	0	20	0	0	10	0	20	30
7/11/2014	0	0	0	0	26	5	0	13	0	31	44
7/12/2014	0	0	0	0	18	6	0	2	0	24	26
7/13/2014	0	0	0	0	47	5	0	6	0	52	58
7/14/2014	0	0	0	0	9	5	0	4	0	14	18
7/15/2014	0	0	0	0	35	16	0	22	0	51	73
7/16/2014	0	0	0	0	82	7	0	35	0	89	124
7/17/2014	0	0	0	0	50	2	0	28	0	52	80
7/18/2014	0	0	0	0	32	12	0	13	0	44	57
7/19/2014	0	0	0	0	78	0	0	23	0	78	101
7/20/2014	0	0	0	0	83	10	0	17	0	93	110
7/21/2014	0	0	0	0	57	3	0	8	0	60	68
7/22/2014	0	0	0	0	35	7	0	3	0	42	45
7/23/2014	0	0	0	0	67	17	0	11	0	84	95
7/24/2014	0	0	0	0	80	15	0	12	0	95	107
7/25/2014	0	0	0	0	91	5	0	6	0	96	102
7/26/2014	0	0	0	0	72	16	0	20	0	88	108
7/31/2014	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1,151	144	0	290	0	1,295	1,585
Percent	0.00%	0.00%	0.00%	0.00%	72.62%	9.09%	0.00%	18.30%	0.00%	81.70%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
7/1/2014	0	0	0	0	25	0	4	3	28	32
7/2/2014	0	0	0	0	29	0	3	0	29	32
7/3/2014	0	0	0	0	45	0	5	3	48	53
7/4/2014	0	0	0	0	30	0	10	3	33	43
7/5/2014	0	0	0	0	40	0	13	0	40	53
7/6/2014	0	0	0	0	20	0	0	0	20	20
7/7/2014	0	0	0	0	15	0	8	0	15	23
7/8/2014	0	0	0	0	37	0	8	2	39	47
7/9/2014	0	0	0	0	28	0	6	2	30	36
7/10/2014	0	0	0	0	20	0	10	0	20	30
7/11/2014	0	0	0	0	26	0	13	5	31	44
7/12/2014	0	0	0	0	18	0	2	6	24	26
7/13/2014	0	0	0	0	47	0	6	5	52	58
7/14/2014	0	0	0	0	9	0	4	5	14	18
7/15/2014	0	0	0	0	35	0	22	16	51	73
7/16/2014	0	0	0	0	82	0	35	7	89	124
7/17/2014	0	0	0	0	50	0	28	2	52	80
7/18/2014	0	0	0	0	32	0	13	12	44	57
7/19/2014	0	0	0	0	78	0	23	0	78	101
7/20/2014	0	0	0	0	83	0	17	10	93	110
7/21/2014	0	0	0	0	57	0	8	3	60	68
7/22/2014	0	0	0	0	35	0	3	7	42	45
7/23/2014	0	0	0	0	67	0	11	17	84	95
7/24/2014	0	0	0	0	80	0	12	15	95	107
7/25/2014	0	0	0	0	91	0	6	5	96	102
7/26/2014	0	0	0	0	72	0	20	16	88	108
7/31/2014	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1,151	0	290	144	1,295	1,585
Percent	0.00%	0.00%	0.00%	0.00%	72.62%	0.00%	18.30%	9.09%	81.70%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Sonora Best West	39	2.46%
Inns of Cal Dtwn	22	1.39%
Jamestown Main	9	0.57%
Groveland Mary L	64	4.04%
Old Yose Rd/Yose	187	11.80%
Buck Meadows Re	66	4.16%
Thousand Trails Y	326	20.57%
Big Oak Flat Park	20	1.26%
Crane Flat Gas Sta	21	1.32%
Yosemite Visitor	809	51.04%
Black Oak Hotel	22	1.39%
Totals	1585	100.00%

LOAD FACTOR ANALYSIS : July 01 - July 31, 2014

Below please find the load factor calculations for the Sonora HWY 120 North runs operated by VIA for July 01 through July 31, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,430	574	40.14%	Outbound 4:35pm Service from Yosemite to Tuolu
01A	1,430	491	34.34%	Inbound 7:40am Service from Tuolumne to Yosem
02B	1,485	235	15.82%	Outbound 5:35pm Service from Yosemite to Tulou
02A	1,430	285	19.93%	Inbound 8:40am Service from Tuolumne to Yosem
Total	5,775	1,585	27.45%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	990	386	38.99%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	990	327	33.03%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	1,045	157	15.02%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	990	196	19.80%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	4,015	1,066	26.55%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	440	188	42.73%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	440	164	37.27%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	440	78	17.73%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	440	89	20.23%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	1,760	519	29.49%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,430	574	40.14%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	1,430	491	34.34%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	1,485	235	15.82%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	1,430	285	19.93%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	5,775	1,585	27.45%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	990	386	38.99%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	990	327	33.03%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	1,045	157	15.02%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	990	196	19.80%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	4,015	1,066	26.55%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	440	188	42.73%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	440	164	37.27%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	440	78	17.73%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	440	89	20.23%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	1,760	519	29.49%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for Sonora HWY 120 North runs for July 01 through July 31, 2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	323	112	56	0	0	491
01B	0	0	0	440	98	36	0	0	574
02A	0	0	0	200	48	37	0	0	285
02B	0	0	0	188	32	15	0	0	235
Total	0	0	0	1,151	290	144	0	0	1,585
Percent	0.00%	0.00%	0.00%	72.62%	18.30%	9.09%	0.00%	0.00%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	224	64	39	0	0	327
01B	0	0	0	286	75	25	0	0	386
02A	0	0	0	131	39	26	0	0	196
02B	0	0	0	122	21	14	0	0	157
Total	0	0	0	763	199	104	0	0	1,066
Percent	0.00%	0.00%	0.00%	71.58%	18.67%	9.76%	0.00%	0.00%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	99	48	17	0	0	164
01B	0	0	0	154	23	11	0	0	188
02A	0	0	0	69	9	11	0	0	89
02B	0	0	0	66	11	1	0	0	78
Total	0	0	0	388	91	40	0	0	519
Percent	0.00%	0.00%	0.00%	74.76%	17.53%	7.71%	0.00%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	323	112	56	0	491
01B	0	0	0	440	98	36	0	574
02A	0	0	0	200	48	37	0	285
02B	0	0	0	188	32	15	0	235
Total	0	0	0	1,151	290	144	0	1,585
Percent	0.00%	0.00%	0.00%	72.62%	18.30%	9.09%	0.00%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	224	64	39	0	327
01B	0	0	0	286	75	25	0	386
02A	0	0	0	131	39	26	0	196
02B	0	0	0	122	21	14	0	157
Total	0	0	0	763	199	104	0	1,066
Percent	0.00%	0.00%	0.00%	71.58%	18.67%	9.76%	0.00%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	99	48	17	0	164
01B	0	0	0	154	23	11	0	188
02A	0	0	0	69	9	11	0	89
02B	0	0	0	66	11	1	0	78
Total	0	0	0	388	91	40	0	519
Percent	0.00%	0.00%	0.00%	74.76%	17.53%	7.71%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES July 01 - July 31 2014

From July 01 through July 31, 2014 VIA Sonora HWY 120 North operated a total of 8820 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Black Oak Tuolumne	01A	18	84	1,512
	Black Oak Tuolumne	02A	18	84	1,512
	Yosemite	01B	18	84	1,512
	Yosemite	02B	19	84	1,596
Total Mileage					6,132

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Black Oak Tuolumne	01A	6	84	504
	Black Oak Tuolumne	02A	7	84	588
	Yosemite	01B	7	84	588
	Yosemite	02B	7	84	588
Total Mileage					2,268

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Black Oak Tuolumne	01A	2	84	168
	Black Oak Tuolumne	02A	1	84	84
	Yosemite	01B	1	84	84
	Yosemite	02B	1	84	84
Total Mileage					420
Grand Total					8,820
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					8,820

REVENUE HOURS

From July 01 through July 31, 2014 VIA Sonora HWY 120 North provided a total of 330.8 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Black Oak Tuolumne	01A	18	3.10	55.80
	Black Oak Tuolumne	02A	18	3.10	55.80
	Yosemite	01B	18	3.20	57.60
	Yosemite	02B	19	3.20	60.80
Total Hours					230.00

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Black Oak Tuolumne	01A	6	3.10	18.60
	Black Oak Tuolumne	02A	7	3.10	21.70
	Yosemite	01B	7	3.20	22.40
	Yosemite	02B	7	3.20	22.40
Total Hours					85.10

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Black Oak Tuolumne	01A	2	3.10	6.20
	Black Oak Tuolumne	02A	1	3.10	3.10
	Yosemite	01B	1	3.20	3.20
	Yosemite	02B	1	3.20	3.20
Total Hours					15.70
Grand Total					330.80
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					330.80

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0



September 4, 2014

Mr. Whittington
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

RE: YARTS Monthly Report: August 1-31, 2014

Dear Mr. Whittington,

In accordance with the contract agreement between the Yosemite Area Transportation System Joint Powers Authority (YARTS JPA) and VIA Adventures, Inc. attached please find the monthly summary of operating statistics for August 1-31, 2014.

Please feel free to contact me directly at 384-1315 should you have questions or need additional information.

Sincerely,

Denise Demery
YARTS Program Manager

RIDERSHIP

From 8/1/2014 to 8/31/2014

A total of 9,573 passengers were carried on the HWY 140 system by VIA. Of these, 1,225 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
8/1/2014	1	13	6	20	136	8	54	8	29	227	255
8/2/2014	1	7	0	8	168	10	30	19	49	257	284
8/3/2014	2	1	0	3	195	8	31	17	28	262	282
8/4/2014	2	28	12	42	185	7	148	18	31	371	431
8/5/2014	0	48	2	50	177	3	68	19	45	293	362
8/6/2014	7	57	1	65	124	14	67	8	27	232	305
8/7/2014	8	40	3	51	144	3	72	10	62	281	342
8/8/2014	0	17	5	22	166	4	74	23	45	289	334
8/9/2014	0	3	0	3	155	4	23	17	35	217	237
8/10/2014	0	3	13	16	130	1	31	6	30	192	214
8/11/2014	2	44	13	59	179	15	103	21	50	347	427
8/12/2014	3	36	18	57	189	1	96	12	65	351	420
8/13/2014	3	39	0	42	206	4	86	25	12	308	375
8/14/2014	0	37	7	44	171	7	90	12	49	317	373
8/15/2014	0	14	0	14	181	2	73	13	43	299	326
8/16/2014	1	2	4	7	201	1	34	12	44	280	299
8/17/2014	0	3	0	3	149	2	46	7	42	239	249
8/18/2014	15	35	2	52	163	4	74	17	55	296	365
8/19/2014	3	58	2	63	128	4	88	7	37	257	327
8/20/2014	3	54	13	70	136	4	55	8	37	232	310
8/21/2014	3	56	0	59	141	4	57	2	46	248	309
8/22/2014	0	22	0	22	148	5	62	17	25	240	279
8/23/2014	0	10	7	17	117	10	32	9	49	208	234
8/24/2014	0	8	0	8	171	4	33	11	41	249	268
8/25/2014	19	51	29	99	114	5	65	6	15	199	304
8/26/2014	0	70	8	78	137	3	86	13	34	260	351
8/27/2014	1	40	13	54	125	9	92	9	50	276	339
8/28/2014	0	65	6	71	117	9	62	9	37	225	305
8/29/2014	3	14	0	17	116	6	51	2	33	206	225
8/30/2014	0	5	0	5	118	13	46	4	51	228	237
8/31/2014	0	4	0	4	126	3	26	17	29	184	205
Total	77	884	164	1,125	4,713	177	1,955	378	1,225	8,070	9,573
Percent	0.80%	9.23%	1.71%	11.75%	49.23%	1.85%	20.42%	3.95%	12.80%	84.30%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
8/1/2014	1	13	6	20	136	54	8	8	198	226
8/2/2014	1	7	0	8	168	30	19	10	208	235
8/3/2014	2	1	0	3	195	31	17	8	234	254
8/4/2014	2	28	12	42	185	148	18	7	340	400
8/5/2014	0	48	2	50	177	68	19	3	248	317
8/6/2014	7	57	1	65	124	67	8	14	205	278
8/7/2014	8	40	3	51	144	72	10	3	219	280
8/8/2014	0	17	5	22	166	74	23	4	244	289
8/9/2014	0	3	0	3	155	23	17	4	182	202
8/10/2014	0	3	13	16	130	31	6	1	162	184
8/11/2014	2	44	13	59	179	103	21	15	297	377
8/12/2014	3	36	18	57	189	96	12	1	286	355
8/13/2014	3	39	0	42	206	86	25	4	296	363
8/14/2014	0	37	7	44	171	90	12	7	268	324
8/15/2014	0	14	0	14	181	73	13	2	256	283
8/16/2014	1	2	4	7	201	34	12	1	236	255
8/17/2014	0	3	0	3	149	46	7	2	197	207
8/18/2014	15	35	2	52	163	74	17	4	241	310
8/19/2014	3	58	2	63	128	88	7	4	220	290
8/20/2014	3	54	13	70	136	55	8	4	195	273
8/21/2014	3	56	0	59	141	57	2	4	202	263
8/22/2014	0	22	0	22	148	62	17	5	215	254
8/23/2014	0	10	7	17	117	32	9	10	159	185
8/24/2014	0	8	0	8	171	33	11	4	208	227
8/25/2014	19	51	29	99	114	65	6	5	184	289
8/26/2014	0	70	8	78	137	86	13	3	226	317
8/27/2014	1	40	13	54	125	92	9	9	226	289
8/28/2014	0	65	6	71	117	62	9	9	188	268
8/29/2014	3	14	0	17	116	51	2	6	173	192
8/30/2014	0	5	0	5	118	46	4	13	177	186
8/31/2014	0	4	0	4	126	26	17	3	155	176
Total	77	884	164	1,125	4,713	1,955	378	177	6,845	8,348
Percent	0.92%	10.59%	1.96%	13.48%	56.46%	23.42%	4.53%	2.12%	82.00%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Merced Mall/Targ	71	0.74%
Airport	26	0.27%
Merced College	55	0.57%
Downtown (Court	11	0.11%
Amtrak	1361	14.22%
Transpo	359	3.75%
Catheys Valley	119	1.24%
MPMidtown	233	2.43%
Roadside Rest	498	5.20%
Mariposa Park &	422	4.41%
KOA	366	3.82%
MidPines	281	2.94%
MPPO	204	2.13%
Bug Hostel	516	5.39%
Cedar Lodge	234	2.44%
NPS Maintenance	403	4.21%
Barium Mine Rd	110	1.15%
El Portal PO	232	2.42%
YV Lodge	738	7.71%
YosVCenter	1400	14.62%
Curry Village	638	6.66%
Ahwahnee	188	1.96%
YosLodge	1084	11.32%
UC Merced	24	0.25%
Totals	9573	100.00%

LOAD FACTOR ANALYSIS : August 01 - August 31, 2014

Below please find the load factor calculations for the HWY 140 runs operated by VIA for August 01 through August 31, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,259	512	40.67%	Inbound 5:28 am service from Cathey's Valley to Y
02	2,658	749	28.18%	Inbound 5:58 am service from Cathey's Valley to Y
2A	2,470	420	17.00%	Inbound 6:00 am service from Merced to YV
03	1,757	631	35.91%	Inbound 6:45 am service from Merced to YV
3A	1,713	297	17.34%	Inbound 9:00 am service from Mariposa to YV
04	1,913	519	27.13%	Inbound 8:45 am service from Merced to YV
05	1,862	826	44.36%	Inbound 10:20 am service from Merced to YV
05	68	49	72.06%	Inbound 10:20am service from Merced to YV
06	1,865	915	49.06%	Inbound 4:30 pm service from Merced to YV
06	21	18	85.71%	Inbound 4:30 pm service from Merced to YV
07	1,263	216	17.10%	Outbound 6:20 am service from Mariposa to Merce
08	1,873	838	44.74%	Outbound 9:32 am service from YV to Merced
8A	2,570	564	21.95%	Outbound 3:15 pm service from YV to Mariposa
09	2,512	840	33.44%	Outbound 3:40 pm service from YV to Merced
10	1,702	476	27.97%	Outboubd 4:15 pm service from YV to Merced
11	1,819	354	19.46%	Outbound 4:35 pm service from YV to Merced
11A	1,740	423	24.31%	Outbound 5:15 pm service from YV to Mariposa
12	1,903	617	32.42%	Outbound 5:45 pm service from YV to Merced
14	1,804	309	17.13%	Outbound 8:07 pm service from YV to Merced
Total	32,772	9,573	29.21%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,259	512	40.67%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,810	558	30.83%	Inbound 5:58 am service from Cathey's Valley to YV
2A	1,688	289	17.12%	Inbound 6:00 am service from Merced to YV
03	1,180	440	37.29%	Inbound 6:45 am service from Merced to YV
3A	1,144	195	17.05%	Inbound 9:00 am service from Mariposa to YV
04	1,295	334	25.79%	Inbound 8:45 am service from Merced to YV
05	1,326	551	41.55%	Inbound 10:20 am service from Merced to YV
05	47	32	68.09%	Inbound 10:20am service from Merced to YV
06	1,287	697	54.16%	Inbound 4:30 pm service from Merced to YV
06	21	18	85.71%	Inbound 4:30 pm service from Merced to YV
07	1,263	216	17.10%	Outbound 6:20 am service from Mariposa to Merced
08	1,347	627	46.55%	Outbound 9:32 am service from YV to Merced
8A	1,688	441	26.13%	Outbound 3:15 pm service from YV to Mariposa
09	1,764	640	36.28%	Outbound 3:40 pm service from YV to Merced
10	1,125	309	27.47%	Outbound 4:15 pm service from YV to Merced
11	1,201	276	22.98%	Outbound 4:35 pm service from YV to Merced
11A	1,182	309	26.14%	Outbound 5:15 pm service from YV to Mariposa
12	1,326	441	33.26%	Outbound 5:45 pm service from YV to Merced
14	1,226	179	14.60%	Outbound 8:07 pm service from YV to Merced
Total	23,179	7,064	30.48%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
02	848	191	22.52%	Inbound 5:58 am service from Cathey's Valley to YV
2A	782	131	16.75%	Inbound 6:00 am service from Merced to YV
03	577	191	33.10%	Inbound 6:45 am service from Merced to YV
3A	569	102	17.93%	Inbound 9:00 am service from Mariposa to YV
04	618	185	29.94%	Inbound 8:45 am service from Merced to YV
05	536	275	51.31%	Inbound 10:20 am service from Merced to YV
05	21	17	80.95%	Inbound 10:20am service from Merced to YV
06	578	218	37.72%	Inbound 4:30 pm service from Merced to YV
08	526	211	40.11%	Outbound 9:32 am service from YV to Merced
8A	882	123	13.95%	Outbound 3:15 pm service from YV to Mariposa
09	748	200	26.74%	Outbound 3:40 pm service from YV to Merced
10	577	167	28.94%	Outbound 4:15 pm service from YV to Merced
11	618	78	12.62%	Outbound 4:35 pm service from YV to Merced
11A	558	114	20.43%	Outbound 5:15 pm service from YV to Mariposa
12	577	176	30.50%	Outbound 5:45 pm service from YV to Merced
14	578	130	22.49%	Outbound 8:07 pm service from YV to Merced
Total	9,593	2,509	26.15%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,259	504	40.03%	Inbound 5:28 am service from Cathey's Valley to YV
02	2,658	749	28.18%	Inbound 5:58 am service from Cathey's Valley to YV
2A	2,470	420	17.00%	Inbound 6:00 am service from Merced to YV
03	1,757	614	34.95%	Inbound 6:45 am service from Merced to YV
3A	1,713	297	17.34%	Inbound 9:00 am service from Mariposa to YV
04	1,913	452	23.63%	Inbound 8:45 am service from Merced to YV
05	1,862	453	24.33%	Inbound 10:20 am service from Merced to YV
05	68	2	2.94%	Inbound 10:20am service from Merced to YV
06	1,865	705	37.80%	Inbound 4:30 pm service from Merced to YV
07	1,263	204	16.15%	Outbound 6:20 am service from Mariposa to Merced
08	1,873	635	33.90%	Outbound 9:32 am service from YV to Merced
8A	2,570	562	21.87%	Outbound 3:15 pm service from YV to Mariposa
09	2,512	657	26.15%	Outbound 3:40 pm service from YV to Merced
10	1,702	461	27.09%	Outbound 4:15 pm service from YV to Merced
11	1,819	345	18.97%	Outbound 4:35 pm service from YV to Merced
11A	1,740	423	24.31%	Outbound 5:15 pm service from YV to Mariposa
12	1,903	556	29.22%	Outbound 5:45 pm service from YV to Merced
14	1,804	309	17.13%	Outbound 8:07 pm service from YV to Merced
Total	32,751	8,348	25.49%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01	1,259	504	40.03%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,810	558	30.83%	Inbound 5:58 am service from Cathey's Valley to YV
2A	1,688	289	17.12%	Inbound 6:00 am service from Merced to YV
03	1,180	431	36.53%	Inbound 6:45 am service from Merced to YV
3A	1,144	195	17.05%	Inbound 9:00 am service from Mariposa to YV
04	1,295	281	21.70%	Inbound 8:45 am service from Merced to YV
05	1,326	319	24.06%	Inbound 10:20 am service from Merced to YV
05	47	2	4.26%	Inbound 10:20am service from Merced to YV
06	1,287	549	42.66%	Inbound 4:30 pm service from Merced to YV
07	1,263	204	16.15%	Outbound 6:20 am service from Mariposa to Merced
08	1,347	497	36.90%	Outbound 9:32 am service from YV to Merced
8A	1,688	441	26.13%	Outbound 3:15 pm service from YV to Mariposa
09	1,764	515	29.20%	Outbound 3:40 pm service from YV to Merced
10	1,125	294	26.13%	Outbound 4:15 pm service from YV to Merced
11	1,201	271	22.56%	Outbound 4:35 pm service from YV to Merced
11A	1,182	309	26.14%	Outbound 5:15 pm service from YV to Mariposa
12	1,326	399	30.09%	Outbound 5:45 pm service from YV to Merced
14	1,226	179	14.60%	Outbound 8:07 pm service from YV to Merced
Total	23,158	6,237	26.93%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
02	848	191	22.52%	Inbound 5:58 am service from Cathey's Valley to YV
2A	782	131	16.75%	Inbound 6:00 am service from Merced to YV
03	577	183	31.72%	Inbound 6:45 am service from Merced to YV
3A	569	102	17.93%	Inbound 9:00 am service from Mariposa to YV
04	618	171	27.67%	Inbound 8:45 am service from Merced to YV
05	536	134	25.00%	Inbound 10:20 am service from Merced to YV
06	578	156	26.99%	Inbound 4:30 pm service from Merced to YV
08	526	138	26.24%	Outbound 9:32 am service from YV to Merced
8A	882	121	13.72%	Outbound 3:15 pm service from YV to Mariposa
09	748	142	18.98%	Outbound 3:40 pm service from YV to Merced
10	577	167	28.94%	Outbound 4:15 pm service from YV to Merced
11	618	74	11.97%	Outbound 4:35 pm service from YV to Merced
11A	558	114	20.43%	Outbound 5:15 pm service from YV to Mariposa
12	577	157	27.21%	Outbound 5:45 pm service from YV to Merced
14	578	130	22.49%	Outbound 8:07 pm service from YV to Merced
Total	9,572	2,111	22.05%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 140 runs for 8/1/2014 through 8/31/2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	32	176	4	128	8	1	155	8	512
02	5	163	3	241	27	8	302	0	749
03	0	23	6	400	43	18	124	17	631
04	0	4	9	336	37	33	33	67	519
05	1	1	6	347	37	21	42	420	875
06	0	7	25	438	18	13	204	228	933
07	0	0	0	59	2	4	139	12	216
08	0	17	0	507	19	18	74	203	838
09	0	81	0	347	27	7	195	183	840
10	6	95	6	225	29	2	98	15	476
11	10	71	17	189	10	3	45	9	354
11A	3	32	11	217	18	1	141	0	423
12	4	34	23	321	33	15	126	61	617
14	2	19	15	226	7	4	36	0	309
2A	6	67	0	204	14	11	118	0	420
3A	2	13	17	204	28	10	23	0	297
8A	6	81	22	324	21	8	100	2	564
Total	77	884	164	4,713	378	177	1,955	1,225	9,573
Percent	0.80%	9.23%	1.71%	49.23%	3.95%	1.85%	20.42%	12.80%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	32	176	4	128	8	1	155	8	512
02	5	151	3	133	21	3	242	0	558
03	0	21	6	251	30	14	109	9	440
04	0	4	7	221	15	21	13	53	334
05	1	1	5	233	28	18	35	262	583
06	0	7	17	327	13	8	177	166	715
07	0	0	0	59	2	4	139	12	216
08	0	17	0	384	16	11	69	130	627
09	0	79	0	236	21	5	174	125	640
10	6	90	6	104	13	0	75	15	309
11	10	71	15	139	8	1	27	5	276
11A	2	27	11	138	14	1	116	0	309
12	4	32	23	206	19	15	100	42	441
14	1	10	4	135	3	2	24	0	179
2A	5	65	0	131	11	4	73	0	289
3A	1	8	17	127	18	7	17	0	195
8A	6	79	22	231	19	6	78	0	441
Total	73	838	140	3,183	259	121	1,623	827	7,064
Percent	1.03%	11.86%	1.98%	45.06%	3.67%	1.71%	22.98%	11.71%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
02	0	12	0	108	6	5	60	0	191
03	0	2	0	149	13	4	15	8	191
04	0	0	2	115	22	12	20	14	185
05	0	0	1	114	9	3	7	158	292
06	0	0	8	111	5	5	27	62	218
08	0	0	0	123	3	7	5	73	211
09	0	2	0	111	6	2	21	58	200
10	0	5	0	121	16	2	23	0	167
11	0	0	2	50	2	2	18	4	78
11A	1	5	0	79	4	0	25	0	114
12	0	2	0	115	14	0	26	19	176
14	1	9	11	91	4	2	12	0	130
2A	1	2	0	73	3	7	45	0	131
3A	1	5	0	77	10	3	6	0	102
8A	0	2	0	93	2	2	22	2	123
Total	4	46	24	1,530	119	56	332	398	2,509
Percent	0.16%	1.83%	0.96%	60.98%	4.74%	2.23%	13.23%	15.86%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	32	176	4	128	8	1	155	504
02	5	163	3	241	27	8	302	749
03	0	23	6	400	43	18	124	614
04	0	4	9	336	37	33	33	452
05	1	1	6	347	37	21	42	455
06	0	7	25	438	18	13	204	705
07	0	0	0	59	2	4	139	204
08	0	17	0	507	19	18	74	635
09	0	81	0	347	27	7	195	657
10	6	95	6	225	29	2	98	461
11	10	71	17	189	10	3	45	345
11A	3	32	11	217	18	1	141	423
12	4	34	23	321	33	15	126	556
14	2	19	15	226	7	4	36	309
2A	6	67	0	204	14	11	118	420
3A	2	13	17	204	28	10	23	297
8A	6	81	22	324	21	8	100	562
Total	77	884	164	4,713	378	177	1,955	8,348
Percent	0.92%	10.59%	1.96%	56.46%	4.53%	2.12%	23.42%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	32	176	4	128	8	1	155	504
02	5	151	3	133	21	3	242	558
03	0	21	6	251	30	14	109	431
04	0	4	7	221	15	21	13	281
05	1	1	5	233	28	18	35	321
06	0	7	17	327	13	8	177	549
07	0	0	0	59	2	4	139	204
08	0	17	0	384	16	11	69	497
09	0	79	0	236	21	5	174	515
10	6	90	6	104	13	0	75	294
11	10	71	15	139	8	1	27	271
11A	2	27	11	138	14	1	116	309
12	4	32	23	206	19	15	100	399
14	1	10	4	135	3	2	24	179
2A	5	65	0	131	11	4	73	289
3A	1	8	17	127	18	7	17	195
8A	6	79	22	231	19	6	78	441
Total	73	838	140	3,183	259	121	1,623	6,237
Percent	1.17%	13.44%	2.24%	51.03%	4.15%	1.94%	26.02%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
02	0	12	0	108	6	5	60	191
03	0	2	0	149	13	4	15	183
04	0	0	2	115	22	12	20	171
05	0	0	1	114	9	3	7	134
06	0	0	8	111	5	5	27	156
08	0	0	0	123	3	7	5	138
09	0	2	0	111	6	2	21	142
10	0	5	0	121	16	2	23	167
11	0	0	2	50	2	2	18	74
11A	1	5	0	79	4	0	25	114
12	0	2	0	115	14	0	26	157
14	1	9	11	91	4	2	12	130
2A	1	2	0	73	3	7	45	131
3A	1	5	0	77	10	3	6	102
8A	0	2	0	93	2	2	22	121
Total	4	46	24	1,530	119	56	332	2,111
Percent	0.19%	2.18%	1.14%	72.48%	5.64%	2.65%	15.73%	100.00%

OPERATING STATISTICS

REVENUE MILES August 01 - August 31 2014

From August 01 through August 31, 2014 VIA HWY 140 operated a total of 39,056 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Cathey's Valley	01	21	69	1,449
	Cathey's Valley	02	21	69	1,449
	Mariposa	07	21	51	1,071
	Mariposa	3A	20	55	1,100
	Merced	03	21	87	1,827
	Merced	04	21	87	1,827
	Merced	05	21	87	1,827
	Merced	06	21	87	1,827
	Merced	2A	21	87	1,827
	Yosemite	08	21	87	1,827
	Yosemite	09	21	87	1,827
	Yosemite	10	20	87	1,740
	Yosemite	11	21	87	1,827
	Yosemite	11A	21	55	1,155
	Yosemite	12	21	87	1,827
	Yosemite	14	21	87	1,827

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
	Yosemite	8A	21	55	1,155
Total Mileage					27,389

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Cathey's Valley	02	9	69	621
	Mariposa	3A	10	55	550
	Merced	03	10	87	870
	Merced	04	10	87	870
	Merced	05	10	87	870
	Merced	06	10	87	870
	Merced	2A	10	87	870
	Yosemite	08	10	87	870
	Yosemite	09	8	87	696
	Yosemite	10	10	87	870
	Yosemite	11	10	87	870
	Yosemite	11A	10	55	550
	Yosemite	12	10	87	870
	Yosemite	14	10	87	870
	Yosemite	8A	10	55	550
Total Mileage					11,667
Grand Total					39,056
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					39,056

REVENUE HOURS

From August 01 through August 31, 2014 VIA HWY 140 provided a total of 1,486.8 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Cathey's Valley	01	21	2.30	48.30
	Cathey's Valley	02	21	2.30	48.30
	Mariposa	07	21	2.20	46.20
	Mariposa	3A	20	2.00	40.00
	Merced	03	21	3.20	67.20
	Merced	04	21	3.20	67.20
	Merced	05	21	3.50	73.50
	Merced	06	21	3.90	81.90
	Merced	2A	21	3.00	63.00
	Yosemite	08	21	4.00	84.00
	Yosemite	09	21	3.80	79.80
	Yosemite	10	20	3.20	64.00
	Yosemite	11	21	3.20	67.20
	Yosemite	11A	21	2.00	42.00
	Yosemite	12	21	3.20	67.20
	Yosemite	14	21	2.90	60.90
	Yosemite	8A	21	2.00	42.00

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Total Hours					1,042.70

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Cathey's Valley	02	9	2.30	20.70
	Mariposa	3A	10	2.00	20.00
	Merced	03	10	3.20	32.00
	Merced	04	10	3.20	32.00
	Merced	05	10	3.50	35.00
	Merced	06	10	3.90	39.00
	Merced	2A	10	3.00	30.00
	Yosemite	08	10	4.00	40.00
	Yosemite	09	8	3.80	30.40
	Yosemite	10	10	3.20	32.00
	Yosemite	11	10	3.20	32.00
	Yosemite	11A	10	2.00	20.00
	Yosemite	12	10	3.20	32.00
	Yosemite	14	10	2.90	29.00
	Yosemite	8A	10	2.00	20.00
Total Hours					444.10
Grand Total					1,486.80
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					1,486.80

Passengers Left / Wheelchair Usage

Run Date	Route	Total
	Grand Total	0

ACCIDENTS/INCIDENTS

There were zero (0) accidents for YARTS during the period of August 1-31, 2014.

ROAD CALLS

There were three (3) road calls during the month of August 1-31, 2014. On 8/08/14, the Mammoth Lakes bus broke down on Tioga Road. A second bus was dispatched from Yosemite Valley to pick up passengers and a tow truck was dispatched to retrieve the bus and return it to the yard. On 8/9/14, the Tuolumne Meadows bus broke down in Mammoth Lakes. A mobile mechanic was dispatched from Bishop and was able to repair the bus. This caused a 3 ½ hour delay in service. On 8/18/14, Run 4 broke down at the Cedar Lodge and a tow truck was dispatched to retrieve the bus and return it to the yard. Another bus was sent to Yosemite to complete Run 11. An additional bus was dispatched from Yosemite Valley to pick up passengers. This resulted in a 1 hour delay of service.

SERVICE DELAYS

There were seventeen (17) service delays during the month of August 1- 31, 2014. Total on time service for all corridors was 98.9%

08/08/14	Run 2	Missed run due to mechanical issue (1st mechanical).
8/08/14	Mammoth 1	Delayed by 2 hours due to a mechanical issue.
8/09/14	Run 2	Missed run due to an operational issue (see missed runs).
8/09/14	Tuolumne 1	Missed run due to a mechanical issue (2nd mechanical).
8/11/14	Sonora 2	Missed run due to an operational issue (see missed runs).
8/13/14	Sonora 2	Missed due to an operational issue (see missed runs).
8/14/14	Sonora 1	Missed due to an operational issue (see missed runs).
8/17/14	Run 2	Missed due to a mechanical issue (3rd mechanical).
8/18/14	Run 3A	Missed due to an operational issue (see missed runs).
8/18/14	Run 4	Delayed by 2 hours due to a mechanical issue.
8/18/14	Run 4	Missed due to a mechanical issue (see missed runs).
8/22/14	Mammoth 1	Delayed by 2 hours due to a mechanical issue.
8/23/14	Run 3	Missed due to a mechanical issue (see missed runs).
8/25/14	Run 8	Delayed by 1 hour due to a mechanical issue.

8/26/14 Tuolumne 1 Missed due to a mechanical issue (**see missed runs**).
8/28/14 Run 2 Delayed by 1.5 hours due to a mechanical issue.
8/29/14 Run 3A Missed due to a mechanical issue (**see missed runs**).

MISSED RUNS

There were nine (9) missed VIA YARTS trips during the period of August 1-31, 2014.

8/09/14 Run 2 Missed run due to an operational issue (**see missed runs**).
8/11/14 Sonora 2 Missed run due to an operational issue (**see missed runs**).
8/13/14 Sonora 2 Missed due to an operational issue (**see missed runs**).
8/14/14 Sonora 1 Missed due to an operational issue (**see missed runs**).
8/18/14 Run 3A Missed due to an operational issue (**see missed runs**).
8/18/14 Run 4 Missed due to a mechanical issue (**see missed runs**).
8/23/14 Run 3 Missed due to a mechanical issue (**see missed runs**).
8/26/14 Tuolumne 1 Missed due to a mechanical issue (**see missed runs**).
8/29/14 Run 3A Missed due to a mechanical issue (**see missed runs**).

EXTRA TRIPS

There were three (3) extra Highway 140 VIA YARTS trips operating during the period of August 1-31, 2014. On 8/12/14 extra Runs 4 & 6 were ordered by Amtrak due to late trains. On 8/14/14, an extra Run 5 was dispatched due to the driver not checking in at Amtrak. The train was delayed and arrived at 11:08 am with 17 passengers. This last run was not charged to YARTS.

MAINTENANCE

VIA YARTS Buses are kept maintained regularly. Currently buses are rotated among runs to evenly distribute miles across the fleet. Regular buses are assigned to each route.

CUSTOMER SERVICE

A total of 535 YARTS customer inquiry calls were received in the VIA YARTS offices during the period from August 1-31, 2014. A comprehensive log of incoming calls by type, including calls regarding customer complaints, commendations, and recommendations is maintained and monitored continually.

Count on All Calls

187	Calls received on schedule issues and questions for Hwy 140 Corridor.
215	Calls received on Mammoth Lake schedule information.
38	Calls received on Sonora/Groveland schedule information.
15	Calls received on park information (lodging, tours, camping, etc.)
79	Miscellaneous calls (lost & found, hang up calls, etc.)
1	Calls received as customer complaints.
535	Total

CUSTOMER COMPLAINTS AND FOLLOW UP ACTIONS

There were six (6) customer complaints received during the month of August 1-31, 2014.

8/10/14

A YARTS passenger emailed a complaint to the YARTS Manager stating that the Run 14 driver left Curry Village without allowing them to board the bus. The customer stated that she was walking towards the driver with money in her hand. The driver was questioned about the incident and reported that he had dropped off passengers at Curry Village and did not recall anyone waving money at him, and that there were no other passengers waiting to board the bus when he left. He did not recall anyone walking to the bus as he was driving away or he would have stopped if it was safe to do so. The customer was probably not at the stop location, or was at the incorrect location at the departure time.

8/11/14

A NPS employee motorist called in a complaint that the bus driver was doing 35 mph in a 55 mph zone and the driver made no attempt to use either of two pullouts that were available. The customer stated that she would contact CHP the next time this occurred. Referred to the Operations Manager for follow up.

Upon follow up with the driver, the driver admitted to not pulling into the pullout because he was running behind schedule. The Operations Manager reminded him and all other YARTS drivers that company policy is to use pullouts even for one vehicle when possible. However, by law, we must use the safe pullouts for five or more cars following. The Operations Manager followed up with the caller and informed her of our policy and that all drivers had been notified of the law concerning using pullouts. Also it was relayed to the caller that even though the posted speed limit may be 55mph, the driver is the final authority on the safest speed to drive under the current road and weather conditions. The Operations Manager encouraged the caller to be sure to call again if the problem persists. No further issues have occurred to date.

8/12/14

A passenger emailed a complaint to the YARTS Manager stating that they were waiting for the 11 a.m. bus at White Wolf Lodge. He stated that the bus was 20 minutes late and

he and several other passengers were waiting on the porch of the White Wolf Lodge. The bus stopped on the other side of the road for a few seconds and then pulled off. The passenger said that he ran to the center of the road to get the driver's attention. One of the other passengers followed the bus in their car and asked the driver to return to the White Wolf Lodge stop. The driver did not return. Referred to the Operations Manager for follow up.

In the past we went through the camp as this driver did. However we discontinued that procedure since often drivers would be blocked from going through by cars obstructing the way. So we changed our routing.

Currently drivers are supposed to be going past the lodge, making a 3 point turn and stopping back at the lodge to pick up passengers at White Wolf. This driver stopped across from the lodge; and though he did stop for a minute or so, it was across from the sign. He saw a couple and another gentleman waiting, but it turned out they were not boarding. No one else was in sight, so the riders were probably away from the stop. However the driver did stop on the wrong side for pick up. The driver was unable to turn around because there is no safe location on Hwy 120 in that area to do so safely, which he explained to the driver who stopped him.

All Mammoth YARTS drivers have been notified that we need to be consistent and pick up in the same place all the time. On occasion we must deviate through the camp or back out when RVs are parked at the turnaround spot, and it's not possible to make the 3 point turn. In that instance drivers are instructed to get out, go to the stop and announce they are YARTS to make sure no rider is missed.

8/18/14

A passenger emailed a complaint to the YARTS Manager stating that the 10:04 bus at El Portal Post office had not shown up. She was informed by the dispatcher that the bus had mechanical problems and the next bus would be there at 10:30 a.m. She stated that there was no apology offered. She also stated that she called back at 11:25 a.m. and spoke to a different person. This time she was told that the 10:04 a.m. bus had not gone out and the mechanical problem was actually with the Run 4 bus, which was broken down at Cedar Lodge. She stated that she was highly dissatisfied with YARTS with the cancellation of two buses, the misinformation from our customer service representatives, and the lack of apology or humility and failing customers. Referred to Operations Manager for follow up.

Follow up showed that the first call was taken by the dispatcher. There was an operational error where the switch out run scheduled for Sonora was cancelled so that run did not go. The second call was taken by the travel coordinator and she was very apologetic throughout the entire phone call, as she always is, even if it's not our fault. She told the customer that Run 3A didn't run, she wasn't sure why at that time and would have to check with our dispatcher, and there was a mechanical issue on Run 4, which the passenger was waiting for at the time.

When the customer said the next run (Run 5) doesn't go through there, the travel coordinator let her know that we were going to send a driver through there, even though it's not a normal pick up, to pick her up and asked her to remain at the stop and inform the people around her as well. She told them the bus was going to do a stop on demand to accommodate them because of the inconvenience and it should go through there. A bus was sent to the area as instructed. We also sent the driver from the park to pick up the passengers from the bus that was having the AC mechanical issue on Run 4.

8/20/14

A passenger emailed a complaint to the YARTS Manager stating that their tour of Glacier Point was missed on 8/17/14, because the YARTS bus showed up at the Yosemite View Lodge at 7:55 a.m. instead of 7:20 a.m. as scheduled. The passenger missed the tour. Follow up from the Operations Manager showed that the bus was 30 minutes behind schedule due to a mechanical issue.

8/27/14

A passenger emailed a complaint to the YARTS Manager stating that their tour to Glacier Point was missed on 8/17/14, because the 7:20 am bus from Yosemite View Lodge arrived at 7:55 a.m. and their tour was scheduled for 8 a.m. In addition, they stated that the following day on 8/18/14, the 11:09 a.m. bus arrived at 11:45 a.m. Both delays were due to unforeseen mechanical issues with the bus. The YARTS Transit Manager followed up with the guest.

Wheel Chair Requests

There were zero (0) wheelchair requests filled for the month of August 1-31, 2014. Additionally in the last month or two there have been regular unannounced wheelchair riders on various YARTS runs. Ten (10) wheelchair buses are available to accommodate YARTS passengers in accordance with ADA guidelines.

Cal-Trans & Traffic Delays

There were 5-minute to 1-hour delays throughout the month on separate runs due to road work and heavy traffic.

Sonora Service

The Sonora Hwy 120 N route began on May 17th. The Sonora run ran daily. On June 14th, an additional run was added to the Sonora schedule and will continue to operate through September 1st. Daily counts were submitted to YARTS Transit Manager for review as requested to monitor the service progress.

Mammoth Service

The Mammoth Service began on June 1st. The Mammoth run ran weekends only during the month of June. On July 1st, an additional run was added to the Mammoth schedule with two round trips between Mammoth and Tuolumne Meadows, and will continue to operate through September 1st. Weekend counts were submitted to YARTS Transit Manager for review as requested to monitor the service progress.

RIDERSHIP

From 8/1/2014 to 8/31/2014

A total of 2160 passengers were carried on the Mammoth HWY 120 East system by VIA. Of these, 22 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
8/1/2014	0	0	0	0	43	11	0	5	0	54	59
8/2/2014	0	0	0	0	57	4	0	0	0	61	61
8/3/2014	0	0	0	0	63	4	0	5	0	67	72
8/4/2014	0	0	0	0	65	8	0	4	0	73	77
8/5/2014	0	0	0	0	96	10	1	5	1	108	113
8/6/2014	0	0	0	0	89	7	0	3	1	97	100
8/7/2014	0	0	0	0	61	6	0	2	1	68	70
8/8/2014	0	0	0	0	82	6	0	2	0	88	90
8/9/2014	0	0	0	0	71	2	0	3	1	74	77
8/10/2014	0	0	0	0	43	5	0	0	0	48	48
8/11/2014	0	0	0	0	66	8	0	2	0	74	76
8/12/2014	0	0	0	0	83	5	0	0	4	92	92
8/13/2014	0	0	0	0	52	4	0	0	1	57	57
8/14/2014	0	0	0	0	86	7	0	0	2	95	95
8/15/2014	0	0	0	0	69	7	0	4	0	76	80
8/16/2014	0	0	0	0	56	11	0	0	0	67	67
8/17/2014	0	0	0	0	73	12	0	0	0	85	85
8/18/2014	0	0	0	0	59	5	0	0	3	67	67
8/19/2014	0	0	0	0	40	7	0	0	4	51	51
8/20/2014	0	0	0	0	42	9	0	1	0	51	52
8/21/2014	0	0	0	0	66	10	0	0	0	76	76
8/22/2014	0	0	0	0	78	4	0	3	0	82	85
8/23/2014	0	0	0	0	31	5	0	0	0	36	36
8/24/2014	0	0	0	0	45	11	0	1	0	56	57
8/25/2014	0	0	0	0	29	7	0	0	0	36	36
8/26/2014	0	0	0	0	31	9	0	0	0	40	40
8/27/2014	0	0	0	0	52	4	0	2	0	56	58
8/28/2014	0	0	0	0	77	11	0	0	3	91	91
8/29/2014	0	0	0	0	37	4	0	0	0	41	41
8/30/2014	0	0	0	0	64	4	0	2	1	69	71
8/31/2014	0	0	0	0	77	3	0	0	0	80	80
Total	0	0	0	0	1,883	210	1	44	22	2,116	2,160
Percent	0.00%	0.00%	0.00%	0.00%	87.18%	9.72%	0.05%	2.04%	1.02%	97.96%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
8/1/2014	0	0	0	0	43	0	5	11	54	59
8/2/2014	0	0	0	0	57	0	0	4	61	61
8/3/2014	0	0	0	0	63	0	5	4	67	72
8/4/2014	0	0	0	0	65	0	4	8	73	77
8/5/2014	0	0	0	0	96	1	5	10	107	112
8/6/2014	0	0	0	0	89	0	3	7	96	99
8/7/2014	0	0	0	0	61	0	2	6	67	69
8/8/2014	0	0	0	0	82	0	2	6	88	90
8/9/2014	0	0	0	0	71	0	3	2	73	76
8/10/2014	0	0	0	0	43	0	0	5	48	48
8/11/2014	0	0	0	0	66	0	2	8	74	76
8/12/2014	0	0	0	0	83	0	0	5	88	88
8/13/2014	0	0	0	0	52	0	0	4	56	56
8/14/2014	0	0	0	0	86	0	0	7	93	93
8/15/2014	0	0	0	0	69	0	4	7	76	80
8/16/2014	0	0	0	0	56	0	0	11	67	67
8/17/2014	0	0	0	0	73	0	0	12	85	85
8/18/2014	0	0	0	0	59	0	0	5	64	64
8/19/2014	0	0	0	0	40	0	0	7	47	47
8/20/2014	0	0	0	0	42	0	1	9	51	52
8/21/2014	0	0	0	0	66	0	0	10	76	76
8/22/2014	0	0	0	0	78	0	3	4	82	85
8/23/2014	0	0	0	0	31	0	0	5	36	36
8/24/2014	0	0	0	0	45	0	1	11	56	57
8/25/2014	0	0	0	0	29	0	0	7	36	36
8/26/2014	0	0	0	0	31	0	0	9	40	40
8/27/2014	0	0	0	0	52	0	2	4	56	58
8/28/2014	0	0	0	0	77	0	0	11	88	88
8/29/2014	0	0	0	0	37	0	0	4	41	41
8/30/2014	0	0	0	0	64	0	2	4	68	70
8/31/2014	0	0	0	0	77	0	0	3	80	80
Total	0	0	0	0	1,883	1	44	210	2,094	2,138
Percent	0.00%	0.00%	0.00%	0.00%	88.07%	0.05%	2.06%	9.82%	97.94%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Mammoth Mounta	171	7.92%
Juniper Springs R	56	2.59%
Mammoth Lakes	91	4.21%
HWY 203, Shilo I	295	13.66%
June Mountain Ski	20	0.93%
Rush Creek Trailh	27	1.25%
Lake View Lodge	57	2.64%
Tioga Mobil Gas	85	3.94%
Tuolumne Meado	405	18.75%
Tuolumne Meado	93	4.31%
White Wolf Lodge	27	1.25%
Crane Flat Gas Sta	6	0.28%
Yosemite Visitor	769	35.60%
The Village	42	1.94%
Mono Basin Visit	16	0.74%
Totals	2160	100.00%

LOAD FACTOR ANALYSIS : August 01 - August 31, 2014

Below please find the load factor calculations for the Mammoth HWY 120 East runs operated by VIA for August 01 through August 31, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,705	209	12.26%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,705	194	11.38%	Mammoth Mountain Inn to Tuolomne Meadows
04	1,650	107	6.48%	Tuolomne Meadows to Mammoth Mountain Inn
03	1,650	119	7.21%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,705	824	48.33%	Yosemite Visitor Center to Mammoth Mountain In
01	1,705	707	41.47%	Mammoth Mountain Inn to Yosemite
Total	10,120	2,160	21.34%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,155	143	12.38%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,155	127	11.00%	Mammoth Mountain Inn to Tuolumne Meadows
04	1,155	76	6.58%	Tuolumne Meadows to Mammoth Mountain Inn
03	1,155	99	8.57%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,155	544	47.10%	Yosemite Visitor Center to Mammoth Mountain Inn
01	1,155	517	44.76%	Mammoth Mountain Inn to Yosemite
Total	6,930	1,506	21.73%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
06	550	66	12.00%	Tuolumne Meadows to Mammoth Mountain Inn
05	550	67	12.18%	Mammoth Mountain Inn to Tuolumne Meadows
04	495	31	6.26%	Tuolumne Meadows to Mammoth Mountain Inn
03	495	20	4.04%	Mammoth Mountain Inn to Tuolumne Meadows
02	550	280	50.91%	Yosemite Visitor Center to Mammoth Mountain Inn
01	550	190	34.55%	Mammoth Mountain Inn to Yosemite
Total	3,190	654	20.50%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,705	209	12.26%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,705	194	11.38%	Mammoth Mountain Inn to Tuolumne Meadows
04	1,650	107	6.48%	Tuolumne Meadows to Mammoth Mountain Inn
03	1,650	119	7.21%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,705	810	47.51%	Yosemite Visitor Center to Mammoth Mountain Inn
01	1,705	699	41.00%	Mammoth Mountain Inn to Yosemite
Total	10,120	2,138	21.13%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
06	1,155	143	12.38%	Tuolumne Meadows to Mammoth Mountain Inn
05	1,155	127	11.00%	Mammoth Mountain Inn to Tuolumne Meadows
04	1,155	76	6.58%	Tuolumne Meadows to Mammoth Mountain Inn
03	1,155	99	8.57%	Mammoth Mountain Inn to Tuolumne Meadows
02	1,155	531	45.97%	Yosemite Visitor Center to Mammoth Mountain Inn
01	1,155	510	44.16%	Mammoth Mountain Inn to Yosemite
Total	6,930	1,486	21.44%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
06	550	66	12.00%	Tuolumne Meadows to Mammoth Mountain Inn
05	550	67	12.18%	Mammoth Mountain Inn to Tuolumne Meadows
04	495	31	6.26%	Tuolumne Meadows to Mammoth Mountain Inn
03	495	20	4.04%	Mammoth Mountain Inn to Tuolumne Meadows
02	550	279	50.73%	Yosemite Visitor Center to Mammoth Mountain Inn
01	550	189	34.36%	Mammoth Mountain Inn to Yosemite
Total	3,190	652	20.44%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for Mammoth HWY 120 East runs for August 01 through August 31, 2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	608	18	73	0	8	707
02	0	0	0	730	19	61	0	14	824
03	0	0	0	94	0	24	1	0	119
04	0	0	0	96	2	9	0	0	107
05	0	0	0	170	4	20	0	0	194
06	0	0	0	185	1	23	0	0	209
Total	0	0	0	1,883	44	210	1	22	2,160
Percent	0.00%	0.00%	0.00%	87.18%	2.04%	9.72%	0.05%	1.02%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	439	12	59	0	7	517
02	0	0	0	469	16	46	0	13	544
03	0	0	0	77	0	21	1	0	99
04	0	0	0	72	1	3	0	0	76
05	0	0	0	114	3	10	0	0	127
06	0	0	0	132	1	10	0	0	143
Total	0	0	0	1,303	33	149	1	20	1,506
Percent	0.00%	0.00%	0.00%	86.52%	2.19%	9.89%	0.07%	1.33%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	169	6	14	0	1	190
02	0	0	0	261	3	15	0	1	280
03	0	0	0	17	0	3	0	0	20
04	0	0	0	24	1	6	0	0	31
05	0	0	0	56	1	10	0	0	67
06	0	0	0	53	0	13	0	0	66
Total	0	0	0	580	11	61	0	2	654
Percent	0.00%	0.00%	0.00%	88.69%	1.68%	9.33%	0.00%	0.31%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	608	18	73	0	699
02	0	0	0	730	19	61	0	810
03	0	0	0	94	0	24	1	119
04	0	0	0	96	2	9	0	107
05	0	0	0	170	4	20	0	194
06	0	0	0	185	1	23	0	209
Total	0	0	0	1,883	44	210	1	2,138
Percent	0.00%	0.00%	0.00%	88.07%	2.06%	9.82%	0.05%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	439	12	59	0	510
02	0	0	0	469	16	46	0	531
03	0	0	0	77	0	21	1	99
04	0	0	0	72	1	3	0	76
05	0	0	0	114	3	10	0	127
06	0	0	0	132	1	10	0	143
Total	0	0	0	1,303	33	149	1	1,486
Percent	0.00%	0.00%	0.00%	87.69%	2.22%	10.03%	0.07%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	169	6	14	0	189
02	0	0	0	261	3	15	0	279
03	0	0	0	17	0	3	0	20
04	0	0	0	24	1	6	0	31
05	0	0	0	56	1	10	0	67
06	0	0	0	53	0	13	0	66
Total	0	0	0	580	11	61	0	652
Percent	0.00%	0.00%	0.00%	88.96%	1.69%	9.36%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES August 01 - August 31 2014

From August 01 through August 31, 2014 VIA Mammoth HWY 120 East operated a total of 13728 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Mammoth Mountain	01	21	125	2,625
	Mammoth Mountain Inn	03	21	49	1,029
	Mammoth Mountain Inn	05	21	49	1,029
	Tuolumne Meadows	04	21	49	1,029
	Tuolumne Meadows	06	21	49	1,029
	Yosemite Visitor Ctr	02	21	125	2,625
Total Mileage					9,366

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Mammoth Mountain	01	10	125	1,250
	Mammoth Mountain Inn	03	9	49	441
	Mammoth Mountain Inn	05	10	49	490
	Tuolumne Meadows	04	9	49	441
	Tuolumne Meadows	06	10	49	490
	Yosemite Visitor Ctr	02	10	125	1,250
Total Mileage					4,362
Grand Total					13,728
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					13,728

REVENUE HOURS

From August 01 through August 31, 2014 VIA Mammoth HWY 120 East provided a total of 510.29999999999999 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Mammoth Mountain	01	21	4.10	86.10
	Mammoth Mountain Inn	03	21	2.20	46.20
	Mammoth Mountain Inn	05	21	2.20	46.20
	Tuolomne Meadows	04	21	2.10	44.10
	Tuolumne Meadows	06	21	2.10	44.10
	Yosemite Visitor Ctr	02	21	3.90	81.90
Total Hours					348.60

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Mammoth Mountain	01	10	4.10	41.00
	Mammoth Mountain Inn	03	9	2.20	19.80
	Mammoth Mountain Inn	05	10	2.20	22.00
	Tuolumne Meadows	04	9	2.10	18.90
	Tuolumne Meadows	06	10	2.10	21.00
	Yosemite Visitor Ctr	02	10	3.90	39.00
Total Hours					161.70
Grand Total					510.30
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					510.30

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0

RIDERSHIP

From 8/1/2014 to 8/31/2014

A total of 1125 passengers were carried on the Sonora HWY 120 North system by VIA. Of these, 0 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
8/1/2014	0	0	0	0	33	4	0	16	0	37	53
8/2/2014	0	0	0	0	50	2	0	2	0	52	54
8/3/2014	0	0	0	0	32	0	0	8	0	32	40
8/4/2014	0	0	0	0	14	3	0	0	0	17	17
8/5/2014	0	0	0	0	20	2	0	5	0	22	27
8/6/2014	0	0	0	0	53	4	0	4	0	57	61
8/7/2014	0	0	0	0	31	4	0	4	0	35	39
8/8/2014	0	0	0	0	38	4	3	3	0	45	48
8/9/2014	0	0	0	0	32	2	0	1	0	34	35
8/10/2014	0	0	0	0	45	10	0	6	0	55	61
8/11/2014	0	0	0	0	47	0	26	9	0	73	82
8/12/2014	0	0	0	0	68	0	0	13	0	68	81
8/13/2014	0	0	0	0	52	0	1	15	0	53	68
8/14/2014	0	0	0	0	24	2	0	4	0	26	30
8/15/2014	0	0	0	0	16	2	0	8	0	18	26
8/16/2014	0	0	0	0	57	0	0	18	0	57	75
8/17/2014	0	0	0	0	33	7	0	7	0	40	47
8/18/2014	0	0	0	0	25	1	0	0	0	26	26
8/19/2014	0	0	0	0	14	0	0	0	0	14	14
8/20/2014	0	0	0	0	25	6	0	0	0	31	31
8/21/2014	0	0	0	0	11	1	0	0	0	12	12
8/22/2014	0	0	0	0	14	1	0	6	0	15	21
8/23/2014	0	0	0	0	18	0	0	8	0	18	26
8/24/2014	0	0	0	0	5	2	0	0	0	7	7
8/25/2014	0	0	0	0	8	0	0	4	0	8	12
8/26/2014	0	0	0	0	6	7	0	0	0	13	13
8/27/2014	0	0	0	0	10	3	0	0	0	13	13
8/28/2014	0	0	0	0	7	2	0	1	0	9	10
8/29/2014	0	0	0	0	5	4	0	0	0	9	9
8/30/2014	0	0	0	0	22	0	0	8	0	22	30
8/31/2014	0	0	0	0	47	2	0	8	0	49	57
Total	0	0	0	0	862	75	30	158	0	967	1,125
Percent	0.00%	0.00%	0.00%	0.00%	76.62%	6.67%	2.67%	14.04%	0.00%	85.96%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
8/1/2014	0	0	0	0	33	0	16	4	37	53
8/2/2014	0	0	0	0	50	0	2	2	52	54
8/3/2014	0	0	0	0	32	0	8	0	32	40
8/4/2014	0	0	0	0	14	0	0	3	17	17
8/5/2014	0	0	0	0	20	0	5	2	22	27
8/6/2014	0	0	0	0	53	0	4	4	57	61
8/7/2014	0	0	0	0	31	0	4	4	35	39
8/8/2014	0	0	0	0	38	3	3	4	45	48
8/9/2014	0	0	0	0	32	0	1	2	34	35
8/10/2014	0	0	0	0	45	0	6	10	55	61
8/11/2014	0	0	0	0	47	26	9	0	73	82
8/12/2014	0	0	0	0	68	0	13	0	68	81
8/13/2014	0	0	0	0	52	1	15	0	53	68
8/14/2014	0	0	0	0	24	0	4	2	26	30
8/15/2014	0	0	0	0	16	0	8	2	18	26
8/16/2014	0	0	0	0	57	0	18	0	57	75
8/17/2014	0	0	0	0	33	0	7	7	40	47
8/18/2014	0	0	0	0	25	0	0	1	26	26
8/19/2014	0	0	0	0	14	0	0	0	14	14
8/20/2014	0	0	0	0	25	0	0	6	31	31
8/21/2014	0	0	0	0	11	0	0	1	12	12
8/22/2014	0	0	0	0	14	0	6	1	15	21
8/23/2014	0	0	0	0	18	0	8	0	18	26
8/24/2014	0	0	0	0	5	0	0	2	7	7
8/25/2014	0	0	0	0	8	0	4	0	8	12
8/26/2014	0	0	0	0	6	0	0	7	13	13
8/27/2014	0	0	0	0	10	0	0	3	13	13
8/28/2014	0	0	0	0	7	0	1	2	9	10
8/29/2014	0	0	0	0	5	0	0	4	9	9
8/30/2014	0	0	0	0	22	0	8	0	22	30
8/31/2014	0	0	0	0	47	0	8	2	49	57
Total	0	0	0	0	862	30	158	75	967	1,125
Percent	0.00%	0.00%	0.00%	0.00%	76.62%	2.67%	14.04%	6.67%	85.96%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Sonora Best West	29	2.58%
Inns of Cal Dtwm	21	1.87%
Jamestown Main	26	2.31%
Groveland Mary L	57	5.07%
Old Yose Rd/Yose	67	5.96%
Buck Meadows Re	17	1.51%
Thousand Trails Y	226	20.09%
Big Oak Flat Park	44	3.91%
Crane Flat Gas Sta	40	3.56%
Yosemite Visitor	550	48.89%
Black Oak Hotel	48	4.27%
Totals	1125	100.00%

LOAD FACTOR ANALYSIS : August 01 - August 31, 2014

Below please find the load factor calculations for the Sonora HWY 120 North runs operated by VIA for August 01 through August 31, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,705	376	22.05%	Outbound 4:35pm Service from Yosemite to Tuolu
01A	1,705	345	20.23%	Inbound 7:40am Service from Tuolumne to Yosem
02B	1,705	179	10.50%	Outbound 5:35pm Service from Yosemite to Tulou
02A	1,705	225	13.20%	Inbound 8:40am Service from Tuolumne to Yosem
Total	6,820	1,125	16.50%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,155	228	19.74%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	1,155	218	18.87%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	1,155	116	10.04%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	1,155	131	11.34%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	4,620	693	15.00%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	550	148	26.91%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	550	127	23.09%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	550	63	11.45%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	550	94	17.09%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	2,200	432	19.64%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,705	376	22.05%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	1,705	345	20.23%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	1,705	179	10.50%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	1,705	225	13.20%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	6,820	1,125	16.50%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,155	228	19.74%	Outbound 4:35pm Service from Yosemite to Tuolumne
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02A	1,155	131	11.34%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	4,620	693	15.00%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	550	148	26.91%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	550	127	23.09%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	550	63	11.45%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	550	94	17.09%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	2,200	432	19.64%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for Sonora HWY 120 North runs for August 01 through August 31, 2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	275	37	32	1	0	345
01B	0	0	0	301	32	14	29	0	376
02A	0	0	0	151	49	25	0	0	225
02B	0	0	0	135	40	4	0	0	179
Total	0	0	0	862	158	75	30	0	1,125
Percent	0.00%	0.00%	0.00%	76.62%	14.04%	6.67%	2.67%	0.00%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	171	23	23	1	0	218
01B	0	0	0	177	16	6	29	0	228
02A	0	0	0	83	29	19	0	0	131
02B	0	0	0	90	24	2	0	0	116
Total	0	0	0	521	92	50	30	0	693
Percent	0.00%	0.00%	0.00%	75.18%	13.28%	7.22%	4.33%	0.00%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	104	14	9	0	0	127
01B	0	0	0	124	16	8	0	0	148
02A	0	0	0	68	20	6	0	0	94
02B	0	0	0	45	16	2	0	0	63
Total	0	0	0	341	66	25	0	0	432
Percent	0.00%	0.00%	0.00%	78.94%	15.28%	5.79%	0.00%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	275	37	32	1	345
01B	0	0	0	301	32	14	29	376
02A	0	0	0	151	49	25	0	225
02B	0	0	0	135	40	4	0	179
Total	0	0	0	862	158	75	30	1,125
Percent	0.00%	0.00%	0.00%	76.62%	14.04%	6.67%	2.67%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	171	23	23	1	218
01B	0	0	0	177	16	6	29	228
02A	0	0	0	83	29	19	0	131
02B	0	0	0	90	24	2	0	116
Total	0	0	0	521	92	50	30	693
Percent	0.00%	0.00%	0.00%	75.18%	13.28%	7.22%	4.33%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	104	14	9	0	127
01B	0	0	0	124	16	8	0	148
02A	0	0	0	68	20	6	0	94
02B	0	0	0	45	16	2	0	63
Total	0	0	0	341	66	25	0	432
Percent	0.00%	0.00%	0.00%	78.94%	15.28%	5.79%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES August 01 - August 31 2014

From August 01 through August 31, 2014 VIA Sonora HWY 120 North operated a total of 10416 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Black Oak Tuolumne	01A	21	84	1,764
	Black Oak Tuolumne	02A	21	84	1,764
	Yosemite	01B	21	84	1,764
	Yosemite	02B	21	84	1,764
Total Mileage					7,056

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Black Oak Tuolumne	01A	10	84	840
	Black Oak Tuolumne	02A	10	84	840
	Yosemite	01B	10	84	840
	Yosemite	02B	10	84	840
Total Mileage					3,360
Grand Total					10,416
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					10,416

REVENUE HOURS

From August 01 through August 31, 2014 VIA Sonora HWY 120 North provided a total of 390.6 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Black Oak Tuolumne	01A	21	3.10	65.10
	Black Oak Tuolumne	02A	21	3.10	65.10
	Yosemite	01B	21	3.20	67.20
	Yosemite	02B	21	3.20	67.20
Total Hours					264.60

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Black Oak Tuolumne	01A	10	3.10	31.00
	Black Oak Tuolumne	02A	10	3.10	31.00
	Yosemite	01B	10	3.20	32.00
	Yosemite	02B	10	3.20	32.00
Total Hours					126.00
Grand Total					390.60
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					390.60

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0



October 6, 2014

Mr. Whittington
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

RE: YARTS Monthly Report: September 1- 30, 2014

Dear Mr. Whittington,

In accordance with the contract agreement between the Yosemite Area Transportation System Joint Powers Authority (YARTS JPA) and VIA Adventures, Inc. attached please find the monthly summary of operating statistics for September 1-30, 2014.

Please feel free to contact me directly at 384-1315 should you have questions or need additional information.

Sincerely,

Denise Demery
YARTS Program Manager

RIDERSHIP

From 9/1/2014 to 9/30/2014

A total of 7,382 passengers were carried on the HWY 140 system by VIA. Of these, 953 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
9/1/2014	6	8	1	15	120	6	28	0	40	194	209
9/2/2014	0	54	5	59	120	7	67	10	49	243	312
9/3/2014	12	35	4	51	112	1	90	2	41	244	297
9/4/2014	2	48	11	61	139	13	70	4	30	252	317
9/5/2014	3	19	11	33	136	7	57	3	17	217	253
9/6/2014	0	9	4	13	87	8	28	0	29	152	165
9/7/2014	0	8	0	8	100	3	43	2	32	178	188
9/8/2014	4	56	6	66	127	5	68	3	29	229	298
9/9/2014	0	43	2	45	102	9	100	2	36	247	294
9/10/2014	0	47	0	47	122	5	78	1	34	239	287
9/11/2014	3	42	0	45	150	2	66	2	35	253	300
9/12/2014	0	16	11	27	125	7	55	0	18	205	232
9/13/2014	0	12	9	21	124	10	27	2	29	190	213
9/14/2014	0	2	4	6	109	6	22	6	29	166	178
9/15/2014	0	40	3	43	118	3	68	1	27	216	260
9/16/2014	0	39	16	55	93	7	62	7	24	186	248
9/17/2014	2	54	6	62	157	6	73	7	31	267	336
9/18/2014	1	30	12	43	138	0	52	0	36	226	269
9/19/2014	0	12	13	25	118	7	62	10	56	243	278
9/20/2014	4	10	3	17	95	2	19	3	36	152	172
9/21/2014	0	6	6	12	123	6	24	3	42	195	210
9/22/2014	0	43	2	45	148	10	66	8	37	261	314
9/23/2014	4	62	4	70	125	18	58	7	24	225	302
9/24/2014	11	45	0	56	93	4	60	0	36	193	249
9/25/2014	3	41	2	46	93	5	58	2	18	174	222
9/26/2014	0	19	0	19	98	7	54	2	37	196	217
9/27/2014	0	7	0	7	92	5	22	0	14	133	140
9/28/2014	0	5	0	5	76	6	18	2	31	131	138
9/29/2014	0	49	1	50	102	6	57	0	24	189	239
9/30/2014	3	30	2	35	109	2	60	7	32	203	245
Total	58	891	138	1,087	3,451	183	1,612	96	953	6,199	7,382
Percent	0.79%	12.07%	1.87%	14.73%	46.75%	2.48%	21.84%	1.30%	12.91%	83.97%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
9/1/2014	6	8	1	15	120	28	0	6	154	169
9/2/2014	0	54	5	59	120	67	10	7	194	263
9/3/2014	12	35	4	51	112	90	2	1	203	256
9/4/2014	2	48	11	61	139	70	4	13	222	287
9/5/2014	3	19	11	33	136	57	3	7	200	236
9/6/2014	0	9	4	13	87	28	0	8	123	136
9/7/2014	0	8	0	8	100	43	2	3	146	156
9/8/2014	4	56	6	66	127	68	3	5	200	269
9/9/2014	0	43	2	45	102	100	2	9	211	258
9/10/2014	0	47	0	47	122	78	1	5	205	253
9/11/2014	3	42	0	45	150	66	2	2	218	265
9/12/2014	0	16	11	27	125	55	0	7	187	214
9/13/2014	0	12	9	21	124	27	2	10	161	184
9/14/2014	0	2	4	6	109	22	6	6	137	149
9/15/2014	0	40	3	43	118	68	1	3	189	233
9/16/2014	0	39	16	55	93	62	7	7	162	224
9/17/2014	2	54	6	62	157	73	7	6	236	305
9/18/2014	1	30	12	43	138	52	0	0	190	233
9/19/2014	0	12	13	25	118	62	10	7	187	222
9/20/2014	4	10	3	17	95	19	3	2	116	136
9/21/2014	0	6	6	12	123	24	3	6	153	168
9/22/2014	0	43	2	45	148	66	8	10	224	277
9/23/2014	4	62	4	70	125	58	7	18	201	278
9/24/2014	11	45	0	56	93	60	0	4	157	213
9/25/2014	3	41	2	46	93	58	2	5	156	204
9/26/2014	0	19	0	19	98	54	2	7	159	180
9/27/2014	0	7	0	7	92	22	0	5	119	126
9/28/2014	0	5	0	5	76	18	2	6	100	107
9/29/2014	0	49	1	50	102	57	0	6	165	215
9/30/2014	3	30	2	35	109	60	7	2	171	213
Total	58	891	138	1,087	3,451	1,612	96	183	5,246	6,429
Percent	0.90%	13.86%	2.15%	16.91%	53.68%	25.07%	1.49%	2.85%	81.60%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Merced Mall/Targ	69	0.93%
Airport	13	0.18%
Merced College	62	0.84%
Downtown (Court	22	0.30%
Amtrak	1046	14.17%
Transpo	220	2.98%
Catheys Valley	90	1.22%
MPMidtown	231	3.13%
Roadside Rest	434	5.88%
Mariposa Park &	403	5.46%
KOA	212	2.87%
MidPines	268	3.63%
MPPO	141	1.91%
Bug Hostel	402	5.45%
Cedar Lodge	155	2.10%
NPS Maintenance	296	4.01%
Barium Mine Rd	107	1.45%
El Portal PO	191	2.59%
YV Lodge	474	6.42%
YosVCenter	900	12.19%
Curry Village	469	6.35%
Ahwahnee	165	2.24%
YosLodge	973	13.18%
UC Merced	39	0.53%
Totals	7382	100.00%

LOAD FACTOR ANALYSIS : September 01 - September 30, 2014

Below please find the load factor calculations for the HWY 140 runs operated by VIA for September 01 through September 30, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
01C.5	110	39	35.45%	Inbound 5:28am service from Catheys Valley to Y
01	1,121	455	40.59%	Inbound 5:28 am service from Cathey's Valley to Y
02	1,761	533	30.27%	Inbound 5:58 am service from Cathey's Valley to Y
02C.5	110	36	32.73%	Inbound 5:58am service from Catheys Valley to Y
2A	1,937	259	13.37%	Inbound 6:00 am service from Merced to YV
03	1,782	385	21.60%	Inbound 6:45 am service from Merced to YV
03	110	54	49.09%	Inbound 6:45am service from Merced to YV
3A	1,522	203	13.34%	Inbound 9:00 am service from Mariposa to YV
04	110	28	25.45%	Inbound 10:20am service from Merced to YV
04	1,566	294	18.77%	Inbound 8:45 am service from Merced to YV
05	110	39	35.45%	Inbound 1:20pm service from Merced to YV
05	1,639	554	33.80%	Inbound 10:20 am service from Merced to YV
05	26	11	42.31%	Inbound 10:20am service from Merced to YV
06	110	49	44.55%	Inbound 4:30pm service from Merced to YV
06	1,540	726	47.14%	Inbound 4:30 pm service from Merced to YV
07	1,045	214	20.48%	Outbound 6:20 am service from Mariposa to Merce
07	110	28	25.45%	Outbound 6:20am service from Midpines to Merce
08	1,650	672	40.73%	Outbound 9:32 am service from YV to Merced
08	110	51	46.36%	Outbound 9:32am service from YV to Merced
8A	1,896	356	18.78%	Outbound 3:15 pm service from YV to Mariposa
09	110	70	63.64%	Outbound 3:40pm service from YV to Merced
09	1,761	657	37.31%	Outbound 3:40 pm service from YV to Merced
10	110	31	28.18%	Outbound 4:25pm service from YV to Mariposa

Runs	Max Load Capacity	Ridership	Load Factor	
10	1,794	325	18.12%	Outbound 4:15 pm service from YV to Merced
11	110	24	21.82%	Outbound 4:55pm service from YV to Merced
11	1,456	306	21.02%	Outbound 4:35 pm service from YV to Merced
11A	1,549	369	23.82%	Outbound 5:15 pm service from YV to Mariposa
12	110	35	31.82%	Outbound 5:45pm service from YV to Merced
12	1,584	429	27.08%	Outbound 5:45 pm service from YV to Merced
14	1,650	150	9.09%	Outbound 8:07 pm service from YV to Merced
Total	28,599	7,382	25.81%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01C.5	110	39	35.45%	Inbound 5:28am service from Catheys Valley to YV
01	1,121	455	40.59%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,221	384	31.45%	Inbound 5:58 am service from Cathey's Valley to YV
02C.5	110	36	32.73%	Inbound 5:58am service from Catheys Valley to YV
2A	1,196	192	16.05%	Inbound 6:00 am service from Merced to YV
03	1,246	300	24.08%	Inbound 6:45 am service from Merced to YV
03	110	54	49.09%	Inbound 6:45am service from Merced to YV
3A	996	140	14.06%	Inbound 9:00 am service from Mariposa to YV
04	110	28	25.45%	Inbound 10:20am service from Merced to YV
04	1,045	208	19.90%	Inbound 8:45 am service from Merced to YV
05	110	39	35.45%	Inbound 1:20pm service from Merced to YV
05	1,168	376	32.19%	Inbound 10:20 am service from Merced to YV
06	110	49	44.55%	Inbound 4:30pm service from Merced to YV
06	1,011	552	54.60%	Inbound 4:30 pm service from Merced to YV
07	1,045	214	20.48%	Outbound 6:20 am service from Mariposa to Merced
07	110	28	25.45%	Outbound 6:20am service from Midpines to Merced
08	1,121	485	43.26%	Outbound 9:32 am service from YV to Merced
08	110	51	46.36%	Outbound 9:32am service from YV to Merced
8A	1,196	285	23.83%	Outbound 3:15 pm service from YV to Mariposa
09	110	70	63.64%	Outbound 3:40pm service from YV to Merced
09	1,221	502	41.11%	Outbound 3:40 pm service from YV to Merced
10	110	31	28.18%	Outbound 4:25pm service from YV to Mariposa
10	1,258	271	21.54%	Outboundd 4:15 pm service from YV to Merced
11	110	24	21.82%	Outbound 4:55pm service from YV to Merced
11	935	233	24.92%	Outbound 4:35 pm service from YV to Merced
11A	1,023	287	28.05%	Outbound 5:15 pm service from YV to Mariposa
12	110	35	31.82%	Outbound 5:45pm service from YV to Merced
12	1,168	314	26.88%	Outbound 5:45 pm service from YV to Merced
14	1,121	105	9.37%	Outbound 8:07 pm service from YV to Merced
Total	20,412	5,787	28.35%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
02	540	128	23.70%	Inbound 5:58 am service from Cathey's Valley to YV
02	540	21	3.89%	Inbound 5:58 am service from Cathey's Valley to YV
2A	741	11	1.48%	Inbound 6:00 am service from Merced to YV
2A	741	56	7.56%	Inbound 6:00 am service from Merced to YV
03	536	78	14.55%	Inbound 6:45 am service from Merced to YV
03	536	7	1.31%	Inbound 6:45 am service from Merced to YV
3A	526	0	0.00%	Inbound 9:00 am service from Mariposa to YV
3A	526	63	11.98%	Inbound 9:00 am service from Mariposa to YV
04	521	76	14.59%	Inbound 8:45 am service from Merced to YV
04	521	10	1.92%	Inbound 8:45 am service from Merced to YV
05	471	37	7.86%	Inbound 10:20 am service from Merced to YV
05	26	11	42.31%	Inbound 10:20am service from Merced to YV
05	471	141	29.94%	Inbound 10:20 am service from Merced to YV
06	529	21	3.97%	Inbound 4:30 pm service from Merced to YV
06	529	153	28.92%	Inbound 4:30 pm service from Merced to YV
08	529	16	3.02%	Outbound 9:32 am service from YV to Merced
08	529	171	32.33%	Outbound 9:32 am service from YV to Merced
8A	700	11	1.57%	Outbound 3:15 pm service from YV to Mariposa
8A	700	60	8.57%	Outbound 3:15 pm service from YV to Mariposa
09	540	16	2.96%	Outbound 3:40 pm service from YV to Merced
09	540	139	25.74%	Outbound 3:40 pm service from YV to Merced
10	536	8	1.49%	Outbound 4:15 pm service from YV to Merced
10	536	46	8.58%	Outbound 4:15 pm service from YV to Merced
11	521	59	11.32%	Outbound 4:35 pm service from YV to Merced
11	521	14	2.69%	Outbound 4:35 pm service from YV to Merced
11A	526	65	12.36%	Outbound 5:15 pm service from YV to Mariposa
11A	526	17	3.23%	Outbound 5:15 pm service from YV to Mariposa
12	416	115	27.64%	Outbound 5:45 pm service from YV to Merced
14	529	43	8.13%	Outbound 8:07 pm service from YV to Merced
14	529	2	0.38%	Outbound 8:07 pm service from YV to Merced
Total	15,932	1,595	10.01%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
01C.5	110	39	35.45%	Inbound 5:28am service from Catheys Valley to YV
01	1,121	455	40.59%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,761	533	30.27%	Inbound 5:58 am service from Cathey's Valley to YV
02C.5	110	36	32.73%	Inbound 5:58am service from Catheys Valley to YV
2A	1,937	259	13.37%	Inbound 6:00 am service from Merced to YV
03	1,782	382	21.44%	Inbound 6:45 am service from Merced to YV
03	110	54	49.09%	Inbound 6:45am service from Merced to YV
3A	1,522	203	13.34%	Inbound 9:00 am service from Mariposa to YV
04	110	15	13.64%	Inbound 10:20am service from Merced to YV
04	1,566	249	15.90%	Inbound 8:45 am service from Merced to YV
05	110	19	17.27%	Inbound 1:20pm service from Merced to YV
05	1,639	277	16.90%	Inbound 10:20 am service from Merced to YV
05	26	1	3.85%	Inbound 10:20am service from Merced to YV
06	110	44	40.00%	Inbound 4:30pm service from Merced to YV
06	1,540	592	38.44%	Inbound 4:30 pm service from Merced to YV
07	1,045	208	19.90%	Outbound 6:20 am service from Mariposa to Merced
07	110	28	25.45%	Outbound 6:20am service from Midpines to Merced
08	1,650	488	29.58%	Outbound 9:32 am service from YV to Merced
08	110	41	37.27%	Outbound 9:32am service from YV to Merced
8A	1,896	356	18.78%	Outbound 3:15 pm service from YV to Mariposa
09	110	63	57.27%	Outbound 3:40pm service from YV to Merced
09	1,761	483	27.43%	Outbound 3:40 pm service from YV to Merced
10	110	31	28.18%	Outbound 4:25pm service from YV to Mariposa
10	1,794	300	16.72%	Outbound 4:15 pm service from YV to Merced
11	110	24	21.82%	Outbound 4:55pm service from YV to Merced
11	1,456	301	20.67%	Outbound 4:35 pm service from YV to Merced
11A	1,549	369	23.82%	Outbound 5:15 pm service from YV to Mariposa
12	110	34	30.91%	Outbound 5:45pm service from YV to Merced
12	1,584	397	25.06%	Outbound 5:45 pm service from YV to Merced
14	1,650	148	8.97%	Outbound 8:07 pm service from YV to Merced

Runs	Max Load Capacity	Ridership	Load Factor
Total	28,599	6,429	22.48%

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
01C.5	110	39	35.45%	Inbound 5:28am service from Catheys Valley to YV
01	1,121	455	40.59%	Inbound 5:28 am service from Cathey's Valley to YV
02	1,221	384	31.45%	Inbound 5:58 am service from Cathey's Valley to YV
02C.5	110	36	32.73%	Inbound 5:58am service from Catheys Valley to YV
2A	1,196	192	16.05%	Inbound 6:00 am service from Merced to YV
03	1,246	297	23.84%	Inbound 6:45 am service from Merced to YV
03	110	54	49.09%	Inbound 6:45am service from Merced to YV
3A	996	140	14.06%	Inbound 9:00 am service from Mariposa to YV
04	110	15	13.64%	Inbound 10:20am service from Merced to YV
04	1,045	174	16.65%	Inbound 8:45 am service from Merced to YV
05	110	19	17.27%	Inbound 1:20pm service from Merced to YV
05	1,168	186	15.92%	Inbound 10:20 am service from Merced to YV
06	110	44	40.00%	Inbound 4:30pm service from Merced to YV
06	1,011	454	44.91%	Inbound 4:30 pm service from Merced to YV
07	1,045	208	19.90%	Outbound 6:20 am service from Mariposa to Merced
07	110	28	25.45%	Outbound 6:20am service from Midpines to Merced
08	1,121	371	33.10%	Outbound 9:32 am service from YV to Merced
08	110	41	37.27%	Outbound 9:32am service from YV to Merced
8A	1,196	285	23.83%	Outbound 3:15 pm service from YV to Mariposa
09	110	63	57.27%	Outbound 3:40pm service from YV to Merced
09	1,221	382	31.29%	Outbound 3:40 pm service from YV to Merced
10	110	31	28.18%	Outbound 4:25pm service from YV to Mariposa
10	1,258	246	19.55%	Outboundd 4:15 pm service from YV to Merced
11	110	24	21.82%	Outbound 4:55pm service from YV to Merced
11	935	233	24.92%	Outbound 4:35 pm service from YV to Merced
11A	1,023	287	28.05%	Outbound 5:15 pm service from YV to Mariposa
12	110	34	30.91%	Outbound 5:45pm service from YV to Merced
12	1,168	291	24.91%	Outbound 5:45 pm service from YV to Merced
14	1,121	103	9.19%	Outbound 8:07 pm service from YV to Merced
Total	20,412	5,116	25.06%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
02	540	128	23.70%	Inbound 5:58 am service from Cathey's Valley to YV
02	540	21	3.89%	Inbound 5:58 am service from Cathey's Valley to YV
2A	741	11	1.48%	Inbound 6:00 am service from Merced to YV
2A	741	56	7.56%	Inbound 6:00 am service from Merced to YV
03	536	78	14.55%	Inbound 6:45 am service from Merced to YV
03	536	7	1.31%	Inbound 6:45 am service from Merced to YV
3A	526	0	0.00%	Inbound 9:00 am service from Mariposa to YV
3A	526	63	11.98%	Inbound 9:00 am service from Mariposa to YV
04	521	65	12.48%	Inbound 8:45 am service from Merced to YV
04	521	10	1.92%	Inbound 8:45 am service from Merced to YV
05	471	8	1.70%	Inbound 10:20 am service from Merced to YV
05	26	1	3.85%	Inbound 10:20am service from Merced to YV
05	471	83	17.62%	Inbound 10:20 am service from Merced to YV
06	529	21	3.97%	Inbound 4:30 pm service from Merced to YV
06	529	117	22.12%	Inbound 4:30 pm service from Merced to YV
08	529	11	2.08%	Outbound 9:32 am service from YV to Merced
08	529	106	20.04%	Outbound 9:32 am service from YV to Merced
8A	700	11	1.57%	Outbound 3:15 pm service from YV to Mariposa
8A	700	60	8.57%	Outbound 3:15 pm service from YV to Mariposa
09	540	10	1.85%	Outbound 3:40 pm service from YV to Merced
09	540	91	16.85%	Outbound 3:40 pm service from YV to Merced
10	536	8	1.49%	Outbound 4:15 pm service from YV to Merced
10	536	46	8.58%	Outbound 4:15 pm service from YV to Merced
11	521	54	10.36%	Outbound 4:35 pm service from YV to Merced
11	521	14	2.69%	Outbound 4:35 pm service from YV to Merced
11A	526	65	12.36%	Outbound 5:15 pm service from YV to Mariposa
11A	526	17	3.23%	Outbound 5:15 pm service from YV to Mariposa
12	416	106	25.48%	Outbound 5:45 pm service from YV to Merced
14	529	43	8.13%	Outbound 8:07 pm service from YV to Merced
14	529	2	0.38%	Outbound 8:07 pm service from YV to Merced
Total	15,932	1,313	8.24%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 140 runs for 9/1/2014 through 9/30/2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	9	215	6	99	2	4	120	0	455
01C.5	3	23	2	4	0	0	7	0	39
02	9	153	5	154	8	6	198	0	533
02C.5	0	19	0	2	0	0	15	0	36
03	3	41	2	251	7	28	104	3	439
04	0	10	11	182	9	22	30	58	322
05	0	1	11	223	8	8	46	307	604
06	0	1	33	371	14	9	208	139	775
07	0	0	0	63	1	0	172	6	242
08	1	6	0	440	8	24	50	194	723
09	7	83	0	328	6	17	105	181	727
10	9	73	4	138	3	4	100	25	356
11	3	80	9	171	7	5	50	5	330
11A	4	54	2	194	6	4	105	0	369
12	0	33	26	228	2	0	142	33	464
14	0	9	17	93	1	1	27	2	150
2A	2	25	0	156	2	6	68	0	259
3A	1	7	10	140	0	25	20	0	203
8A	7	58	0	214	12	20	45	0	356
Total	58	891	138	3,451	96	183	1,612	953	7,382
Percent	0.79%	12.07%	1.87%	46.75%	1.30%	2.48%	21.84%	12.91%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	9	215	6	99	2	4	120	0	455
01C.5	3	23	2	4	0	0	7	0	39
02	0	126	0	90	8	1	159	0	384
02C.5	0	19	0	2	0	0	15	0	36
03	3	40	2	188	7	21	90	3	354
04	0	5	11	129	6	19	19	47	236
05	0	0	10	144	4	8	39	210	415
06	0	1	28	252	10	6	201	103	601
07	0	0	0	63	1	0	172	6	242
08	1	5	0	345	6	14	41	124	536
09	7	83	0	250	5	8	92	127	572
10	9	64	4	112	3	4	81	25	302
11	3	77	3	130	6	4	34	0	257
11A	4	46	2	147	5	2	81	0	287
12	0	30	26	157	0	0	112	24	349
14	0	8	13	59	1	0	22	2	105
2A	1	22	0	109	2	5	53	0	192
3A	1	5	4	100	0	17	13	0	140
8A	7	55	0	153	12	18	40	0	285
Total	48	824	111	2,533	78	131	1,391	671	5,787
Percent	0.83%	14.24%	1.92%	43.77%	1.35%	2.26%	24.04%	11.59%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
02	9	27	5	64	0	5	39	0	149
03	0	1	0	63	0	7	14	0	85
04	0	5	0	53	3	3	11	11	86
05	0	1	1	79	4	0	7	97	189
06	0	0	5	119	4	3	7	36	174
08	0	1	0	95	2	10	9	70	187
09	0	0	0	78	1	9	13	54	155
10	0	9	0	26	0	0	19	0	54
11	0	3	6	41	1	1	16	5	73
11A	0	8	0	47	1	2	24	0	82
12	0	3	0	71	2	0	30	9	115
14	0	1	4	34	0	1	5	0	45
2A	1	3	0	47	0	1	15	0	67
3A	0	2	6	40	0	8	7	0	63
8A	0	3	0	61	0	2	5	0	71
Total	10	67	27	918	18	52	221	282	1,595
Percent	0.63%	4.20%	1.69%	57.55%	1.13%	3.26%	13.86%	17.68%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	9	215	6	99	2	4	120	455
01C.5	3	23	2	4	0	0	7	39
02	9	153	5	154	8	6	198	533
02C.5	0	19	0	2	0	0	15	36
03	3	41	2	251	7	28	104	436
04	0	10	11	182	9	22	30	264
05	0	1	11	223	8	8	46	297
06	0	1	33	371	14	9	208	636
07	0	0	0	63	1	0	172	236
08	1	6	0	440	8	24	50	529
09	7	83	0	328	6	17	105	546
10	9	73	4	138	3	4	100	331
11	3	80	9	171	7	5	50	325
11A	4	54	2	194	6	4	105	369
12	0	33	26	228	2	0	142	431
14	0	9	17	93	1	1	27	148
2A	2	25	0	156	2	6	68	259
3A	1	7	10	140	0	25	20	203
8A	7	58	0	214	12	20	45	356
Total	58	891	138	3,451	96	183	1,612	6,429
Percent	0.90%	13.86%	2.15%	53.68%	1.49%	2.85%	25.07%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	9	215	6	99	2	4	120	455
01C.5	3	23	2	4	0	0	7	39
02	0	126	0	90	8	1	159	384
02C.5	0	19	0	2	0	0	15	36
03	3	40	2	188	7	21	90	351
04	0	5	11	129	6	19	19	189
05	0	0	10	144	4	8	39	205
06	0	1	28	252	10	6	201	498
07	0	0	0	63	1	0	172	236
08	1	5	0	345	6	14	41	412
09	7	83	0	250	5	8	92	445
10	9	64	4	112	3	4	81	277
11	3	77	3	130	6	4	34	257
11A	4	46	2	147	5	2	81	287
12	0	30	26	157	0	0	112	325
14	0	8	13	59	1	0	22	103
2A	1	22	0	109	2	5	53	192
3A	1	5	4	100	0	17	13	140
8A	7	55	0	153	12	18	40	285
Total	48	824	111	2,533	78	131	1,391	5,116
Percent	0.94%	16.11%	2.17%	49.51%	1.52%	2.56%	27.19%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
02	9	27	5	64	0	5	39	149
03	0	1	0	63	0	7	14	85
04	0	5	0	53	3	3	11	75
05	0	1	1	79	4	0	7	92
06	0	0	5	119	4	3	7	138
08	0	1	0	95	2	10	9	117
09	0	0	0	78	1	9	13	101
10	0	9	0	26	0	0	19	54
11	0	3	6	41	1	1	16	68
11A	0	8	0	47	1	2	24	82
12	0	3	0	71	2	0	30	106
14	0	1	4	34	0	1	5	45
2A	1	3	0	47	0	1	15	67
3A	0	2	6	40	0	8	7	63
8A	0	3	0	61	0	2	5	71
Total	10	67	27	918	18	52	221	1,313
Percent	0.76%	5.10%	2.06%	69.92%	1.37%	3.96%	16.83%	100.00%

OPERATING STATISTICS

REVENUE MILES September 01 - September 30 2014

From September 01 through September 30, 2014 VIA HWY 140 operated a total of 37,247 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Catheys Valley	01C.5	2	69	138
	Catheys Valley	02C.5	2	69	138
	Cathey's Valley	01	19	69	1,311
	Cathey's Valley	02	19	69	1,311
	Mariposa	07	19	51	969
	Mariposa	3A	19	55	1,045
	Merced	03	21	87	1,827
	Merced	04	21	87	1,827
	Merced	05	21	87	1,827
	Merced	06	19	87	1,653
	Merced	2A	19	87	1,653
	Midpines	07	2	51	102
	Yosemite	08	21	87	1,827
	Yosemite	09	21	87	1,827
	Yosemite	10	21	84	1,763
	Yosemite	11	20	87	1,740

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
	Yosemite	11A	19	55	1,045
	Yosemite	12	22	87	1,914
	Yosemite	14	19	87	1,653
	Yosemite	8A	19	55	1,045
Total Mileage					26,615

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Cathey's Valley	02	8	69	552
	Mariposa	3A	8	55	440
	Merced	03	8	87	696
	Merced	04	8	87	696
	Merced	05	8	87	696
	Merced	06	8	87	696
	Merced	2A	8	87	696
	Yosemite	08	8	87	696
	Yosemite	09	8	87	696
	Yosemite	10	8	87	696
	Yosemite	11	8	87	696
	Yosemite	11A	8	55	440
	Yosemite	12	8	87	696
	Yosemite	14	8	87	696
	Yosemite	8A	8	55	440
Total Mileage					9,528

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Cathey's Valley	02	1	69	69
	Mariposa	3A	1	55	55
	Merced	03	1	87	87
	Merced	04	1	87	87
	Merced	05	1	87	87
	Merced	06	1	87	87
	Merced	2A	1	87	87
	Yosemite	08	1	87	87
	Yosemite	09	1	87	87
	Yosemite	10	1	87	87
	Yosemite	11	1	87	87
	Yosemite	11A	1	55	55
	Yosemite	14	1	87	87
	Yosemite	8A	1	55	55
Total Mileage					1,104
Grand Total					37,247
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					37,247

REVENUE HOURS

From September 01 through September 30, 2014 VIA HWY 140 provided a total of 1,417.7 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Catheys Valley	01C.5	2	2.30	4.60
	Catheys Valley	02C.5	2	2.30	4.60
	Cathey's Valley	01	19	2.30	43.70
	Cathey's Valley	02	19	2.30	43.70
	Mariposa	07	19	2.20	41.80
	Mariposa	3A	19	2.00	38.00
	Merced	03	21	3.20	67.20
	Merced	04	21	3.23	67.80
	Merced	05	21	3.43	72.10
	Merced	06	19	3.90	74.10
	Merced	2A	19	3.00	57.00
	Midpines	07	2	2.20	4.40
	Yosemite	08	21	3.98	83.60
	Yosemite	09	21	3.78	79.40
	Yosemite	10	21	3.09	64.80
	Yosemite	11	20	3.20	64.00
	Yosemite	11A	19	2.00	38.00

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
	Yosemite	12	22	3.20	70.40
	Yosemite	14	19	2.90	55.10
	Yosemite	8A	19	2.00	38.00
Total Hours					1,012.30

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Cathey's Valley	02	8	2.30	18.40
	Mariposa	3A	8	2.00	16.00
	Merced	03	8	3.20	25.60
	Merced	04	8	3.20	25.60
	Merced	05	8	3.50	28.00
	Merced	06	8	3.90	31.20
	Merced	2A	8	3.00	24.00
	Yosemite	08	8	4.00	32.00
	Yosemite	09	8	3.80	30.40
	Yosemite	10	8	3.20	25.60
	Yosemite	11	8	3.20	25.60
	Yosemite	11A	8	2.00	16.00
	Yosemite	12	8	3.20	25.60
	Yosemite	14	8	2.90	23.20
	Yosemite	8A	8	2.00	16.00
Total Hours					363.20

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Cathey's Valley	02	1	2.30	2.30
	Mariposa	3A	1	2.00	2.00
	Merced	03	1	3.20	3.20
	Merced	04	1	3.20	3.20
	Merced	05	1	3.50	3.50
	Merced	06	1	3.90	3.90
	Merced	2A	1	3.00	3.00
	Yosemite	08	1	4.00	4.00
	Yosemite	09	1	3.80	3.80
	Yosemite	10	1	3.20	3.20
	Yosemite	11	1	3.20	3.20
	Yosemite	11A	1	2.00	2.00
	Yosemite	14	1	2.90	2.90
	Yosemite	8A	1	2.00	2.00
Total Hours					42.20
Grand Total					1,417.70
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					1,417.70

Passengers Left / Wheelchair Usage

Run Date	Route	Total
	Grand Total	0

ACCIDENTS/INCIDENTS

There were zero (0) accidents for YARTS during the period of September 1- 30, 2014.

ROAD CALLS

There was one (1) road call during the month of September 1-30, 2014. On 9/12/2014, the Sonora bus was found to have a maintenance issue during a pre-trip inspection. A mobile maintenance unit was dispatched and the bus was repaired. This caused a three hour delay in service.

SERVICE DELAYS

There were seven (7) service delays during the month of September 1- 30, 2014. Total on time service for all corridors was 99.86%

9/01/14	Run 3a	Delayed by 1 hour at Mariposa P & R due to a mechanical issue.
9/02/14	Run 3a	Missed due to a mechanical issue. (1st mechanical)
9/05/14	Run 4	Delayed by 1 hour in Cathey's Valley due to a mechanical issue.
9/07/14	Run 11a	Delayed by 1 ½ hours at Mariposa P & R due to a mechanical issue.
9/12/14	Sonora	Missed due to a mechanical issue. (2nd mechanical)
9/16/14	Run 2	Missed run due to an operational issue (see missed runs).
9/30/14	Run 2	Delayed by 45 minutes in Cathey's Valley due to a mechanical issue.

MISSED RUNS

There was one (1) missed VIA YARTS trip during the period of September 1-30, 2014.

9/16/14	Run 2	Missed run due to an operational issue.
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SUSPENDED RUNS

There was one (1) suspended VIA YARTS trip during the month of September 1-30, 2014.

9/28/14	ML 2	The Mammoth Lakes 5p.m. run was suspended due to the closure of Tioga Pass by NPS and Caltrans due to snow.
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EXTRA TRIPS

There was one (1) extra Highway 140 VIA YARTS trips operating during the period of September 1-30, 2014.

9/06/14	Run 5	Ordered by Amtrak due to a late train.
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MAINTENANCE

VIA YARTS Buses are kept maintained regularly. Currently buses are rotated among runs to evenly distribute miles across the fleet. Regular buses are assigned to each route.

CUSTOMER SERVICE

A total of **372** YARTS customer inquiry calls were received in the VIA YARTS offices during the period from September 1-30, 2014. A comprehensive log of incoming calls by type, including calls regarding customer complaints, commendations, and recommendations is maintained and monitored continually.

Count on All Calls

168	Calls received on schedule issues and questions for Hwy 140 Corridor.
95	Calls received on Mammoth Lake schedule information.
24	Calls received on Sonora/Groveland schedule information.
20	Calls received on park information (lodging, tours, camping, etc.)
64	Miscellaneous calls (lost & found, hang up calls, etc.)
1	Calls received as customer complaints.
372	Total

CUSTOMER COMPLAINTS AND FOLLOW UP ACTIONS

There were six (6) customer complaints received during the month of September 1-30, 2014.

- 9/3/14** Received call from daily rider to inform YARTS that Mariposa Park and Ride lights are all out and need to be fixed as soon as possible. Transit manager looked into it right away and found timers needed to be reset. Transit manager advised VIA Operations manager to ask drivers to keep alert to issues that may occur at the YARTS stops and inform staff right away so they can be taken care of in timely manner.
- 9/3/14** Unidentified caller wanted YARTS to know that someone is selling food at the YARTS stop in Cathey's Valley across from the store. Seller had his car, trailer and tent set up at the stop and was soliciting. Transit Manager followed up on the information.
- 9/10/14** Rider called complaining that the day prior the Run 5 driver took all of the Amtrak riders before he allowed anyone else to board. The rider, who is a regular, asked the driver what happens if there are no seats left for non-Amtrak riders and was told that he would have to take a later bus, which there was none until 5 PM.
- VIA Operations Manager let the Transit Manager know that this was in error. Drivers are no longer supposed to be segregating riders and all drivers will be reminded that boarding is on a first come basis. Capacity issues should be called in if they occur at the time of boarding.

9/10/14

Sonora rider said they were late to the Jamestown stop and missed the bus, so tried to catch up to the bus in Groveland, but the bus never showed in Groveland.

Operations staff followed up and the driver did go to the Groveland stop. The driver was unable to enter the parking lot because of an event in the park, so he pulled over and monitored the stop for people for 2 minutes. No one showed and he proceeded on time. There is only one route to the Groveland stop and if the rider was late, they would have had to pass the YARTS bus en route to the Groveland stop in order to “beat” the bus there. Rider may not have been able to arrive to Groveland in time to catch up with the bus.

09/14/14

A YARTS rider said Run 2 left 2 minutes early from Barium Mine road, so they had to get a ride from a co-worker. Followed up and the driver left Cedar Lodge on time. With that, the timing is such that the driver can't get to Barium more than 1 minute early. Suggested the rider be at the stop 5 to 10 minutes prior to departure to allow for differences in clock times between the driver and rider.

09/16/14

A YARTS passenger called because the Run 2 bus never showed up at the Mariposa Park and Ride. Staff apologized for any inconvenience and explained the Run 2 was delayed by approximately 1.5 hrs.

Wheel Chair Requests

There were zero (0) wheelchair requests filled for the month of September 1-30, 2014. Additionally in the last month or two there have been regular unannounced wheelchair riders on various YARTS runs. Ten (10) wheelchair buses are available to accommodate YARTS passengers in accordance with ADA guidelines.

Cal-Trans & Traffic Delays

There were 5-minute to 1-hour delays throughout the month on separate runs due to road work and heavy traffic.

Sonora Service

The Sonora Hwy 120 N route began on May 17th. The Sonora run ran daily. On June 14th, an additional run was added to the route. On September 1st, the Sonora route was reduced to one bus. The Sonora Hwy 120N route ended service on September 28th. Daily counts were submitted to YARTS Transit Manager for review as requested to monitor the service progress.

Mammoth Service

The Mammoth Service began on June 1st. The Mammoth run ran weekends only during the month of June. On July 1st, an additional run was added to the Mammoth schedule with two round trips between Mammoth and Tuolumne Meadows daily. On September 1st, the Tuolumne Meadows run was discontinued and the Mammoth Lakes run ran weekends only and ended service on September 28th. Weekend counts were submitted to YARTS Transit Manager for review as requested to monitor the service progress.

RIDERSHIP

From 9/1/2014 to 9/30/2014

A total of 313 passengers were carried on the Mammoth HWY 120 East system by VIA. Of these, 1 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
9/1/2014	0	0	0	0	22	0	0	1	0	22	23
9/6/2014	0	0	0	0	65	4	0	0	0	69	69
9/7/2014	0	0	0	0	51	13	0	0	0	64	64
9/13/2014	0	0	0	0	23	8	0	0	0	31	31
9/14/2014	0	0	0	0	42	2	0	0	1	45	45
9/20/2014	0	0	0	0	24	8	0	0	0	32	32
9/21/2014	0	0	0	0	25	1	0	0	0	26	26
9/27/2014	0	0	0	0	13	8	0	0	0	21	21
9/28/2014	0	0	0	0	0	2	0	0	0	2	2
Total	0	0	0	0	265	46	0	1	1	312	313
Percent	0.00%	0.00%	0.00%	0.00%	84.66%	14.70%	0.00%	0.32%	0.32%	99.68%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
9/1/2014	0	0	0	0	22	0	1	0	22	23
9/6/2014	0	0	0	0	65	0	0	4	69	69
9/7/2014	0	0	0	0	51	0	0	13	64	64
9/13/2014	0	0	0	0	23	0	0	8	31	31
9/14/2014	0	0	0	0	42	0	0	2	44	44
9/20/2014	0	0	0	0	24	0	0	8	32	32
9/21/2014	0	0	0	0	25	0	0	1	26	26
9/27/2014	0	0	0	0	13	0	0	8	21	21
9/28/2014	0	0	0	0	0	0	0	2	2	2
Total	0	0	0	0	265	0	1	46	311	312
Percent	0.00%	0.00%	0.00%	0.00%	84.94%	0.00%	0.32%	14.74%	99.68%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Mammoth Mounta	24	7.67%
Juniper Springs R	1	0.32%
Mammoth Lakes	7	2.24%
HWY 203, Shilo I	37	11.82%
June Mountain Ski	1	0.32%
Rush Creek Trailh	11	3.51%
Lake View Lodge	2	0.64%
Tioga Mobil Gas	5	1.60%
Tuolumne Meado	51	16.29%
Tuolumne Meado	2	0.64%
White Wolf Lodge	5	1.60%
Yosemite Visitor	141	45.05%
The Village	11	3.51%
Mono Basin Visit	15	4.79%
Totals	313	100.00%

LOAD FACTOR ANALYSIS : September 01 - September 30, 2014

Below please find the load factor calculations for the Mammoth HWY 120 East runs operated by VIA for September 01 through September 30, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
06	55	1	1.82%	Tuolumne Meadows to Mammoth Mountain Inn
05	55	2	3.64%	Mammoth Mountain Inn to Tuolomne Meadows
04	55	0	0.00%	Tuolomne Meadows to Mammoth Mountain Inn
03	55	0	0.00%	Mammoth Mountain Inn to Tuolumne Meadows
02	440	158	35.91%	Yosemite Visitor Center to Mammoth Mountain In
01	495	152	30.71%	Mammoth Mountain Inn to Yosemite
Total	1,155	313	27.10%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
06	55	1	1.82%	Tuolumne Meadows to Mammoth Mountain Inn
05	55	2	3.64%	Mammoth Mountain Inn to Tuolumne Meadows
04	55	0	0.00%	Tuolumne Meadows to Mammoth Mountain Inn
03	55	0	0.00%	Mammoth Mountain Inn to Tuolumne Meadows
02	440	158	35.91%	Yosemite Visitor Center to Mammoth Mountain Inn
01	495	152	30.71%	Mammoth Mountain Inn to Yosemite
Total	1,155	313	27.10%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
06	55	1	1.82%	Tuolumne Meadows to Mammoth Mountain Inn
05	55	2	3.64%	Mammoth Mountain Inn to Tuolumne Meadows
04	55	0	0.00%	Tuolumne Meadows to Mammoth Mountain Inn
03	55	0	0.00%	Mammoth Mountain Inn to Tuolumne Meadows
02	440	158	35.91%	Yosemite Visitor Center to Mammoth Mountain Inn
01	495	151	30.51%	Mammoth Mountain Inn to Yosemite
Total	1,155	312	27.01%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
06	55	1	1.82%	Tuolumne Meadows to Mammoth Mountain Inn
05	55	2	3.64%	Mammoth Mountain Inn to Tuolumne Meadows
04	55	0	0.00%	Tuolumne Meadows to Mammoth Mountain Inn
03	55	0	0.00%	Mammoth Mountain Inn to Tuolumne Meadows
02	440	158	35.91%	Yosemite Visitor Center to Mammoth Mountain Inn
01	495	151	30.51%	Mammoth Mountain Inn to Yosemite
Total	1,155	312	27.01%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for Mammoth HWY 120 East runs for September 01 through September 30, 2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	121	0	30	0	1	152
02	0	0	0	141	1	16	0	0	158
03	0	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0	0
05	0	0	0	2	0	0	0	0	2
06	0	0	0	1	0	0	0	0	1
Total	0	0	0	265	1	46	0	1	313
Percent	0.00%	0.00%	0.00%	84.66%	0.32%	14.70%	0.00%	0.32%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01	0	0	0	121	0	30	0	1	152
02	0	0	0	141	1	16	0	0	158
03	0	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0	0
05	0	0	0	2	0	0	0	0	2
06	0	0	0	1	0	0	0	0	1
Total	0	0	0	265	1	46	0	1	313
Percent	0.00%	0.00%	0.00%	84.66%	0.32%	14.70%	0.00%	0.32%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	121	0	30	0	151
02	0	0	0	141	1	16	0	158
03	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0
05	0	0	0	2	0	0	0	2
06	0	0	0	1	0	0	0	1
Total	0	0	0	265	1	46	0	312
Percent	0.00%	0.00%	0.00%	84.94%	0.32%	14.74%	0.00%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01	0	0	0	121	0	30	0	151
02	0	0	0	141	1	16	0	158
03	0	0	0	0	0	0	0	0
04	0	0	0	0	0	0	0	0
05	0	0	0	2	0	0	0	2
06	0	0	0	1	0	0	0	1
Total	0	0	0	265	1	46	0	312
Percent	0.00%	0.00%	0.00%	84.94%	0.32%	14.74%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES September 01 - September 30 2014

From September 01 through September 30, 2014 VIA Mammoth HWY 120 East operated a total of 2321 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Mammoth Mountain	01	8	125	1,000
	Yosemite Visitor Ctr	02	7	125	875
Total Mileage					1,875

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Mammoth Mountain	01	1	125	125
	Mammoth Mountain Inn	03	1	49	49
	Mammoth Mountain Inn	05	1	49	49
	Tuolumne Meadows	04	1	49	49
	Tuolumne Meadows	06	1	49	49
	Yosemite Visitor Ctr	02	1	125	125
Total Mileage					446
Grand Total					2,321
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					2,321

REVENUE HOURS

From September 01 through September 30, 2014 VIA Mammoth HWY 120 East provided a total of 76.7 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Mammoth Mountain	01	8	4.10	32.80
	Yosemite Visitor Ctr	02	7	3.90	27.30
Total Hours					60.10

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Mammoth Mountain	01	1	4.10	4.10
	Mammoth Mountain Inn	03	1	2.20	2.20
	Mammoth Mountain Inn	05	1	2.20	2.20
	Tuolomne Meadows	04	1	2.10	2.10
	Tuolumne Meadows	06	1	2.10	2.10
	Yosemite Visitor Ctr	02	1	3.90	3.90
Total Hours					16.60
Grand Total					76.70
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					76.70

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0

RIDERSHIP

From 9/1/2014 to 9/30/2014

A total of 395 passengers were carried on the Sonora HWY 120 North system by VIA. Of these, 0 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	DNC	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
9/1/2014	0	1	0	1	22	0	0	6	0	22	29
9/2/2014	0	0	0	0	14	2	3	0	0	19	19
9/3/2014	0	0	0	0	18	0	4	0	0	22	22
9/4/2014	0	0	0	0	32	0	0	4	0	32	36
9/5/2014	0	0	0	0	8	0	0	2	0	8	10
9/6/2014	0	0	0	0	14	2	0	2	0	16	18
9/7/2014	0	0	0	0	6	2	0	0	0	8	8
9/8/2014	0	0	0	0	26	0	0	0	0	26	26
9/9/2014	0	0	0	0	13	0	0	0	0	13	13
9/10/2014	0	0	0	0	4	3	0	0	0	7	7
9/11/2014	0	0	0	0	13	14	0	0	0	27	27
9/12/2014	0	0	0	0	2	0	0	0	0	2	2
9/13/2014	0	0	0	0	7	4	0	0	0	11	11
9/14/2014	0	0	0	0	4	4	0	0	0	8	8
9/15/2014	0	0	0	0	2	6	0	0	0	8	8
9/16/2014	0	0	0	0	9	14	0	0	0	23	23
9/17/2014	0	0	0	0	7	5	0	0	0	12	12
9/18/2014	0	0	0	0	18	0	0	0	0	18	18
9/19/2014	0	0	0	0	5	0	0	0	0	5	5
9/20/2014	0	0	0	0	9	0	0	4	0	9	13
9/21/2014	0	0	0	0	6	2	0	0	0	8	8
9/22/2014	0	0	0	0	1	4	0	0	0	5	5
9/23/2014	0	0	0	0	6	0	0	0	0	6	6
9/24/2014	0	0	0	0	6	5	0	0	0	11	11
9/25/2014	0	0	0	0	0	14	0	0	0	14	14
9/26/2014	0	0	0	0	12	0	0	0	0	12	12
9/27/2014	0	0	0	0	5	7	0	1	0	12	13
9/28/2014	0	0	0	0	10	1	0	0	0	11	11
Total	0	1	0	1	279	89	7	19	0	375	395
Percent	0.00%	0.25%	0.00%	0.25%	70.63%	22.53%	1.77%	4.81%	0.00%	94.94%	100.00%

Ridership Excluding Amtrak

Date	DNC	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
9/1/2014	0	1	0	1	22	0	6	0	22	29
9/2/2014	0	0	0	0	14	3	0	2	19	19
9/3/2014	0	0	0	0	18	4	0	0	22	22
9/4/2014	0	0	0	0	32	0	4	0	32	36
9/5/2014	0	0	0	0	8	0	2	0	8	10
9/6/2014	0	0	0	0	14	0	2	2	16	18
9/7/2014	0	0	0	0	6	0	0	2	8	8
9/8/2014	0	0	0	0	26	0	0	0	26	26
9/9/2014	0	0	0	0	13	0	0	0	13	13
9/10/2014	0	0	0	0	4	0	0	3	7	7
9/11/2014	0	0	0	0	13	0	0	14	27	27
9/12/2014	0	0	0	0	2	0	0	0	2	2
9/13/2014	0	0	0	0	7	0	0	4	11	11
9/14/2014	0	0	0	0	4	0	0	4	8	8
9/15/2014	0	0	0	0	2	0	0	6	8	8
9/16/2014	0	0	0	0	9	0	0	14	23	23
9/17/2014	0	0	0	0	7	0	0	5	12	12
9/18/2014	0	0	0	0	18	0	0	0	18	18
9/19/2014	0	0	0	0	5	0	0	0	5	5
9/20/2014	0	0	0	0	9	0	4	0	9	13
9/21/2014	0	0	0	0	6	0	0	2	8	8
9/22/2014	0	0	0	0	1	0	0	4	5	5
9/23/2014	0	0	0	0	6	0	0	0	6	6
9/24/2014	0	0	0	0	6	0	0	5	11	11
9/25/2014	0	0	0	0	0	0	0	14	14	14
9/26/2014	0	0	0	0	12	0	0	0	12	12
9/27/2014	0	0	0	0	5	0	1	7	12	13
9/28/2014	0	0	0	0	10	0	0	1	11	11
Total	0	1	0	1	279	7	19	89	375	395
Percent	0.00%	0.25%	0.00%	0.25%	70.63%	1.77%	4.81%	22.53%	94.94%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Sonora Best West	15	3.80%
Inns of Cal Dtwn	20	5.06%
Jamestown Main	20	5.06%
Groveland Mary L	28	7.09%
Old Yose Rd/Yos	12	3.04%
Buck Meadows R	3	0.76%
Thousand Trails Y	77	19.49%
Big Oak Flat Park	12	3.04%
Crane Flat Gas Sta	5	1.27%
Yosemite Visitor	192	48.61%
Black Oak Hotel	11	2.78%
Totals	395	100.00%

LOAD FACTOR ANALYSIS : September 01 - September 30, 2014

Below please find the load factor calculations for the Sonora HWY 120 North runs operated by VIA for September 01 through September 30, 2014. The load factor analysis is broken down by daily-all routes, weekday, and weekend service.

WITH AMTRAK

Daily - All Runs

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,540	190	12.34%	Outbound 4:35pm Service from Yosemite to Tuolu
01A	1,540	196	12.73%	Inbound 7:40am Service from Tuolumne to Yosem
02B	55	7	12.73%	Outbound 5:35pm Service from Yosemite to Tulou
02A	55	2	3.64%	Inbound 8:40am Service from Tuolumne to Yosem
Total	3,190	395	12.38%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor
01B	1,045	135	12.92%
01A	1,045	141	13.49%
Total	2,090	276	13.21%

Outbound 4:35pm Service from Yosemite to Tuolumne

Inbound 7:40am Service from Tuolumne to Yosemite

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	495	55	11.11%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	495	55	11.11%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	55	7	12.73%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	55	2	3.64%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	1,100	119	10.82%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
01B	1,540	190	12.34%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	1,540	196	12.73%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	55	7	12.73%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	55	2	3.64%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	3,190	395	12.38%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor
01B	1,045	135	12.92%
01A	1,045	141	13.49%
Total	2,090	276	13.21%

Outbound 4:35pm Service from Yosemite to Tuolumne

Inbound 7:40am Service from Tuolumne to Yosemite

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
01B	495	55	11.11%	Outbound 4:35pm Service from Yosemite to Tuolumne
01A	495	55	11.11%	Inbound 7:40am Service from Tuolumne to Yosemite
02B	55	7	12.73%	Outbound 5:35pm Service from Yosemite to Tuolumne
02A	55	2	3.64%	Inbound 8:40am Service from Tuolumne to Yosemite
Total	1,100	119	10.82%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for Sonora HWY 120 North runs for September 01 through September 30, 2014.

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	1	0	126	12	53	4	0	196
01B	0	0	0	144	7	36	3	0	190
02A	0	0	0	2	0	0	0	0	2
02B	0	0	0	7	0	0	0	0	7
Total	0	1	0	279	19	89	7	0	395
Percent	0.00%	0.25%	0.00%	70.63%	4.81%	22.53%	1.77%	0.00%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	0	0	96	3	38	4	0	141
01B	0	0	0	100	3	29	3	0	135
Total	0	0	0	196	6	67	7	0	276
Percent	0.00%	0.00%	0.00%	71.01%	2.17%	24.28%	2.54%	0.00%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
01A	0	1	0	30	9	15	0	0	55
01B	0	0	0	44	4	7	0	0	55
02A	0	0	0	2	0	0	0	0	2
02B	0	0	0	7	0	0	0	0	7
Total	0	1	0	83	13	22	0	0	119
Percent	0.00%	0.84%	0.00%	69.75%	10.92%	18.49%	0.00%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	1	0	126	12	53	4	196
01B	0	0	0	144	7	36	3	190
02A	0	0	0	2	0	0	0	2
02B	0	0	0	7	0	0	0	7
Total	0	1	0	279	19	89	7	395
Percent	0.00%	0.25%	0.00%	70.63%	4.81%	22.53%	1.77%	100.00%

Weekdays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	0	0	96	3	38	4	141
01B	0	0	0	100	3	29	3	135
Total	0	0	0	196	6	67	7	276
Percent	0.00%	0.00%	0.00%	71.01%	2.17%	24.28%	2.54%	100.00%

Weekends/Holidays

Run	DNC	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
01A	0	1	0	30	9	15	0	55
01B	0	0	0	44	4	7	0	55
02A	0	0	0	2	0	0	0	2
02B	0	0	0	7	0	0	0	7
Total	0	1	0	83	13	22	0	119
Percent	0.00%	0.84%	0.00%	69.75%	10.92%	18.49%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES September 01 - September 30 2014

From September 01 through September 30, 2014 VIA Sonora HWY 120 North operated a total of 4872 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Black Oak Tuolumne	01A	19	84	1,596
	Yosemite	01B	19	84	1,596
Total Mileage					3,192

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Black Oak Tuolumne	01A	8	84	672
	Yosemite	01B	8	84	672
Total Mileage					1,344

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Black Oak Tuolumne	01A	1	84	84
	Black Oak Tuolumne	02A	1	84	84
	Yosemite	01B	1	84	84
	Yosemite	02B	1	84	84
Total Mileage					336
Grand Total					4,872
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					4,872

REVENUE HOURS

From September 01 through September 30, 2014 VIA Sonora HWY 120 North provided a total of 182.7 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Black Oak Tuolumne	01A	19	3.10	58.90
	Yosemite	01B	19	3.20	60.80
Total Hours					119.70

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Black Oak Tuolumne	01A	8	3.10	24.80
	Yosemite	01B	8	3.20	25.60
Total Hours					50.40

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Black Oak Tuolumne	01A	1	3.10	3.10
	Black Oak Tuolumne	02A	1	3.10	3.10
	Yosemite	01B	1	3.20	3.20
	Yosemite	02B	1	3.20	3.20
Total Hours					12.60
Grand Total					182.70
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					182.70

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: YARTS RIDERSHIP HISTORY/VISITATION

Ridership

A fire in El Portal and the Meadows fire were disruptive to travel on both directions of Hwy 120. The Dark Hole fire and a lingering drought, which shut down the falls early, also were detrimental to the summer of 2014.

Ridership during the first Quarter of 2014-2015 produced an aggregate decrease, but did have some bright spots.

Visitor ridership on Hwy 140 recorded increases in all three months. The comparison for the quarter was +7.3%.

On Hwy 120 East, the total ridership was up 2.0% for the quarter.

On Hwy 120 North in Tuolumne County, ridership was down 2.2%.

Amtrak Thruway ridership was up 5.5%.

Employee ridership was down 41.8%.

Visitation

The park did not provide YARTS with visitation figures for the 1st quarter.

REQUESTED ACTION

For information and discussion only.

Attachment: Hwy 140 and Hwy 120 Ridership History by Fiscal Year

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: YARTS FINANCIAL REPORT/BUDGET UPDATE

Attached is the budget update through September for the first quarter of 2014-2015 for your review and comment. The YARTS accounting system operates on an accrual basis, meaning that when an invoice is issued, the system records the invoiced amount as revenue. This report reflects that system.

At your last meeting there was discussion of a difference of \$300,000, which the accounting department believed the National Park Service owed YARTS. After a thorough review of the issue, it was determined that we were mistaken and there was no remaining amount owed to YARTS. Staff was concerned that deducting the \$300,000 from the budget update as we moved forward would cause a need to revise some of the budgeted expenses, but the current report indicates that the agency is on sound footing.

REQUESTED ACTION

For information and discussion.

Attachment: FY 2014-2015 Budget Update

FY 14-15 Budget
July 1, 2014 - June 30, 2015

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

OPERATIONS

EXPENDITURES	13/14 Actual	14/15 Budget	14/15 Actual to 09/30/14	Budget Remaining	14/15 Actual to 13/14 Actual
Service contract	\$ 1,803,959	\$ 1,885,510	\$ 542,688	\$ 1,342,822	\$ (1,261,271)
Subtotal for Service Contract(s)	\$ 1,803,959	\$ 1,885,510	\$ 542,688	\$ 1,342,822	\$ (1,261,271)
Management, Accounting, Planning & Service Monitoring, Bank Fees	\$ 313,152	\$ 187,069	\$ 25,032	\$ 162,037	\$ (288,120)
Audit, insurance	\$ 22,517	\$ 27,500	\$ -	\$ 27,500	\$ (22,517)
Park & Ride Maintenance	\$ 8,605	\$ 22,080	\$ 514	\$ 21,566	\$ (8,091)
Transpo Station Lease	\$ 2,977	\$ 4,800	\$ 725	\$ 4,075	\$ (2,251)
Subtotal	\$ 347,251	\$ 241,449	\$ 26,272	\$ 215,177	\$ (320,979)
Subtotal	\$ 2,151,210	\$ 2,126,959	\$ 568,960	\$ 1,557,999	\$ (1,582,250)
Public Education/Media Relations- Marketing Admin	\$ 144,623	\$ 85,000	\$ 17,304	\$ 67,696	\$ (127,319)
Expanded Service Marketing	\$ 8,055	\$ 4,000	\$ 313	\$ 3,687	\$ (7,742)
Subtotal for Public Education	\$ 152,679	\$ 89,000	\$ 17,617	\$ 71,383	\$ (135,061)
Total Operations Expenditures	\$ 2,303,889	\$ 2,215,959	\$ 586,577	\$ 1,629,382	\$ (1,717,311)
CAPITAL PROGRAM					
	13/14 Actual	14/15 Budget	14/15 Actual to 09/30/14	Budget Remaining	14/15 Actual to 13/14 Actual
Bus Purchase (1)	\$ -	\$ 582,159	\$ -	\$ 582,159	
Bus Purchase (1)	\$ -	\$ 582,159	\$ -	\$ 582,159	
Fare Box, Cash Box (4)	\$ -	\$ 61,896	\$ -	\$ 61,896	
Total Capital Expenditures	\$ -	\$ 1,226,214	\$ -	\$ 1,226,214	
Total Expenses	\$ 2,303,889	\$ 3,442,173	\$ 586,577	\$ 2,855,596	

FY 14-15 Budget
July 1, 2014 - June 30, 2015

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

REVENUES	13/14 Actual	14/15 Budget	14/15 Actual to 09/30/14	Budget Remaining	14/15 Actual to 13/14 Actual
YARTS Reserve		\$ 50,500			
Mariposa County	\$ 136,360	\$ 136,360	\$ 34,090	\$ 102,270	\$ -
Mono County	\$ 30,000	\$ 30,000	\$ 30,000	\$ -	\$ -
NPS Contribution	\$ 697,448	\$ 777,000	\$ 494,506	\$ 282,494	\$ (202,942)
				\$ -	
Caltrans 5311(f)	\$ 300,000	\$ 300,000	\$ -	\$ 300,000	\$ (300,000)
Farebox	\$ 274,136	\$ 411,059	\$ 68,242	\$ 342,817	\$ (205,894)
Bank Revenue (Credit Cards Farebox)	\$ 91,077	\$ 95,000	\$ 46,145	\$ 48,855	\$ (44,932)
Amtrak contract	\$ 339,128	\$ 327,040	\$ 55,660	\$ 271,380	\$ (283,468)
Subtotal	\$ 1,868,149	\$ 2,126,959	\$ 728,643	\$ 1,398,316	\$ (1,037,236)
Merced County-CMAQ	\$ 144,095	\$ 85,000	\$ -	\$ 85,000	\$ (144,095)
NPS	\$ 8,456	\$ 4,000	\$ 313	\$ 3,687	\$ (8,143)
Subtotal for Public Education	\$ 152,551	\$ 89,000	\$ 313	\$ 88,687	\$ (152,238)
Total Ops Revenues	\$ 2,020,700	\$ 2,215,959	\$ 728,956	\$ 1,487,003	\$ (1,189,474)
5320 Program	\$ -	\$ 582,159	\$ -	\$ 582,159	
CMAQ Bus Purchase	\$ -	\$ 281,548	\$ -	\$ 281,548	
5309 Program	\$ -	\$ 240,489	\$ -	\$ 240,489	
5311(f)	\$ -	\$ 49,517	\$ -	\$ 49,517	
Local Match	\$ -	\$ 12,379	\$ -	\$ 12,379	
PTMISEA	\$ 69,760	\$ 60,122	\$ 69,760	\$ (9,638)	
Total Capital Revenue	\$ 69,760	\$ 1,226,214	\$ 69,760	\$ 1,156,454	
Total Revenue	\$ 2,090,460	\$ 3,442,173	\$ 798,716	\$ 2,643,457	
Total Revenue Less Expenses	\$ (213,429)		\$ 212,139		
Available Restricted Reserve	\$ 600,000	\$ 600,000	\$ 600,000	\$ 600,000	
Available Unrestricted Reserve	\$ 342,907		\$ 254,207		

**YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM
(YARTS) AUTHORITY ADVISORY COMMITTEE**

MINUTES

July 23, 2014

The regular meeting of the Yosemite Area Regional Transportation System (YARTS) Authority Advisory Committee held Wednesday, July 23, 2014 at the Sierra Center Mall, Board of Supervisors Conference Room, 452 Old Mammoth Road, Mammoth Lakes, CA was called to order by Vice Chair Sean Williams at 10:32 a.m.

MEMBERS PRESENT

Rich Green, The Bus, Merced (via video conference)
Sandy Hogan, Mono County LTC
Candy O'Donel-Browne, Mariposa County Economic Development Corp (via video conference)
Jeff Simpson, Mono County Economic Development
Terry Selk, Yosemite/Mariposa Tourism Bureau (via video conference)
Steve Smallcombe, Mariposa County Citizen (via video conference)
Sean Williams, Holiday Inn Express (via video conference)

MEMBERS ABSENT

Karen Baker, California Welcome Center, Merced
Barbara Carrier, Mariposa County Public Works
Sheri Ogden, Yosemite National Park
Sinarath Pheng, Caltrans
Danna Stroud, Mono County Citizen

OTHERS PRESENT

Scott Burns, Mono County
Larry Harris, Merced Citizen (via video conference)
Robin Lamas, YARTS staff (via video conference)
Dick Whittington, YARTS staff (via video conference)

1. Introductions

So noted.

2. Public Comment

None.

3. Minutes of the April 9, 2014 YARTS AAC meeting

Jeff Simpson moved to approve the minutes of the April 9, 2014, YARTS AAC meeting.
Seconded by Sandy Hogan.

MOTION CARRIED UNANIMOUSLY.

4. Information/Discussion Only

- a. VIA Monthly Service Reports for March 2014 - June 2014
- b. YARTS Ridership History/Visitation
- c. YARTS Financial Report/Budget Update
- d. Minutes of the April 14, 2014 YARTS JPA meeting (to be approved at the JPA July 28, 2014 meeting)

So noted.

5. System-wide Service Standards

Sandy Hogan moved to recommend the YARTS Joint Powers Authority approve the System-wide Service Standards and Service Policies for the Yosemite Area Regional Transportation System.

Seconded by Candy O'Donel-Browne.

MOTION CARRIED UNANIMOUSLY.

6. Service Update Hwy 41 Memorandum of Understanding Review

Dick Whittington gave a review of the Memorandum of Understand (MOU) between the Fresno Council of Governments and YARTS. Dick stated that funding is now available which will be used to help with the startup of the pilot program.

The big change from the previous Draft MOU and the current Draft MOU is the possible addition of three members to the AAC committee from Fresno County, and two Ex-officio members from Fresno County added to the JPA Board. The Ex-officio Board members would have input but would not be voting members.

The AAC also thought that at some point it might be a good idea to add one member to the AAC and one Ex-officio member to the JPA Board from Madera County to help Madera County be more involved in YARTS and the process.

The AAC agreed by consensus to recommend the JPA Board add three members to the AAC from Fresno County and two Ex-officio Board members from Fresno County to the YARTS JPA Board.

7. Oral Report – National Park Service

Dick Whittington gave the report from the National Park Service as Sheri Ogden was unavailable.

8. Oral Report – Managers' Report

So noted.

9. Member Remarks

So noted.

THERE BEING NO FURTHER BUSINESS OF THE YARTS AUTHORITY ADVISORY COMMITTEE, THE MEETING WAS ADJOURNED AT 11:27 P.M.

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

**RE: FRESNO COUNCIL OF GOVERNMENTS AGREEMENT FOR
CONTRACTOR SERVICES**

Originally, the move toward YARTS providing service on Hwy 41, under contract to the Fresno Council of Governments (FCOG), was anticipated to be a three-step process; a Memorandum of Understanding (MOU) coming first, then a contract to do the startup work, and finally a contract to actually perform the service. That sequence has been altered by the need of the FCOG to amend its Joint Powers Authority (JPA) Agreement and the delays that the process will cause.

Because the startup work is urgent to be begun and is being funded by a planning grant and does not require any modification of the JPA Agreement, FCOG and YARTS have been working to complete a contract that will allow the startup work to begin.

Attached for your review and approval is a copy of a proposed contract between the FCOG and YARTS. It has received legal review in both Fresno and Merced and was approved by the FCOG Policy Board at their September 25, 2014 meeting. It is anticipated that the work detailed in the contract will begin as soon as the contract is fully executed.

REQUESTED ACTION

Approve the Agreement for Contractor Services between the Fresno Council of Governments and the Yosemite Area Regional Transportation System and authorize the Yosemite Area Regional Transportation System Executive Director to execute the Agreement.

Attachment: Fresno Council of Governments Agreement for Contractor Services including Exhibits A and B

**FRESNO COUNCIL OF GOVERNMENTS
AGREEMENT FOR CONTRACTOR SERVICES**

This AGREEMENT, made and entered into this ____ day of _____, 2014 by and between the FRESNO COUNCIL OF GOVERNMENTS, 2035 Tulare St., Suite 201, Fresno, California 93721, a joint powers Public Agency (hereafter referred to as "FCOG"), and Yosemite Area Regional Transportation System, a California Joint Powers authority (hereafter referred to as "YARTS"). FCOG and YARTS may be referred to hereafter individually as a "PARTY" or collectively as "PARTIES".

WITNESSETH:

WHEREAS FCOG and YARTS wish to establish transit service on Hwy 41 between the City of Fresno and Yosemite National Park; and

WHEREAS FCOG and YARTS wish to enter into a formal Memorandum of Understanding providing the organizational relationship between the agencies for the purposes of providing said transit service; and

WHEREAS FCOG's member agencies will be required to amend provisions of their joint powers agreement (the "JPA") authorizing FCOG to enter into a MOU with YARTS to implement said transit service.

WHEREAS, contingent upon the JPA being so amended, FCOG and YARTS intend to negotiate the terms of a formal Memorandum of Understanding referenced above; and

WHEREAS time is of the essence and while amendments to the JPA are pending, FCOG and YARTS wish to proceed with planning the service so as not to disrupt the desired implementation schedule.

WHEREAS FCOG applied for and received grant funding from a Caltrans Transit Planning for Sustainable Communities grant to create a plan and perform marketing outreach for the desired transit service; and

WHEREAS, YARTS represents it is qualified to perform tasks funded by the Caltrans Transit Planning for Sustainable Communities grant (hereafter referred to as "PROJECT") and is willing to perform such services pursuant to the terms and conditions stated in this Agreement; and NOW, THEREFORE, it is agreed by FCOG and YARTS as follows:

I. YARTS'S OBLIGATIONS

A. YARTS shall perform all work necessary to complete the PROJECT. YARTS shall perform those services as described in Caltrans Transit Planning for Sustainable Communities grant Scope of Work, (Exhibit A) attached hereto and incorporated herein by this reference as though set forth in full. YARTS shall perform those tasks and services in accordance with the instructions set forth in Exhibit A. In the event of any inconsistency between this Agreement and Caltrans Transit Planning for Sustainable Communities grant Scope of Work (Exhibit A), such inconsistency shall be resolved by giving precedence in the following order of priority: (1) to the text of this Agreement; (2) Caltrans Transit Planning for Sustainable Communities grant Scope of Work (Exhibit A)

II. FCOG's OBLIGATIONS

A. FCOG shall compensate YARTS as provided in section III of this Agreement.

B. FCOG will make available to the YARTS any document, studies, or other information in its possession related to the PROJECT.

C. FCOG will request an amendment to the joint powers agreement authorizing FCOG to enter into an MOU with YARTS to provide transit service on Hwy 41 between the City of Fresno and Yosemite National Park.

III. COMPENSATION

A. Total Compensation.

Notwithstanding any other provision in this Agreement, the basic fee for the services rendered shall be computed at the hourly and cost rates as set forth in Exhibit A (Caltrans Transit Planning for Sustainable Communities grant Scope of Work), and shall be limited by an amount not to exceed the sum of \$94,500.

B. Progress Payments.

FCOG shall make progress payments to YARTS upon receipt and approval by FCOG of YARTS's monthly invoices, based upon completion of the task and services as set forth in Exhibit A. Payment of said progress payments to YARTS shall be based upon FCOG's evaluation of the completion of each respective component.

C. Invoices.

YARTS shall submit two copies of each invoice with adequate supporting documentation of work billed and costs charged by Task as defined in Exhibit A, to FCOG, specifying those services which YARTS believes have been completed. The invoice shall specify: (1) hours worked multiplied times the billing rates authorized in Exhibit A, (2) an itemization of Other direct cost and/or subcontractor fees as agreed to in Exhibit A; (3) the total amount billed for the current period, (4) the total amount billed to-date for the project. The invoice shall include a written progress report adequately describing the services billed and provided, and summarizing the status of the PROJECT in regard to task completion, timelines, and budget.

D. Payment.

Within 30 days of receipt of a proper invoice, FCOG shall determine whether YARTS has adequately performed to the satisfaction of FCOG the item(s) for which YARTS seeks payment, and shall remit payment thereof to YARTS.

E. Disputes.

If FCOG determines that YARTS has not adequately performed any such task or services, FCOG shall inform YARTS of those acts in writing which are necessary for satisfactory completion of the item(s). YARTS shall undertake any and all work to satisfactorily complete the item(s) at no additional charge to FCOG.

In the event there is a dispute over an alleged error or omission by YARTS, FCOG shall have the right to withhold payment of YARTS's fees in the disputed amount.

FCOG and YARTS shall endeavor to resolve any dispute informally between them. In the event the dispute cannot be thus resolved, either party may request the parties engage in arbitration or mediation (hereafter referred to as "arbitration") of the dispute before an independent arbitrator. In the case the parties mutually agree to arbitrate the dispute, they shall mutually select an independent arbitrator. Any arbitration shall occur in Fresno County, California.

IV. TERMINATION

A. Termination Without Cause.

This Agreement may be terminated without cause at any time by FCOG or the YARTS upon thirty (30) calendar days written notice. If FCOG terminates this Agreement, YARTS shall be compensated for services satisfactorily completed to the date of termination based upon the compensation rates and subject to the maximum amounts payable agreed to in Section III.

B. Breach of Contract.

FCOG may immediately suspend or terminate this Agreement in whole or in part, where in the reasonable determination of FCOG there is:

1. an illegal or improper use of funds;
2. a failure to comply with any material term of this Agreement;
3. a substantially incorrect or incomplete report, study, or other documents or documentation submitted to FCOG;
4. improperly performed services under this Agreement.

In no event shall any payment by FCOG constitute a waiver by FCOG of any breach of this Agreement or any default which may then exist on the part of YARTS. Neither shall such payment impair or prejudice any remedy available to FCOG with respect to the breach or default.

C. Non-Allocation of Funds.

The terms of this Agreement, and the services to be provided hereunder, are contingent on the approval of funds by the appropriating government agency. YARTS services and reimbursements beyond June 30, 2015, are subject to the inclusion and funding agency approval of this project in the FCOG FY15-16 Overall Work Program. Should sufficient funds not be allocated, the services to be provided hereunder may be modified, or this Agreement terminated at any time by FCOG's giving the YARTS thirty (30) days advance written notice.

D. In the event of any termination of this Agreement, all finished and unfinished work materials, including, without limitation, notes, minutes, research, documents, maps, graphs, and studies, shall be FCOG's property, and at FCOG's sole option, shall be delivered by YARTS to FCOG.

V. INDEPENDENT CONTRACTOR

In performance of the work, duties, and obligations assumed by YARTS to be provided under this Agreement, it is mutually expressly understood and agreed that YARTS, including any and all of YARTS's officers, agents, and employees will at all times be acting and performing as an independent contractor, and shall act in an independent capacity and not as an officer, agent, servant, employee, joint venture, partner, or associate of FCOG. Furthermore, FCOG shall have no right to control or supervise or direct the manner or method by which YARTS shall perform its work and function. However, FCOG shall retain the right to administer this Agreement so as to verify that YARTS is performing its obligations in accordance with the terms and conditions thereof. YARTS and FCOG shall comply with all applicable provisions of law and the rules and regulations, if any, of governmental authorities having jurisdiction over matters the subject thereof.

Because of its status as an independent contractor, YARTS shall have absolutely no right to employment rights and benefits available to FCOG employees. YARTS shall be solely liable and responsible for providing to, or on behalf of, its employees all legally-required employee benefits. In addition, YARTS shall be solely responsible and save FCOG harmless from all matters

relating to payment of YARTS's employees, including compliance with Social Security, withholding, and all other regulations governing such matters. It is acknowledged that during the term of this Agreement, YARTS may be providing services to others unrelated to FCOG or to this Agreement.

VI. ASSIGNMENT

YARTS shall not assign or subcontract its duties under this Agreement without the prior express written consent of the FCOG. No such consent shall be construed as making the FCOG a party to such subcontract, or subjecting the FCOG to liability of any kind to any subcontractor.

No subcontract whether existing or later entered into as set forth herein, under any circumstances shall relieve the YARTS of its liability and obligation under this contract, and all transactions with the FCOG must be through the YARTS. Subcontractors may not be changed by YARTS without the prior express written approval of FCOG.

VII. BINDING NATURE OF AGREEMENT; MODIFICATION

The parties agree that all of the terms of this Agreement and its Exhibits shall be binding upon them and that together these terms constitute the entire Agreement of the parties with respect to the subject matter hereof. No variation or modification of this Agreement and no waiver of any of its provisions or conditions shall be valid unless in writing and signed by duly authorized representatives of the parties. This Agreement shall be binding upon FCOG, the YARTS, and their successors in interest, legal representatives, executors, administrators, and assigns with respect to all covenants as set forth herein.

VIII. INDEMNITY

Each PARTY shall hold harmless, and indemnify the other PARTY and its respective governing board, officers, directors, employees, authorized agents, contractors or subcontractors from and against any and all claims, damages, losses, liabilities, costs, and expenses (including reasonable attorneys' and expert witness fees and costs) that arise out of or as a result of any negligent act or omission or willful misconduct of the indemnifying PARTY or its governing board, officers, directors, employees, authorized agents, contractors or subcontractors in carrying out the indemnifying PARTY'S obligations under this Agreement, except to the extent that such expense, liability or claim is proximately caused by the negligence or willful misconduct of the PARTY indemnified or its governing board, officers, directors, employees, authorized agents, contractors or subcontractors.

IX. NON DISCRIMINATION AND DBE

YARTS shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. YARTS shall carry out all applicable requirements of 49 CFR Part 26 in the award and administration of DOT-assisted contracts. Failure by the YARTS to carry out these requirements is a material breach of this contract, which may result in the termination of this contract and such other remedy as the recipient deems appropriate.

X. INSURANCE

Without limiting FCOG's right to obtain indemnification from YARTS or any third parties, YARTS, at its sole expense, shall maintain in full force and effect the following insurance policies throughout the term of this Agreement:

A. Comprehensive general liability insurance with coverage of not less than \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.

Comprehensive general liability insurance policies shall name the FCOG, its officers, agents, and employees, individually and collectively, as additional insured, but only insofar as the operations under this Agreement are concerned.

Such coverage for additional insured shall apply as primary insurance and any other insurance, or self-insurance, maintained by FCOG, its officers, agents, and employees, shall be excess only and not contributing with insurance provided under the YARTS'S policies herein.

B. Workers compensation insurance as required by law.

This insurance shall not be canceled or changed without a minimum of thirty (30) days advance, written notice given to FCOG.

YARTS shall provide certification of said insurance to FCOG within twenty-one (21) days of the date of the execution of this Agreement.

XI. CONFLICT OF INTEREST

YARTS covenants that it has no interest, and will not have any interest, direct or indirect, which would conflict in any manner with the performances of the services required hereunder.

XII. EFFECTIVE DATE, TERM

This Agreement shall become effective as of the date of its execution by the parties hereto and shall remain in full force and effect through June 30, 2016, unless sooner terminated or unless its term is extended. Upon the mutual written Agreement of the parties hereto, this Agreement may be extended beyond that date.

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XIII. NOTICES

Any and all notices between FCOG and the YARTS provided for or permitted under this Agreement or by law shall be in writing and shall be deemed duly served when personally delivered to one of the parties, or in lieu of such personal service, when deposited in the United States Mail, postage prepaid, addressed to such party, at such addresses set forth below:

FCOG

Council of Fresno County Governments
2035 Tulare, Suite 201
Fresno, CA 93721

YARTS

Yosemite Area Regional Transportation System
369 W. 18th St.
Merced, Ca. 95340

XIV. PROJECT MANAGER

The YARTS's project manager shall be Dick Whittington. YARTS may not change its project manager without obtaining prior express written approval by FCOG.

XV. VENUE; GOVERNING LAW

Venue for any claim or action arising under this Agreement shall only be in Fresno County, California. This Agreement shall be governed in all respects by the laws of the State of California.

XVI. COMPLIANCE WITH LAWS

YARTS shall comply with all current Federal, State, and local laws, ordinances, and regulations applicable in carrying out its obligations under this Agreement.

YARTS agrees that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 et. seq., shall be used to determine the eligibility of individual items of cost.

YARTS also agrees to comply with applicable federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable, and other matters connected with the performance of the contract pursuant to Government Code 8546.7, the YARTS, YARTS's subcontractors, and the FCOG shall maintain all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the cost of administering the contract. All parties shall make such material available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. Any duly authorized representative of the FCOG, the state, or federal government shall have access to any books, records, and documents that are pertinent to the contract for audits examinations, excerpts, and transactions, and copies thereof shall be furnished if requested.

Any costs for which payment has been made to YARTS that are determined by subsequent audit to be unallowable under 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31 et seq., or 49 CFR, Part 18 Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments, are subject to repayment by YARTS to FCOG.

Travel expenses and per diem rates are not to exceed the rate specified by the State of California Department of Personnel Administration as specified by the California Department of Transportation's Travel Guide at the following link; <http://www.dot.ca.gov/hq/asc/travel/> unless written verification is supplied that hotel rates were not then commercially available at the time and location required.

Any subcontract entered into by YARTS as a result of this contract, shall contain all of the provisions of this article.

XVII. YARTS'S LEGAL AUTHORITY

Each individual executing or attesting this Agreement on behalf of YARTS hereby covenants, warrants, and represents: (1) that he or she is duly authorized to execute or attest and deliver this Agreement on behalf of such corporation in accordance with a duly adopted resolution of the corporation's board of directors and in accordance with such corporation's article of incorporation or charter and bylaws; (2) that this Agreement is binding upon such corporation; and (3) that YARTS is a duly organized and legally existing corporation in good standing in the State of California.

XVIII. DRUG FREE WORK PLACE

YARTS shall certify compliance with Government Code Section 8355 pertaining to providing a drug-free workplace per Exhibit B - "Drug Free Workplace Certification".

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date and year first above written.

FRESNO COUNCIL OF GOVERNMENTS

By _____
TONY BOREN, Executive Director

YARTS,

By _____
Marjie Kirn, Executive Director

APPROVED AS TO LEGAL FORM ON BEHALF OF THE FRESNO COUNCIL OF GOVERNMENTS:

DANIEL C. CEDERBORG, County Counsel

By _____
ARTHUR WILLE, Senior Deputy County Counsel

APPROVED AS TO LEGAL FORM ON BEHALF OF YARTS:

By _____
YARTS Counsel

**CALTRANS Transit Planning for
Sustainable Communities
Scope of Work**

EXHIBIT A

Project Title		
Task Number	Task Title	Budget
		YARTS
1.0	<i>Project Initiation</i>	
1.4	Secure Suppl Operating Funding	1,000
1.5	Cap. Imp. Project Identification	2,500
1.6	Operating Budget	500
2.0	<i>Transit Provider and Stakeholder Coordination</i>	
2.1	Establish Rt.s, Stops	3,000
2.2	Rt. Timming	500
2.3	Agreements between Owners/Agencies for Stop Locations	4,000
3.0	<i>Media and Advertising Plan</i>	
3.1	Vistor Bureau Outreach	1,000
3.2	YARTS SRTP MKt Plan on route	1,000
3.3	Branding, Media Campaign an community outreach	81,000
	TOTALS	94,500

Hourly Billing Rates 2014/15

Dick Whittington \$99.64 /hr.

SCOPE OF WORK:

Fresno to Yosemite National Park Transit Service

Project Initiation

Task 1.4 – Secure Supplemental Operating Funding (YARTS)

Seek thruway contractual agreements funds between Amtrak, the National Park Service (NPS) and YARTS. Deliverables for this task include application materials and/or funding agreements approved/obtained.

Task 1.5 – Capital Improvement Project Identification

Develop a Capital Improvement Projects List. Deliverables for this task include a completed capital improvements projects list to implement the project.

Task 1.6 – Preparation of Budget

Work with various stakeholders to identify and formulate the operating budget required to sustain service. Deliverables for this task include an approved operating budget document.

Transit Provider and Stakeholder Coordination

Task 2.1 – Establish Routes and Stops

Collaborate with transit providers and interested stakeholders to determine route specifics and potential stop locations. Deliverables for this task include a route and stop location map/description(s).

Task 2.2 – Route Timing

Collaborate with transit providers and interested stakeholders to determine route timing, including headways, potential delays, etc. Deliverables for this task include documented confirmation of route timing in-line with projections and regulations.

Task 2.3 – Agreements between Owners/Agencies for Stop Locations

Work with property owners and agencies to obtain agreements on stop locations and times along the preferred route. Deliverables for this task include copies of the location agreements between the property owners and responsible agencies.

Media and Advertising Plan

Task 3.1 – Visitor Bureau Outreach

Meet with Visitor's Bureau representatives to determine tie-in's with existing programs, fulfillment of current needs, involvement of additional stakeholders, etc. Deliverables for this task include detailed meeting notes covering the items discussed, and future plans/arrangements needed.

Task 3.2 – Implementation of existing YARTS SRTP Marketing Plan on Route

Review of the existing YARTS Short-Range Transportation Plan (SRTP) to ensure alignment and consistency with service; followed by formulation of a Route Marketing Plan, and implementation of said plan specifics for the identified route and service. Deliverables for this task include a copy of the Route Marketing Plan.

Task 3.3 – Branding, Media Campaign and Community Outreach

Design conceptual branding, logos, taglines, etc., to be associated with the service. Formulate a media campaign to advertise and promote use of the service. Design and provide for promotional materials to promote and encourage service use. Deliverables for this task include a completed report/guide detailing the Logos, Taglines, Branding specifics and Media Spots associated with the project to the Caltrans project manager.

DRUG-FREE WORKPLACE CERTIFICATION

STD. 21 (NEW 11-90)

EXHIBIT B

COMPANY/ORGANIZATION NAME

The contractor or grant recipient named above hereby certifies compliance with Government Code Section 8355 in matters relating to providing a drug-free workplace. The above named contractor or grant recipient will:

1. Publish a statement notifying employees that unlawful manufacture, distribution, dispensation, possession, or use of a controlled substance is prohibited and specifying actions to be taken against employees for violations, as required by Government Code Section 8355(a).
2. Establish a Drug-Free Awareness Program as required by Government Code Section 8355(b), to inform employees about all of the following:
 - (a) The dangers of drug abuse in the workplace,
 - (b) The person's or organization's policy of maintaining a drug-free workplace,
 - (c) Any available counseling, rehabilitation and employee assistance programs, and
 - (d) Penalties that may be imposed upon employees for drug abuse violations.
3. Provide as required by Government Code Section 8355(c), that every employee who works on the proposed contract or grant:
 - (a) Will receive a copy of the company's drug-free policy statement, and
 - (b) Will agree to abide by the terms of the company's statement as a condition of employment on the contract or grant.

CERTIFICATION

I, the official named below, hereby swear that I am duly authorized legally to bind the contractor or grant recipient to the above described certification. I am fully aware that this certification, executed on the date and in the county below, is made under penalty of perjury under the laws of the State of California.

OFFICIAL'S NAME

DATE EXECUTED

EXECUTED IN THE COUNTY OF

CONTRACTOR or GRANT RECIPIENT SIGNATURE

TITLE

FEDERAL I.D. NUMBER

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

**RE: MEMORANDUM OF UNDERSTANDING FOR TRANSIT SERVICE ON
HWY 41 - FRESNO TO YOSEMITE**

As mentioned in the previous staff report, the move toward finalizing the Memorandum of Understanding (MOU) between the Fresno Council of Governments (FCOG) and YARTS has been delayed by procedural requirements of the FCOG to revise its Joint Powers Authority Agreement.

Despite the delays, we have continued to try to reach an agreement on the wording of the MOU and the document that is attached is the culmination of those efforts. It has changed some since your last review of it. The MOU has been reviewed by legal counsel.

Attached is a copy of the MOU with the changes redlined for your ease of review. The two major changes had to do with the inclusion of insurance provisions and a revision to the provisions to add members to the Board and the AAC. The Fresno attorney took exception to the use of the word "Ex-officio" in the original document and the wording was changed to "non-voting", which was the intent in the first place.

REQUESTED ACTION

Approve the Memorandum of Understanding between the Fresno Council of Governments and YARTS and authorize the Executive Director to execute the agreement following the approval of the Memorandum of Understanding by the Fresno Council of Governments Policy Board.

Attachment: Memorandum of Understanding

Memorandum of Understanding
Between
Fresno Council of Governments (~~Fresno COG~~FCOG)
And
Yosemite Area Regional Transportation System (YARTS)

This AGREEMENT, made and entered into this ____ day of _____, 2014 by and between the FRESNO COUNCIL OF GOVERNMENTS, 2035 Tulare St., Suite 201, Fresno, California 93721, a joint powers Public Agency (hereafter referred to as "FCOG"), and Yosemite Area Regional Transportation System Authority (Authority), a California Joint Powers Authority (hereafter referred to as YARTS). FCOG and YARTS may be referred to hereafter individually as a "PARTY" or collectively as "PARTIES".

Article I, Background and Authority

Whereas, the Fresno Council of Governments (COG) desires to see the establishment of public transit service on Hwy 41 between the city of Fresno and Yosemite National Park; and

Whereas, the ~~Fresno COG~~FCOG has completed and approved the "Yosemite, Sequoia and Kings Canyon (SEKI) National Park Transit Market Assessment & Feasibility Study" in 2011 and a "Draft Service Plan for Fresno-Yosemite Transit Service" in 2013, with the Yosemite Transit Plan recommending that the proposed service be provided by the Yosemite Area Regional Transportation System (YARTS); and

Whereas, the Yosemite Area Regional Transportation System Authority (Authority), a Joint Powers Authority, was formed expressly for the purpose of providing public transportation in the Yosemite region; and

Whereas, the Yosemite Area Regional Transportation System (YARTS) has fifteen years of successful experience in providing service to Yosemite National Park; and

Whereas, there is a willingness on the part of YARTS to work with the ~~Fresno COG~~FCOG to initiate the Yosemite service on Hwy 41; and

~~Whereas, in order to provide guidance for the management and operation of the Fresno-Yosemite Transit Service, the Fresno COG will appoint two officials representing Fresno County to attend the YARTS Board of Commissioners meetings as non-voting members until such time as the YARTS JPA and Bylaws are amended to allow full membership.~~

~~Whereas, the Fresno COG Executive Director will appoint three (3) technical representatives to attend the YARTS AAC and provide guidance for the management and operation of the Fresno Yosemite Transit Service, until such time as the YARTS AAC Bylaws are amended to allow Fresno County full AAC membership. Representatives to the AAC should be selected from areas such as transportation planning, visitor bureaus, economic development, tourism related business, or other such groups or organizations that may add perspective and expertise to items being considered by the AAC from time to time.~~

Whereas, the start of the YARTS Fresno/Yosemite Transit Service is currently targeted to begin in spring of 2015;

Therefore, the Parties agree as follows:

Article II, Statement of Work

Communications

The ~~Fresno COGFCOG~~ will designate a person or persons that will be the primary point of contact for the YARTS Transit Manager to conduct business with, during the normal planning and operation of the service.

Funding/Billing

~~Both Parties shall perform their respective obligations under this MOU without compensation. No funding reimbursements shall be provided subsequent to this MOU. The Fresno COGFCOG, as the primary designated project sponsor and YARTS may enter into separate funding agreements to plan and administer the operations, maintenance, marketing, outreach, and acquisition of capital projects, and provide for invoicing and reimbursement to YARTS.~~

YARTS will create a separate accounting for the YARTS Fresno/Yosemite Transit Service so that financial transactions are not comingled with other YARTS provided service. YARTS will provide quarterly financial statements to ~~Fresno COGFCOG~~ on the operations of the YARTS Fresno/Yosemite Transit Service. Any revenues generated by YARTS in the operation of the YARTS Fresno/Yosemite Transit Service will be retained and used in the operations of the service.

YARTS will continue to work with the National Park Service to assure the funding commitment to YARTS for this service is still in effect.

YARTS will continue to work with Amtrak toward the goal of establishing Amtrak Thruway service and, if possible, contracting in a way that will produce revenue to the project.

Comment [MG1]: Board Members?
My thought is that 3 board members is a lot

Clarification on the AAC members:
The AAC members, as a body, make recommendations to the YARTS Board rather than the members from each area making recommendations to their county representatives. It is an independent group. This in response to the comments at the bottom of page one. I know they are not new, but they are wrong.

Since the categories for the AAC members are called out in the Bylaws, I am not sure that it is necessary to put them in the MOU. You reference the Bylaws above there in the text. We would just need to impart them to Tony so he has the guidelines to make his appointments.

If you believe that it is important for the categories to be listed, then I would remove the reference to the National Park Service. The note about the Ex-officio members being elected should probably move up to be just under the mention of them above. The categories could be in a separate paragraph.

Comment [AGW2]: Similar comment here – Does the JPA speak to the method of appointing members to the AAC? If so, is this provision in the MOU consistent with the JPA?

Comment [MG3]: ? Installation of shelters signage etc infrastructure.

YARTS will pursue the interest of the Chukchansi Gold Resort and Casino as a funding partner for the project.

Comment [MG4]: What about the hotels/resorts/businesses along the corridor? That's why 3 AAC members, Chukchansi have been the most supportive and have expressed intent to financially support.

In preparing for the start of the service, YARTS will review the conceptual fare structure in the draft service plan and recommend a final fare plan with the intent of producing fare box recovery in keeping with other YARTS operations.

All of the costs of the planning and operation of the YARTS Fresno/Yosemite Transit Service will be borne by the ~~Fresno COGFCOG~~ and there will be no expense to YARTS from the project.

Comment [AGW5]: YARTS Fresno/Yosemite Transit Service?

Route and scheduling

YARTS will move the draft service plan beyond the concept status and do field testing of the routing and schedule as proposed in the Draft Service Plan including a proposed schedule for the COG approval.

YARTS will work with the ~~Fresno COGFCOG~~ to confirm the bus stop locations in the city of Fresno, along the Hwy 41 corridor, specifically in Oakhurst, and establish permission from the property owner for the use of each. This work will include consultation from Caltrans as the owner/operators of the State Highway System.

YARTS will assemble a list of suggested capital projects for the route to be submitted to the COG for funding.

Administration/Marketing

The YARTS Short Range Transit Plan (SRTP) generally guides the course of YARTS decision making process. YARTS will use that document as initial guidance for the implementation of the Hwy 41 service between Yosemite National Park and the City of Fresno.

Marketing of the Hwy 41 service should start as soon as the necessary eligible funding is committed for the project. The Fresno/Clovis Convention & Visitors Bureau, and their lodging members, would be a prime starting point for this effort as would the Fresno Yosemite International Airport. The existing YARTS web site and social media effort will enhance the marketing efforts and minimize effort and expense.

YARTS will work with Yosemite management to help with the announcements regarding the new service and possibly a "ribbon cutting" ceremony to publicize the actual start of service.

FCOG Participation on YARTS' Board of Commissioners and Authority Advisory Committee

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In order to provide guidance for the management and operation of the Fresno-Yosemite Transit Service, FCOG shall appoint two Policy Board members to attend the YARTS Board of Commissioners meetings as non-voting members until such time as the YARTS JPA and Bylaws are amended to allow full membership. ~~Each FCOG Policy Board Members may appoint up to two alternates to attend in his or her absence.~~

In addition, the FCOG Executive Director shall appoint three (3) technical representatives to attend the YARTS Authority Advisory Committee [AAC] and provide guidance for the management and operation of the Fresno-Yosemite Transit Service, until such time as the YARTS AAC Bylaws are amended to allow Fresno County full AAC membership. Representatives to the AAC should be selected from areas such as transportation planning, visitor bureaus, economic development, tourism related business, or other such groups or organizations that may add perspective and expertise to items being considered by the AAC from time to time.

Article III. INDEMNITY

Each PARTY shall hold harmless, and indemnify the other PARTY and its respective governing board, officers, directors, employees, authorized agents, contractors or subcontractors from and against any and all claims, damages, losses, liabilities, costs, and expenses (including reasonable attorneys' and expert witness fees and costs) that arise out of or as a result of any negligent act or omission or willful misconduct of the indemnifying PARTY or its governing board, officers, directors, employees, authorized agents, contractors or subcontractors in carrying out the indemnifying PARTY'S obligations under this Agreement, except to the extent that such expense, liability or claim is proximately caused by the negligence or willful misconduct of the PARTY indemnified or its governing board, officers, directors, employees, authorized agents, contractors or subcontractors.

Article IV. TERMINATION

This MOU will remain in force and effect until cancelled by either party with 90-day written notice. Termination of this agreement shall not invalidate obligations entered into by the PARTY'S pursuant to subsequent agreements to provide for funding and operations for the YARTS Fresno/Yosemite Transit Service.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed as of the date and year first above written.

FRESNO COUNCIL OF GOVERNMENTS

By _____
TONY BOREN, Executive Director

CONTRACTOR, YARTS

By _____
MARJIE KIRN, Executive Director

APPROVED AS TO LEGAL FORM ON BEHALF OF THE FRESNO COUNCIL OF GOVERNMENTS:
DANIEL C. CEDERBORG, County Counsel

By _____
ARTHUR WILLE, Senior Deputy County Counsel

APPROVED AS TO LEGAL FORM ON BEHALF OF YARTS:

By _____
ROBERT HADEN, YARTS Counsel

ITEM 9

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: PUBLIC TRANSIT SERVICE ON HWY 41 - ADDITIONAL NON-VOTING BOARD AND AUTHORITY ADVISORY COMMITTEE MEMBERS

The proposed Memorandum of Understanding (MOU) between YARTS and the Fresno Council of Governments (FCOG) contains provisions for the inclusion of non-voting members on the YARTS Board and on the YARTS Authority Advisory Committee (AAC) to represent the FCOG at those meetings. The YARTS Board expressed support for the concept.

At that same meeting where the MOU provisions were discussed, staff also initiated a discussion of the concept of adding one non-voting member to the Board from each Madera and Tuolumne counties and one representative to the AAC from each of those counties also. YARTS Board members voiced support for that concept as well, but were prevented from voting on the matter because it was not listed as an action item on the agenda. Staff was directed to bring it back to the Board at the next meeting.

Staff recommends that the YARTS Board formally approve the concept of offering one each non-voting membership to the YARTS Board and the YARTS AAC from Tuolumne County and Madera County. Members added to the YARTS Board should be elected officials from each of the counties. The AAC designates should conform to requirements under Article II - Membership of the AAC Bylaws.

The offer of the Board members and the AAC members would not take place until such time as the service on Hwy 41 has been contractually obligated. Prior to the new AAC members being added, Article II of the AAC Bylaws will need to be amended by the YARTS Board. A proposed amendment to the AAC Bylaws is attached.

REQUESTED ACTION

Approve:

- a. The concept of adding non-voting members to the YARTS Board from Fresno, Madera, and Tuolumne counties;
- b. The concept of adding members to the YARTS Authority Advisory Committee from Fresno, Madera, and Tuolumne counties; and

c. The proposed amendment to the Authority Advisory Committee Bylaws.

Attachment: AAC Bylaws with proposed amendments indicated in red.

YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS)

AUTHORITY ADVISORY COMMITTEE (AAC)

BYLAWS

WHEREAS, having been designated as the Authority Advisory Committee for the Yosemite Area Regional Transportation System Authority; and

NOW THEREFORE, be it resolved that the following bylaws are adopted as the Bylaws of the Authority Advisory Committee for the Yosemite Area Regional Transportation System Authority.

ARTICLE I – PURPOSE

The purpose of the YARTS Authority Advisory Committee (AAC) is to advise the YARTS Joint Powers Authority (JPA) on issues and make recommendations to the Authority on policy matters and projects.

ARTICLE II - MEMBERSHIP

The membership of the AAC shall consist of **at least** thirteen (13) voting members. The members shall be nominated to serve on the AAC from their respective jurisdiction in the following fashion: Three (3) members shall be nominated by one or both of the two Board members of the YARTS Joint Powers Authority from each member county. The YARTS Executive Director shall nominate two (2) members. The National Park Service-Yosemite shall nominate two (2) members. **The YARTS Board of Commissioners may authorize additional members.**

Vacancies on the AAC will be filled by the elected members of the Joint Powers Authority, from their jurisdictions, to maintain the representational balance previously stated above.

Members of the AAC should be selected from areas such as transportation planning, visitor bureaus, economic development, tourism related business, environmental groups and organizations and the National Park Service or other such groups or organizations that may add perspective and expertise to items being considered by the AAC from time to time.

The YARTS JPA Board will have final approval of all AAC nominees.

ARTICLE III - TERM

The term of each member of the Authority Advisory Committee shall be for two years. Each member may serve a maximum of four terms on the Authority Advisory Committee; however, members shall serve on this committee at the pleasure of their respective appointing authorities.

It is anticipated that members of the AAC will faithfully attend all scheduled meetings and participate fully in the discussions of the business brought before the committee. If a member fails to attend three (3) consecutive meetings unexcused, the appointing authority will be consulted as to the disposition of the member. Another representative shall be appointed to fill the position subsequent to notifying the member. The member must, however, be notified after the second missed meeting.

ARTICLE IV – VOTING

Each appointed member of the AAC shall have one (1) vote. The members shall be entitled to cast their vote on all matters brought to a vote during a regular or called meeting, which said member is present and providing a quorum is present at the time as specified in Article V.

ARTICLE V- QUORUM

The majority of the voting membership of the Authority Advisory Committee, officially holding appointments from the appointing authority, shall constitute a quorum and a quorum shall be necessary for the transaction of any official business by the AAC. A majority of the AAC voting members who are present shall be required to pass, accept or approve motions brought by those members.

Votes taken by the Authority Advisory Committee shall be considered advisory only and shall not be binding on the YARTS Joint Powers Authority governing board.

ARTICLE VI – ELECTION OF CHAIRMAN, VICE CHAIRMAN, SECRETARY

Section 1

The officers of the AAC shall be a Chairman and Vice-Chairman and shall be selected in accordance with Section 2 of this article.

Section 2

The Chairman and Vice-Chairman shall be nominated from the floor at the first meeting of the AAC fiscal year and will rotate between the represented jurisdictions. **The Chairman and Vice-Chairman shall represent one of the member counties.** The chair

must have at least one year experience as an Authority Advisory Committee member. The term of the offices shall be for one year.

The Secretary shall be the Executive Director or his/her designee and shall be a non-voting participant.

ARTICLE VII – DUTIES OF CHAIRMAN AND VICE CHAIRMAN

Section 1

The Chairman shall preside at all meetings of the Committee and is eligible to vote on all matters coming before the Committee. The Chairman shall be responsible for conducting all meetings in an orderly manner and of appointing the necessary committees, which are needed to meet the objectives of the Authority Advisory Committee.

Section 2

The Vice-Chairman shall perform all of the duties and assume all of the responsibilities of the Chairman in the Chairman's absence.

Section 3

The Secretary shall:

- a. Keep an accurate record of all proceedings of the Authority Advisory Committee.
- b. Be responsible for preparing and issuing all necessary notices, copies of agenda, etc., in a timely manner.

ARTICLE VIII – MEETING DATES

The regular meetings of this Committee shall be held no less than one (1) in every quarter or as established by the YARTS Joint Powers Authority Governing Board.

ARTICLE IX – SPECIAL MEETINGS

Special meetings of the AAC may be called by the Chairman, or in the Chairman's absence, the Vice-Chairman. Notice by letter or by phone seventy-two (72) hours prior to the schedule time shall be considered ample notice.

ARTICLE X – AMENDMENTS

The Bylaws of the Authority Advisory Committee may be amended by a majority vote at any regular YARTS Authority Board meeting where the proposed Bylaws amendment has been distributed to the Board at least 14 day prior to the meeting.

Adopted _____, 2014

AYES:

NOES:

ABSENT:

ATTEST:

Chair, **John Carrier**

Vice-Chair, **Tim Alpers**

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

FROM: DICK WHITTINGTON, TRANSIT MANAGER

RE: YARTS STAFFING DISCUSSION

With the impending start of service on Hwy 41, it is timely to have a discussion of staffing for the future of YARTS take place. Staffing has a correlation to funding, so the staffing discussion would have to involve funding as well.

The advent of the contract with the Fresno COG for the operation of transit service on Hwy 41 offers an opportunity to increase staffing with some of the funding covered. That contract will pay for the personnel costs that it demands and additional staffing to carry out the contract is a certainty.

Specific details of the Hwy 41 service contract are yet to be fully resolved, but the intent of the contract is for the obligations of the contract to be self-funding, with no expense to YARTS. The funding for this service currently covers two years. The level of service being discussed essentially duplicates the traditional level of service on Hwy 140. That said, the level of increase should not anywhere near double the demand on the Transit Manager's time for the operating portion of the contract, but the exact amount is currently uncertain. Not so for the startup contract.

The work that will be needed to get the service ready to operate will dip heavily into the manager's time. It is anticipated that the total expense, per the contract you reviewed previously today, will involve at least \$15,000 of management time in the eight months following the execution of the contract.

The remainder of the \$94,500 in the contract, about \$79,500 is aimed at branding, media and community outreach, spread out over as much as 18 months, which will consume some of the managers time and more likely that of an assistant.

Attached are pages from the MCAG Overall Work Program (OWP) for fiscal 2014-15 describing the management and marketing activities anticipated to complete the YARTS work program this fiscal year. It does not include any of the work anticipated from the Fresno COG contracts.

At present, the YARTS Transit Manager works part time, about 30 hours per week (or 9 person months). The manager is supported by others on staff at MCAG for accounting, procurement,

outreach, and bookkeeping. None of those support staff work exclusively for YARTS and none are full time. The total number of person months programed to YARTS is 14.60 and the total programed cost of staff time, including overhead costs, is projected at \$254,056.

The potential for the retirement of the current transit manager and the replacement of same is also a part of this discussion. No date has been established for said retirement, but planning for the inevitable would be wise.

Having someone in a learning position and also helping with the day-to-day would make a transition much easier, whether that person were to take over the management or simply serve as an important and knowledgeable resource to the person selected to replace the manger.

Discussions between the YARTS Transit Manager and the Executive Director led to the recommendation that it would be wise and timely to begin seeking an individual who would be hired as a Staff Services Analyst I. The seven-step range for that position has a salary range from \$42048.45 to \$56348.95. Benefits and taxes would add 52% to the cost of the employee so the first step employee would cost the agency \$63913.65.

YARTS has traditionally operated with minimum staffing, which has helped with the survival of the service, but at the expense of some of the professionalism that this growing service will need in the future.

REQUESTED ACTION

Direct staff to begin the process of hiring a Staff Analyst I to assist the YARTS Transit Manager and train for the growth of the service and staffing transitions in the future.

Attachment: Section 600 – MCAG Fiscal Year 2014-2015 Overall Work Program

COMPREHENSIVE PLANNING

600 YOSEMITE AREA REGIONAL TRANSPORTATION SYSTEM (YARTS) MANAGEMENT ACTIVITIES

Purpose:

The Yosemite Area Regional Transportation System (YARTS) Joint Powers Authority (JPA) contracts with Merced County Association of Governments (MCAG) to provide management, planning, and administrative services to the transit system, including oversight of all of the day-to-day operations of the transit system.

Discussion:

In its 14th year of operation, YARTS provides an alternative to driving in the Yosemite region for travelers and locals. It operates year round on the Hwy 140 corridor between Merced and Yosemite National Park, through Mariposa County and during the summer, June through September, on the Hwy 120/395 corridors between Yosemite Valley and Mono County destinations and between Tuolumne County destinations and Yosemite Valley.

Tasks:

610 – Management, Administration and Planning

Provide administration functions to the YARTS Joint Powers Authority (JPA) Board and the YARTS Authority Advisory Committee (AAC), at the direction of the YARTS Board.

- ◆ Prepare the YARTS Overall Work Program
- ◆ Prepare agendas for the YARTS Board and the AAC committee
- ◆ Work with Board Chair on items to be azenized
- ◆ File notices of Public Hearings as needed
- ◆ Staff Board meetings and facilitate video conferencing
- ◆ Record and prepare the minutes from Board and AAC meetings
- ◆ Implement and coordinate Board directives
- ◆ Maintain the YARTS accounting records
- ◆ Prepare financial updates for the Board and the AAC for each regular meeting or at least quarterly
- ◆ Contract for and complete an annual audit
- ◆ Prepare and administer the approved YARTS budget
- ◆ Identify, apply for, and administer grants to fund operating and capital projects
- ◆ Administer YARTS contracts and agreements and do billing for same
- ◆ I.E. Amtrak, NPS, VIA
- ◆ Monitor service contractor performance
- ◆ File required state and federal reports
- ◆ Implement on-board rider satisfaction survey annually, typically during the busier visitor season
- ◆ Annually review the operating schedules and demand by run. Recommend changes as needed

- ◆ Contract for liability and property insurance coverage
- ◆ Participate in Social Services Transportations Advisory Committee meetings in the three member counties
- ◆ Maintain working relationships with elected and appointed state and federal officials, Yosemite National Park management, Park Concessionaire management, Amtrak, environmental organizations and member-county staff
- ◆ Continue to work toward an agreement with Greyhound Bus Lines to share customers and jointly promote public transit to Yosemite and the region
- ◆ Continue to work with Fresno COG on possible transit service on Hwy 41 between Fresno and Yosemite NP with YARTS as the service provider.
- ◆ Continue to work with the County of Tuolumne on the possibility of service on Hwy 120 between Tuolumne County destinations and Yosemite NP. This
- ◆ The YARTS Short Range Transit Plan has annual action items. Those items are to be brought to the Board for direction. Implement provisions of the Short Range Transit Plan (SRTP) as directed by the YARTS Board of Commissioners
- ◆ Prepare and distribute a Manager's Update to the Board members and other stakeholders, monthly or more often as needed to keep stakeholders aware of management activities between Board meetings
- ◆ Maintain YARTS-owned property, i.e. replacing broken glass at shelters as needed, clean and remove graffiti and stickers from shelters, review maintenance on YARTS-owned buses with contractor
- ◆ Under written agreement with the National Park Service, work with Yosemite NP to establish temporary "summer peak demand" service in Tuolumne, Mono and Mariposa/Merced Counties. This project includes working with locals in each project county to determine their priorities and preferences, writing schedules, preparing and distributing marketing materials, and attending regular bi-weekly (phone) meetings with park staff to evaluate and direct the effort.
- ◆ Participate in CalACT legislative meetings (phone) to stay current on legislation that effects rural public transit and attend CalACT semi-annual meetings for professional growth and improvement
- ◆ Work with the Board to establish the appropriate number of vehicles in the YARTS-owned fleet
- ◆ Seek funding from the most advantageous source to purchase buses to grow the YARTS-owned fleet to the level directed by the Board

Also, the recently completed Short Range Transit Plan (SRTP) enumerates certain additional items to be accomplished. Those items are:

- ◆ Make SRTP specified changes to the schedule as approved by the Board, following negotiations with the park concessionaire management and NPS
- ◆ Work with the Board to establish timing and amount of fare increases called for in SRTP.

Staff time: 11.35 Person Months

Total Admin Costs - \$187,069

615- Outreach and Marketing

Provide outreach and marketing efforts to promote ridership.

- ◆ Schedules - Create, distribute and install seasonal schedules and brochures, and other promotional materials, as needed
- ◆ Administer all aspects of the YARTS marketing budget from identifying funding sources through approving the payment of invoices
- ◆ Ticket vendors – Administer ticket sales through contracted vendors; includes distribution of tickets, review of sales reports, and collections of revenue
- ◆ Public Information – Prepare and distribute news releases to media contacts as
- ◆ Create and place advertising in appropriate venues,
- ◆ Public Appearances – seek opportunities for and make public speaking and other appearances where possible to market the transit service
- ◆ Maintain the YARTS web site
- ◆ Respond to rider comments and complaints
- ◆ Maintain a good working relationship with the Gateway Partners organization and the Mariposa/Yosemite Forum
- ◆ YARTS Manuals – Update manual as needed; maintain the contact with YARTS manual holders and seek new locations of more manuals
- ◆ Conduct “Fam Tours” for media and local stakeholders annually
- ◆ Maintain contact with tour operators who use YARTS in their business plans; I.E. California Parlor Tours, Key Holidays, Extranomical Tours, etc.
- ◆ Build and/or retain strong relationships with connecting transit providers; Greyhound, Amtrak, Great Lakes Air, Horizon Air, ESTA, Merced Co. “The Bus”
- ◆ Under written agreement with the Park Service, conduct marketing efforts toward public use of the “peak period” extra transit service during the summer months.

*Represents Capital Projects as listed below

Staff time: 3.25 person months \$66,987

Total Staff Time: 14.60 person months

Total Program	YARTS
\$254,056	\$254,056

MEMORANDUM

DATE: OCTOBER 10, 2014

TO: YARTS JOINT POWERS AUTHORITY

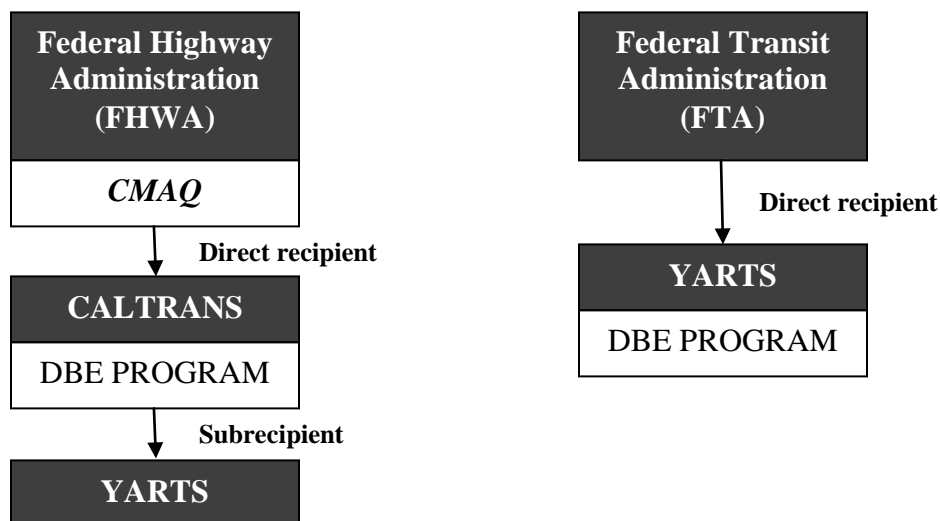
FROM: DICK WHITTINGTON, TRANSIT MANAGER

**RE: YARTS DISADVANTAGED BUSINESS ENTERPRISE
IMPLEMENTATION AGREEMENT**

BACKGROUND

A Disadvantaged Business Enterprise (DBE) Program seeks to ensure that small businesses, which are owned and controlled by socially and economically disadvantaged individuals, can compete fairly for federally-assisted contracts and subcontracting opportunities. DBEs are defined in the Code of Federal Regulations Title 49, Part 26.

A direct recipient of federal financial assistance must have an adopted Disadvantaged Business Enterprise (DBE) Program. A subrecipient of federal financial assistance must comply with the direct recipient's adopted DBE Program.



YARTS receives \$85,000 in Congestion Mitigation and Air Quality (CMAQ) funds every year for its public outreach and marketing program. YARTS, being a subrecipient of Federal Highway Administration (FHWA) CMAQ funds, will need to adhere to Caltrans' DBE Program. To ensure compliance, Caltrans requires all subrecipients to submit Exhibit 9-A DBE

Implementation Agreement for Local Agencies and annually submit Exhibit 9-B Local Agency Annual DBE Submittal Form.

REQUESTED ACTION

Authorize the Executive Director to execute the Caltrans DBE Implementation Agreement for Local Agencies and to annually execute the Local Agency Annual DBE Submittal Form.

Attachments: Exhibit 9-A DBE Implementation Agreement for Local Agencies
Exhibit 9-B Local Agency Annual DBE Submittal Form

EXHIBIT 9-A DBE IMPLEMENTATION AGREEMENT FOR LOCAL AGENCIES**CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) DISADVANTAGED
BUSINESS ENTERPRISE (DBE) IMPLEMENTATION AGREEMENT**

For the **Yosemite Area Regional Transportation System (YARTS)**, hereinafter referred to as “SUB-RECIPIENT.”

I. Definition of Terms

The terms used in this agreement have the meanings defined in 49 CFR 26.5.

II. Objective/Policy Statement (49 CFR 26.1 and 26.23)

SUB-RECIPIENT intends to receive federal financial assistance from the U. S. Department of Transportation (DOT) through the California Department of Transportation (Caltrans), and as a condition of receiving this assistance, SUB-RECIPIENT will sign the California Department of Transportation Disadvantaged Business Enterprise Implementation Agreement (hereinafter referred to as Agreement). SUB-RECIPIENT agrees to implement the State of California, Department of Transportation Disadvantaged Business Enterprise (DBE) Program Plan (hereinafter referred to as the DBE Program Plan) as it pertains to local agencies. The DBE Program Plan is based on U.S. Department of Transportation (DOT), 49 CFR 26 requirements.

It is the policy of SUB-RECIPIENT to ensure that DBEs, as defined in 49 CFR 26, have an equal opportunity to receive and participate in DOT-assisted contracts. It is also SUB-RECIPIENT’s policy:

- To ensure nondiscrimination in the award and administration of DOT-assisted contracts.
- To create a level playing field on which DBE’s can compete fairly for DOT-assisted contracts.
- To ensure that the DBE participation percentage is narrowly tailored, in accordance with applicable law.
- To ensure that only firms that fully meet 49 CFR 26 eligibility standards are permitted to participate as DBEs.
- To help remove barriers to the participation of DBEs in Federal-aid contracts.
- To assist the development of firms that can compete successfully in the market place outside the DBE Program.

III. Nondiscrimination (49 CFR 26.7)

SUB-RECIPIENT will never exclude any person from participation in, deny any person the benefits of, or otherwise discriminate against anyone in connection with the award and performance of any contract covered by 49 CFR 26 on the basis of race, color, sex, or national origin. In administering the local agency components of the DBE Program Plan, SUB-RECIPIENT will not, directly, or through contractual or other arrangements, use criteria or methods of administration that have the effect of defeating or substantially impairing accomplishment of the objectives of the DBE Program Plan with respect to individuals of a particular race, color, sex, or national origin.

IV. Annual DBE Submittal Form (49 CFR 26.21)

SUB-RECIPIENT will provide to the Caltrans District Local Assistance Engineer (DLAE) a completed “*Local Agency DBE Annual Submittal Form*” (Exhibit 9-B), by June 30 of each year for the following Federal Fiscal Year (FFY). This form must include the name, phone number, email address of the designated Disadvantaged Business Enterprise Liaison Officer (DBELO), and the choice of Prompt Pay Provision to be used by SUB-RECIPIENT for the following FFY.

V. Race-Neutral Means of Meeting Caltrans Overall Statewide Annual DBE Goal (49 CFR 26.51(a))

Caltrans expects SUB-RECIPIENT to meet the maximum feasible portion of Caltrans Overall Statewide Annual DBE Goal through race-neutral means of facilitating DBE participation. Race-neutral DBE participation includes when a DBE wins a prime contract through customary competitive procurement procedures, is awarded a subcontract on a prime contract that does not carry a DBE goal, or even if there is a DBE goal, wins a subcontract from a prime contractor that did not consider its DBE status in making the award (e.g., a prime contractor that uses a strict low-bid system to award subcontracts). Race-neutral means include, but are not limited to, the following:

1. Arranging solicitations, times for the presentation of bids, quantities, specifications, and delivery schedules in ways that facilitate the participation of DBE and other small businesses (e.g., unbundling large contracts to make them more accessible to small businesses, requiring or encouraging prime contractors to subcontract portions of work that they might otherwise perform with their own forces);
2. Providing assistance in overcoming limitations such as inability to obtain bonding or financing (e.g., by such means as simplifying the bonding process, reducing bonding requirements, eliminating the impact of surety costs from bids, and providing services to help DBEs and other small businesses obtain bonding and financing);
3. Providing technical assistance and other services;
4. Carrying out information and communication programs on contracting procedures and specific contract opportunities (e.g., ensuring the inclusion of DBEs and other small businesses on SUB-RECIPIENT mailing lists of bidders; ensuring the dissemination to bidders on prime contracts of lists of potential subcontractors; provision of information in languages other than English, where appropriate);
5. Implementing a supportive services program to develop and improve immediate and long-term business management, record keeping, and financial and accounting capability for DBEs and other small businesses;
6. Providing services to help DBEs and other small businesses improve long-term development, increase opportunities to participate in a variety of types of work, handle increasingly significant projects, and achieve eventual self-sufficiency;
7. Establishing a program to assist new, start-up firms, particularly in fields in which DBE participation has historically been low;
8. Ensuring distribution of your DBE directory through print and electronic means to the widest feasible universe of potential prime contractors; and
9. Assisting DBEs and other small businesses to develop their capability to utilize emerging technology and conduct business through electronic media.

VI. Race-conscious Means of Meeting Caltrans Overall Statewide Annual DBE Goal (49 CFR 26.51(d))

SUB-RECIPIENT must establish DBE contract goals to meet any portion of Caltrans Overall Statewide Annual DBE Goal that cannot be achieved through race-neutral means.

VII. Quotas (49 CFR 26.43)

SUB-RECIPIENT will not use quotas or set-asides in any way in the administration of the local agency component of the DBE Program Plan.

VIII. DBE Liaison Officer (DBELO) (49 CFR 26.25)

SUB-RECIPIENT has designated a DBE Liaison Officer. The DBELO is responsible for implementing the DBE Program Plan as it pertains to the SUB-RECIPIENT, and ensures that the SUB-RECIPIENT is fully and properly advised concerning DBE Program Plan matters. The name, address, telephone number, email address, and an organization chart displaying the DBELO's position in the organization are found

in Attachment A to this Agreement. This information will be updated annually and included on the DBE Annual Submittal Form.

The DBELO is responsible for developing, implementing, and monitoring the SUB-RECIPIENT's requirements of the DBE Program Plan in coordination with other appropriate officials. Duties and responsibilities include the following:

1. Gathers and reports statistical data and other information as required.
2. Reviews third party contracts and purchase requisitions for compliance with this program.
3. Works with all departments to determine DBE contract goals.
4. Ensures that bid notices and requests for proposals are made available to DBEs in a timely manner.
5. Analyzes DBE participation and identifies ways to encourage participation through race-neutral means.
6. Participates in pre-bid meetings.
7. Advises the CEO/governing body on DBE matters and DBE race-neutral issues.
8. Provides DBEs with information and recommends sources to assist in preparing bids, obtaining bonding and insurance.
9. Plans and participates in DBE training seminars.
10. Provides outreach to DBEs and community organizations to fully advise them of contracting opportunities.

IX. Federal Financial Assistance Agreement Assurance (49 CFR 26.13)

Each agreement SUB-RECIPIENT signs with Caltrans must include the following assurance:

The SUB-RECIPIENT shall not discriminate on the basis of race, color, national origin, or sex in the award and performance of any DOT-assisted contract, or in the administration of its DBE Program, or the requirements of 49 CFR 26. The SUB-RECIPIENT shall take all necessary and reasonable steps under 49 CFR 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts. The SUB-RECIPIENT's DBE Program, as required by 49 CFR 26 and as approved by DOT, is incorporated by reference in this agreement. Implementation of this program is a legal obligation and failure to carry out its terms shall be treated as a violation of this agreement. Upon notification to the SUB-RECIPIENT of its failure to carry out its approved program, Caltrans may impose sanctions as provided for under 49 CFR 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

Each contract SUB-RECIPIENT signs with a contractor (and each subcontract the prime contractor signs with a subcontractor) must include the following assurance:

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as the SUB-RECIPIENT deems appropriate.

X. DBE Financial Institutions (49 CFR 26.27)

SUB-RECIPIENT must investigate the full extent of services offered by financial institutions owned and controlled by socially and economically disadvantaged individuals in the community to make reasonable efforts to use these institutions, and to encourage prime contractors on DOT-assisted contracts to make use of these institutions.

Information on the availability of such institutions can be obtained from the DBELO. The Caltrans Disadvantaged Business Enterprise Program may offer assistance to the DBELO.

XI. Directory (49 CFR 26.31)

SUB-RECIPIENT will refer interested persons to the Unified Certification Program DBE directory available from the Caltrans Disadvantaged Business Enterprise Program's website at:

www.dot.ca.gov/hq/bep.

XII. Required Contract Clauses (49 CFR 26.13 and 26.29)

SUB-RECIPIENT ensures that the following clauses or equivalent will be included in each DOT-assisted prime contract:

A. Contract Assurance

The contractor or subcontractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR 26 in the award and administration of DOT-assisted contracts. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy, as SUB-RECIPIENT deems appropriate.

NOTE: This language is to be used verbatim, as is stated in "Required Federal-aid Contract Language" (Exhibit 12-G). See also 49 CFR 26.13(b).

B. Prompt Payment

Prompt Progress Payment to Subcontractors

The local agency shall require contractors and subcontractors to be timely paid as set forth in Section 7108.5 of the California Business and Professions Code concerning prompt payment to subcontractors. The 7-day is applicable unless a longer period is agreed to in writing. Any delay or postponement of payment over thirty (30) days may take place only for good cause and with the agency's prior written approval. Any violation of Section 7108.5 shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies of that Section. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

Prompt Payment of Withheld Funds to Subcontractors

The local agency shall ensure prompt and full payment of retainage from the prime contractor to the subcontractor within thirty (30) days after the subcontractor's work is satisfactorily completed and accepted. This shall be accompanied by including; either (1), (2), or (3) of the following provisions [local agency equivalent will need Caltrans approval] in their federal-aid contracts to ensure prompt and full payment of retainage [withheld funds] to subcontractors in compliance with 49 CFR 26.29.

1. No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE

- subcontractors.
2. No retainage will be held by the agency from progress payments due to the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor in thirty (30) days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance, and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
 3. The agency shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the agency of the contract work and pay retainage to the prime contractor based on these acceptances. The prime contractor or subcontractor shall return all monies withheld in retention from all subcontractors within thirty (30) days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating prime contractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the contractor or subcontractor in the event of: a dispute involving late payment or nonpayment by the contractor; deficient subcontractor performance; and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.

XIII. Local Assistance Procedures Manual

The SUB-RECIPIENT will advertise, award and administer Federal-aid contracts in accordance with the current [Local Assistance Procedures Manual \(LAPM\)](#) including [forms and Exhibits](#).

XIV. Vehicle Manufacturers/Specialized Equipment (§26.49)

If Federal-aid contracts will include vehicle/specialized equipment procurements, SUB-RECIPIENT will require each vendor, as a condition of being authorized to bid or propose on vehicle/specialized equipment procurements, to certify that it has complied with the requirements of 49 CFR 26.69.

XV. Reporting to the DLAE

SUB-RECIPIENT will promptly submit a copy of the Consultant Proposal DBE Commitment (Exhibit 10-O1) at the time of award of the consultant contract.

SUB-RECIPIENT will promptly submit a copy of Consultant Contract DBE Information (Exhibit 10-O2) or the Local Agency Bidder DBE Commitment (Construction Contracts) (Exhibit 15-G) to the DLAE within 30 days after execution of consultant or construction contract.

SUB-RECIPIENT will promptly submit a copy of the Final Report-Utilization of DBE, First-Tier Subcontractors (Exhibit 17-F) of the LAPM, immediately upon completion of each consultant or construction contract.

XVI. Certification (§26.83(a))

SUB-RECIPIENT ensures that only DBE firms currently certified by the California Unified Certification Program (CUCP) will participate as DBEs on Federal-aid contracts.

XVII. Confidentiality

SUB-RECIPIENT will safeguard from disclosure to third parties, information that may reasonably be regarded as confidential business information consistent with federal, state, and local laws.

By: _____ Date: _____
(Signature)

_____ Phone #: _____
Marjie Kirn, YARTS Executive Director
(Print Name and Title)
ADMINISTERING AGENCY
(Authorized Governing Body Representative)

This California Department of Transportation’s Disadvantaged Business Enterprise Program Implementation Agreement is accepted by:

_____ Date: _____
(Signature of DLAE)

(Print Name of DLAE)

Distribution: (1) Original – DLAE
(2) Signed copy by the DLAE – Local Agency

**INTERIM EXHIBIT 9-B LOCAL AGENCY DBE ANNUAL SUBMITTAL FORM**

TO: CALTRANS DISTRICT 10
Mr. Parminder Singh
District Local Assistance Engineer

The information for exhibit 9-B presented herein, in accordance with Title 49 of the Code of Federal Regulations (CFR), Part 26, and the State of California Department of Transportation Disadvantaged Business Enterprise (DBE) Program Plan.

The **Yosemite Area Regional Transportation System (YARTS)** submits our annual 9-B information for the **Federal Fiscal Year 2014 / 2015**, beginning on October 1 and ending on September 30.

Disadvantaged Business Enterprise Liaison Officer (DBELO)

Alicia Ochoa-Jones, Administrative Analyst
Merced County Association of Governments
369 W. 18th Street
Merced, CA. 95340
Phone: (209) 723-3153, extension 324; Fax: (209) 723-0322
Email: Alicia.Ochoa-Jones@mcagov.org

Planned Race Neutral Measures

YARTS has implemented race-neutral measures for the upcoming Federal Fiscal Year per 49 CFR, Part 26.51 and Section V of the California Department of Transportation DBE Program Implementation Agreement for Local Agencies, which includes scheduling bidding periods and opening times, advertising, solicitations, and packaging quantities, specifications, and delivery schedules in ways that facilitate DBE and small business participation. YARTS will also continue its efforts to assure that bidding and contract requirements facilitate participation by DBE's and other small businesses, which includes unbundling large contracts to make them more accessible to small businesses, encouraging prime contractors to subcontract portions of the work that they might otherwise perform themselves, and providing technical assistance and other support services to facilitate consideration of DBE's and other small businesses.

Prompt Pay

Federal regulation (49 CFR 26.29) requires one of three methods be used in federal-aid contracts to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor. (Attached is a listing of the three methods. On the attachment, the prompt payment provision the local agency will use has been designated.)

Prompt Pay Enforcement Mechanism

49 CFR, Part 26.29(d) requires providing appropriate means to enforce prompt payment. These means may include appropriate penalties for failure to comply with the terms and conditions of the contract. The means may also provide that any delay or postponement of payment among the parties may take place only for good cause with the local agency’s prior written approval. **Please briefly describe the monitoring and enforcement mechanisms in place to ensure that all subcontractors, including DBEs, are promptly paid.**

The DBE Program, found at Title 49 CFR Part 26, requires that any delay or postponement of payment over 30 days may take place only for good cause and with YARTS’ prior written approval. Any violation of this provision shall subject the violating prime contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies otherwise available to the prime contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the prime contractor, deficient subcontract performance, or noncompliance by a subcontractor.

YARTS has, by a contract clause pursuant to 49 CFR Part 26, 26.29, “Prompt Payment Mechanisms for Recipients,” adopted a prompt payment provision on all DOT-assisted contracts, to facilitate timely payment to all subcontractors. This provision, governing the payment to subcontractors (DBE’s and non-DBE’s), requires a prime contractor to issue payment to all subcontractors for satisfactory work performed, no later than 7 days from the prime contractor’s receipt of payment from YARTS. A provision shall also apply to the disbursement of retention proceeds withheld by the prime, requiring the prompt return of retainage payments from the prime contractor to the subcontractor within 30 days of the subcontractor’s satisfactory completion of the accepted work. These prompt payment provisions are required to be incorporated in all subcontract agreements issued by the prime contractor.

The prime contractor shall also incorporate in all subcontract agreements a contract clause providing that the prime contractor will not be reimbursed for work performed by subcontractors unless and until the prime contractor ensures that the subcontractors are promptly paid for the work they have performed.

Failure to comply with this provision or delay in payment without prior YARTS’ written approval will constitute noncompliance, which will result in appropriate administrative sanctions, including, but not limited to a penalty of 2% of the amount due per month for every month that payment is not made.

Prior YARTS’ issuance of progress payments, commencing with the second invoice, the prime contractor shall provide YARTS with evidence of payments to all subcontractors due for work they had performed.

(Signature)

Date

Marjie Kirn, YARTS Executive Director
(Print Name and Title)
ADMINISTERING AGENCY
(Authorized Governing Body Representative)

(209) 723-3153
Phone Number

(Signature of Caltrans District Local Assistance Engineer [DLAE])

Date

Distribution: (1) Original - DLAE
(2) Signed copy by the DLAE – Local Agency

(Attachment)

**Prompt Payment of Withheld Funds to
Subcontractors**

Federal regulation (49 CFR 26.29) requires one of the following three methods be used in federal-aid contracts to ensure prompt and full payment of any retainage kept by the prime contractor or subcontractor to a subcontractor.

Please check the box of the method chosen by the local agency to ensure prompt and full payment of any retainage.

- Method 1:** No retainage will be held by the agency from progress payments due to the prime contractor. Prime contractors and subcontractors are prohibited from holding retainage from subcontractors. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
- Method 2:** No retainage will be held by the agency from progress payments due the prime contractor. Any retainage kept by the prime contractor or by a subcontractor must be paid in full to the earning subcontractor in 30 days after the subcontractor's work is satisfactorily completed. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating contractor or subcontractor to the penalties, sanctions, and remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies, otherwise available to the contractor or subcontractor in the event of a dispute involving late payment or nonpayment by the contractor, deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.
- Method 3:** The agency shall hold retainage from the prime contractor and shall make prompt and regular incremental acceptances of portions, as determined by the agency of the contract work and pay retainage to the prime contractor based on these acceptances. The prime contractor or subcontractor shall return all monies withheld in retention from all subcontractors within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Any delay or postponement of payment may take place only for good cause and with the agency's prior written approval. Any violation of these provisions shall subject the violating prime contractor to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative or judicial remedies otherwise available to the contractor or subcontractor in the event of: a dispute involving late payment or nonpayment by the contractor; deficient subcontractor performance and/or noncompliance by a subcontractor. This clause applies to both DBE and non-DBE subcontractors.