



September 17, 2019

Ms. Stacie Dabbs
Ms. Cindy Kelly
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

RE: YARTS Monthly Report August 1-31, 2019

Dear Ms. Dabbs and Kelly,

In accordance with the contract agreement between the Yosemite Area Regional Transportation System Joint Powers Authority (YARTS JPA) and VIA Adventures, Inc. attached please find the revised monthly summary of operating statistics for August 1-31, 2019.

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 8/1/2019 to 8/31/2019

A total of 7,572 passengers were carried on the HWY 140 system by VIA. Of these, 594 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	NPS Employees	Paid Fare	Child Free	Amtrak Paid	Total
8/1/2019	9	207	20	9	245
8/2/2019	1	221	11	10	243
8/3/2019	1	167	3	34	205
8/4/2019	1	150	4	16	171
8/5/2019	11	193	15	11	230
8/6/2019	25	216	22	14	277
8/7/2019	43	221	16	17	297
8/8/2019	30	236	30	23	319
8/9/2019	10	186	19	21	236
8/10/2019	2	267	37	11	317
8/11/2019	2	218	8	14	242
8/12/2019	15	210	4	17	246
8/13/2019	11	141	20	25	197
8/14/2019	13	210	4	15	242
8/15/2019	12	214	12	17	255
8/16/2019	5	222	20	27	274
8/17/2019	0	140	8	22	170
8/18/2019	1	201	8	14	224
8/19/2019	14	143	5	23	185
8/20/2019	12	208	21	31	272
8/21/2019	16	209	1	24	250
8/22/2019	14	221	9	25	269
8/23/2019	3	179	4	9	195
8/24/2019	5	201	8	27	241
8/25/2019	0	341	12	9	362
8/26/2019	10	184	8	15	217
8/27/2019	20	165	7	9	201
8/28/2019	8	197	10	18	233
8/29/2019	9	147	5	30	191
8/30/2019	2	158	1	33	194
8/31/2019	2	334	12	24	372
Total	307	6,307	364	594	7,572
	4.05%	83.29%	4.81%	7.84%	100.00%

RIDERSHIP

From 8/1/2019 to 8/31/2019

Ridership - Excluding Amtrak

Date	NPS Employees	Paid Fare	Child Free	Total
8/1/2019	9	207	20	236
8/2/2019	1	221	11	233
8/3/2019	1	167	3	171
8/4/2019	1	150	4	155
8/5/2019	11	193	15	219
8/6/2019	25	216	22	263
8/7/2019	43	221	16	280
8/8/2019	30	236	30	296
8/9/2019	10	186	19	215
8/10/2019	2	267	37	306
8/11/2019	2	218	8	228
8/12/2019	15	210	4	229
8/13/2019	11	141	20	172
8/14/2019	13	210	4	227
8/15/2019	12	214	12	238
8/16/2019	5	222	20	247
8/17/2019	0	140	8	148
8/18/2019	1	201	8	210
8/19/2019	14	143	5	162
8/20/2019	12	208	21	241
8/21/2019	16	209	1	226
8/22/2019	14	221	9	244
8/23/2019	3	179	4	186
8/24/2019	5	201	8	214
8/25/2019	0	341	12	353
8/26/2019	10	184	8	202
8/27/2019	20	165	7	192
8/28/2019	8	197	10	215
8/29/2019	9	147	5	161
8/30/2019	2	158	1	161
8/31/2019	2	334	12	348
Total	307	6,307	364	6,978
	4.40%	90.38%	5.22%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Airport	13	0.17%
Amtrak	1068	14.10%
AutoCamp	226	2.98%
Barium Mine Rd	50	0.66%
Bug Hostel	415	5.48%
Catheys Valley	24	0.32%
Cedar Lodge	429	5.67%
El Portal PO	96	1.27%
Half Dome Villag	647	8.54%
Mariposa Park &	432	5.71%
MidPines PK & Ri	60	0.79%
MPMidtown	311	4.11%
MPPO	49	0.65%
NPS Maintenance	63	0.83%
Roadside Rest	214	2.83%
Transpo	556	7.34%
Yosemite Valley L	561	7.41%
YosVCenter	1953	25.79%
YV Lodge	405	5.35%
Totals	7572	100.00%

LOAD FACTOR ANALYSIS : 8/1/2019 - 8/31/2019

Below please find the load factor calculations for the HWY 140 runs operated by VIA for 8/1/2019 through 8/31/2019. 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	
1S	947	139	14.68%	Inbound 5:00 AM Merced to Yosemite
2S	1,339	402	30.02%	Inbound 5:30 AM Merced to Yosemite
2aS	1,260	394	31.27%	Inbound 6:00 AM Merced to Yosemite
3S	1,450	592	40.83%	Inbound 6:45 AM Merced to Yosemite
3aS	1,349	286	21.20%	Inbound 9:00 AM Mariposa to Yosemite
4S	1,496	635	42.45%	Inbound 8:45 AM Merced to Yosemite
5S	1,388	743	53.53%	Inbound 10:30 AM Merced to Yosemite
6S	1,295	529	40.85%	Inbound 5:45 PM Merced to Yosemite
7S	1,045	121	11.58%	Outbound 5:54 AM Midpines to Merced
8S	1,296	601	46.37%	Outbound 9:05 AM Yosemite to Merced
8aS	1,262	729	57.77%	Outbound 3:15 PM Yosemite to Merced
9S	1,337	319	23.86%	Outbound 3:40 PM Yosemite to Merced
10S	1,446	469	32.43%	Outbound 4:15 PM Yosemite to Merced
11S	1,490	330	22.15%	Outbound 4:35 PM Yosemite to Merced
11aS	1,349	416	30.84%	Outbound 5:15 PM Yosemite to Merced
12	1,391	518	37.24%	Outbound 6:00 PM Yosemite to Merced
14	1,345	349	25.95%	Outbound 8:17 PM Yosemite to Merced
Total	22,485	7,572	33.68%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
1S	947	139	14.68%	Inbound 5:00 AM Merced to Yosemite
2S	943	276	29.27%	Inbound 5:30 AM Merced to Yosemite
2aS	856	258	30.14%	Inbound 6:00 AM Merced to Yosemite
3S	999	368	36.84%	Inbound 6:45 AM Merced to Yosemite
3aS	998	212	21.24%	Inbound 9:00 AM Mariposa to Yosemite
4S	1,045	378	36.17%	Inbound 8:45 AM Merced to Yosemite
5S	1,041	497	47.74%	Inbound 10:30 AM Merced to Yosemite
6S	945	417	44.13%	Inbound 5:45 PM Merced to Yosemite
7S	1,045	121	11.58%	Outbound 5:54 AM Midpines to Merced
8S	947	459	48.47%	Outbound 9:05 AM Yosemite to Merced
8aS	860	509	59.19%	Outbound 3:15 PM Yosemite to Merced
9S	941	206	21.89%	Outbound 3:40 PM Yosemite to Merced
10S	999	315	31.53%	Outbound 4:15 PM Yosemite to Merced
11S	1,041	272	26.13%	Outbound 4:35 PM Yosemite to Merced
11aS	998	310	31.06%	Outbound 5:15 PM Yosemite to Merced
12	1,044	307	29.41%	Outbound 6:00 PM Yosemite to Merced
14	994	224	22.54%	Outbound 8:17 PM Yosemite to Merced
Total	16,643	5,268	31.65%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
2S	396	126	31.82%	Inbound 5:30 AM Merced to Yosemite
2aS	404	136	33.66%	Inbound 6:00 AM Merced to Yosemite
3S	451	224	49.67%	Inbound 6:45 AM Merced to Yosemite
3aS	351	74	21.08%	Inbound 9:00 AM Mariposa to Yosemite
4S	451	257	56.98%	Inbound 8:45 AM Merced to Yosemite
5S	347	246	70.89%	Inbound 10:30 AM Merced to Yosemite
6S	350	112	32.00%	Inbound 5:45 PM Merced to Yosemite
8S	349	142	40.69%	Outbound 9:05 AM Yosemite to Merced
8aS	402	220	54.73%	Outbound 3:15 PM Yosemite to Merced
9S	396	113	28.54%	Outbound 3:40 PM Yosemite to Merced
10S	447	154	34.45%	Outbound 4:15 PM Yosemite to Merced
11S	449	58	12.92%	Outbound 4:35 PM Yosemite to Merced
11aS	351	106	30.20%	Outbound 5:15 PM Yosemite to Merced
12	347	211	60.81%	Outbound 6:00 PM Yosemite to Merced
14	351	125	35.61%	Outbound 8:17 PM Yosemite to Merced
Total	5,842	2,304	39.44%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
1S	947	136	14.36%	Inbound 5:00 AM Merced to Yosemite
2S	1,339	401	29.95%	Inbound 5:30 AM Merced to Yosemite
2aS	1,260	383	30.40%	Inbound 6:00 AM Merced to Yosemite
3S	1,450	588	40.55%	Inbound 6:45 AM Merced to Yosemite
3aS	1,349	286	21.20%	Inbound 9:00 AM Mariposa to Yosemite
4S	1,496	614	41.04%	Inbound 8:45 AM Merced to Yosemite
5S	1,388	599	43.16%	Inbound 10:30 AM Merced to Yosemite
6S	1,295	443	34.21%	Inbound 5:45 PM Merced to Yosemite
7S	1,045	109	10.43%	Outbound 5:54 AM Midpines to Merced
8S	1,296	486	37.50%	Outbound 9:05 AM Yosemite to Merced
8aS	1,262	706	55.94%	Outbound 3:15 PM Yosemite to Merced
9S	1,337	311	23.26%	Outbound 3:40 PM Yosemite to Merced
10S	1,446	419	28.98%	Outbound 4:15 PM Yosemite to Merced
11S	1,490	241	16.17%	Outbound 4:35 PM Yosemite to Merced
11aS	1,349	415	30.76%	Outbound 5:15 PM Yosemite to Merced
12	1,391	499	35.87%	Outbound 6:00 PM Yosemite to Merced
14	1,345	342	25.43%	Outbound 8:17 PM Yosemite to Merced
Total	22,485	6,978	31.03%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
1S	947	136	14.36%	Inbound 5:00 AM Merced to Yosemite
2S	943	276	29.27%	Inbound 5:30 AM Merced to Yosemite
2aS	856	249	29.09%	Inbound 6:00 AM Merced to Yosemite
3S	999	367	36.74%	Inbound 6:45 AM Merced to Yosemite
3aS	998	212	21.24%	Inbound 9:00 AM Mariposa to Yosemite
4S	1,045	362	34.64%	Inbound 8:45 AM Merced to Yosemite
5S	1,041	410	39.39%	Inbound 10:30 AM Merced to Yosemite
6S	945	345	36.51%	Inbound 5:45 PM Merced to Yosemite
7S	1,045	109	10.43%	Outbound 5:54 AM Midpines to Merced
8S	947	384	40.55%	Outbound 9:05 AM Yosemite to Merced
8aS	860	494	57.44%	Outbound 3:15 PM Yosemite to Merced
9S	941	199	21.15%	Outbound 3:40 PM Yosemite to Merced
10S	999	277	27.73%	Outbound 4:15 PM Yosemite to Merced
11S	1,041	196	18.83%	Outbound 4:35 PM Yosemite to Merced
11aS	998	309	30.96%	Outbound 5:15 PM Yosemite to Merced
12	1,044	303	29.02%	Outbound 6:00 PM Yosemite to Merced
14	994	217	21.83%	Outbound 8:17 PM Yosemite to Merced
Total	16,643	4,845	29.11%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
2S	396	125	31.57%	Inbound 5:30 AM Merced to Yosemite
2aS	404	134	33.17%	Inbound 6:00 AM Merced to Yosemite
3S	451	221	49.00%	Inbound 6:45 AM Merced to Yosemite
3aS	351	74	21.08%	Inbound 9:00 AM Mariposa to Yosemite
4S	451	252	55.88%	Inbound 8:45 AM Merced to Yosemite
5S	347	189	54.47%	Inbound 10:30 AM Merced to Yosemite
6S	350	98	28.00%	Inbound 5:45 PM Merced to Yosemite
8S	349	102	29.23%	Outbound 9:05 AM Yosemite to Merced
8aS	402	212	52.74%	Outbound 3:15 PM Yosemite to Merced
9S	396	112	28.28%	Outbound 3:40 PM Yosemite to Merced
10S	447	142	31.77%	Outbound 4:15 PM Yosemite to Merced
11S	449	45	10.02%	Outbound 4:35 PM Yosemite to Merced
11aS	351	106	30.20%	Outbound 5:15 PM Yosemite to Merced
12	347	196	56.48%	Outbound 6:00 PM Yosemite to Merced
14	351	125	35.61%	Outbound 8:17 PM Yosemite to Merced
Total	5,842	2,133	36.51%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 140 runs for 8/1/2019 through 8/31/2019.

Daily - All Routes

Run	NPS Emp's	Child Free	Paid Fare	Amtrak	Total
10S	13	34	372	50	469
11aS	21	26	368	1	416
11S	6	17	218	89	330
12	5	27	467	19	518
14	4	9	329	7	349
1S	80	1	55	3	139
2aS	19	20	344	11	394
2S	34	14	353	1	402
3aS	2	26	258	0	286
3S	4	37	547	4	592
4S	4	49	561	21	635
5S	5	13	581	144	743
6S	12	13	418	86	529
7S	0	5	104	12	121
8aS	53	22	631	23	729
8S	20	22	444	115	601
9S	25	29	257	8	319
	307	364	6,307	594	7,572
	4.05%	4.81%	83.29%	7.84%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Amtrak	Total
10S	13	237	27	38	315
11aS	16	274	19	1	310
11S	6	179	11	76	272
12	5	274	24	4	307
14	4	205	8	7	224
1S	80	55	1	3	139
2aS	16	218	15	9	258
2S	32	231	13	0	276
3aS	2	192	18	0	212
3S	4	343	20	1	368
4S	3	334	25	16	378
5S	4	400	6	87	497
6S	11	324	10	72	417
7S	0	104	5	12	121
8aS	53	419	22	15	509
8S	19	347	18	75	459
9S	25	152	22	7	206
	293	4,288	264	423	5,268
	5.56%	81.40%	5.01%	8.03%	100.00%

Weekends/Holidays

Run	NPS	Paid Fare	Child Free	Amtrak	Total
10S	0	135	7	12	154
11aS	5	94	7	0	106
11S	0	39	6	13	58
12	0	193	3	15	211
14	0	124	1	0	125
2aS	3	126	5	2	136
2S	2	122	1	1	126
3aS	0	66	8	0	74
3S	0	204	17	3	224
4S	1	227	24	5	257
5S	1	181	7	57	246
6S	1	94	3	14	112
8aS	0	212	0	8	220
8S	1	97	4	40	142
9S	0	105	7	1	113
	14	2,019	100	171	2,304
	0.61%	87.63%	4.34%	7.42%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	NPS Emp's	Paid Fare	Child Free	Total
10S	13	372	34	419
11aS	21	368	26	415
11S	6	218	17	241
12	5	467	27	499
14	4	329	9	342
1S	80	55	1	136
2aS	19	344	20	383
2S	34	353	14	401
3aS	2	258	26	286
3S	4	547	37	588
4S	4	561	49	614
5S	5	581	13	599
6S	12	418	13	443
7S	0	104	5	109
8aS	53	631	22	706
8S	20	444	22	486
9S	25	257	29	311
	307	6,307	364	6,978
	4.40%	90.38%	5.22%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Total
10S	13	237	27	277
11aS	16	274	19	309
11S	6	179	11	196
12	5	274	24	303
14	4	205	8	217
1S	80	55	1	136
2aS	16	218	15	249
2S	32	231	13	276
3aS	2	192	18	212
3S	4	343	20	367
4S	3	334	25	362
5S	4	400	6	410
6S	11	324	10	345
7S	0	104	5	109
8aS	53	419	22	494
8S	19	347	18	384
9S	25	152	22	199
	293	4,288	264	4,845
	6.05%	88.50%	5.45%	100.00%

Weekends/Holidays

Run	NPS	Adult	Child Free	Total
10S	0	135	7	142
11aS	5	94	7	106
11S	0	39	6	45
12	0	193	3	196
14	0	124	1	125
2aS	3	126	5	134
2S	2	122	1	125
3aS	0	66	8	74
3S	0	204	17	221
4S	1	227	24	252
5S	1	181	7	189
6S	1	94	3	98
8aS	0	212	0	212
8S	1	97	4	102
9S	0	105	7	112
	14	2,019	100	2,133
	0.66%	94.66%	4.69%	100.00%

OPERATING STATISTICS

REVENUE MILES 8/1/2019 - 8/31/2019

From 8/1/2019 through 8/31/2019 VIA HWY 140 operated a total of 42,325 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Mariposa	4S	22	55	1,210
	Merced	1S	22	87	1,914
	Merced	2aS	22	87	1,914
	Merced	2S	22	87	1,914
	Merced	3aS	22	87	1,914
	Merced	3S	22	87	1,914
	Merced	5S	22	87	1,914
	Merced	6S	22	87	1,914
	Merced	7S	22	51	1,122
	Merced	8S	22	87	1,914
	Yosemite	10S	22	87	1,914
	Yosemite	11aS	22	87	1,914
	Yosemite	11S	22	87	1,914
	Yosemite	12	22	87	1,914
	Yosemite	8aS	22	87	1,914
	Yosemite	9S	22	87	1,914

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
	Yosemte	14	22	87	1,914
Total Mileage					31,042

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Mariposa	4S	9	55	495
	Merced	2aS	9	87	783
	Merced	2S	9	87	783
	Merced	3aS	8	87	696
	Merced	3S	9	87	783
	Merced	5S	9	87	783
	Merced	6S	9	87	783
	Merced	8S	9	87	783
	Yosemite	10S	9	87	783
	Yosemite	11aS	8	87	696
	Yosemite	11S	9	87	783
	Yosemite	12	9	87	783
	Yosemite	8aS	9	87	783
	Yosemite	9S	9	87	783
	Yosemte	14	9	87	783
Total Mileage					11,283
Grand Total					42,325
YARTS Total					42,325

REVENUE HOURS

From 8/1/2019 through 8/31/2019 VIA HWY 140 provided a total of 1,406.30 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Mariposa	4S	22	3.20	70.40
	Merced	1S	22	2.50	55.00
	Merced	2aS	22	2.90	63.80
	Merced	2S	22	2.60	57.20
	Merced	3aS	22	2.90	63.80
	Merced	3S	22	2.90	63.80
	Merced	5S	22	3.00	66.00
	Merced	6S	22	2.60	57.20
	Merced	7S	22	1.50	33.00
	Merced	8S	22	3.00	66.00
	Yosemite	10S	22	3.00	66.00
	Yosemite	11aS	22	2.50	55.00
	Yosemite	11S	22	3.00	66.00
	Yosemite	12	22	2.80	61.60
	Yosemite	8aS	22	2.50	55.00
	Yosemite	9S	22	3.00	66.00
	Yosemte	14	22	2.80	61.60

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Total Hours					1,027.40

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Mariposa	4S	9	3.20	28.80
	Merced	2aS	9	2.90	26.10
	Merced	2S	9	2.60	23.40
	Merced	3aS	8	2.90	23.20
	Merced	3S	9	2.90	26.10
	Merced	5S	9	3.00	27.00
	Merced	6S	9	2.60	23.40
	Merced	8S	9	3.00	27.00
	Yosemite	10S	9	3.00	27.00
	Yosemite	11aS	8	2.50	20.00
	Yosemite	11S	9	3.00	27.00
	Yosemite	12	9	2.80	25.20
	Yosemite	8aS	9	2.50	22.50
	Yosemite	9S	9	3.00	27.00
	Yosemte	14	9	2.80	25.20
Total Hours					378.90
Grand Total					1,406.30
YARTS Total					1,406.30

Wheelchair Usage

Run Date	Route	Total
	Grand Total	0

Passengers Left

Run Date	Route	Total
	Grand Total	0

ACCIDENTS/INCIDENTS

There were two (2) non-injury YARTS accidents during the month of August 1-31, 2019.

08/01/19 Mammoth 2 Driver struck curb at Mammoth gas station with lower right bottom of the bus. CFN was closed, so driver had to fuel in town. There were no passengers on board since it was the end of the run, and no injuries occurred. Incident was reported to management at the station.

08/07/19 Run 21 Driver was rear-ended by hit and run driver. Video was pulled, but license plate was not visible. No injuries occurred, and route was continued.

ROAD CALLS

There were six (6) road calls during the month of August 1-31, 2019.

8/2/19 Run 22 Route delayed 3 hours due to mechanical issue en route from park. Bus replaced.

8/17/19 Run 8 Delayed 2 hours at start of run due to mechanical. Bus replaced.

8/23/19 Run 6 Delayed 2 hours due to mechanical issue en route. Bus replaced.

8/23/19 Son 3E Did not run due to mechanical issue at start of run. Bus replaced.

8/23/19 Run 14 Delayed 2 hours due to mechanical issue on Run 6. Bus replaced

8/26/19 Mam-1Y Did not run AM run due to mechanical issue night prior—bus replaced in Yosemite Valley in the morning for the afternoon run.

SERVICE DELAYS

There were fifteen (15) notable service delays during the month of August 1-31, 2019. Total on time service for all corridors was 99.45% based on YARTS contract criteria.

Hwy 140

8/3/19 Run 3a Did not run due to operational issue. See “Missed Runs”.

8/3/19 Run 11a Did not run due to operational issue. See “Missed Runs”.

8/5/19 Run 5 Delayed 15 minutes en route.

8/8/19 Run 6 Delayed 30 minutes en route due to heavy passenger counts at Transpo and Amtrak.

8/13/19 Run 5 Delayed 30 minutes at Amtrak due to late train.

8/14/19 Run 5 Delayed 30 minutes at Amtrak due to late train.

8/17/19 Run 8 Delayed 2 hours at start of run due to mechanical. (2nd mechanical.)

8/23/19 Run 6 Delayed 2 hours due to mechanical issue en route.

8/23/19 Run 14 Delayed 2 hours starting due to mechanical issue on Run 6 en route. (5th mechanical-see “Missed Runs”.)

8/27/19 Run 3 Delayed 30 minutes at start of run due to mechanical issue. (6th mechanical-see “Missed Runs”.)

MAMMOTH Hwy 120/395

8/25/19 Mam-2Y Delayed 2 hours due to mechanical issue in Tuolumne Meadows area en route to Mammoth. First bus came back for passengers and completed route.

8/26/19 Mam-1M Did not run due to mechanical issue night prior—bus replaced in morning. Afternoon run ran as scheduled on return trip from Yosemite to Mammoth. (See “Missed Runs”.)

SONORA Hwy 120 West

8/23/19 Son 3E Did not run due to mechanical issue at start of run. (3rd mechanical)

8/23/19 Son 1F Did not run due to mechanical issue at start of run (4th mechanical-See “Missed Runs”.)

FRESNO Hwy 41

8/2/19 Run 22 Delayed 45 minutes due to mechanical issue at start of run. (1st Mechanical.)

MISSED RUNS

There were six (6) missed runs during the month of August 1-31, 2019.

Hwy 140

8/3/19 Run 3a Did not run due to operational issue.

8/3/19 Run 11a Did not run due to operational issue.

8/23/19 Run 14 Delayed 2 hours due to mechanical issue on Run 6.

8/27/19 Run 3 Delayed 30 minutes due to mechanical issue at start of run.

Mammoth Hwy 120/395

8/26/19 Mam-1Y Did not run due to mechanical issue night prior—bus replaced in morning. Afternoon run ran as scheduled on return trip from Yosemite to Mammoth.

Sonora Hwy 120

8/23/19 Son 1F Did not run due to mechanical issue at start of run.

Hwy 41

None.

EXTRA RUNS

There were no extra runs during the month of August 1-31, 2019.

MAINTENANCE

YARTS owned and VIA YARTS Buses are kept maintained regularly. Currently buses are rotated among runs to evenly distribute miles across the fleet. There are twenty-one (21) accessible YARTS and VIA buses available to meet ADA requirements. Maintenance reports are submitted to YARTS Transit Manager for all service and repairs.

CUSTOMER COMPLAINTS AND FOLLOW UP ACTIONS

There were twelve (12) notable customer concerns that arose during the month of August 1-31, 2019 received by email or phone call. All operational issues are addressed and rectified so they can be avoided in the future. The complaints/concerns were as follows:

8/5/19 Run 14 Customer who had reservations from Yosemite Valley Lodge to Yosemite View Lodge said that they waited an hour for the bus, but the bus never arrived. They requested a refund.

Follow up showed the driver left the Amtrak stop 22 minutes behind schedule at 6:22pm, and became more delayed as the route went on, arriving in Yosemite at Curry Village at 9:05pm. The run was over an hour behind schedule once it reached the park. Contractor should have sent an alert when the bus got behind in Merced. All drivers have been reminded to report delays and staff has been reminded to post alerts whenever runs are more than 15 minutes delayed.

8/5/19 Run 22 Customer expressed a concern about the driver sharing information as riders disembarked at Mariposa Grove. Driver mentioned that someone had called into the office and complained about him. The customers felt it was extremely unprofessional for the driver to discuss this incident, and though they said the driver drove fine the remainder of the trip into the Valley, they were uncomfortable because of the statements made.

Follow up showed this driver was referring to an incident that had taken place the month prior, and for which refresher training was conducted. The customer was absolutely correct in that the comment was totally unprofessional and should never have been made in front of passengers. All drivers are trained on proper customer service relations, etiquette, and handling concerns internally. This driver was reminded of the policies and appropriate follow up action was taken.

8/5/19 Run 4 Rider said they felt “discriminated against by the driver who treated us very badly, stopped the bus and shut up my mom and me.” They also claimed that when they arrived in Yosemite, the driver didn’t want to take them to the Curry Village stop.

Manager followed up with the driver who explained that these passengers spoke very little English and had told him before they left Merced that they wanted to go to Yosemite Village, which is the Visitor Center stop. After the driver left the Visitor Center, he noticed the passengers were still on board, so he asked where they needed to get off, and they again told him the Village. So he took them back to the Visitor Center. There was no reason that the driver would not have taken the riders to Curry Village if he had understood that’s where they wanted to go, especially since he had to go there to park the bus. The driver contacted Dispatch to let them know of the incident as well, in case questions arose. This was a case of a language barrier causing a misunderstanding of the passenger’s request. Drivers will be instructed to pay closer attention and maybe use visuals such as maps to assist in clarifying requests.

8/7/19 Mammoth 2 Rider contacted YARTS Staff for a refund of fares due to the Mammoth bus breaking down en route to the park. YARTS responded to the rider as per the terms and conditions

on the web site. Rider was informed that YARTS would gladly offer a refund with proof of fare purchase or would give the customer a voucher for future service if no proof was rendered.

In response, the rider claimed that the driver gave poor customer service and told him that he should hitchhike, since it could be 7 to 8 hours before a replacement bus arrived. Contract operations manager followed up with driver on customer service concerns. However, it should be noted that if a Mammoth bus breaks down close to Mammoth and the mobile mechanic contact cannot fix the bus on the spot, it does take approximately 5 -6 hours for the contractor's mechanic to transport another bus to the breakdown location.

8/9/19 Run 24 Customer called from the airport and said her family was waiting for the bus, and it had left early. A review of GPS showed the driver left the stop at 7:48 am instead of 7:50am. The driver said he did not see anyone waiting, so did not stop. The driver was directed back to the airport after the Amtrak/Greyhound stop, where the passengers were picked up. The route continued about 15-20 minutes behind schedule. Driver was instructed that whether a passenger was visible or not, to make a physical stop at every location with a time listed to ensure we don't miss passengers waiting nearby or walking towards the bus.

8/10/19 Run 11a Passenger reported that racial slurs were made to her by another passenger. She was sitting toward the center of the bus, but never informed the driver.

This was on a VIA owned bus, so contractor pulled the video. The video was operable and had good sound, but this incident was not seen or heard, probably because of the seating location of the passenger. This is considered a Title 6 complaint that is being followed up on by YARTS Staff.

8/22/19 Run 3 Employee relayed that the run did not pick up at the Mariposa Park & ride on this morning. The employee asked the driver if something was wrong, and the driver showed the employee that it was not on the schedule the driver was using. The employee suggested the driver turn around, however the next safe location was not until Midpines, and the next bus would have arrived by that time. Employee suggested the driver double check the schedule with the office to make sure they had the current operating times.

The driver found that they had inadvertently picked up the prior year's summer schedule rather than the 2019 copy. The driver obtained a current schedule before the return trip from the park. The driver from the next route picked up one passenger that had been waiting for the Run 3 bus.

8/22/19 Run 22 Motorist said that the driver almost caused a multi-car pileup on Hwy 41 at the Tulare off-ramp. Motorist claimed that the driver did not signal and pulled directly in front of traffic, causing him and others on the highway to slam on their brakes.

The GPS was reviewed and showed no speeding incidents. The video was pulled and reviewed as well and did not substantiate the complaint. As the driver entered the freeway there was no visible traffic around, the merging was smooth and safe, and there were no sudden jerks or reactions from the driver, no verbal responses that might indicate that the driver almost ran into someone and no sounds of braking noises from inside or outside the bus.

8/26/19 Run 21 Motorist claimed a white car cut off the YARTS bus, and the YARTS driver looked like it almost hit that car 3 times. Motorist felt once the car cut off the driver, the YARTS driver was following too closely.

There was no functioning video of this incident. The contractor Operations Manager followed up with the driver, who recalled the incident and said that when the car squeezed in front of him, he realized traffic was heavy, so did not want to brake too hard in order to avoid being rear-ended. Though he admitted to losing some of his space cushion while slowing down, he felt he could still avoid an accident by braking gradually.

Driver was reminded of the contractor's company policy of maintaining a following distance of at least ¼ mile on highways, even in heavy traffic. This driver is normally very safe and has received several kudos from YARTS guests on his driving. Contractor is certain this driver will make the necessary adjustments.

8/26/19 Sonora 2 Caller said that she was at Crane Flat Gas Station waiting for the bus, and it never showed.

GPS review showed the driver stopped there at 10:18am. Departure time was 10:15am. The stop is sometimes blocked by motorists, or the rider could have been standing in the wrong location. Caller was referred to YARTS email for ticket refund queries.

8/26/19 Run 4 Motorist claimed that the driver passed "unsafely and unnecessarily as the driver remained behind the three other cars until they pulled over to a hotel /lodge."

Normal policy instilled into drivers is to never sacrifice safety for timeliness. The bus had been unavailable due to being switched out to the overnight Sonora runs for a week. YARTS Staff will pull the video for review upon return. Contractor Operations Manager followed up directly with the driver.

8/28/19 Mammoth 2 Rider claimed that when they arrived at the Mobil Mart stop at 9:20am, the bus had already left. The bus had no video, however, the difference in the departure time and arrival time was 2 minutes, which may have been a difference in the atomic clock and the rider's time. Riders are encouraged to arrive at the stops at least 10-15 minutes prior to departure to avoid missing the bus due to difference in clock times.

YARTS Staff planned to pull the video for review once the bus returns from the Mammoth run for the week.

KUDOS

8/2/19 Mammoth 1 "I boarded the Mammoth to Yos. Valley bus at the Tuolumne Meadows Store yesterday morning, 2 Aug, and wanted to relay compliments regarding .. the driver. There were some hot-headed visitors whose 3 cars had been blocked by the bus, while the driver loaded about 2 dozen people with backpacks. Some (not all) of that party was surprisingly impatient, rude and intemperate. The driver was right to not reward their incivility. If you get gripes from them about this few minutes of inconvenience, I saw the whole thing, and I do not fault YARTS or your driver in the least. "

8/7/19 Sonora YARTS Staff no-notice driver evaluation—"So, here is my review on my YARTS driver from Merced: ... he was an excellent driver with great customer service. Didn't drive crazy through those curvy roads. Very friendly, even offered to take us in the bus with him to where they park the buses."

8/7/19 Mammoth YARTS Staff no-notice driver evaluation--“I do have to give props to YARTS drivers. They are friendly, never been rude. Know Yosemite to help out with trips. He was a great driver. Announced all stops and was really friendly.....”

8/14/19 Sonora YARTS Staff no-notice driver evaluation- “I also wanted to mention that both of the drivers I had yesterday – ... – were really great and that I really enjoyed the bus rides. Driver was very nice and had a lot of really great information and historical facts to share about the area, and she pointed out things of interest as we made our way through the valley (which the passengers were very appreciative of). Other driver was very courteous and friendly as well and was happy to answer passenger questions.

8/27/19 Mammoth “ Subject: Big Fan! Hi Cindy, I am a huge fan of YARTS. I just took the bus from Mammoth to Tuolumne, and it was comfortable, easy, and enjoyable. I've also taken the bus from Merced into the Valley. Do you have any stickers or swag you could share so I could share my love of YARTS? Thanks..”

YARTS Customer Service Phone Line Activity

YARTS calls have decreased by about 25% since last month, but still remained at a fairly high volume for August. Contractor staff fielded 475 calls in the month of August with the phones being manned from 8am to 5pm, Monday through Friday, except for holidays. Calls were spread across all corridors and included all varieties of questions and information requests.

Road Closures and Traffic Delays

There were several delays due to construction, high passenger/luggage counts and non-YARTS accidents.

Stop/Parking Location Issues

1. White Wolf Lodge gate and stop reopened on August 27th, with service resuming on August 29th. Service did not operate from this stop throughout July and the first part of August due to ongoing renovations and a broken sewage treatment system. A steel gate prevented vehicle access, and there were no safe places for YARTS buses to stop going both directions.

2. Drivers reported an issue of vehicles parking outside of parking stalls and blocking the designated YARTS stop at Rush Creek, making it difficult for the buses to get through, and raising concern about possible damage to the vehicles that were parked along the stop area.

Rush Creek Lodge staff was alerted and stated they were looking into additional monitoring of the area and adding low profile signage to keep vehicles out of the YARTS stop area.

3. Rush Creek Lodge from the Sonora corridor called and advised contractor that there would be no access to the stop on 8/6/19 due to construction. All drivers were advised, information was posted on the website, and passengers with reservations were informed. Route resumed normal stops at Rush Creek Lodge on 8/7/19.

4. Services were suspended from the Mono Basin Visitor’s Center on 8/20/19 until further notice due to fire operations staging from the parking lot. The units have been operating from this location for a while, however as the number of units increased, more of the lot was occupied, and drivers were unable to safely maneuver buses to the alternate pick up location closer to the building without backing up and

doing a multiple-point turn. The information was posted on YARTS social media, and riders were instructed to use Lake View Lodge, June Lake Junction or Tioga Mobil Mart as alternate stops.

5. The park installed a temporary charger for the Proterra electric buses on the eastern edge of the ice rink where the YARTS buses park. YARTS drivers were informed that they would be sharing space at that location for the rest of the summer. There has been minimal disruption to YARTS parking, since the electric buses are often in service during the YARTS drivers down time. When the electric buses are utilizing the parking area, YARTS drivers have been able to park in the front parking lot at the ice rink or at open off the road areas around Curry Village on Curry Village Drive.

Free Day Service

August 25th was a free service day for riders of YARTS on all four corridors. Service ran smoothly.

RIDERSHIP

From 8/1/2019 to 8/31/2019

A total of 2,296 passengers were carried on the HWY 120 system by VIA. Of these, 5 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	NPS Employees	Paid Fare	Child Free	Amtrak Paid	Total
8/1/2019	0	75	2	0	77
8/2/2019	0	92	5	0	97
8/3/2019	0	90	7	0	97
8/4/2019	0	74	0	0	74
8/5/2019	0	103	1	0	104
8/6/2019	0	48	12	0	60
8/7/2019	0	49	1	1	51
8/8/2019	0	79	6	0	85
8/9/2019	0	78	3	3	84
8/10/2019	0	54	1	0	55
8/11/2019	0	62	0	0	62
8/12/2019	0	83	2	0	85
8/13/2019	0	65	0	0	65
8/14/2019	0	99	4	0	103
8/15/2019	0	86	0	0	86
8/16/2019	0	145	1	0	146
8/17/2019	0	96	1	0	97
8/18/2019	0	70	1	0	71
8/19/2019	0	59	0	0	59
8/20/2019	0	57	2	0	59
8/21/2019	0	35	0	0	35
8/22/2019	0	55	0	0	55
8/23/2019	0	72	4	0	76
8/24/2019	0	78	0	0	78
8/25/2019	0	53	0	0	53
8/26/2019	0	68	0	0	68
8/27/2019	0	84	0	0	84
8/28/2019	0	37	0	0	37
8/29/2019	0	46	0	1	47
8/30/2019	0	61	0	0	61
8/31/2019	0	85	0	0	85
Total	0	2,238	53	5	2,296
	0.00%	97.47%	2.31%	0.22%	100.00%

RIDERSHIP

From 8/1/2019 to 8/31/2019

Ridership - Excluding Amtrak

Date	NPS Employees	Paid Fare	Child Free	Total
8/1/2019	0	75	2	77
8/2/2019	0	92	5	97
8/3/2019	0	90	7	97
8/4/2019	0	74	0	74
8/5/2019	0	103	1	104
8/6/2019	0	48	12	60
8/7/2019	0	49	1	50
8/8/2019	0	79	6	85
8/9/2019	0	78	3	81
8/10/2019	0	54	1	55
8/11/2019	0	62	0	62
8/12/2019	0	83	2	85
8/13/2019	0	65	0	65
8/14/2019	0	99	4	103
8/15/2019	0	86	0	86
8/16/2019	0	145	1	146
8/17/2019	0	96	1	97
8/18/2019	0	70	1	71
8/19/2019	0	59	0	59
8/20/2019	0	57	2	59
8/21/2019	0	35	0	35
8/22/2019	0	55	0	55
8/23/2019	0	72	4	76
8/24/2019	0	78	0	78
8/25/2019	0	53	0	53
8/26/2019	0	68	0	68
8/27/2019	0	84	0	84
8/28/2019	0	37	0	37
8/29/2019	0	46	0	46
8/30/2019	0	61	0	61
8/31/2019	0	85	0	85
Total	0	2,238	53	2,291
	0.00%	97.69%	2.31%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Mammoth Mounta	79	3.44%
Juniper Springs R	56	2.44%
Mammoth Lakes P	24	1.05%
HWY 203, Shilo I	187	8.14%
June Mountain Ski	14	0.61%
Lake View Lodge	57	2.48%
Tioga Mobil Gas	72	3.14%
Tuolumne Meado	432	18.82%
Tuolumne Meado	58	2.53%
Crane Flat Gas Sta	25	1.09%
Yosemite Visitor	1156	50.35%
The Village	130	5.66%
Mono Basin Visit	6	0.26%
Totals	2296	100.00%

LOAD FACTOR ANALYSIS : 8/1/2019 - 8/31/2019

Below please find the load factor calculations for the Mammoth HWY 120 East runs operated by VIA for August 01 through August 31, 2019. 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	
2Y	1,531	648	42.33%	Yosemite to Mammoth Mt. Inn
2M	1,478	411	27.81%	Mammoth Mt. Inn to Yosemite
1Y	1,519	788	51.88%	Yosemite to Mammoth Mt. Inn
1M	1,521	449	29.52%	Mammoth Mt. Inn to Yosemite
Total	6,049	2,296	37.96%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
2Y	1,084	431	39.76%	Yosemite to Mammoth Mt. Inn
2M	1,035	323	31.21%	Mammoth Mt. Inn to Yosemite
1Y	1,078	537	49.81%	Yosemite to Mammoth Mt. Inn
1M	1,078	333	30.89%	Mammoth Mt. Inn to Yosemite
Total	4,275	1,624	37.99%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
2Y	447	217	48.55%	Yosemite to Mammoth Mt. Inn
2M	443	88	19.86%	Mammoth Mt. Inn to Yosemite
1Y	441	251	56.92%	Yosemite to Mammoth Mt. Inn
1M	443	116	26.19%	Mammoth Mt. Inn to Yosemite
Total	1,774	672	37.88%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
2Y	1,531	646	42.19%	Yosemite to Mammoth Mt. Inn
2M	1,478	411	27.81%	Mammoth Mt. Inn to Yosemite
1Y	1,519	788	51.88%	Yosemite to Mammoth Mt. Inn
1M	1,521	446	29.32%	Mammoth Mt. Inn to Yosemite
Total	6,049	2,291	37.87%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
2Y	1,084	429	39.58%	Yosemite to Mammoth Mt. Inn
2M	1,035	323	31.21%	Mammoth Mt. Inn to Yosemite
1Y	1,078	537	49.81%	Yosemite to Mammoth Mt. Inn
1M	1,078	330	30.61%	Mammoth Mt. Inn to Yosemite
Total	4,275	1,619	37.87%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
2Y	447	217	48.55%	Yosemite to Mammoth Mt. Inn
2M	443	88	19.86%	Mammoth Mt. Inn to Yosemite
1Y	441	251	56.92%	Yosemite to Mammoth Mt. Inn
1M	443	116	26.19%	Mammoth Mt. Inn to Yosemite
Total	1,774	672	37.88%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 120 runs for 8/1/2019 through 8/31/2019.

Daily - All Routes

Run	NPS Emp's	Child Free	Paid Fare	Amtrak	Total
1M	0	15	431	3	449
1Y	0	5	783	0	788
2M	0	13	398	0	411
2Y	0	20	626	2	648
	0	53	2,238	5	2,296
	0.00%	2.31%	97.47%	0.22%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Amtrak	Total
1M	0	322	8	3	333
1Y	0	533	4	0	537
2M	0	310	13	0	323
2Y	0	411	18	2	431
	0	1,576	43	5	1,624
	0.00%	97.04%	2.65%	0.31%	100.00%

Weekends/Holidays

Run	NPS	Paid Fare	Child Free	Amtrak	Total
1M	0	109	7	0	116
1Y	0	250	1	0	251
2M	0	88	0	0	88
2Y	0	215	2	0	217
	0	662	10	0	672
	0.00%	98.51%	1.49%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	NPS Emp's	Paid Fare	Child Free	Total
1M	0	431	15	446
1Y	0	783	5	788
2M	0	398	13	411
2Y	0	626	20	646
	0	2,238	53	2,291
	0.00%	97.69%	2.31%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Total
1M	0	322	8	330
1Y	0	533	4	537
2M	0	310	13	323
2Y	0	411	18	429
	0	1,576	43	1,619
	0.00%	97.34%	2.66%	100.00%

Weekends/Holidays

Run	NPS	Adult	Child Free	Total
1M	0	109	7	116
1Y	0	250	1	251
2M	0	88	0	88
2Y	0	215	2	217
	0	662	10	672
	0.00%	98.51%	1.49%	100.00%

OPERATING STATISTICS

REVENUE MILES 8/1/2019 - 8/31/2019

From August 01 through August 31, 2019 VIA Mammoth HWY 120 East operated a total of 13530 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Mammoth Mt. Inn	1M	22	110	2,420
	Mammoth Mt. Inn	2M	21	110	2,310
	Yosemite	1Y	22	110	2,420
	Yosemite	2Y	22	110	2,420
Total Mileage					9,570

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Mammoth Mt. Inn	1M	9	110	990
	Mammoth Mt. Inn	2M	9	110	990
	Yosemite	1Y	9	110	990
	Yosemite	2Y	9	110	990
Total Mileage					3,960
Grand Total					13,530
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					13,530

REVENUE HOURS

From August 01 through August 31, 2019 VIA Mammoth HWY 120 East provided a total of 448.8 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Mammoth Mt. Inn	1M	22	3.80	83.60
	Mammoth Mt. Inn	2M	21	3.80	79.80
	Yosemite	1Y	22	3.50	77.00
	Yosemite	2Y	22	3.50	77.00
Total Hours					317.40

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Mammoth Mt. Inn	1M	9	3.80	34.20
	Mammoth Mt. Inn	2M	9	3.80	34.20
	Yosemite	1Y	9	3.50	31.50
	Yosemite	2Y	9	3.50	31.50
Total Hours					131.40
Grand Total					448.80
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					448.80

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0

RIDERSHIP

From 8/1/2019 to 8/31/2019

A total of 3,552 passengers were carried on the HWY 120 system by VIA. Of these, were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	NPS Employees	Paid Fare	Child Free	Amtrak Paid	Total
8/1/2019	0	77	19	0	96
8/2/2019	0	90	11	0	101
8/3/2019	0	130	7	0	137
8/4/2019	0	169	4	0	173
8/5/2019	0	170	7	0	177
8/6/2019	0	187	16	0	203
8/7/2019	0	215	18	0	233
8/8/2019	0	155	7	0	162
8/9/2019	0	164	9	0	173
8/10/2019	0	172	25	0	197
8/11/2019	0	96	15	0	111
8/12/2019	0	126	32	0	158
8/13/2019	0	128	20	0	148
8/14/2019	0	142	17	0	159
8/15/2019	0	86	18	0	104
8/16/2019	0	101	15	0	116
8/17/2019	0	147	58	0	205
8/18/2019	0	71	17	0	88
8/19/2019	0	86	7	0	93
8/20/2019	0	91	8	0	99
8/21/2019	0	56	2	0	58
8/22/2019	0	50	3	0	53
8/23/2019	0	41	9	0	50
8/24/2019	0	90	9	0	99
8/25/2019	0	76	3	0	79
8/26/2019	0	38	2	0	40
8/27/2019	0	61	15	0	76
8/28/2019	0	20	7	0	27
8/29/2019	0	25	2	0	27
8/30/2019	0	24	5	0	29
8/31/2019	0	58	23	0	81
Total	0	3,142	410	0	3,552
	0.00%	88.46%	11.54%	0.00%	100.00%

RIDERSHIP

From 8/1/2019 to 8/31/2019

Ridership - Excluding Amtrak

Date	NPS Employees	Paid Fare	Child Free	Total
8/1/2019	0	77	19	96
8/2/2019	0	90	11	101
8/3/2019	0	130	7	137
8/4/2019	0	169	4	173
8/5/2019	0	170	7	177
8/6/2019	0	187	16	203
8/7/2019	0	215	18	233
8/8/2019	0	155	7	162
8/9/2019	0	164	9	173
8/10/2019	0	172	25	197
8/11/2019	0	96	15	111
8/12/2019	0	126	32	158
8/13/2019	0	128	20	148
8/14/2019	0	142	17	159
8/15/2019	0	86	18	104
8/16/2019	0	101	15	116
8/17/2019	0	147	58	205
8/18/2019	0	71	17	88
8/19/2019	0	86	7	93
8/20/2019	0	91	8	99
8/21/2019	0	56	2	58
8/22/2019	0	50	3	53
8/23/2019	0	41	9	50
8/24/2019	0	90	9	99
8/25/2019	0	76	3	79
8/26/2019	0	38	2	40
8/27/2019	0	61	15	76
8/28/2019	0	20	7	27
8/29/2019	0	25	2	27
8/30/2019	0	24	5	29
8/31/2019	0	58	23	81
Total	0	3,142	410	3,552
	0.00%	88.46%	11.54%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Rush Creek Lodge	112	3.15%
Sonora Best West	48	1.35%
Cal Inns Washinto	23	0.65%
Jamestown Main	23	0.65%
Mary Laveroni Par	209	5.88%
Yose Pines RV Pa	580	16.33%
Buck Meadows Re	87	2.45%
Yose Lakes Camp	627	17.65%
Big Oak Flat Park	28	0.79%
Crane Flat Gas Sta	47	1.32%
Yosemite Visitor	1753	49.35%
Black Oak Hotel	15	0.42%
Totals	3552	100.00%

LOAD FACTOR ANALYSIS : 8/1/2019 - 8/31/2019

Below please find the load factor calculations for the Sonora HWY 120 North runs operated by VIA for August 01 through August 31, 2019. 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	
S1E	1,527	747	48.92%	Inbound 6:40 am Service from Tuolm Cnty to Yose
S2E	1,521	556	36.55%	Inbound 7:40 am Service from Tuolm Cnty to Yos
S3E	1,476	467	31.64%	Inbound 8:40 am Service from Tuolm Cnty to Yose
S1F	1,482	824	55.60%	Outbound 4:00 pm Service from Tuolm Cnty to Yo
S2F	1,521	498	32.74%	Outbound 4:30 pm Service from Tuolm Cnty to Yo
S3F	1,525	460	30.16%	Outbound 5:35 pm Service from Tuolm Cnty to Yo
Total	9,052	3,552	39.24%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
S1E	1,082	533	49.26%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
S2E	1,080	363	33.61%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
S3E	1,035	312	30.14%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
S1F	1,035	527	50.92%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
S2F	1,080	367	33.98%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
S3F	1,084	280	25.83%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	6,396	2,382	37.24%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
S1E	445	214	48.09%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
S2E	441	193	43.76%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
S3E	441	155	35.15%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
S1F	447	297	66.44%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
S2F	441	131	29.71%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
S3F	441	180	40.82%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	2,656	1,170	44.05%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
S1E	1,527	747	48.92%	Inbound 6:40 am Service from Tuolm Cnty to Yos emite
S2E	1,521	556	36.55%	Inbound 7:40 am Service from Tuolm Cnty to Yo semite
S3E	1,476	467	31.64%	Inbound 8:40 am Service from Tuolm Cnty to Yos emite
S1F	1,482	824	55.60%	Outbound 4:00 pm Service from Tuolm Cnty to Y osemite
S2F	1,521	498	32.74%	Outbound 4:30 pm Service from Tuolm Cnty to Y osemite
S3F	1,525	460	30.16%	Outbound 5:35 pm Service from Tuolm Cnty to Y osemite
Total	9,052	3,552	39.24%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
S1E	1,082	533	49.26%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
S2E	1,080	363	33.61%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
S3E	1,035	312	30.14%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
S1F	1,035	527	50.92%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
S2F	1,080	367	33.98%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
S3F	1,084	280	25.83%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	6,396	2,382	37.24%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
S1E	445	214	48.09%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
S2E	441	193	43.76%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
S3E	441	155	35.15%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
S1F	447	297	66.44%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
S2F	441	131	29.71%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
S3F	441	180	40.82%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	2,656	1,170	44.05%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 120 runs for 8/1/2019 through 8/31/2019.

Daily - All Routes

Run	NPS Emp's	Child Free	Paid Fare	Amtrak	Total
S1E	0	106	641	0	747
S1F	0	100	724	0	824
S2E	0	30	526	0	556
S2F	0	42	456	0	498
S3E	0	82	385	0	467
S3F	0	50	410	0	460
	0	410	3,142	0	3,552
	0.00%	11.54%	88.46%	0.00%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Amtrak	Total
S1E	0	450	83	0	533
S1F	0	476	51	0	527
S2E	0	345	18	0	363
S2F	0	335	32	0	367
S3E	0	272	40	0	312
S3F	0	255	25	0	280
	0	2,133	249	0	2,382
	0.00%	89.55%	10.45%	0.00%	100.00%

Weekends/Holidays

Run	NPS	Paid Fare	Child Free	Amtrak	Total
S1E	0	191	23	0	214
S1F	0	248	49	0	297
S2E	0	181	12	0	193
S2F	0	121	10	0	131
S3E	0	113	42	0	155
S3F	0	155	25	0	180
	0	1,009	161	0	1,170
	0.00%	86.24%	13.76%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	NPS Emp's	Paid Fare	Child Free	Total
S1E	0	641	106	747
S1F	0	724	100	824
S2E	0	526	30	556
S2F	0	456	42	498
S3E	0	385	82	467
S3F	0	410	50	460
	0	3,142	410	3,552
	0.00%	88.46%	11.54%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Total
S1E	0	450	83	533
S1F	0	476	51	527
S2E	0	345	18	363
S2F	0	335	32	367
S3E	0	272	40	312
S3F	0	255	25	280
	0	2,133	249	2,382
	0.00%	89.55%	10.45%	100.00%

Weekends/Holidays

Run	NPS	Adult	Child Free	Total
S1E	0	191	23	214
S1F	0	248	49	297
S2E	0	181	12	193
S2F	0	121	10	131
S3E	0	113	42	155
S3F	0	155	25	180
	0	1,009	161	1,170
	0.00%	86.24%	13.76%	100.00%

OPERATING STATISTICS

REVENUE MILES 8/1/2019 - 8/31/2019

From August 01 through August 31, 2019 VIA Sonora HWY 120 North operated a total of 15456 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Black Oak Tuolumne	S1E	22	84	1,848
	Black Oak Tuolumne	S2E	22	84	1,848
	Black Oak Tuolumne	S3E	21	84	1,764
	Yosemite	S1F	21	84	1,764
	Yosemite	S2F	22	84	1,848
	Yosemite	S3F	22	84	1,848
Total Mileage					10,920

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Black Oak Tuolumne	S1E	9	84	756
	Black Oak Tuolumne	S2E	9	84	756
	Black Oak Tuolumne	S3E	9	84	756
	Yosemite	S1F	9	84	756
	Yosemite	S2F	9	84	756
	Yosemite	S3F	9	84	756
Total Mileage					4,536
Grand Total					15,456
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					15,456

REVENUE HOURS

From August 01 through August 31, 2019 VIA Sonora HWY 120 North provided a total of 597.99999999999999 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Black Oak Tuolumne	S1E	22	3.20	70.40
	Black Oak Tuolumne	S2E	22	3.20	70.40
	Black Oak Tuolumne	S3E	21	3.20	67.20
	Yosemite	S1F	21	3.30	69.30
	Yosemite	S2F	22	3.30	72.60
	Yosemite	S3F	22	3.30	72.60
Total Hours					422.50

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Black Oak Tuolumne	S1E	9	3.20	28.80
	Black Oak Tuolumne	S2E	9	3.20	28.80
	Black Oak Tuolumne	S3E	9	3.20	28.80
	Yosemite	S1F	9	3.30	29.70
	Yosemite	S2F	9	3.30	29.70
	Yosemite	S3F	9	3.30	29.70
Total Hours					175.50
Grand Total					598.00
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					598.00

Passengers Left / Wheelchair Usage / Multi-Use Pass

Run Date	Route	Total
	Grand Total	0

RIDERSHIP

From 8/1/2019 to 8/31/2019

A total of 2,247 passengers were carried on the HWY 41 system by VIA. Of these, 124 were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	Armrk Emp	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
8/1/2019	0	0	0	0	53	0	0	3	12	65	68
8/2/2019	0	0	0	0	65	0	0	0	6	71	71
8/3/2019	0	0	0	0	88	0	0	14	3	91	105
8/4/2019	0	0	0	0	85	0	0	4	0	85	89
8/5/2019	0	0	0	0	91	0	0	4	0	91	95
8/6/2019	0	0	0	0	98	0	0	8	5	103	111
8/7/2019	0	0	0	0	33	0	0	0	11	44	44
8/8/2019	0	0	0	0	26	0	0	0	13	39	39
8/9/2019	0	0	0	0	85	0	0	1	0	85	86
8/10/2019	0	0	0	0	60	0	0	3	0	60	63
8/11/2019	0	0	0	0	63	0	0	0	0	63	63
8/12/2019	0	0	0	0	67	0	0	3	1	68	71
8/13/2019	0	0	0	0	80	0	0	0	24	104	104
8/14/2019	0	0	0	0	97	0	0	0	0	97	97
8/15/2019	0	0	0	0	67	0	0	0	0	67	67
8/16/2019	0	0	0	0	98	0	0	2	0	98	100
8/17/2019	0	1	0	1	36	0	0	2	2	38	41
8/18/2019	0	0	0	0	51	0	0	2	0	51	53
8/19/2019	0	0	0	0	52	0	0	2	0	52	54
8/20/2019	0	0	0	0	82	0	0	1	0	82	83
8/21/2019	0	0	0	0	28	0	0	2	0	28	30
8/22/2019	0	0	0	0	48	0	0	2	0	48	50
8/23/2019	0	0	0	0	74	0	0	0	0	74	74
8/24/2019	0	0	0	0	69	0	0	0	0	69	69
8/25/2019	0	0	0	0	91	0	0	3	0	91	94
8/26/2019	0	0	0	0	57	0	0	0	13	70	70
8/27/2019	0	0	0	0	58	0	0	4	0	58	62
8/28/2019	0	0	0	0	65	0	0	0	0	65	65
8/29/2019	0	0	0	0	50	0	0	0	0	50	50
8/30/2019	0	0	0	0	76	0	0	0	0	76	76
8/31/2019	0	0	0	0	69	0	0	0	34	103	103
Total	0	1	0	1	2,062	0	0	60	124	2,186	2,247
Percent	0.00%	0.04%	0.00%	0.04%	91.77%	0.00%	0.00%	2.67%	5.52%	97.29%	100.00%

Ridership Excluding Amtrak

Date	Armrk	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
8/1/2019	0	0	0	0	53	0	3	0	53	56
8/2/2019	0	0	0	0	65	0	0	0	65	65
8/3/2019	0	0	0	0	88	0	14	0	88	102
8/4/2019	0	0	0	0	85	0	4	0	85	89
8/5/2019	0	0	0	0	91	0	4	0	91	95
8/6/2019	0	0	0	0	98	0	8	0	98	106
8/7/2019	0	0	0	0	33	0	0	0	33	33
8/8/2019	0	0	0	0	26	0	0	0	26	26
8/9/2019	0	0	0	0	85	0	1	0	85	86
8/10/2019	0	0	0	0	60	0	3	0	60	63
8/11/2019	0	0	0	0	63	0	0	0	63	63
8/12/2019	0	0	0	0	67	0	3	0	67	70
8/13/2019	0	0	0	0	80	0	0	0	80	80
8/14/2019	0	0	0	0	97	0	0	0	97	97
8/15/2019	0	0	0	0	67	0	0	0	67	67
8/16/2019	0	0	0	0	98	0	2	0	98	100
8/17/2019	0	1	0	1	36	0	2	0	36	39
8/18/2019	0	0	0	0	51	0	2	0	51	53
8/19/2019	0	0	0	0	52	0	2	0	52	54
8/20/2019	0	0	0	0	82	0	1	0	82	83
8/21/2019	0	0	0	0	28	0	2	0	28	30
8/22/2019	0	0	0	0	48	0	2	0	48	50
8/23/2019	0	0	0	0	74	0	0	0	74	74
8/24/2019	0	0	0	0	69	0	0	0	69	69
8/25/2019	0	0	0	0	91	0	3	0	91	94
8/26/2019	0	0	0	0	57	0	0	0	57	57
8/27/2019	0	0	0	0	58	0	4	0	58	62
8/28/2019	0	0	0	0	65	0	0	0	65	65
8/29/2019	0	0	0	0	50	0	0	0	50	50
8/30/2019	0	0	0	0	76	0	0	0	76	76
8/31/2019	0	0	0	0	69	0	0	0	69	69
Total	0	1	0	1	2,062	0	60	0	2,062	2,123
Percent	0.00%	0.05%	0.00%	0.05%	97.13%	0.00%	2.83%	0.00%	97.13%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Amtrak/Greyhoun	186	8.28%
Chukchansi Gold	27	1.20%
Coarsegold	41	1.82%
Fresno Airport	207	9.21%
Mariposa Grove	134	5.96%
North Fresno (Hw	93	4.14%
Oakhurst Best We	219	9.75%
Pines at Bass Lake	25	1.11%
Tenaya Lodge	95	4.23%
Wawona Store	195	8.68%
Yos Visitor Center	1025	45.62%
Totals	2247	100.00%

LOAD FACTOR ANALYSIS : 8/1/2019 - 8/31/2019

Below please find the load factor calculations for the HWY 41 runs operated by VIA for 8/1/2019 through 8/31/2019. 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	
21	1,840	279	15.16%	Yosemite to Fresno 11:15 am
21 Bass	384	66	17.19%	Yosemite to Fresno W/Bass 11:15 am
22	1,936	401	20.71%	Fresno to Yosemite 5:37 am
22 Bass	288	48	16.67%	Fresno to Yosemite W/Bass 5:37 am
23	1,513	515	34.04%	Yosemite to Fresno 4:06 pm
23 Bass	147	27	18.37%	Yosemite to Fresno W/Bass 4:06 pm
24	1,464	310	21.17%	Fresno to Yosemite 7:50 am
24 Bass	196	32	16.33%	Fresno to Yosemite W/Bass 7:50 am
25	1,517	310	20.44%	Yosemite to Fresno 5:46 pm
25 Bass	49	1	2.04%	Yosemite to Fresno W/Bass 5:46pm
26	1,517	251	16.55%	Fresno to Yosemite 11:15 sm
26 Bass	49	7	14.29%	Fresno to Yosemite W/Bass 11:15 am
Total	10,900	2,247	20.61%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
21	1,260	210	16.67%	Yosemite to Fresno 11:15 am
21 Bass	288	56	19.44%	Yosemite to Fresno W/Bass 11:15 am
22	1,356	259	19.10%	Fresno to Yosemite 5:37 am
22 Bass	192	34	17.71%	Fresno to Yosemite W/Bass 5:37 am
23	1,121	375	33.45%	Yosemite to Fresno 4:06 pm
23 Bass	98	15	15.31%	Yosemite to Fresno W/Bass 4:06 pm
24	1,072	212	19.78%	Fresno to Yosemite 7:50 am
24 Bass	147	17	11.56%	Fresno to Yosemite W/Bass 7:50 am
25	1,125	225	20.00%	Yosemite to Fresno 5:46 pm
26	1,125	164	14.58%	Fresno to Yosemite 11:15 sm
Total	7,784	1,567	20.13%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
21	580	69	11.90%	Yosemite to Fresno 11:15 am
21 Bass	96	10	10.42%	Yosemite to Fresno W/Bass 11:15 am
22	580	142	24.48%	Fresno to Yosemite 5:37 am
22 Bass	96	14	14.58%	Fresno to Yosemite W/Bass 5:37 am
23	392	140	35.71%	Yosemite to Fresno 4:06 pm
23 Bass	49	12	24.49%	Yosemite to Fresno W/Bass 4:06 pm
24	392	98	25.00%	Fresno to Yosemite 7:50 am
24 Bass	49	15	30.61%	Fresno to Yosemite W/Bass 7:50 am
25	392	85	21.68%	Yosemite to Fresno 5:46 pm
25 Bass	49	1	2.04%	Yosemite to Fresno W/Bass 5:46pm
26	392	87	22.19%	Fresno to Yosemite 11:15 sm
26 Bass	49	7	14.29%	Fresno to Yosemite W/Bass 11:15 am
Total	3,116	680	21.82%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
21	1,840	277	15.05%	Yosemite to Fresno 11:15 am
21 Bass	384	66	17.19%	Yosemite to Fresno W/Bass 11:15 am
22	1,936	343	17.72%	Fresno to Yosemite 5:37 am
22 Bass	288	46	15.97%	Fresno to Yosemite W/Bass 5:37 am
23	1,513	509	33.64%	Yosemite to Fresno 4:06 pm
23 Bass	147	27	18.37%	Yosemite to Fresno W/Bass 4:06 pm
24	1,464	293	20.01%	Fresno to Yosemite 7:50 am
24 Bass	196	32	16.33%	Fresno to Yosemite W/Bass 7:50 am
25	1,517	277	18.26%	Yosemite to Fresno 5:46 pm
25 Bass	49	1	2.04%	Yosemite to Fresno W/Bass 5:46pm
26	1,517	245	16.15%	Fresno to Yosemite 11:15 sm
26 Bass	49	7	14.29%	Fresno to Yosemite W/Bass 11:15 am
Total	10,900	2,123	19.48%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
21	1,260	210	16.67%	Yosemite to Fresno 11:15 am
21 Bass	288	56	19.44%	Yosemite to Fresno W/Bass 11:15 am
22	1,356	235	17.33%	Fresno to Yosemite 5:37 am
22 Bass	192	32	16.67%	Fresno to Yosemite W/Bass 5:37 am
23	1,121	369	32.92%	Yosemite to Fresno 4:06 pm
23 Bass	98	15	15.31%	Yosemite to Fresno W/Bass 4:06 pm
24	1,072	198	18.47%	Fresno to Yosemite 7:50 am
24 Bass	147	17	11.56%	Fresno to Yosemite W/Bass 7:50 am
25	1,125	192	17.07%	Yosemite to Fresno 5:46 pm
26	1,125	158	14.04%	Fresno to Yosemite 11:15 sm
Total	7,784	1,482	19.04%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
21	580	67	11.55%	Yosemite to Fresno 11:15 am
21 Bass	96	10	10.42%	Yosemite to Fresno W/Bass 11:15 am
22	580	108	18.62%	Fresno to Yosemite 5:37 am
22 Bass	96	14	14.58%	Fresno to Yosemite W/Bass 5:37 am
23	392	140	35.71%	Yosemite to Fresno 4:06 pm
23 Bass	49	12	24.49%	Yosemite to Fresno W/Bass 4:06 pm
24	392	95	24.23%	Fresno to Yosemite 7:50 am
24 Bass	49	15	30.61%	Fresno to Yosemite W/Bass 7:50 am
25	392	85	21.68%	Yosemite to Fresno 5:46 pm
25 Bass	49	1	2.04%	Yosemite to Fresno W/Bass 5:46pm
26	392	87	22.19%	Fresno to Yosemite 11:15 sm
26 Bass	49	7	14.29%	Fresno to Yosemite W/Bass 11:15 am
Total	3,116	641	20.57%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 41 runs for 8/1/2019 through 8/31/2019.

Daily - All Routes

Run	Armkr	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
21	0	0	0	276	1	0	0	2	279
21 Bass	0	0	0	66	0	0	0	0	66
22	0	1	0	325	17	0	0	58	401
22 Bass	0	0	0	45	1	0	0	2	48
23	0	0	0	505	4	0	0	6	515
23 Bass	0	0	0	26	1	0	0	0	27
24	0	0	0	288	5	0	0	17	310
24 Bass	0	0	0	29	3	0	0	0	32
25	0	0	0	254	23	0	0	33	310
25 Bass	0	0	0	1	0	0	0	0	1
26	0	0	0	240	5	0	0	6	251
26 Bass	0	0	0	7	0	0	0	0	7
Total	0	1	0	2,062	60	0	0	124	2,247
Percent	0.00%	0.04%	0.00%	91.77%	2.67%	0.00%	0.00%	5.52%	100.00%

Weekdays

Run	Aramrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
21	0	0	0	209	1	0	0	0	210
21 Bass	0	0	0	56	0	0	0	0	56
22	0	0	0	225	10	0	0	24	259
22 Bass	0	0	0	31	1	0	0	2	34
23	0	0	0	367	2	0	0	6	375
23 Bass	0	0	0	15	0	0	0	0	15
24	0	0	0	195	3	0	0	14	212
24 Bass	0	0	0	15	2	0	0	0	17
25	0	0	0	179	13	0	0	33	225
26	0	0	0	158	0	0	0	6	164
Total	0	0	0	1,450	32	0	0	85	1,567
Percent	0.00%	0.00%	0.00%	92.53%	2.04%	0.00%	0.00%	5.42%	100.00%

Weekends/Holidays

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
21	0	0	0	67	0	0	0	2	69
21 Bass	0	0	0	10	0	0	0	0	10
22	0	1	0	100	7	0	0	34	142
22 Bass	0	0	0	14	0	0	0	0	14
23	0	0	0	138	2	0	0	0	140
23 Bass	0	0	0	11	1	0	0	0	12
24	0	0	0	93	2	0	0	3	98
24 Bass	0	0	0	14	1	0	0	0	15
25	0	0	0	75	10	0	0	0	85
25 Bass	0	0	0	1	0	0	0	0	1
26	0	0	0	82	5	0	0	0	87
26 Bass	0	0	0	7	0	0	0	0	7
Total	0	1	0	612	28	0	0	39	680
Percent	0.00%	0.15%	0.00%	90.00%	4.12%	0.00%	0.00%	5.74%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
21	0	0	0	276	1	0	0	277
21 Bass	0	0	0	66	0	0	0	66
22	0	1	0	325	17	0	0	343
22 Bass	0	0	0	45	1	0	0	46
23	0	0	0	505	4	0	0	509
23 Bass	0	0	0	26	1	0	0	27
24	0	0	0	288	5	0	0	293
24 Bass	0	0	0	29	3	0	0	32
25	0	0	0	254	23	0	0	277
25 Bass	0	0	0	1	0	0	0	1
26	0	0	0	240	5	0	0	245
26 Bass	0	0	0	7	0	0	0	7
Total	0	1	0	2,062	60	0	0	2,123
Percent	0.00%	0.05%	0.00%	97.13%	2.83%	0.00%	0.00%	100.00%

Weekdays

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
21	0	0	0	209	1	0	0	210
21 Bass	0	0	0	56	0	0	0	56
22	0	0	0	225	10	0	0	235
22 Bass	0	0	0	31	1	0	0	32
23	0	0	0	367	2	0	0	369
23 Bass	0	0	0	15	0	0	0	15
24	0	0	0	195	3	0	0	198
24 Bass	0	0	0	15	2	0	0	17
25	0	0	0	179	13	0	0	192
26	0	0	0	158	0	0	0	158
Total	0	0	0	1,450	32	0	0	1,482
Percent	0.00%	0.00%	0.00%	97.84%	2.16%	0.00%	0.00%	100.00%

Weekends/Holidays

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
21	0	0	0	67	0	0	0	67
21 Bass	0	0	0	10	0	0	0	10
22	0	1	0	100	7	0	0	108
22 Bass	0	0	0	14	0	0	0	14
23	0	0	0	138	2	0	0	140
23 Bass	0	0	0	11	1	0	0	12
24	0	0	0	93	2	0	0	95
24 Bass	0	0	0	14	1	0	0	15
25	0	0	0	75	10	0	0	85
25 Bass	0	0	0	1	0	0	0	1
26	0	0	0	82	5	0	0	87
26 Bass	0	0	0	7	0	0	0	7
Total	0	1	0	612	28	0	0	641
Percent	0.00%	0.16%	0.00%	95.48%	4.37%	0.00%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES 8/1/2019 - 8/31/2019

From 8/1/2019 through 8/31/2019 VIA HWY 41 operated a total of 20,774 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Fresno	22	20	111	2,220
	Fresno	24	19	111	2,109
	Fresno	26	22	111	2,442
	Yosemite	21	19	111	2,109
	Yosemite	21 Bass	3	119	357
	Yosemite	22 Bass	2	119	238
	Yosemite	23	20	111	2,220
	Yosemite	23 Bass	2	119	238
	Yosemite	24 Bass	3	119	357
	Yosemite	25	22	111	2,442
Total Mileage					14,732

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Fresno	22	8	111	888
	Fresno	24	8	111	888
	Fresno	26	8	111	888
	Yosemite	21	8	111	888
	Yosemite	21 Bass	1	119	119
	Yosemite	22 Bass	1	119	119
	Yosemite	23	8	111	888
	Yosemite	23 Bass	1	119	119
	Yosemite	24 Bass	1	119	119
	Yosemite	25	8	111	888
	Yosemite	25 Bass	1	119	119
	Yosemite	26 Bass	1	119	119
Total Mileage					6,042
Grand Total					20,774
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					20,774

REVENUE HOURS

From 8/1/2019 through 8/31/2019 VIA HWY 41 provided a total of 778.30 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Fresno	22	20	4.00	80.00
	Fresno	24	19	4.00	76.00
	Fresno	26	22	4.00	88.00
	Yosemite	21	19	4.30	81.70
	Yosemite	21 Bass	3	4.70	14.10
	Yosemite	22 Bass	2	4.40	8.80
	Yosemite	23	20	4.30	86.00
	Yosemite	23 Bass	2	4.70	9.40
	Yosemite	24 Bass	3	4.40	13.20
	Yosemite	25	22	4.30	94.60
Total Hours					551.80

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Fresno	22	8	4.00	32.00
	Fresno	24	8	4.00	32.00
	Fresno	26	8	4.00	32.00
	Yosemite	21	8	4.30	34.40
	Yosemite	21 Bass	1	4.70	4.70
	Yosemite	22 Bass	1	4.40	4.40
	Yosemite	23	8	4.30	34.40
	Yosemite	23 Bass	1	4.70	4.70
	Yosemite	24 Bass	1	4.40	4.40
	Yosemite	25	8	4.30	34.40
	Yosemite	25 Bass	1	4.70	4.70
	Yosemite	26 Bass	1	4.40	4.40
Total Hours					226.50
Grand Total					778.30
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					778.30

Wheelchair Usage

Run Date	Route	Total
	Grand Total	0

Passengers Left

Run Date	Route	Total
	Grand Total	0