



August 11, 2020

Ms. Christine Chavez
Merced County Association of Governments
369 W. 18th Street
Merced, CA 95340

RE: YARTS Monthly Report July 1-31, 2020

Dear Ms. Chavez,

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 July 1-31, 2020.

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 7/1/2020 to 7/31/2020

A total of 5,618 passengers were carried on the HWY 140 system by VIA. Of these, were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	NPS Employees	Paid Fare	Child Free	Amtrak Paid	Total
7/1/2020	1	46	2	0	49
7/2/2020	0	86	2	0	88
7/3/2020	0	245	5	0	250
7/4/2020	11	324	21	0	356
7/5/2020	1	164	8	0	173
7/6/2020	0	121	5	0	126
7/7/2020	1	126	7	0	134
7/8/2020	1	215	11	0	227
7/9/2020	1	144	6	0	151
7/10/2020	2	168	14	0	184
7/11/2020	0	228	11	0	239
7/12/2020	0	194	7	0	201
7/13/2020	2	125	13	0	140
7/14/2020	0	190	12	0	202
7/15/2020	2	113	3	0	118
7/16/2020	4	163	10	0	177
7/17/2020	0	141	6	0	147
7/18/2020	0	225	15	0	240
7/19/2020	0	198	24	0	222
7/20/2020	3	134	14	0	151
7/21/2020	3	164	12	0	179
7/22/2020	3	151	4	0	158
7/23/2020	4	115	9	0	128
7/24/2020	4	199	5	0	208
7/25/2020	1	281	18	0	300
7/26/2020	1	208	12	0	221
7/27/2020	0	142	1	0	143
7/28/2020	3	160	8	0	171
7/29/2020	3	144	8	0	155
7/30/2020	3	132	7	0	142
7/31/2020	1	215	22	0	238
Total	55	5,261	302	0	5,618
	0.98%	93.65%	5.38%	0.00%	100.00%

RIDERSHIP

From 7/1/2020 to 7/31/2020

Ridership - Excluding Amtrak

Date	NPS Employees	Paid Fare	Child Free	Total
7/1/2020	1	46	2	49
7/2/2020	0	86	2	88
7/3/2020	0	245	5	250
7/4/2020	11	324	21	356
7/5/2020	1	164	8	173
7/6/2020	0	121	5	126
7/7/2020	1	126	7	134
7/8/2020	1	215	11	227
7/9/2020	1	144	6	151
7/10/2020	2	168	14	184
7/11/2020	0	228	11	239
7/12/2020	0	194	7	201
7/13/2020	2	125	13	140
7/14/2020	0	190	12	202
7/15/2020	2	113	3	118
7/16/2020	4	163	10	177
7/17/2020	0	141	6	147
7/18/2020	0	225	15	240
7/19/2020	0	198	24	222
7/20/2020	3	134	14	151
7/21/2020	3	164	12	179
7/22/2020	3	151	4	158
7/23/2020	4	115	9	128
7/24/2020	4	199	5	208
7/25/2020	1	281	18	300
7/26/2020	1	208	12	221
7/27/2020	0	142	1	143
7/28/2020	3	160	8	171
7/29/2020	3	144	8	155
7/30/2020	3	132	7	142
7/31/2020	1	215	22	238
Total	55	5,261	302	5,618
	0.98%	93.65%	5.38%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Airport	11	0.20%
Amtrak	174	3.10%
AutoCamp	113	2.01%
Barium Mine Rd	11	0.20%
Bug Hostel	339	6.03%
Catheys Valley	27	0.48%
Cedar Lodge	523	9.31%
Curry Village	577	10.27%
El Portal PO	195	3.47%
Half Dome Villag	7	0.12%
Mariposa Park &	454	8.08%
MidPines PK & Ri	38	0.68%
MP Fairgrounds	14	0.25%
MPMidtown	197	3.51%
MPPO	45	0.80%
NPS Maintenance	26	0.46%
Roadside Rest	126	2.24%
Transpo	181	3.22%
Yosemite Valley L	513	9.13%
YosVCenter	1449	25.79%
YV Lodge	598	10.64%
Totals	5618	100.00%

LOAD FACTOR ANALYSIS : 7/1/2020 - 7/31/2020

Below please find the load factor calculations for the HWY 140 runs operated by VIA for 7/1/2020 through 7/31/2020. 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	
140-01	997	76	7.62%	Inbound 5:00 AM Merced to Yosemite
140-02	963	19	1.97%	Outbound 5:54 AM Midpines to Merced
140-03	1,350	354	26.22%	Inbound 5:30 AM Merced to Yosemite
140-04	1,299	193	14.86%	Outbound 8:15 AM Yosemite to Merced
140-05	1,466	431	29.40%	Inbound 6:00 AM Merced to Yosemite
140-06	1,348	494	36.65%	Outbound 2:30 PM Yosemite to Merced
140-07	1,365	404	29.60%	Inbound 6:45 AM Merced to Yosemite
140-08	1,513	359	23.73%	Outbound 3:15 PM Yosemite to Merced
140-09	1,247	440	35.28%	Inbound 8:45 AM Mariposa to Yosemite
140-10	1,366	377	27.60%	Outbound 4:15 PM Yosemite to Merced
140-11	1,385	457	33.00%	Inbound 8:45 AM Merced to Yosemite
140-12	1,385	238	17.18%	Outbound 4:35 PM Yosemite to Merced
140-13	1,341	435	32.44%	Inbound 10:30 Am Merced to Yosemite
140-14	1,249	355	28.42%	Outbound 5:15 PM Yosemite to Merced
140-15	1,345	190	14.13%	Inbound 5:45 PM Merced to Yosemite
140-16	1,341	413	30.80%	Outbound 6:00 PM Yosemite to Merced
140-18	1,345	383	28.48%	Outbound 8:36 PM Yosemite to Merced
Total	22,305	5,618	25.19%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
140-01	997	76	7.62%	Inbound 5:00 AM Merced to Yosemite
140-02	963	19	1.97%	Outbound 5:54 AM Midpines to Merced
140-03	1,054	201	19.07%	Inbound 5:30 AM Merced to Yosemite
140-04	1,001	155	15.48%	Outbound 8:15 AM Yosemite to Merced
140-05	1,167	266	22.79%	Inbound 6:00 AM Merced to Yosemite
140-06	1,052	328	31.18%	Outbound 2:30 PM Yosemite to Merced
140-07	959	234	24.40%	Inbound 6:45 AM Merced to Yosemite
140-08	1,165	240	20.60%	Outbound 3:15 PM Yosemite to Merced
140-09	844	288	34.12%	Inbound 8:45 AM Mariposa to Yosemite
140-10	960	232	24.17%	Outbound 4:15 PM Yosemite to Merced
140-11	1,091	318	29.15%	Inbound 8:45 AM Merced to Yosemite
140-12	1,091	148	13.57%	Outbound 4:35 PM Yosemite to Merced
140-13	945	293	31.01%	Inbound 10:30 Am Merced to Yosemite
140-14	846	224	26.48%	Outbound 5:15 PM Yosemite to Merced
140-15	996	139	13.96%	Inbound 5:45 PM Merced to Yosemite
140-16	945	272	28.78%	Outbound 6:00 PM Yosemite to Merced
140-18	996	233	23.39%	Outbound 8:36 PM Yosemite to Merced
Total	17,072	3,666	21.47%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
140-03	296	29	9.80%	Inbound 5:30 AM Merced to Yosemite
140-03	296	124	41.89%	Inbound 5:30 AM Merced to Yosemite
140-04	298	33	11.07%	Outbound 8:15 AM Yosemite to Merced
140-04	298	5	1.68%	Outbound 8:15 AM Yosemite to Merced
140-05	299	147	49.16%	Inbound 6:00 AM Merced to Yosemite
140-05	299	18	6.02%	Inbound 6:00 AM Merced to Yosemite
140-06	296	159	53.72%	Outbound 2:30 PM Yosemite to Merced
140-06	296	7	2.36%	Outbound 2:30 PM Yosemite to Merced
140-07	406	128	31.53%	Inbound 6:45 AM Merced to Yosemite
140-07	406	42	10.34%	Inbound 6:45 AM Merced to Yosemite
140-08	348	97	27.87%	Outbound 3:15 PM Yosemite to Merced
140-08	348	22	6.32%	Outbound 3:15 PM Yosemite to Merced
140-09	403	29	7.20%	Inbound 8:45 AM Mariposa to Yosemite
140-09	403	123	30.52%	Inbound 8:45 AM Mariposa to Yosemite
140-10	406	27	6.65%	Outbound 4:15 PM Yosemite to Merced
140-10	406	118	29.06%	Outbound 4:15 PM Yosemite to Merced
140-11	294	118	40.14%	Inbound 8:45 AM Merced to Yosemite
140-11	294	21	7.14%	Inbound 8:45 AM Merced to Yosemite
140-12	294	78	26.53%	Outbound 4:35 PM Yosemite to Merced
140-12	294	12	4.08%	Outbound 4:35 PM Yosemite to Merced
140-13	396	113	28.54%	Inbound 10:30 Am Merced to Yosemite
140-13	396	29	7.32%	Inbound 10:30 Am Merced to Yosemite
140-14	403	100	24.81%	Outbound 5:15 PM Yosemite to Merced
140-14	403	31	7.69%	Outbound 5:15 PM Yosemite to Merced
140-15	349	47	13.47%	Inbound 5:45 PM Merced to Yosemite
140-15	349	4	1.15%	Inbound 5:45 PM Merced to Yosemite
140-16	396	112	28.28%	Outbound 6:00 PM Yosemite to Merced
140-16	396	29	7.32%	Outbound 6:00 PM Yosemite to Merced
140-18	349	51	14.61%	Outbound 8:36 PM Yosemite to Merced
140-18	349	99	28.37%	Outbound 8:36 PM Yosemite to Merced
Total	10,466	1,952	18.65%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
140-01	997	76	7.62%	Inbound 5:00 AM Merced to Yosemite
140-02	963	19	1.97%	Outbound 5:54 AM Midpines to Merced
140-03	1,350	354	26.22%	Inbound 5:30 AM Merced to Yosemite
140-04	1,299	193	14.86%	Outbound 8:15 AM Yosemite to Merced
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140-14	1,249	355	28.42%	Outbound 5:15 PM Yosemite to Merced
140-15	1,345	190	14.13%	Inbound 5:45 PM Merced to Yosemite
140-16	1,341	413	30.80%	Outbound 6:00 PM Yosemite to Merced
140-18	1,345	383	28.48%	Outbound 8:36 PM Yosemite to Merced
Total	22,305	5,618	25.19%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
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140-02	963	19	1.97%	Outbound 5:54 AM Midpines to Merced
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140-04	1,001	155	15.48%	Outbound 8:15 AM Yosemite to Merced
140-05	1,167	266	22.79%	Inbound 6:00 AM Merced to Yosemite
140-06	1,052	328	31.18%	Outbound 2:30 PM Yosemite to Merced
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140-08	1,165	240	20.60%	Outbound 3:15 PM Yosemite to Merced
140-09	844	288	34.12%	Inbound 8:45 AM Mariposa to Yosemite
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140-14	846	224	26.48%	Outbound 5:15 PM Yosemite to Merced
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140-18	996	233	23.39%	Outbound 8:36 PM Yosemite to Merced
Total	17,072	3,666	21.47%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
140-03	296	29	9.80%	Inbound 5:30 AM Merced to Yosemite
140-03	296	124	41.89%	Inbound 5:30 AM Merced to Yosemite
140-04	298	33	11.07%	Outbound 8:15 AM Yosemite to Merced
140-04	298	5	1.68%	Outbound 8:15 AM Yosemite to Merced
140-05	299	147	49.16%	Inbound 6:00 AM Merced to Yosemite
140-05	299	18	6.02%	Inbound 6:00 AM Merced to Yosemite
140-06	296	159	53.72%	Outbound 2:30 PM Yosemite to Merced
140-06	296	7	2.36%	Outbound 2:30 PM Yosemite to Merced
140-07	406	128	31.53%	Inbound 6:45 AM Merced to Yosemite
140-07	406	42	10.34%	Inbound 6:45 AM Merced to Yosemite
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140-08	348	22	6.32%	Outbound 3:15 PM Yosemite to Merced
140-09	403	29	7.20%	Inbound 8:45 AM Mariposa to Yosemite
140-09	403	123	30.52%	Inbound 8:45 AM Mariposa to Yosemite
140-10	406	27	6.65%	Outbound 4:15 PM Yosemite to Merced
140-10	406	118	29.06%	Outbound 4:15 PM Yosemite to Merced
140-11	294	118	40.14%	Inbound 8:45 AM Merced to Yosemite
140-11	294	21	7.14%	Inbound 8:45 AM Merced to Yosemite
140-12	294	78	26.53%	Outbound 4:35 PM Yosemite to Merced
140-12	294	12	4.08%	Outbound 4:35 PM Yosemite to Merced
140-13	396	113	28.54%	Inbound 10:30 Am Merced to Yosemite
140-13	396	29	7.32%	Inbound 10:30 Am Merced to Yosemite
140-14	403	100	24.81%	Outbound 5:15 PM Yosemite to Merced
140-14	403	31	7.69%	Outbound 5:15 PM Yosemite to Merced
140-15	349	47	13.47%	Inbound 5:45 PM Merced to Yosemite
140-15	349	4	1.15%	Inbound 5:45 PM Merced to Yosemite
140-16	396	112	28.28%	Outbound 6:00 PM Yosemite to Merced
140-16	396	29	7.32%	Outbound 6:00 PM Yosemite to Merced
140-18	349	51	14.61%	Outbound 8:36 PM Yosemite to Merced
140-18	349	99	28.37%	Outbound 8:36 PM Yosemite to Merced
Total	10,466	1,952	18.65%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 140 runs for 7/1/2020 through 7/31/2020.

Daily - All Routes

Run	NPS Emp's	Child Free	Paid Fare	Amtrak	Total
140-01	24	1	51	0	76
140-02	1	1	17	0	19
140-03	1	5	348	0	354
140-04	2	2	189	0	193
140-05	1	19	411	0	431
140-06	1	14	479	0	494
140-07	0	32	372	0	404
140-08	7	17	335	0	359
140-09	0	31	409	0	440
140-10	3	26	348	0	377
140-11	1	48	408	0	457
140-12	1	5	232	0	238
140-13	1	37	397	0	435
140-14	11	26	318	0	355
140-15	1	1	188	0	190
140-16	0	18	395	0	413
140-18	0	19	364	0	383
	55	302	5,261	0	5,618
	0.98%	5.38%	93.65%	0.00%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Amtrak	Total
140-01	24	51	1	0	76
140-02	1	17	1	0	19
140-03	0	198	3	0	201
140-04	2	151	2	0	155
140-05	0	253	13	0	266
140-06	1	316	11	0	328
140-07	0	216	18	0	234
140-08	7	217	16	0	240
140-09	0	266	22	0	288
140-10	3	214	15	0	232
140-11	1	292	25	0	318
140-12	1	146	1	0	148
140-13	1	270	22	0	293
140-14	0	213	11	0	224
140-15	0	139	0	0	139
140-16	0	259	13	0	272
140-18	0	221	12	0	233
	41	3,439	186	0	3,666
	1.12%	93.81%	5.07%	0.00%	100.00%

Weekends/Holidays

Run	NPS	Paid Fare	Child Free	Amtrak	Total
140-03	1	150	2	0	153
140-04	0	38	0	0	38
140-05	1	158	6	0	165
140-06	0	163	3	0	166
140-07	0	156	14	0	170
140-08	0	118	1	0	119
140-09	0	143	9	0	152
140-10	0	134	11	0	145
140-11	0	116	23	0	139
140-12	0	86	4	0	90
140-13	0	127	15	0	142
140-14	11	105	15	0	131
140-15	1	49	1	0	51
140-16	0	136	5	0	141
140-18	0	143	7	0	150
	14	1,822	116	0	1,952
	0.72%	93.34%	5.94%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	NPS Emp's	Paid Fare	Child Free	Total
140-01	24	51	1	76
140-02	1	17	1	19
140-03	1	348	5	354
140-04	2	189	2	193
140-05	1	411	19	431
140-06	1	479	14	494
140-07	0	372	32	404
140-08	7	335	17	359
140-09	0	409	31	440
140-10	3	348	26	377
140-11	1	408	48	457
140-12	1	232	5	238
140-13	1	397	37	435
140-14	11	318	26	355
140-15	1	188	1	190
140-16	0	395	18	413
140-18	0	364	19	383
	55	5,261	302	5,618
	0.98%	93.65%	5.38%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Total
140-01	24	51	1	76
140-02	1	17	1	19
140-03	0	198	3	201
140-04	2	151	2	155
140-05	0	253	13	266
140-06	1	316	11	328
140-07	0	216	18	234
140-08	7	217	16	240
140-09	0	266	22	288
140-10	3	214	15	232
140-11	1	292	25	318
140-12	1	146	1	148
140-13	1	270	22	293
140-14	0	213	11	224
140-15	0	139	0	139
140-16	0	259	13	272
140-18	0	221	12	233
	41	3,439	186	3,666
	1.12%	93.81%	5.07%	100.00%

Weekends/Holidays

Run	NPS	Adult	Child Free	Total
140-03	1	150	2	153
140-04	0	38	0	38
140-05	1	158	6	165
140-06	0	163	3	166
140-07	0	156	14	170
140-08	0	118	1	119
140-09	0	143	9	152
140-10	0	134	11	145
140-11	0	116	23	139
140-12	0	86	4	90
140-13	0	127	15	142
140-14	11	105	15	131
140-15	1	49	1	51
140-16	0	136	5	141
140-18	0	143	7	150
	14	1,822	116	1,952
	0.72%	93.34%	5.94%	100.00%

OPERATING STATISTICS

REVENUE MILES 7/1/2020 - 7/31/2020

From 7/1/2020 through 7/31/2020 VIA HWY 140 operated a total of 42,637 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Merced	140-01	23	87	2,001
	Merced	140-03	23	87	2,001
	Merced	140-05	23	87	2,001
	Merced	140-07	23	87	2,001
	Merced	140-09	23	55	1,265
	Merced	140-11	23	87	2,001
	Merced	140-13	23	87	2,001
	Merced	140-15	23	87	2,001
	Yosemite	140-02	23	51	1,173
	Yosemite	140-04	23	87	2,001
	Yosemite	140-06	23	87	2,001
	Yosemite	140-08	23	87	2,001
	Yosemite	140-10	23	87	2,001
	Yosemite	140-12	23	87	2,001
	Yosemite	140-14	23	87	2,001
	Yosemite	140-16	23	87	2,001

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
	Yosemite	140-18	23	87	2,001
Total Mileage					32,453

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Merced	140-03	7	87	609
	Merced	140-05	7	87	609
	Merced	140-07	7	87	609
	Merced	140-09	7	55	385
	Merced	140-11	7	87	609
	Merced	140-13	7	87	609
	Merced	140-15	7	87	609
	Yosemite	140-04	7	87	609
	Yosemite	140-06	7	87	609
	Yosemite	140-08	7	87	609
	Yosemite	140-10	7	87	609
	Yosemite	140-12	7	87	609
	Yosemite	140-14	7	87	609
	Yosemite	140-16	7	87	609
	Yosemite	140-18	7	87	609
Total Mileage					8,911

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Merced	140-03	1	87	87
	Merced	140-05	1	87	87
	Merced	140-07	1	87	87
	Merced	140-09	1	55	55
	Merced	140-11	1	87	87
	Merced	140-13	1	87	87
	Merced	140-15	1	87	87
	Yosemite	140-04	1	87	87
	Yosemite	140-06	1	87	87
	Yosemite	140-08	1	87	87
	Yosemite	140-10	1	87	87
	Yosemite	140-12	1	87	87
	Yosemite	140-14	1	87	87
	Yosemite	140-16	1	87	87
	Yosemite	140-18	1	87	87
Total Mileage					1,273
Grand Total					42,637
YARTS Total					42,637

REVENUE HOURS

From 7/1/2020 through 7/31/2020 VIA HWY 140 provided a total of 1,437.40 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Merced	140-01	23	2.50	57.50
	Merced	140-03	23	2.50	57.50
	Merced	140-05	23	3.00	69.00
	Merced	140-07	23	3.20	73.60
	Merced	140-09	23	2.00	46.00
	Merced	140-11	23	3.20	73.60
	Merced	140-13	23	3.20	73.60
	Merced	140-15	23	3.00	69.00
	Yosemite	140-02	23	1.50	34.50
	Yosemite	140-04	23	3.00	69.00
	Yosemite	140-06	23	3.00	69.00
	Yosemite	140-08	23	3.00	69.00
	Yosemite	140-10	23	3.00	69.00
	Yosemite	140-12	23	3.00	69.00
	Yosemite	140-14	23	2.50	57.50
	Yosemite	140-16	23	3.00	69.00
	Yosemite	140-18	23	2.80	64.40

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Total Hours					1,090.20

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Merced	140-03	7	2.50	17.50
	Merced	140-05	7	3.00	21.00
	Merced	140-07	7	3.20	22.40
	Merced	140-09	7	2.00	14.00
	Merced	140-11	7	3.20	22.40
	Merced	140-13	7	3.20	22.40
	Merced	140-15	7	3.00	21.00
	Yosemite	140-04	7	3.00	21.00
	Yosemite	140-06	7	3.00	21.00
	Yosemite	140-08	7	3.00	21.00
	Yosemite	140-10	7	3.00	21.00
	Yosemite	140-12	7	3.00	21.00
	Yosemite	140-14	7	2.50	17.50
	Yosemite	140-16	7	3.00	21.00
	Yosemite	140-18	7	2.80	19.60
Total Hours					303.80

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Merced	140-03	1	2.50	2.50
	Merced	140-05	1	3.00	3.00
	Merced	140-07	1	3.20	3.20
	Merced	140-09	1	2.00	2.00
	Merced	140-11	1	3.20	3.20
	Merced	140-13	1	3.20	3.20
	Merced	140-15	1	3.00	3.00
	Yosemite	140-04	1	3.00	3.00
	Yosemite	140-06	1	3.00	3.00
	Yosemite	140-08	1	3.00	3.00
	Yosemite	140-10	1	3.00	3.00
	Yosemite	140-12	1	3.00	3.00
	Yosemite	140-14	1	2.50	2.50
	Yosemite	140-16	1	3.00	3.00
	Yosemite	140-18	1	2.80	2.80
Total Hours					43.40
Grand Total					1,437.40
YARTS Total					1,437.40

ACCIDENTS/INCIDENTS

There was one (1) YARTS accident/incident during the month of July 1-31, 2020.

7/02/20 Run 140-15 In Merced at 13th and M Street, the bus was making a left hand turn at the 4-way stop sign. A car then proceeded straight across the intersection, hitting the bus at the front right corner. There was minor damage to the bus, and the front driver's bumper and side of the car was bent. No injuries occurred on either side, and a police report was filed, with no citations issued. Runs 140-15 and 140-18 were delayed 30 minutes.

Staff pulled the YARTS video, however, there was no footage available due to no power to the unit. The contractor also pulled their video, which also had no footage available. Staff is working on conducting periodic checks to confirm that YARTS video equipment is operating properly.

ROAD CALLS

There were six (6) road calls during the month of July 1-31, 2020.

7/04/20 Run 140-6 Delayed 2.75 hours due to mechanical issue en route. Bus replaced.

7/08/20 Run 120-3 Delayed 2.5 hours due to mechanical issue en route. Bus replaced.

7/14/20 Run 395-1 Delayed at Tuolumne Meadows Visitors Center due to mechanical issue en route Bus replaced.

7/17/20 Run 140-10 Delayed 2 hours arriving in Mariposa due to mechanical issue en route. Bus replaced.

7/21/20 Run 140-2 Delayed 1.75 hours starting at the Bug Resort due to mechanical issue. Bus replaced. 1st mechanical.

7/25/20 Run 41-1 Delayed 2.25 hours in Fish Camp due to mechanical issue en route. Bus replaced.

7/25/20 Run 41-2 Delayed 2 hours starting at Yosemite Visitor Center due to mechanical issue on Run 41-1. 2nd mechanical. (Same bus as 41-1.)

SERVICE DELAYS

There were twelve (12) notable service delays during the month of July 1-31, 2020. Total on time service for all corridors was 99.90% based on YARTS contract criteria.

Hwy 140

07/02/20 Run 140-15 Delayed 30 minutes picking up at Transpo due to non-injury accident.

Run 140-18 Delayed 30 minutes starting at Curry Village in Yosemite due to this non-injury accident.

7/04/20 Run 140-6 Delayed 2.75 hours due to mechanical issue en route. Bus replaced.

7/13/20 Run 140-15 Delayed 30 minutes due to heavy traffic caused by non-YARTS accident.

7/17/20 Run 140-10 Delayed 2 hours arriving in Mariposa due to mechanical issue en route. Bus replaced.

7/21/20 Run 140-2 Delayed 1.75 hours starting at the Bug Resort due to mechanical issue. Bus replaced. 1st mechanical.

MAMMOTH Hwy 120/395

7/14/20 Run 395-1 Delayed at Tuolumne Meadows Visitors Center due to mechanical issue en route Bus replaced.

SONORA Hwy 120 West

7/08/20 Run 120-3 Delayed 2.5 hours due to mechanical issue en route. Bus replaced.

7/15/20 Run 120-3 Delayed 1 hour due to operational issue. Run 120-5 picked up all passengers for both runs 120-3 & 5. See “Missed Runs”.

7/22/20 Run 120-1 Road blocked due to construction at Rocca Park stop. Signage posted by driver instructing passengers to catch bus at Main Street and Humbug Street.

FRESNO Hwy 41

7/25/20 Run 41-1 Delayed 2.25 hours in Fish Camp due to mechanical en route. Bus replaced.

7/25/20 Run 41-2 Delayed 2 hours starting at Yosemite Visitor Center due to mechanical issue on Run 41-1. 2nd mechanical. (Same bus as 41-1 replaced.)

MISSED RUNS

There was one (1) missed run during the month of July 1-31, 2020.

HWY 140

None

MAMMOTH Hwy 120/395

None

SONORA Hwy 120 West

7/15/20 Run 120-3 Delayed 1 hour due to operational issue. Run 120-5 picked up all passengers for both runs 120-3 & 5. Run 3 replacement picked up overflow.

FRESNO Hwy 41

None

EXTRA RUNS

There were no extra runs during the month of July 1-31, 2020.

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 (20) accessible YARTS and

VIA buses available to meet ADA requirements. Maintenance reports are submitted to YARTS Transit Manager for all service and repairs.

YARTS Call Summary

The frequency of YARTS calls to the customer service line continued to increase in July 2020. The VIA Contractor is responsible for answering these calls Monday – Friday, except holidays, from 8am to 5pm PST. There were 1286 calls answered by the Contractor for the month of July 2020, as compared to 656 calls in July 2019. Calls are averaging almost 10 minutes each, as callers are seeking to understand YARTS in light of the current atmosphere. Most of the inquiries were about YARTS schedules, the reservation system, bus capacities, whether park entrance fees were required in addition to fares, and how the “walk-on” system works when reservations are full or for same day travel. There were also a small number of inquiries on sanitation, the mask requirement, and cancellations, among others.

Forty seven messages were also left on the YARTS voice mail. Lost and found and time sensitive calls left on voice mail were attempted to be returned for follow up.

The summary of calls by type is as follows:

Hwy 140	457
Hwy 395/Mammoth	263
Hwy 120/Sonora	143
Hwy 41/Fresno	260
Yosemite Park	41
Customer Complaints	3
Miscellaneous (Non-schedule general/other)	119
Total	1286

CUSTOMER COMPLAINTS AND FOLLOW UP ACTIONS

There were eight (8) notable customer concerns that arose during the month of July 1-31, 2020 received by email or phone call. All operational issues are addressed and rectified so that they can be avoided in the future.

7-9-20 Run 140-18 Customer and 2 other passenger were waiting at Yosemite Valley Lodge - Laurel Cottage stop for the 8:46pm departure to Mariposa, however, the bus never showed. Guests obtained a room for the night, then took Run 140-4 back to Mariposa the next morning. Guest said the driver of 140-4 was awesome, and they had a much better experience. When the YARTS contractor representative contacted them, they stated he was also very pleasant.

Follow up showed that the driver, in fact, did not stop. He said that he looked over at the stop from Northside Drive and saw no passengers there, so did not pull in. Driver was reminded that all stops with times are to be pulled all the way into every time, whether a passenger is visible or not. Additionally, it's almost impossible to tell if passengers are waiting at the stop from Northside Drive in transit. GPS verified that the bus stopped only at Curry Village and the Visitor Center and not at the Yosemite Valley Lodge stop.

Customer was contacted and informed that the driver did not stop, however, that YARTS was unable to reimburse the cost of their accommodations as per the terms and conditions. VIA contractor dealt

directly with the customer for further assistance outside of YARTS as a sign of good faith and customer service. Driver was followed up with appropriately.

7-11-20 Run 41-4 Passenger claimed that he was waiting for the bus at the Tenaya Lodge stop and the bus passed him by.

After speaking with the rider, it was found that he was standing on the wrong side of the road at the inbound stop to Yosemite, rather than the outbound stop at the Fish Camp General Store. Caller was directed to the right location for returning to Fresno and took the next bus. The web site was updated with more specific information for the stop location as well.

7-13-20 Run 140-15 Passenger who was a park employee commented on YARTS Face Book that the bus did not show, stranding passengers in Mariposa.

Follow up showed that the bus was running late due to a delay from a non-YARTS accident. An alert was sent out on the delay, and the bus arrived in Mariposa at 7:35pm, 40 minutes behind schedule. The bus ran all the way to the park. Riders, hoteliers and partners are encouraged to sign up for YARTS alerts for up to date information on delays for all corridors.

7/14/20 Run 41-5 Caller stated that the YARTS bus driver was tailgating her car so close in the Hwy 41 and Madera area North of Herndon/Friant that if she would have pressed on the brakes, she was concerned that the driver would have rear ended her. Motorist said she was going the speed limit with a semi on one side and a car in front, with no way to change lanes. She claimed that when she moved over, the bus was going 80 mph (miles per hour). Caller said she sped up to get the license information to call in the issue.

Contractor followed up with a call back and thanked the motorist for contacting YARTS and assured her that safety was number one with YARTS and her feedback was appreciated. Caller was told that her information would be kept confidential, but the driver would be contacted directly on the concern. The caller was satisfied with the call back and wanted no further contact.

GPS showed that the driver's speed during this entire stretch of highway ranged from 53 mph to max 70 at one point. The speed limit in this area is 65 mph. The driver was followed up with appropriately.

7/18/20 Run 140-14 The YARTS Transit Manager happened to be in the park and noticed a YARTS bus going 65 mph on her return trip. She requested clarification on the speed limits for Hwy 140, whether buses had to abide by the truck speed limits and what the expectations are for drivers.

Contractor clarified that buses follow the same speed limits as cars and normal vehicular traffic and are not under the same guidelines as trucks. Whether the limit is 35mph or 70 mph, the posted speed is the maximum buses are allowed to travel. On Highway 140, the speed limit is 55 at various locations, and even less at different points along the route. Therefore, drivers should **never** exceed 55mph on Highway 140 at any time during their run. Highways 120, 395 and 41, have portions of their routes on highways where the posted speed limit is greater than 55mph, so higher speeds may be seen on those runs.

The expectation is that all drivers should be paying attention and following posted guidelines on whatever highway they are traveling on. Even if a higher speed limit is posted, drivers are trained to use

the safest speed for conditions. So, for example, in rainy/icy/snowy weather, their speeds should be significantly reduced to what is safest in that particular instance.

It is never acceptable for operators to go over the posted maximum speed limit. One phrase from the VIA contractor's drivers' policy book under the "Driving Responsibilities" section says, "Obey all speed and traffic laws. Maintain a safe following distance from all vehicles..." Additionally, throughout their professional training, operators receive even more specific instructions designed to promote safety as the number one priority in all situations.

Appropriate follow up was made directly with the driver.

7/20/20 Run 140-7 Customer purchased online tickets with a pick up from El Portal Post Office at 9:12am, however, the bus did not show, and the rider was late for work. The customer had the same reservation for the next day and wanted to be refunded for the ticket and assured that the bus would stop the following day.

Follow up showed that the driver misread the manifest and thought this passenger's reservation was for Yosemite View Lodge, the next stop on the reservation manifest. The YARTS schedule itself shows the El Portal Post Office as a REQ drop only stop. So if passengers do not have reservations and no one requests to be dropped, drivers do not go to this stop. However, passengers can make a reservation online, and that information does appear on the driver's manifest.

The next day's driver was notified about the reservation, and YARTS staff refunded the unused fare. Drivers were also advised to pay attention to the manifests closely since there may be reservations with pickups at REQ stops.

7/22/20 Run 41-5 Motorist claimed that at the corner of Highways 145 & 41 going northbound, a YARTS bus went into the right hand lane, then merged back over to the left lane cutting them off. They were unsure why the bus would move over, then merge back when it is illegal to pass on the right. Motorist also said that the bus was going well over 65 mph.

The contractor video was pulled, but that portion of the video was no longer available. However, a video of the actual location and the process of the buses moving over into the right lane on another actual YARTS run was pulled and a copy submitted to YARTS staff for reference. Drivers are trained to move over to the right to allow vehicles to pass if desired, then merge back into the left lane safely. Since this is not a passing lane, buses may not fully stop to allow passing; just slow and merge.

GPS showed the driver going 43 mph 4 minutes prior to the said incident, then 55mph, 57mph and 60mph in 2 minute-increments after the time the motorist gave. When the driver was contacted, he did not recall the incident, but recapped his normal driving procedures and how he was trained, which lined up with the correct process. Driver was instructed to pay attention when merging and make sure that he does so safely.

7/27/28 41-6/140-16 Two riders boarded the wrong bus and realized it at Mariposa Grove. The riders were supposed to take the Hwy 140 Run 140-16 which leaves at 6:05pm from the Yosemite Valley Visitor Center, but instead got on the Hwy 41 bus that left at 6pm. The riders were going to get off the bus, however, the driver waited at the Grove while the riders contacted family members for assistance since this was the last bus and no lodging is in that area. The passengers decided to ride the

bus to Fresno. Family members picked them up and took them to El Portal where they retrieved their car and returned home to Visalia.

The driver said the run was full with a line waiting to board. The bus display did have Fresno stops listed, however he admitted that he should have paid closer attention to the tickets, which were actually for Hwy 140. All driving team members were reminded of the importance of looking at the actual tickets, because the tickets will scan on any device regardless of the corridor reserved. Drivers should also make one final announcement notifying passengers of their run number and destination before departing the park.

KUDOS

7-10-20 Runs 140-7 and 140-18 “Awesome Drivers! I just wanted to give a review and say that our bus drivers with YARTS were so awesome! The driver who took us from the Mariposa Park and Ride to Yosemite Valley Visitors Center was incredible! He was so kind and welcoming and went above and beyond to inform us of all the things we were unsure of about the park. He had so much great advice and so many wonderful suggestions and just had an amazing friendliness and kind hearted nature to him. We were so thankful to be on his bus and so grateful for all his helpful tips! He made our trip even better! Thanks! Additionally, our bus driver on the late ride (8:41-10:18pm) back to Mariposa did a great job as well. We were so thankful not to have to drive those windy mountain roads in the dark. Our driver did a great job maneuvering around all the twists and turns and helping everyone get off the bus safely. So much so that when we got off late at night to our stop and there were no other cars in our parking lot, our bus driver waited to make sure we got to our car safe before waving and driving away! So so so kind and so appreciated as we were girls at night walking through an empty parking lot. Overall, we had amazing drivers, and I had to give a review to say thanks and let the company and people know how wonderful our drivers were! Thank you!!”

7/23/20- YARTS Line Caller asked to speak to a manager to give kudos to the customer service assistant. Caller was having trouble getting into reservations for 2 and 3 days out. He said she assisted him, made reservations for him and was very patient. In his words “your colleague was the most helpful of any phone call I’ve ever had. She was great, and I thank her for her assistance.” He wanted someone to know what a help she had been to turn around a frustrating experience up to that point.

7/24/20 YARTS Line After assistance with information and reservation, a YARTS rider emailed, “My family and I would like to express our sincere appreciation for your overall assistance and complete professionalism that you have exhibited during our initial transaction. Thanks again for everything.”

Emotional Support/Comfort Animal Issues

There were several instances where emotional support animals had to be turned away from boarding YARTS buses. The YARTS web site clearly states service animals **ARE** allowed on YARTS buses. However, emotional support/comfort animals do not fall under the “service animal” description, and therefore are not allowed to ride YARTS buses. Drivers are aware of the ADA laws and know that they may only ask if the animal is a service animal, and if so, what function(s) it performs.

Some riders readily admit that their animals are not service dogs and understand being turned away, though they may continue to try to board subsequent runs in hopes that these drivers are unaware of the rules and will allow them to ride with their animals. Other riders attempt to “scam” and say their pets or emotional support animals are service dogs, though they have difficulty describing what “service” the

animal performs. Then when they board, the animals are exhibiting behavior that depicts otherwise, such as barking at passengers, pulling on clothing, not staying still, etc. In those circumstances, drivers are asking passengers to remove their animals from the bus, while still giving riders the option to continue traveling on YARTS themselves.

On one run a dog snapped at the driver as they were walking to the rear of the bus. The driver said they were quite shaken, and informed the passenger that the behavior was unacceptable, and that if there were any further displays, the rider would be asked to disembark at the next stop in the interest of safety. All drivers on that route were informed of the incident so they were aware for the return trip. There have even been riders “sneaking” animals into their back packs and at some point the animal becoming visible to the driver. One rider said a dog provided “deaf” assistance to his son. However, on the return trip the son boarded alone. Later the daughter came to the stop holding the animal and kept the animal with her for the duration of the return trip. Seems no assistance was needed for the son getting to and boarding the bus, during any portion the trip back or during disembarking at his stop. Some riders are telling operators that they were told on the YARTS line or by YARTS staff that they could bring their comfort animal, which is not the case. All YARTS and Contractor staff are aware of the policies and provide that information accurately to callers.

This has been a minor issue over past years, but this summer is showing an extremely significant increase in occurrences. Some passengers seem intent on taking their pets into the park regardless of the rules. Contractor discussed this issue with YARTS Staff, who concurred that service animals are absolutely allowed, while pets and emotional support/comfort animals are not. There is even a check box on the YARTS reservation site for those traveling with service animals to be able to advise YARTS, if desired. Staff directed that Operators should continue to deny pets and comfort animals per YARTS policy, while allowing service animals. Drivers have been reminded of the ADA guidelines and empowered to not accept animals that do not meet those standards. When unsure, of course, drivers have been instructed to err on the side of the passenger, while keeping an eye on the animal behavior. Legitimate service animals have traveled on YARTS several times to date, and no issues have been experienced with these animals or their owners.

COVID-19 Review and Update

The impact of the COVID-19 virus began in March 2020. “Stay at Home” orders aimed at slowing the spread of the virus and the Yosemite NP closure caused travel to remain significantly decreased throughout May 2020 and the first part of June 2020. A revised version of the YARTS Emergency Schedule IV was put into effect from March 23rd to April 29th, 2020, with 4 runs in each direction between Merced and El Portal. YARTS Staff reviewed ridership and recommended discontinuing low usage runs. A further reduced schedule of 3 runs in each direction was implemented on April 30, 2020 and remained in place through June 10th.

The Park remained closed through June 10th. However, a tentative plan for reopening when California reached Stage 3 was presented by the NPS team via webinar to the surrounding communities. All summer YARTS schedules were postponed pending the park reopening. Meanwhile, tentative operational guidelines for summer schedules were presented by YARTS Staff at special JPA board meetings, to include projected plans and reservation system options and functionality so that YARTS would have infrastructure in place and be ready for a quick up-start.

Until the park reopened, YARTS continued to operate as an essential transit service in order to accommodate passengers needing to get to work, medical appointments, grocery/pharmacy shopping,

and transportation connections. A few NPS employees began working at the end of May, and they, as well as others, used YARTS to get to work or connect with commuters going into the park.

Revised protocols for ridership were implemented as of May 28th. The first two rows behind the driver remained blocked on the YARTS buses so that passengers would not have access to those seats in order to promote social distancing between drivers and passengers. All other seats throughout the bus, with the exception of the last row of 3 seats next to the restroom, at the direction of YARTS staff were available for use.

Ridership capacity was increased from a maximum of 10 passengers to a maximum of 22 passengers per bus. Riders were encouraged to social distance when possible and to wear masks if more than 10 passengers were on board. All tickets and fares were being dropped into the fare boxes by riders, and the drivers were encouraged to handle only credit card transactions when possible.

On June 11th, 2020, Yosemite National Park reopened, and YARTS summer service began on Highway 140, and on June 22nd the remaining corridors started service. Ridership was increased from 22 passengers to 30 passengers maximum, with masks required for all passengers and drivers. One row on both sides of each bus behind the driver was blocked off with seat bands purchased by the Contractor for a more professional look and to provide distance between the drivers and passengers. All other seats were made available to riders. Passengers were still encouraged to social distance when possible.

Notices remain posted on all YARTS buses to provide information to transit riders and share actions that can help prevent the potential spread of the virus, to include tips for social distancing, proper hygiene and symptom awareness. Sanitizer is offered to riders, if desired, and is positioned in the driver's compartment and restroom on each bus. YARTS Staff continues to replenish sanitizer as needed for buses and drivers. Additionally, the Contractor has stocked every bus with disinfectant for drivers to use to wipe down high touch surfaces between runs. Buses continue to be thoroughly cleaned and sanitized daily after each run. VIA Contractor has also purchased its own fogger, and every bus is fogged regularly on top of the normal full cleaning and sanitization process. Also, new air filters for the HVAC system have been purchased and ordered and should be arriving soon for installation into YARTS-owned and VIA-owned buses used on YARTS routes. These new MCI filters are said to kill 99% of virus and bacteria in the air circulation system, so add to the safety and health component for passengers and drivers.

VIA Contractor continues to make cloth masks, gloves, sanitizer and CDC information available to each driver and office/maintenance support team. In addition, the contractor is fogging their entire buildings weekly at both the Merced and Fresno yards to further implement sanitization processes to protect the YARTS Operators and Operational support team. Masks are required in the contractor buildings for staff and visitors alike. YARTS Staff and the VIA Contractor are making every effort to continue to comply with health protocols and safety updates in the interest of continued passenger and team care.

Overall, operators continue to remain safe and healthy. Sick call-ins have been extremely limited and short-lived. Routes have all been covered using the regular VIA driver team. Drivers have been instructed to inform the contractor if they are experiencing any symptoms and to stay home, especially if they have a fever or feel sick. Operators have been taking special care to follow social distancing recommendations inside the park during their down time and continue to clean and disinfect buses inside the park between runs. Contractor has performed unannounced spot checks inside the park to confirm that drivers are following the rules and directives that promote health and safety, and will continue to do

so. The VIA Contractor is very thankful that drivers and YARTS operations have not been negatively impacted, and the schedule continues to run as posted!

The Contractor continues to report daily ridership information to YARTS Staff. Additionally, information comparing weekly ridership and service hours from this year to last year, as well as other data upon request, is being submitted to staff. Updates on extra cleaning expenses being incurred due to COVID-19 are also being provided.

YARTS Reservation System

Reservations continue to be encouraged for potential YARTS riders. Reservations are increasing on all runs, on all corridors for various days of the week. Initially it seemed that weekends were most popular, however, weekdays are increasing in bookings, and it is unpredictable on which days YARTS reservations will be sold out.

Many of the YARTS line calls are for information on and assistance with making reservations. Passengers may make reservations online for runs up to 24 hours in advance. However, some passengers are waiting until the day prior to make reservations and missing that cutoff.

Some callers have come from out of town or other countries to visit Yosemite, unaware of the park entrance reservation requirements and have been turned away at the gate, or been unable to obtain reservations at the government website in advance or in the 48-hour "lottery". This also contributes to the last minute requests for reservations. Park staff and community partners continue to refer some of these visitors to YARTS as an option when these situations arise. The Contractor is making reservations for those callers, when availability allows, for next day travel. Otherwise callers are being directed to make their own reservations for future travel beyond the next day.

Walk-ons are being given waivers of liability to sign, and all persons with self-made reservations must agree to the terms and conditions online, which includes the waiver. When the contractor or staff assists with reservations, the waiver is read verbatim to the guest, and verbal agreement to the terms and conditions is obtained and noted prior to finalizing the booking. Paper waivers are being kept on file by YARTS Staff for their records.

The reservation system has gone fairly smoothly. The Betterez reservation system is easy to maneuver through, though the process is time consuming and can easily take 15 to 25 minutes when manually reserving tickets. The issue with the scanners being limited in the field is being addressed by YARTS staff with the vendor and options are being reviewed. Because the Betterez reservation app scanner does not operate in areas of low reception, tickets can't always be redeemed on site and must be redeemed manually by the contractor or staff following the trip in order to prevent unauthorized re-use.

It also seems that reservation no-shows are increasing and affecting the number of walk-ons that could have access to YARTS. Additionally, as per the web site policy, tickets may be honored on buses other than those reserved, so space may be available on a bus and the driver not know until they reach the reservation stop location. Unfortunately, the drivers of the scheduled reservation run have no way of knowing those riders are on a different run, and therefore are still saving seats and turning away people that could have boarded as walk-ons had the driver known the riders had taken another run. At this point, there is not a reliable means of driver notification when this occurs.

Each week it now appears as though more callers are unable to make online reservations due to the system being at capacity and are being referred to walk-on status. Because accurate information wasn't

consistently being obtained by operators on the number of passengers being turned away at the stops themselves, the driver's manifest was revised in late July in hopes of gathering more detailed information from drivers going forward and tracking this concern.

In July several days had sold out reservations, and the contractor directed at least 100+ callers to walk on as their only option with no guarantees. When potential riders learn that there are only 8 walk-on seats available once the reservations are full, they are hesitant to attempt to board in this manner. It is suggested that riders go to one of the first stops on a given route to increase their chances of successfully boarding, as well as try the earliest run(s) so they have more opportunities if they are unable to board on the first choice.

A tally of the "reported" no show reservations from notes by drivers for July are as follows:

No-Show July 2020

7-1-20	13 no-shows Hwy 120 Pines RV
7-1-20	3 no-shows Hwy 41 Wawona Store
7-2-20	10 no-shows Hwy 120
7-3-20	5 Pines/2 Yosemite Lakes no-shows Hwy 120
7-7-20	2 no-shows Hwy 140 Bug Resort
7-9-20	3 no-shows Hwy 120 Pines RV
7-13-20	2 Mary Laveroni/8 Yosemite Lakes no-shows Hwy 120
7/14 -20	2 no-shows Black Oak Hwy 120
7-19-20	4 no-shows Rush Creek Hwy 120
7-24-20	6 no shows Rush Creek Hwy 120
7-25-20-	13 no-shows Cedar Lodge Hwy 140

(Note: There were most likely other no-shows on all corridors not noted by operators)

Denied Ridership July 2020:

7-3-20	Turned away 4 @ Rush Creek Hwy 120
7-11-20	Turned away 24 passengers on Hwy 120-3
7-11-20	Turned away 6 (family) Hwy 120 @ Buck Meadows
7-25-20	Turned away 2 Bug Resort and 15 Cedar Lodge Hwy 140, then 13 did not show at El Portal Post Office; 13 of the 17 left behind could actually have ridden. This was the last bus of the morning.

Overflow July 2020:

Bus 120- 3 Overflowed by 7 due to construction on 120 blocking access to Rush Creek for Run 120-1;
Bus 120-3 transported the passengers who missed the first run.

Bus 41-3 also overflowed on one date due to mechanical issue on earlier bus and passengers being transferred.

August no-show/passengers left information will be shared in the next report, however, at the time of the July report submission during the first week in August on one day, 16 passengers were left on Highway 140 at Cedar Lodge due to the bus being full to capacity. This was the last bus into the park for the day. When passengers tried to get next day reservations, they were unable to do so because runs were already booked to maximum reservations.

Questions have been raised as to whether YARTS is going to look into increasing bus capacity this summer, so that there is more availability for a larger number of walk-ons for each run on all corridors. The suggestion was made to ask the YARTS Board to consider increasing ridership to 45 passengers instead of 30, leaving advanced reservations at 22 maximum, then increasing walk-ons to 23. Increasing the availability of reservations would be counter-productive since there are already so many no-shows at the current number. Therefore, increasing walk-on capacity would seem to be a more effective and productive option.

Total social distancing is not actually possible on a bus with more than 10 riders, and CDC guidelines recommend that masks be worn where social distancing is not possible. Additionally, California State Order mandates that masks be worn on all transit buses and inside public locations. That directive is being followed on all YARTS buses. It would seem that as long as drivers are protected, which they are by a divider and a full row of seats cordoned off behind the driver, and as long as the mask requirement as well as the enhanced cleaning, sanitization and filtering are in effect, YARTS would be able to safely accommodate more riders wanting to visit the park, if desired. It would also be an opportunity to boost much needed YARTS revenue during peak visitation.

This option garners support from statistics revealed in current air travel reports from “The Hill” and other government statistics/publications relaying that air travel is “slowly making a comeback as more passengers appear to be gaining confidence with airlines that are imposing strict rules for wearing masks. The uptick in flight activity — 2.3 million passengers this past weekend, up from 1.8 million in late June — comes during the traditional August travel season.” Most airlines have increased their overall capacity over the last month or two and are confident that passengers are safe under mask requirements and increased sanitation procedures. Mahmood A. Khan, Professor of Hospitality and Tourism Management at Virginia Tech University, is one of many professionals who concurs with these findings.

Other transit bus companies across the U.S. to include Greyhound, are also requiring masks for all customers and in lieu of limiting capacity. Social distancing is still encouraged when possible.

Lost and Found Items:

Several lost items, to include phones, an air pod case, wallets, blanket, etc. were found and returned to riders. Arrangements are made with passengers to retrieve their items in person or by mail if the rider is no longer in the area. Lost and found storage locations exist in both Merced and Fresno at the contractor’s yard, when needed. YARTS is not liable for lost items, but staff and contractor do their best to return belongings when recovered.

Weather/Construction/Traffic/Road Closure Delays

There were several delays due to construction/road work on all corridors. Delays ranged from 5 to 30 minutes.

Hwy Route 120 Paving operations - Caltrans is conducting one-way traffic control on eastbound and westbound State Route 120 between Groveland and Yosemite National Park for paving operations between 6:00 AM and 4:00 PM Monday through Friday. Work began April 13th and is set for completion in the fall of 2020. Delays of 15 to 30 minutes have been experienced on YARTS runs to date.

Jamestown Rocca Park was inaccessible due to construction blocking the stop on 7/22/20. Drivers posted notes at the stop to redirect riders to Main Street and Humbug Street for pickups for the remainder of the day. Normal routing resumed the following day.

Tioga Road Tree Work-The Mather Forestry crew is removing hazardous trees along the Tioga Road between Red Fir Forest and the May Lake Road. Work is taking place from 7:30am to 4:00pm, Monday through Thursday, until further notice. There have been minimal delays to date for the Hwy 395/120 YARTS route.

PG&E Construction at Cascades Substation-Beginning in June, PG&E and their contractor began constructing a spill prevention wall around the electrical transformers at Cascades Substation about 3.25 miles from Arch Rock. Traffic control measures and periodic traffic delays at the substation are in effect, and construction will continue through October. Delays should only minimally affect Hwy 140 YARTS runs.

Wawona Road Biomass Removal-Contractors are hauling dead and down trees from along Wawona road from Alder Creek to the park/forest boundary near Goat Meadow Road. Delays up to 15 minutes occurred from 7am to 6pm for Hwy 41 YARTS routes.

RIDERSHIP

From 7/1/2020 to 7/31/2020

A total of 1,704 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
7/1/2020	0	42	0	0	42
7/2/2020	0	48	0	0	48
7/3/2020	0	60	0	0	60
7/4/2020	0	57	4	0	61
7/5/2020	0	38	0	0	38
7/6/2020	0	52	3	0	55
7/7/2020	0	37	0	0	37
7/8/2020	0	35	1	0	36
7/9/2020	0	65	0	0	65
7/10/2020	0	46	0	0	46
7/11/2020	0	60	2	0	62
7/12/2020	0	63	1	0	64
7/13/2020	0	38	0	0	38
7/14/2020	0	51	0	0	51
7/15/2020	0	22	0	0	22
7/16/2020	0	51	1	0	52
7/17/2020	0	59	0	0	59
7/18/2020	0	63	2	0	65
7/19/2020	0	90	0	0	90
7/20/2020	0	47	0	0	47
7/21/2020	0	43	2	0	45
7/22/2020	0	50	0	0	50
7/23/2020	0	51	0	0	51
7/24/2020	0	59	0	0	59
7/25/2020	0	71	0	0	71
7/26/2020	0	62	0	0	62
7/27/2020	0	50	0	0	50
7/28/2020	0	39	0	0	39
7/29/2020	0	87	2	0	89
7/30/2020	0	51	0	0	51
7/31/2020	0	99	0	0	99
Total	0	1,686	18	0	1,704
	0.00%	98.94%	1.06%	0.00%	100.00%

RIDERSHIP

From 7/1/2020 to 7/31/2020

Ridership - Excluding Amtrak

Date	NPS Employees	Paid Fare	Child Free	Total
7/1/2020	0	42	0	42
7/2/2020	0	48	0	48
7/3/2020	0	60	0	60
7/4/2020	0	57	4	61
7/5/2020	0	38	0	38
7/6/2020	0	52	3	55
7/7/2020	0	37	0	37
7/8/2020	0	35	1	36
7/9/2020	0	65	0	65
7/10/2020	0	46	0	46
7/11/2020	0	60	2	62
7/12/2020	0	63	1	64
7/13/2020	0	38	0	38
7/14/2020	0	51	0	51
7/15/2020	0	22	0	22
7/16/2020	0	51	1	52
7/17/2020	0	59	0	59
7/18/2020	0	63	2	65
7/19/2020	0	90	0	90
7/20/2020	0	47	0	47
7/21/2020	0	43	2	45
7/22/2020	0	50	0	50
7/23/2020	0	51	0	51
7/24/2020	0	59	0	59
7/25/2020	0	71	0	71
7/26/2020	0	62	0	62
7/27/2020	0	50	0	50
7/28/2020	0	39	0	39
7/29/2020	0	87	2	89
7/30/2020	0	51	0	51
7/31/2020	0	99	0	99
Total	0	1,686	18	1,704
	0.00%	98.94%	1.06%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Mammoth Mounta	37	2.17%
The Village	60	3.52%
Juniper Springs R	41	2.41%
Mammoth Lakes P	21	1.23%
HWY 203, Shilo I	110	6.46%
June Lake Junctio	32	1.88%
Mono Basin Visit	41	2.41%
Lake View Lodge	77	4.52%
Tioga Mobil Gas	81	4.75%
Tuolumne Meado	260	15.26%
Tuolumne Meado	136	7.98%
Crane Flat Gas Sta	2	0.12%
Yosemite Visitor	806	47.30%
Totals	1704	100.00%

LOAD FACTOR ANALYSIS : 7/1/2020 - 7/31/2020

Below please find the load factor calculations for the Mammoth HWY 120 East runs operated by VIA for July 01 through July 31, 2020. 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	
395-4	1,521	320	21.04%	Yosemite to Mammoth
395-3	1,521	298	19.59%	Mammoth to Yosemite
395-2	1,519	727	47.86%	Yosemite to Mammoth
395-1	1,519	359	23.63%	Mammoth to Yosemite
Total	6,080	1,704	28.03%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
395-4	1,129	215	19.04%	Yosemite to Mammoth
395-3	1,129	226	20.02%	Mammoth to Yosemite
395-2	1,127	495	43.92%	Yosemite to Mammoth
395-1	1,127	255	22.63%	Mammoth to Yosemite
Total	4,512	1,191	26.40%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
395-4	392	105	26.79%	Yosemite to Mammoth
395-3	392	72	18.37%	Mammoth to Yosemite
395-2	392	232	59.18%	Yosemite to Mammoth
395-1	392	104	26.53%	Mammoth to Yosemite
Total	1,568	513	32.72%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
395-4	1,521	320	21.04%	Yosemite to Mammoth
395-3	1,521	298	19.59%	Mammoth to Yosemite
395-2	1,519	727	47.86%	Yosemite to Mammoth
395-1	1,519	359	23.63%	Mammoth to Yosemite
Total	6,080	1,704	28.03%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
395-4	1,129	215	19.04%	Yosemite to Mammoth
395-3	1,129	226	20.02%	Mammoth to Yosemite
395-2	1,127	495	43.92%	Yosemite to Mammoth
395-1	1,127	255	22.63%	Mammoth to Yosemite
Total	4,512	1,191	26.40%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
395-4	392	105	26.79%	Yosemite to Mammoth
395-3	392	72	18.37%	Mammoth to Yosemite
395-2	392	232	59.18%	Yosemite to Mammoth
395-1	392	104	26.53%	Mammoth to Yosemite
Total	1,568	513	32.72%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 120 runs for 7/1/2020 through 7/31/2020.

Daily - All Routes

Run	NPS Emp's	Child Free	Paid Fare	Amtrak	Total
395-1	0	5	354	0	359
395-2	0	4	723	0	727
395-3	0	4	294	0	298
395-4	0	5	315	0	320
	0	18	1,686	0	1,704
	0.00%	1.06%	98.94%	0.00%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Amtrak	Total
395-1	0	251	4	0	255
395-2	0	492	3	0	495
395-3	0	224	2	0	226
395-4	0	215	0	0	215
	0	1,182	9	0	1,191
	0.00%	99.24%	0.76%	0.00%	100.00%

Weekends/Holidays

Run	NPS	Paid Fare	Child Free	Amtrak	Total
395-1	0	103	1	0	104
395-2	0	231	1	0	232
395-3	0	70	2	0	72
395-4	0	100	5	0	105
	0	504	9	0	513
	0.00%	98.25%	1.75%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	NPS Emp's	Paid Fare	Child Free	Total
395-1	0	354	5	359
395-2	0	723	4	727
395-3	0	294	4	298
395-4	0	315	5	320
	0	1,686	18	1,704
	0.00%	98.94%	1.06%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Total
395-1	0	251	4	255
395-2	0	492	3	495
395-3	0	224	2	226
395-4	0	215	0	215
	0	1,182	9	1,191
	0.00%	99.24%	0.76%	100.00%

Weekends/Holidays

Run	NPS	Adult	Child Free	Total
395-1	0	103	1	104
395-2	0	231	1	232
395-3	0	70	2	72
395-4	0	100	5	105
	0	504	9	513
	0.00%	98.25%	1.75%	100.00%

OPERATING STATISTICS

REVENUE MILES 7/1/2020 - 7/31/2020

From July 01 through July 31, 2020 VIA Mammoth HWY 120 East operated a total of 13640 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Mammoth	395-1	23	110	2,530
	Mammoth	395-3	23	110	2,530
	Yosemite	395-2	23	110	2,530
	Yosemite	395-4	23	110	2,530
Total Mileage					10,120

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Mammoth	395-1	7	110	770
	Mammoth	395-3	7	110	770
	Yosemite	395-2	7	110	770
	Yosemite	395-4	7	110	770
Total Mileage					3,080

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Mammoth	395-1	1	110	110
	Mammoth	395-3	1	110	110
	Yosemite	395-2	1	110	110
	Yosemite	395-4	1	110	110
Total Mileage					440
Grand Total					13,640
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					13,640

REVENUE HOURS

From July 01 through July 31, 2020 VIA Mammoth HWY 120 East provided a total of 452.6 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Mammoth	395-1	23	3.80	87.40
	Mammoth	395-3	23	3.80	87.40
	Yosemite	395-2	23	3.50	80.50
	Yosemite	395-4	23	3.50	80.50
Total Hours					335.80

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Mammoth	395-1	7	3.80	26.60
	Mammoth	395-3	7	3.80	26.60
	Yosemite	395-2	7	3.50	24.50
	Yosemite	395-4	7	3.50	24.50
Total Hours					102.20

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Mammoth	395-1	1	3.80	3.80
	Mammoth	395-3	1	3.80	3.80
	Yosemite	395-2	1	3.50	3.50
	Yosemite	395-4	1	3.50	3.50
Total Hours					14.60
Grand Total					452.60
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					452.60

RIDERSHIP

From 7/1/2020 to 7/31/2020

A total of 3,321 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
7/1/2020	0	54	0	0	54
7/2/2020	0	44	3	0	47
7/3/2020	0	128	5	0	133
7/4/2020	0	144	6	0	150
7/5/2020	0	129	4	0	133
7/6/2020	0	91	1	0	92
7/7/2020	0	57	1	0	58
7/8/2020	0	125	0	0	125
7/9/2020	0	104	13	0	117
7/10/2020	0	84	4	0	88
7/11/2020	0	143	7	0	150
7/12/2020	0	115	0	0	115
7/13/2020	0	82	1	0	83
7/14/2020	0	108	7	0	115
7/15/2020	0	85	5	0	90
7/16/2020	0	71	3	0	74
7/17/2020	0	121	13	0	134
7/18/2020	0	91	6	0	97
7/19/2020	0	87	13	0	100
7/20/2020	0	63	0	0	63
7/21/2020	0	99	2	0	101
7/22/2020	0	108	4	0	112
7/23/2020	0	119	5	0	124
7/24/2020	0	113	0	0	113
7/25/2020	0	151	7	0	158
7/26/2020	0	114	0	0	114
7/27/2020	0	128	0	0	128
7/28/2020	0	113	5	0	118
7/29/2020	0	116	0	0	116
7/30/2020	0	96	4	0	100
7/31/2020	0	110	9	0	119
Total	0	3,193	128	0	3,321
	0.00%	96.15%	3.85%	0.00%	100.00%

RIDERSHIP

From 7/1/2020 to 7/31/2020

Ridership - Excluding Amtrak

Date	NPS Employees	Paid Fare	Child Free	Total
7/1/2020	0	54	0	54
7/2/2020	0	44	3	47
7/3/2020	0	128	5	133
7/4/2020	0	144	6	150
7/5/2020	0	129	4	133
7/6/2020	0	91	1	92
7/7/2020	0	57	1	58
7/8/2020	0	125	0	125
7/9/2020	0	104	13	117
7/10/2020	0	84	4	88
7/11/2020	0	143	7	150
7/12/2020	0	115	0	115
7/13/2020	0	82	1	83
7/14/2020	0	108	7	115
7/15/2020	0	85	5	90
7/16/2020	0	71	3	74
7/17/2020	0	121	13	134
7/18/2020	0	91	6	97
7/19/2020	0	87	13	100
7/20/2020	0	63	0	63
7/21/2020	0	99	2	101
7/22/2020	0	108	4	112
7/23/2020	0	119	5	124
7/24/2020	0	113	0	113
7/25/2020	0	151	7	158
7/26/2020	0	114	0	114
7/27/2020	0	128	0	128
7/28/2020	0	113	5	118
7/29/2020	0	116	0	116
7/30/2020	0	96	4	100
7/31/2020	0	110	9	119
Total	0	3,193	128	3,321
	0.00%	96.15%	3.85%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Rush Creek Lodge	317	9.55%
Sonora Best Weste	31	0.93%
Cal Inns Washinto	29	0.87%
Jamestown Main	10	0.30%
Mary Laveroni Par	121	3.64%
Yose Pines RV Pa	586	17.65%
Buck Meadows Re	186	5.60%
Yose Lakes Camp	454	13.67%
Big Oak Flat Park	62	1.87%
Crane Flat Gas Sta	7	0.21%
Yosemite Visitor	1504	45.29%
Black Oak Hotel	14	0.42%
Totals	3321	100.00%

LOAD FACTOR ANALYSIS : 7/1/2020 - 7/31/2020

Below please find the load factor calculations for the Sonora HWY 120 North runs operated by VIA for July 01 through July 31, 2020. 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	
120-1	1,521	561	36.88%	Inbound 6:40 am Service from Tuolm Cnty to Yose
120-2	1,523	607	39.86%	Outbound 4:00 pm Service from Tuolm Cnty to Yo
120-3	1,472	589	40.01%	Inbound 7:40 am Service from Tuolm Cnty to Yos
120-4	1,519	541	35.62%	Outbound 4:30 pm Service from Tuolm Cnty to Yo
120-5	1,519	548	36.08%	Inbound 8:40 am Service from Tuolm Cnty to Yose
120-6	1,470	475	32.31%	Outbound 5:35 pm Service from Tuolm Cnty to Yo
Total	9,024	3,321	36.80%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
120-1	1,129	395	34.99%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
120-2	1,131	441	38.99%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
120-3	1,080	390	36.11%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
120-4	1,127	356	31.59%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
120-5	1,127	391	34.69%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
120-6	1,127	331	29.37%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	6,721	2,304	34.28%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
120-1	392	166	42.35%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
120-2	392	166	42.35%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
120-3	392	199	50.77%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
120-4	392	185	47.19%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
120-5	392	157	40.05%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
120-6	343	144	41.98%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	2,303	1,017	44.16%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
120-1	1,521	561	36.88%	Inbound 6:40 am Service from Tuolm Cnty to Yos emite
120-2	1,523	607	39.86%	Outbound 4:00 pm Service from Tuolm Cnty to Y oseemite
120-3	1,472	589	40.01%	Inbound 7:40 am Service from Tuolm Cnty to Yo seemite
120-4	1,519	541	35.62%	Outbound 4:30 pm Service from Tuolm Cnty to Y oseemite
120-5	1,519	548	36.08%	Inbound 8:40 am Service from Tuolm Cnty to Yos emite
120-6	1,470	475	32.31%	Outbound 5:35 pm Service from Tuolm Cnty to Y oseemite
Total	9,024	3,321	36.80%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
120-1	1,129	395	34.99%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
120-2	1,131	441	38.99%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
120-3	1,080	390	36.11%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
120-4	1,127	356	31.59%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
120-5	1,127	391	34.69%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
120-6	1,127	331	29.37%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	6,721	2,304	34.28%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
120-1	392	166	42.35%	Inbound 6:40 am Service from Tuolm Cnty to Yosemite
120-2	392	166	42.35%	Outbound 4:00 pm Service from Tuolm Cnty to Yosemite
120-3	392	199	50.77%	Inbound 7:40 am Service from Tuolm Cnty to Yosemite
120-4	392	185	47.19%	Outbound 4:30 pm Service from Tuolm Cnty to Yosemite
120-5	392	157	40.05%	Inbound 8:40 am Service from Tuolm Cnty to Yosemite
120-6	343	144	41.98%	Outbound 5:35 pm Service from Tuolm Cnty to Yosemite
Total	2,303	1,017	44.16%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 120 runs for 7/1/2020 through 7/31/2020.

Daily - All Routes

Run	NPS Emp's	Child Free	Paid Fare	Amtrak	Total
120-1	0	13	548	0	561
120-2	0	8	599	0	607
120-3	0	28	561	0	589
120-4	0	21	520	0	541
120-5	0	45	503	0	548
120-6	0	13	462	0	475
	0	128	3,193	0	3,321
	0.00%	3.85%	96.15%	0.00%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Amtrak	Total
120-1	0	385	10	0	395
120-2	0	433	8	0	441
120-3	0	377	13	0	390
120-4	0	340	16	0	356
120-5	0	360	31	0	391
120-6	0	324	7	0	331
	0	2,219	85	0	2,304
	0.00%	96.31%	3.69%	0.00%	100.00%

Weekends/Holidays

Run	NPS	Paid Fare	Child Free	Amtrak	Total
120-1	0	163	3	0	166
120-2	0	166	0	0	166
120-3	0	184	15	0	199
120-4	0	180	5	0	185
120-5	0	143	14	0	157
120-6	0	138	6	0	144
	0	974	43	0	1,017
	0.00%	95.77%	4.23%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	NPS Emp's	Paid Fare	Child Free	Total
120-1	0	548	13	561
120-2	0	599	8	607
120-3	0	561	28	589
120-4	0	520	21	541
120-5	0	503	45	548
120-6	0	462	13	475
	0	3,193	128	3,321
	0.00%	96.15%	3.85%	100.00%

Weekdays

Run	NPS Emp's	Paid Fare	Child Free	Total
120-1	0	385	10	395
120-2	0	433	8	441
120-3	0	377	13	390
120-4	0	340	16	356
120-5	0	360	31	391
120-6	0	324	7	331
	0	2,219	85	2,304
	0.00%	96.31%	3.69%	100.00%

Weekends/Holidays

Run	NPS	Adult	Child Free	Total
120-1	0	163	3	166
120-2	0	166	0	166
120-3	0	184	15	199
120-4	0	180	5	185
120-5	0	143	14	157
120-6	0	138	6	144
	0	974	43	1,017
	0.00%	95.77%	4.23%	100.00%

OPERATING STATISTICS

REVENUE MILES 7/1/2020 - 7/31/2020

From July 01 through July 31, 2020 VIA Sonora HWY 120 North operated a total of 15540 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Sonora	120-2	23	84	1,932
	Sonora	120-4	23	84	1,932
	Sonora	120-6	23	84	1,932
	Yosemite	120-1	23	84	1,932
	Yosemite	120-3	22	84	1,848
	Yosemite	120-5	23	84	1,932
Total Mileage					11,508

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Sonora	120-2	7	84	588
	Sonora	120-4	7	84	588
	Sonora	120-6	7	84	588
	Yosemite	120-1	7	84	588
	Yosemite	120-3	7	84	588
	Yosemite	120-5	7	84	588
Total Mileage					3,528

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Sonora	120-2	1	84	84
	Sonora	120-4	1	84	84
	Sonora	120-6	1	84	84
	Yosemite	120-1	1	84	84
	Yosemite	120-3	1	84	84
	Yosemite	120-5	1	84	84
Total Mileage					504
Grand Total					15,540
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					15,540

REVENUE HOURS

From July 01 through July 31, 2020 VIA Sonora HWY 120 North provided a total of 601.300000000001 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Sonora	120-2	23	3.30	75.90
	Sonora	120-4	23	3.30	75.90
	Sonora	120-6	23	3.30	75.90
	Yosemite	120-1	23	3.20	73.60
	Yosemite	120-3	22	3.20	70.40
	Yosemite	120-5	23	3.20	73.60
Total Hours					445.30

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Sonora	120-2	7	3.30	23.10
	Sonora	120-4	7	3.30	23.10
	Sonora	120-6	7	3.30	23.10
	Yosemite	120-1	7	3.20	22.40
	Yosemite	120-3	7	3.20	22.40
	Yosemite	120-5	7	3.20	22.40
Total Hours					136.50

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Sonora	120-2	1	3.30	3.30
	Sonora	120-4	1	3.30	3.30
	Sonora	120-6	1	3.30	3.30
	Yosemite	120-1	1	3.20	3.20
	Yosemite	120-3	1	3.20	3.20
	Yosemite	120-5	1	3.20	3.20
Total Hours					19.50
Grand Total					601.30
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					601.30

RIDERSHIP

From 7/1/2020 to 7/31/2020

A total of 2,512 passengers were carried on the HWY 41 system by VIA. Of these, were Amtrak passengers utilizing the YARTS service.

Ridership - All

Date	Armkr Emp	NPS	Other	Total Employees	Adult Paid	Sr/Child Paid	Commuter Paid	Child Free	Amtrak Paid	Total Paid	Total
7/1/2020	0	0	0	0	69	0	0	11	0	69	80
7/2/2020	0	0	0	0	61	0	0	2	0	61	63
7/3/2020	0	0	0	0	90	0	0	1	0	90	91
7/4/2020	0	0	0	0	90	0	0	5	0	90	95
7/5/2020	0	0	0	0	106	0	0	1	0	106	107
7/6/2020	0	0	0	0	32	0	0	0	0	32	32
7/7/2020	0	0	0	0	42	0	0	0	0	42	42
7/8/2020	0	0	0	0	44	0	0	6	0	44	50
7/9/2020	0	0	0	0	58	0	0	3	0	58	61
7/10/2020	0	0	0	0	105	0	0	3	0	105	108
7/11/2020	0	0	0	0	69	0	0	4	0	69	73
7/12/2020	0	0	0	0	76	0	0	4	0	76	80
7/13/2020	0	0	0	0	47	0	0	2	0	47	49
7/14/2020	0	0	0	0	93	0	0	7	0	93	100
7/15/2020	0	0	0	0	77	0	0	2	0	77	79
7/16/2020	0	0	0	0	97	0	0	0	0	97	97
7/17/2020	0	0	0	0	93	0	0	0	0	93	93
7/18/2020	0	0	0	0	76	0	0	0	0	76	76
7/19/2020	0	0	0	0	87	0	0	0	0	87	87
7/20/2020	0	0	0	0	104	0	0	6	0	104	110
7/21/2020	0	0	0	0	74	0	0	7	0	74	81
7/22/2020	0	0	0	0	51	0	0	0	0	51	51
7/23/2020	0	0	0	0	107	0	0	2	0	107	109
7/24/2020	0	0	0	0	91	0	0	6	0	91	97
7/25/2020	0	0	0	0	97	0	0	9	0	97	106
7/26/2020	0	0	0	0	58	0	0	2	0	58	60
7/27/2020	0	0	0	0	50	0	0	0	0	50	50
7/28/2020	0	0	0	0	89	0	0	0	0	89	89
7/29/2020	0	0	0	0	136	0	0	8	0	136	144
7/30/2020	0	0	0	0	57	0	0	0	0	57	57
7/31/2020	0	0	0	0	95	0	0	0	0	95	95
Total	0	0	0	0	2,421	0	0	91	0	2,421	2,512
Percent	0.00%	0.00%	0.00%	0.00%	96.38%	0.00%	0.00%	3.62%	0.00%	96.38%	100.00%

Ridership Excluding Amtrak

Date	Armrk	NPS	Other	Total Employees	Adult Paid	Commuter Paid	Child Free	Sr/Child Paid	Total Paid	Total
7/1/2020	0	0	0	0	69	0	11	0	69	80
7/2/2020	0	0	0	0	61	0	2	0	61	63
7/3/2020	0	0	0	0	90	0	1	0	90	91
7/4/2020	0	0	0	0	90	0	5	0	90	95
7/5/2020	0	0	0	0	106	0	1	0	106	107
7/6/2020	0	0	0	0	32	0	0	0	32	32
7/7/2020	0	0	0	0	42	0	0	0	42	42
7/8/2020	0	0	0	0	44	0	6	0	44	50
7/9/2020	0	0	0	0	58	0	3	0	58	61
7/10/2020	0	0	0	0	105	0	3	0	105	108
7/11/2020	0	0	0	0	69	0	4	0	69	73
7/12/2020	0	0	0	0	76	0	4	0	76	80
7/13/2020	0	0	0	0	47	0	2	0	47	49
7/14/2020	0	0	0	0	93	0	7	0	93	100
7/15/2020	0	0	0	0	77	0	2	0	77	79
7/16/2020	0	0	0	0	97	0	0	0	97	97
7/17/2020	0	0	0	0	93	0	0	0	93	93
7/18/2020	0	0	0	0	76	0	0	0	76	76
7/19/2020	0	0	0	0	87	0	0	0	87	87
7/20/2020	0	0	0	0	104	0	6	0	104	110
7/21/2020	0	0	0	0	74	0	7	0	74	81
7/22/2020	0	0	0	0	51	0	0	0	51	51
7/23/2020	0	0	0	0	107	0	2	0	107	109
7/24/2020	0	0	0	0	91	0	6	0	91	97
7/25/2020	0	0	0	0	97	0	9	0	97	106
7/26/2020	0	0	0	0	58	0	2	0	58	60
7/27/2020	0	0	0	0	50	0	0	0	50	50
7/28/2020	0	0	0	0	89	0	0	0	89	89
7/29/2020	0	0	0	0	136	0	8	0	136	144
7/30/2020	0	0	0	0	57	0	0	0	57	57
7/31/2020	0	0	0	0	95	0	0	0	95	95
Total	0	0	0	0	2,421	0	91	0	2,421	2,512
Percent	0.00%	0.00%	0.00%	0.00%	96.38%	0.00%	3.62%	0.00%	96.38%	100.00%

Ridership by Pick-up Location

Pick-up Location	Riders	Percentage
Amtrak/Greyhoun	52	2.07%
Chukchansi Gold	64	2.55%
Coarsegold	54	2.15%
Fresno Airport	103	4.10%
Mariposa Grove	61	2.43%
North Fresno (Hw	72	2.87%
Oakhurst Best We	601	23.93%
Tenaya Lodge	376	14.97%
Wawona Store	25	1.00%
Yos Visitor Center	1104	43.95%
Totals	2512	100.00%

LOAD FACTOR ANALYSIS : 7/1/2020 - 7/31/2020

Below please find the load factor calculations for the HWY 41 runs operated by VIA for 7/1/2020 through 7/31/2020. 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	
41-2	1,519	84	5.53%	Yosemite to Fresno 11:15 am
41-1	1,519	606	39.89%	Fresno to Yosemite 6:18 am
41-4	1,519	637	41.94%	Yosemite to Fresno 4:06 pm
41-3	1,519	487	32.06%	Fresno to Yosemite 8:20 am
41-6	1,519	509	33.51%	Yosemite to Fresno 6:00 pm
41-5	1,525	189	12.39%	Fresno to Yosemite 12: 50 pm
Total	9,120	2,512	27.54%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
41-2	1,127	57	5.06%	Yosemite to Fresno 11:15 am
41-1	1,127	405	35.94%	Fresno to Yosemite 6:18 am
41-4	1,127	457	40.55%	Yosemite to Fresno 4:06 pm
41-3	1,127	361	32.03%	Fresno to Yosemite 8:20 am
41-6	1,127	390	34.61%	Yosemite to Fresno 6:00 pm
41-5	1,133	158	13.95%	Fresno to Yosemite 12: 50 pm
Total	6,768	1,828	27.01%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
41-2	392	3	0.77%	Yosemite to Fresno 11:15 am
41-2	392	24	6.12%	Yosemite to Fresno 11:15 am
41-1	392	30	7.65%	Fresno to Yosemite 6:18 am
41-1	392	171	43.62%	Fresno to Yosemite 6:18 am
41-4	392	32	8.16%	Yosemite to Fresno 4:06 pm
41-4	392	148	37.76%	Yosemite to Fresno 4:06 pm
41-3	392	22	5.61%	Fresno to Yosemite 8:20 am
41-3	392	104	26.53%	Fresno to Yosemite 8:20 am
41-6	392	6	1.53%	Yosemite to Fresno 6:00 pm
41-6	392	113	28.83%	Yosemite to Fresno 6:00 pm
41-5	392	2	0.51%	Fresno to Yosemite 12: 50 pm
41-5	392	29	7.40%	Fresno to Yosemite 12: 50 pm
Total	4,704	684	14.54%	

WITHOUT AMTRAK

Daily - All Routes

Runs	Max Load Capacity	Ridership	Load Factor	
41-2	1,519	84	5.53%	Yosemite to Fresno 11:15 am
41-1	1,519	606	39.89%	Fresno to Yosemite 6:18 am
41-4	1,519	637	41.94%	Yosemite to Fresno 4:06 pm
41-3	1,519	487	32.06%	Fresno to Yosemite 8:20 am
41-6	1,519	509	33.51%	Yosemite to Fresno 6:00 pm
41-5	1,525	189	12.39%	Fresno to Yosemite 12: 50 pm
Total	9,120	2,512	27.54%	

Weekdays

Runs	Max Load Capacity	Ridership	Load Factor	
41-2	1,127	57	5.06%	Yosemite to Fresno 11:15 am
41-1	1,127	405	35.94%	Fresno to Yosemite 6:18 am
41-4	1,127	457	40.55%	Yosemite to Fresno 4:06 pm
41-3	1,127	361	32.03%	Fresno to Yosemite 8:20 am
41-6	1,127	390	34.61%	Yosemite to Fresno 6:00 pm
41-5	1,133	158	13.95%	Fresno to Yosemite 12: 50 pm
Total	6,768	1,828	27.01%	

Weekends/Holidays

Runs	Max Load Capacity	Ridership	Load Factor	
41-2	392	3	0.77%	Yosemite to Fresno 11:15 am
41-2	392	24	6.12%	Yosemite to Fresno 11:15 am
41-1	392	30	7.65%	Fresno to Yosemite 6:18 am
41-1	392	171	43.62%	Fresno to Yosemite 6:18 am
41-4	392	32	8.16%	Yosemite to Fresno 4:06 pm
41-4	392	148	37.76%	Yosemite to Fresno 4:06 pm
41-3	392	22	5.61%	Fresno to Yosemite 8:20 am
41-3	392	104	26.53%	Fresno to Yosemite 8:20 am
41-6	392	6	1.53%	Yosemite to Fresno 6:00 pm
41-6	392	113	28.83%	Yosemite to Fresno 6:00 pm
41-5	392	2	0.51%	Fresno to Yosemite 12: 50 pm
41-5	392	29	7.40%	Fresno to Yosemite 12: 50 pm
Total	4,704	684	14.54%	

PASSENGER FARES BY TYPE

Below please find a breakdown of passenger fares recorded by VIA for HWY 41 runs for 7/1/2020 through 7/31/2020.

Daily - All Routes

Run	Armkr	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
41-1	0	0	0	576	30	0	0	0	606
41-2	0	0	0	81	3	0	0	0	84
41-3	0	0	0	471	16	0	0	0	487
41-4	0	0	0	630	7	0	0	0	637
41-5	0	0	0	185	4	0	0	0	189
41-6	0	0	0	478	31	0	0	0	509
Total	0	0	0	2,421	91	0	0	0	2,512
Percent	0.00%	0.00%	0.00%	96.38%	3.62%	0.00%	0.00%	0.00%	100.00%

Weekdays

Run	Aramrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
41-1	0	0	0	386	19	0	0	0	405
41-2	0	0	0	57	0	0	0	0	57
41-3	0	0	0	349	12	0	0	0	361
41-4	0	0	0	450	7	0	0	0	457
41-5	0	0	0	154	4	0	0	0	158
41-6	0	0	0	366	24	0	0	0	390
Total	0	0	0	1,762	66	0	0	0	1,828
Percent	0.00%	0.00%	0.00%	96.39%	3.61%	0.00%	0.00%	0.00%	100.00%

Weekends/Holidays

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Amtrak	Total
41-1	0	0	0	190	11	0	0	0	201
41-2	0	0	0	24	3	0	0	0	27
41-3	0	0	0	122	4	0	0	0	126
41-4	0	0	0	180	0	0	0	0	180
41-5	0	0	0	31	0	0	0	0	31
41-6	0	0	0	112	7	0	0	0	119
Total	0	0	0	659	25	0	0	0	684
Percent	0.00%	0.00%	0.00%	96.35%	3.65%	0.00%	0.00%	0.00%	100.00%

PASSENGER FARES BY TYPE EXCLUDING AMTRAK

Daily - All Routes

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
41-1	0	0	0	576	30	0	0	606
41-2	0	0	0	81	3	0	0	84
41-3	0	0	0	471	16	0	0	487
41-4	0	0	0	630	7	0	0	637
41-5	0	0	0	185	4	0	0	189
41-6	0	0	0	478	31	0	0	509
Total	0	0	0	2,421	91	0	0	2,512
Percent	0.00%	0.00%	0.00%	96.38%	3.62%	0.00%	0.00%	100.00%

Weekdays

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
41-1	0	0	0	386	19	0	0	405
41-2	0	0	0	57	0	0	0	57
41-3	0	0	0	349	12	0	0	361
41-4	0	0	0	450	7	0	0	457
41-5	0	0	0	154	4	0	0	158
41-6	0	0	0	366	24	0	0	390
Total	0	0	0	1,762	66	0	0	1,828
Percent	0.00%	0.00%	0.00%	96.39%	3.61%	0.00%	0.00%	100.00%

Weekends/Holidays

Run	Armrk	NPS	Other	Adult	Child Free	Sr/Child	Commuter	Total
41-1	0	0	0	190	11	0	0	201
41-2	0	0	0	24	3	0	0	27
41-3	0	0	0	122	4	0	0	126
41-4	0	0	0	180	0	0	0	180
41-5	0	0	0	31	0	0	0	31
41-6	0	0	0	112	7	0	0	119
Total	0	0	0	659	25	0	0	684
Percent	0.00%	0.00%	0.00%	96.35%	3.65%	0.00%	0.00%	100.00%

OPERATING STATISTICS

REVENUE MILES 7/1/2020 - 7/31/2020

From 7/1/2020 through 7/31/2020 VIA HWY 41 operated a total of 20,646 revenue service miles.

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekdays					
	Fresno	41-1	23	111	2,553
	Fresno	41-3	23	111	2,553
	Fresno	41-5	23	111	2,553
	Yosemite	41-2	23	111	2,553
	Yosemite	41-4	23	111	2,553
	Yosemite	41-6	23	111	2,553
Total Mileage					15,318

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Weekends					
	Fresno	41-1	7	111	777
	Fresno	41-3	7	111	777
	Fresno	41-5	7	111	777
	Yosemite	41-2	7	111	777
	Yosemite	41-4	7	111	777
	Yosemite	41-6	7	111	777
Total Mileage					4,662

Type of Day	Starting Point	Runs	Trips	Mileage	Total Mileage
Holidays					
	Fresno	41-1	1	111	111
	Fresno	41-3	1	111	111
	Fresno	41-5	1	111	111
	Yosemite	41-2	1	111	111
	Yosemite	41-4	1	111	111
	Yosemite	41-6	1	111	111
Total Mileage					666
Grand Total					20,646
Nonchargeable YARTS runs 5 and 9					0
Nonchargeable YARTS extras					0
YARTS Total					20,646

REVENUE HOURS

From 7/1/2020 through 7/31/2020 VIA HWY 41 provided a total of 725.40 vehicle service hours.

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekdays					
	Fresno	41-1	23	4.00	92.00
	Fresno	41-3	23	4.00	92.00
	Fresno	41-5	23	4.00	92.00
	Yosemite	41-2	23	3.80	87.40
	Yosemite	41-4	23	3.80	87.40
	Yosemite	41-6	23	3.80	87.40
Total Hours					538.20

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Weekends					
	Fresno	41-1	7	4.00	28.00
	Fresno	41-3	7	4.00	28.00
	Fresno	41-5	7	4.00	28.00
	Yosemite	41-2	7	3.80	26.60
	Yosemite	41-4	7	3.80	26.60
	Yosemite	41-6	7	3.80	26.60
Total Hours					163.80

Type of Day	Starting Point	Runs	Trips	Actual Hours	Total Hours
Holidays					
	Fresno	41-1	1	4.00	4.00
	Fresno	41-3	1	4.00	4.00
	Fresno	41-5	1	4.00	4.00
	Yosemite	41-2	1	3.80	3.80
	Yosemite	41-4	1	3.80	3.80
	Yosemite	41-6	1	3.80	3.80
Total Hours					23.40
Grand Total					725.40
Nonchargeable YARTS runs 5 and 9					0.00
Nonchargeable YARTS extras					0.00
YARTS Total					725.40
