MEETING NOTICE & AGENDA

OPERATIONS & SCHEDULING COMMITTEE

District 2 Supervisor Gayle B. Uilkema's Lamorinda Office
3338 Mt. Diablo Boulevard, Lafayette,
The meeting will be called to order on Friday, January 6, 2012 @ 9:00 a.m.

The Committee may hear, discuss, deliberate, and/or take action on any item on the agenda.

1. Approval of Agenda Items
2. Public Comment and/or Communication
3. Approval of Summary Minutes of December 2, 2011* *Review/Action*
4. Maintenance - None
5. Planning and Scheduling
   a. Public Hearing – Rt. 622
   b. LINK Vehicle Size Analysis
6. Paratransit and Accessible Services - None
7. Staff Reports *Information Only*
   a. Fixed Route Monthly Report – November 2011*
   b. LINK Monthly Report – November 2011*
8. Committee Comments *Discussion Only*
9. Future Agenda Items *Discussion Only*
10. Next Scheduled Meeting
11. Adjournment

*****Enclosure

2011-2012 O&S Committee
Erling Horn, Lafayette
Dave Hudson, San Ramon
Bob Simmons, Walnut Creek
Gayle B. Uilkema, Contra Costa County

General Information

Public Comment: Each person wishing to address the Operations and Scheduling Committee is requested to complete a Speaker Card for submittal to the Committee Chair and/or staff liaison before the meeting convenes or the applicable agenda item is discussed. Persons will be allotted three (3) minutes to speak, which may be extended at the discretion of the Committee Chair. **Accessible Public Meetings**: Upon request, CCCTA will provide written agenda materials in appropriate alternative formats, or disability-related modifications or accommodations, including auxiliary aids or services, to enable individuals with disabilities to participate in public meetings. Please send a written request, including your name, mailing address, phone number and brief description of the requested materials and preferred alternative format or auxiliary aid/service so that it is received by CCCTA at least 48 hours before the meeting convenes. **Requests should be sent to:** Janet Madrigal, Clerk to the Board – CCCTA - Administration Department, 2477 Arnold Industrial Way, Concord, CA 94520 or madrigal@cccta.org **Shuttle Service:** With a 24-hour notice, a CCCTA LINK shuttle can be available at the Lafayette BART station for individuals who wish to attend the Operations and Scheduling Committee Meetings. To arrange for the shuttle, please call Mary Walker at (925) 680-2068 no later than 24 hours prior to the start of the meeting.

The County Connection

Agenda Item 3

SUMMARY MINUTES
OPERATIONS & SCHEDULING COMMITTEE
3338 Mt. Diablo Boulevard, Lafayette, CA
Meeting of Friday, December 2, 2011, @ 9:30 a.m.

Directors in Attendance:	Directors Earling Horn, Gayle Uilkema, and Dave Hudson
Staff:	Anne Muzzini, Laramie Bowron
Public and Advisory Committee:	Marci McGuire, Charles Hogle
Call to Order:	Meeting called to order at 9:30 a.m. by Director Horn

1. **Approval of Agenda Items:** Agenda was approved.
2. **Public Comment and/or Communication:** None.
3. **Approval of O&S Summary Minutes for October 28, 2011:** Minutes were approved.
4. **Maintenance:** There were no items.
5. **Planning and Scheduling:** There were no items.
6. **Paratransit and Accessible Services:** There were no items.
7. **Staff Reports**
   a. Fixed Route Monthly Report: - October 2011 – There was discussion of flat ridership in light of an uptick in the economy.
   b. LINK Monthly Reports – October 2011: The reports were reviewed. The Committee discussed the donated vans and all supported continuation of the program with the next cycle of replacements. A suggestion was made to better educate the churches regarding the fact that some of their trips may be ADA trips and continue to develop create methods to get vans into the community.
8. **Committee Comments:** There was a discussion about the upcoming mobility management study and the goals for the project.
9. **Future Agenda Items:** Appropriate vehicle mix for LINK, LAVTA service model/contract change, un-used capacity discovered in mobility management study.
10. **Next Scheduled Meetings: January 6, and February 3, 2011 at 9:00 a.m.** at 3338 Mt. Diablo Boulevard in Lafayette.
11. **Adjournment:** The meeting was adjourned at 10:30 am

Minutes prepared and submitted by: Anne Muzzini, Director of Planning and Marketing

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The County Connection

Inter Office Memo

To: Operations & Scheduling Committee **Date:** January 6, 2012
From: Laramie Bowron, Manager of Planning and Marketing
Reviewed By:

SUBJECT: PUBLIC HEARING – RT. 622

SUMMARY OF ISSUES:

CCCTA staff is proposing to change its Route 622, which operates one run per day on school days only. This proposal re-routes and adds a bus stop on the 622 to serve Tahiti Dr. rather than staying on Crow Canyon Rd. The new stop would be located on Tahiti Dr. north of Bahama Ct. and would be served around 3:15pm on school days.

Currently those seeking to access this neighborhood would have to walk long distances in unsafe conditions. The two nearest stops, highlighted on the map in attachment A, are located at Alcosta Blvd. @ Woodland Dr. and Crow Canyon Rd. @ Canyon Crest Dr. Both CCCTA and the City of San Ramon support this change.

This proposal requires a public hearing, per CCCTA policy, as it would add service to a previously un-served street. A public hearing has been tentatively scheduled, pending authorization from the O&S Committee, to present the changes and obtain public comment. The hearing would take place on Wednesday January 11, 2012 at the San Ramon Community Center (Alcosta Room) at 5:30pm.

This routing change, if supported, would go into effect March 18, 2012.

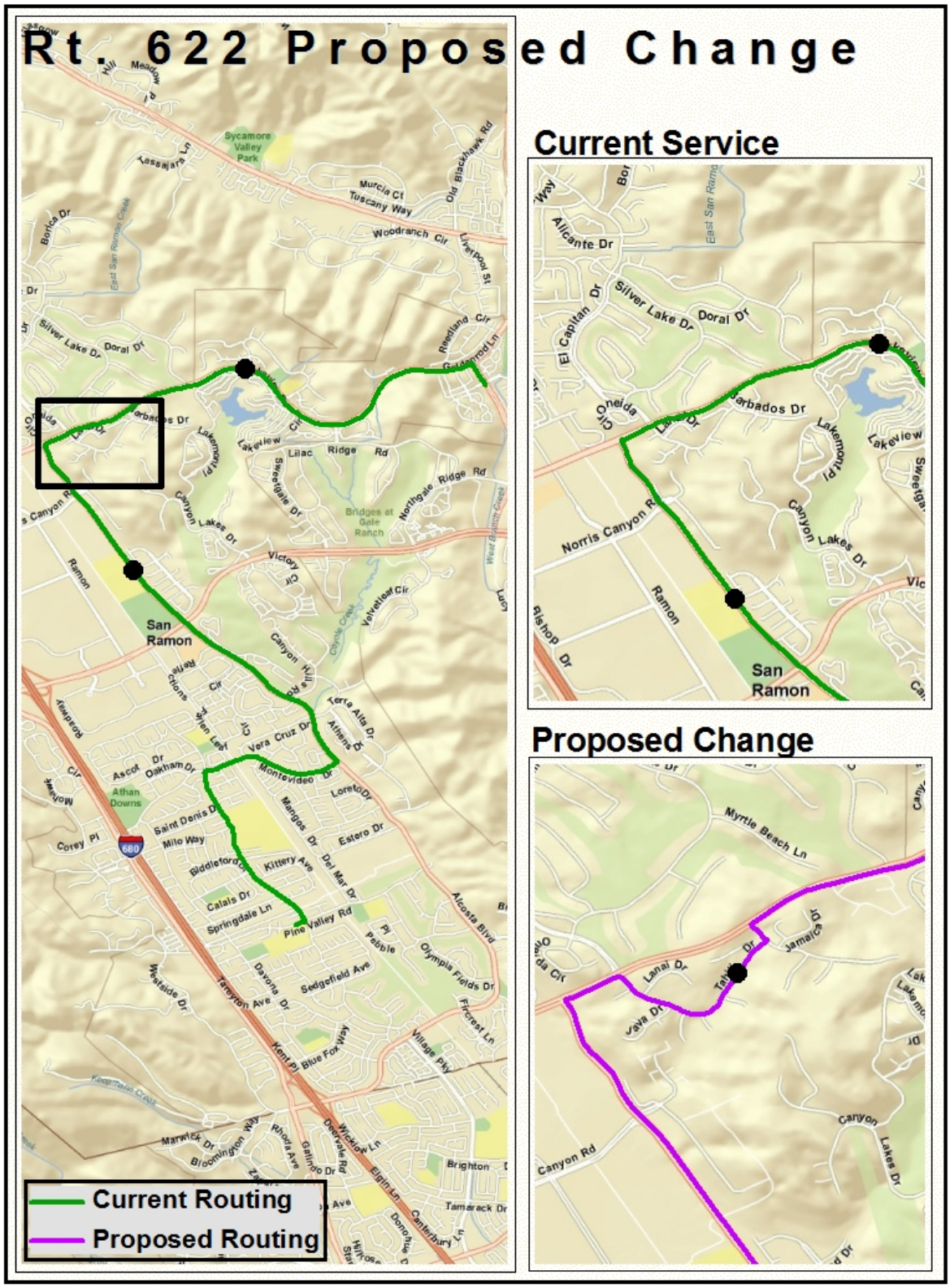
ACTION REQUESTED:

Authorize a public hearing for the service change as indicated above. No action from the full Board is required.

ATTACHMENTS:

Attachment A: Map of proposed change.

ATTACHMENT A



The ***County Connection***

Inter Office Memo

To: O&S Committee **Date:** December 27, 2011

From: Bill Churchill
Director of Transportation **Reviewed By:**

SUBJECT: LINK Vehicle Size Evaluation and Future Vehicle Procurements

SUMMARY OF ISSUES:	There are two scheduled vehicle procurements for the LINK division, one in 2012 and one in 2013. In order to ensure the procurement of the correct vehicle types, a comprehensive system wide vehicle utilization study was conducted. This analysis examines the operational viability of changing the current mix of vehicle types in an effort to reduce capital expenditures over the next two procurements.
RECOMMENDATIONS:	Staff recommends the O&S Committee forward this item to the full board for discussion and review since several Board members on other committees are interested in this analysis.
FINANCIAL IMPLICATIONS:	None
OPTIONS:	1) Forward analysis to the full board 2) Provide direction to staff for modification of this analysis
ACTION REQUESTED:	For information only.
ATTACHMENTS:	Attachment A: Fleet Statistics Chart Attachment B: Seat Capacity Utilization Charts

CHANGES FROM COMMITTEE: N/A

BACKGROUND

With the anticipation of replacing paratransit vehicles in 2012 and 2013, staff conducted a comprehensive system-wide vehicle utilization evaluation of the existing LINK fleet. The

purpose of the analysis was to determine the best composition of vehicle sizes and capacities to maximize the efficiency of service implementation. Having conducted a similar study of the fixed route fleet this seemed a simple task as first glance. It quickly became apparent that this is not a simple task in the world of ADA paratransit. Unlike fixed route service there are no clearly defined routes, rather vehicle routing is dynamic from day to day changing with the varied and diverse needs of the ADA population. In fact a paratransit vehicle may significantly modify their route on the fly in order to accommodate the needs of the rider. One example of why this occurs is driven by dialyses patients. Dialysis patients generally have specific times to start an appointment but the ending time is not known until after they arrive. As a result a LINK vehicle may drop a group of patients off at a dialyses center all at one time but the pick-up times are scattered throughout the day based on the individual needs of the patient. Changing ending times requires LINK to be flexible in when a dialysis patient may need to be picked up.

Adding to the complexity of providing transportation is the varied equipment many passengers require to be mobile. The LINK operator contends with oversized wheel chairs, un-foldable sit on walkers, scooters and other assorted and needed medical equipment. Frequently wheel chair passengers will bring a walker as well since they are partially mobile and wish to walk for short distances at their destination. It is important to note the new FTA ruling for ADA compliance now requires operators to allow the large oversized wheel chairs on vehicles that can accommodate them. This varied array of equipment has a profound impact on the use of "seat real estate" required per vehicle. For this reason the analysis is based on vehicle seat capacity utilization rather than actual passenger count. If just passengers were counted it would appear many less seats were used then are actually required. The following chart demonstrates the volume of space some of this equipment uses.

		Vehicle Capacity per Rider/Equipment Type		
Type	Seat Usage	Mini Van	Regular Van	22' Cutaway
Ambulatory Rider	1	5	6	14
Wheel chair	4	1	2	5
Large Wheel chair	4+	0	2	4
Scooter	4	0	0	3
Large Walker	2	2	2	7

Customer safety has also played a role in what vehicles types are deployed but to a lesser extent. An example of this is a group of blind individuals that have a regularly scheduled trip for a group meeting. This group could technically be transported in a minivan but they tend to hit their heads when entering and exiting the minivans so LINK dispatches the larger regular van to enhance their safety.

Methodology of Analysis

Since vehicle size is based upon the maximum seat utilization, staff looked at the peak ridership season and day of week. Tuesdays in the month of October tend to see the greatest overall volume of ridership. Staff pulled the actual vehicle manifests for all vehicle trips across four

days in the month of October 2011. The ridership and passenger equipment was then recorded into a spreadsheet for each vehicle. A bar chart was created (please see attached charts) for each vehicle that operated displaying the vehicles seat capacity utilization for the day. A red threshold line was then added to each chart demarking the seat utilization cutoff point that would allow a minivan to be used. In other words if a bar on the chart is higher than the red line a minivan could not have been used to provide that service.

Findings

Clearly the seat capacity utilization is significantly higher than anticipated. Over 81% of the vehicles deployed realized a seat capacity utilization greater than a minivan total seat capacity. Even more startling was every vehicle deployed with the exception of any minivans, exceeded a minivans seat capacity for at least one day in the period analyzed. There were five vehicles that exceeded the minivan seat capacity threshold for 50% of the days deployed and five vehicles exceeded the seat capacity threshold for only one day out of the collected data.

Overall the mix of vehicle types is about correct. However, in conducting this analysis it became quite clear the existing Braun Van fleet and minivan fleet are under used. The minivan fleet is only used for getting into neighborhoods that would pose a serious challenge to the larger cutaway buses. Since there are at least five vehicles that only exceeded the minivans seat capacity for one day of their deployments, there is clearly an opportunity through more thoughtful scheduling to increase the utilization of the minivans and the regular Braun vans. On those days where the larger cutaway is not needed the smaller vans could be deployed. Staff has already begun the task of working with the contractor to implement these scheduling changes.

Due to the surprisingly high overall seat utilization staff would not recommend reducing the number of cutaway buses in the existing fleet. The data demonstrates the LINK division needs to have the larger cutaways to prevent having to deploy more than one vehicle to cover current passenger demands. The most expensive component of providing transportation whether it is fixed route or paratransit is the labor component. If the existing fleet of cutaways were to be reduced the contractor would be forced to deploy more than one vehicle to cover service needs that are currently completed on some days doubling the current labor cost in those areas. Over the life cycle of the vehicles the increased labor cost would far outstrip any capitol savings gained in smaller vehicles.

Vehicle Lifecycle Cost Analysis

It is important to understand vehicle lifecycle costs when making long term capital investment decisions. There are several important factors to consider, replacement cycles, fuel consumption and cost to maintain the vehicles over the life of the vehicle.

A Cutaway bus is rated to have a seven year life cycle while the smaller vans and minivans are rated to last five years. The life cycle rating is only important when considering capital replacement cycles over long periods of time. For example CCCTA often develops twenty year budget projections, in that amount of time a Cutaway bus would be replaced about three times while the smaller vehicles will be replaced four times. However, capital replacement expenses may not be as important to the bottom line as ongoing operational expenses since vehicle replacements are fully covered through federal grants and local matches.

Operationally there are differences in the cost to operate each vehicle type which are driven by fuel economy and maintenance cost per mile. The following chart illustrates the differences between vehicle types from actual data compiled.

Vehicle Type	Maintenance Cost/Mile	MPG
22' Cutaway Bus	$0.16	7.25
Braun Full Size Van	$0.20	10.43
Minivan	$0.15	16.20

Clearly the fuel economy of a minivan is far superior to a Cutaway and even a full sized van. The potential savings in fuel economy is one factor in staff's motivation to find ways to implement this vehicle type. On the downside however, the cost to maintain these vehicles is relatively high almost matching the cutaway buses. Staff spent time working with the LINK contractor's maintenance department to understand how this can be. According to maintenance personnel, minivans are manufactured for non-commercial use and tend not to be as robust as the larger vehicles which are designed for a heavier duty cycle. As the minivan fleet utilization goes up the maintenance cost per mile is expected to go up as well. Staff will monitor maintenance costs for this fleet for future decision making. The full size van maintenance costs are the highest primarily due to issues with the wheel chair lifts. Maintenance staff is confident the base vehicle is solid and future procurements will examine other wheel chair options.

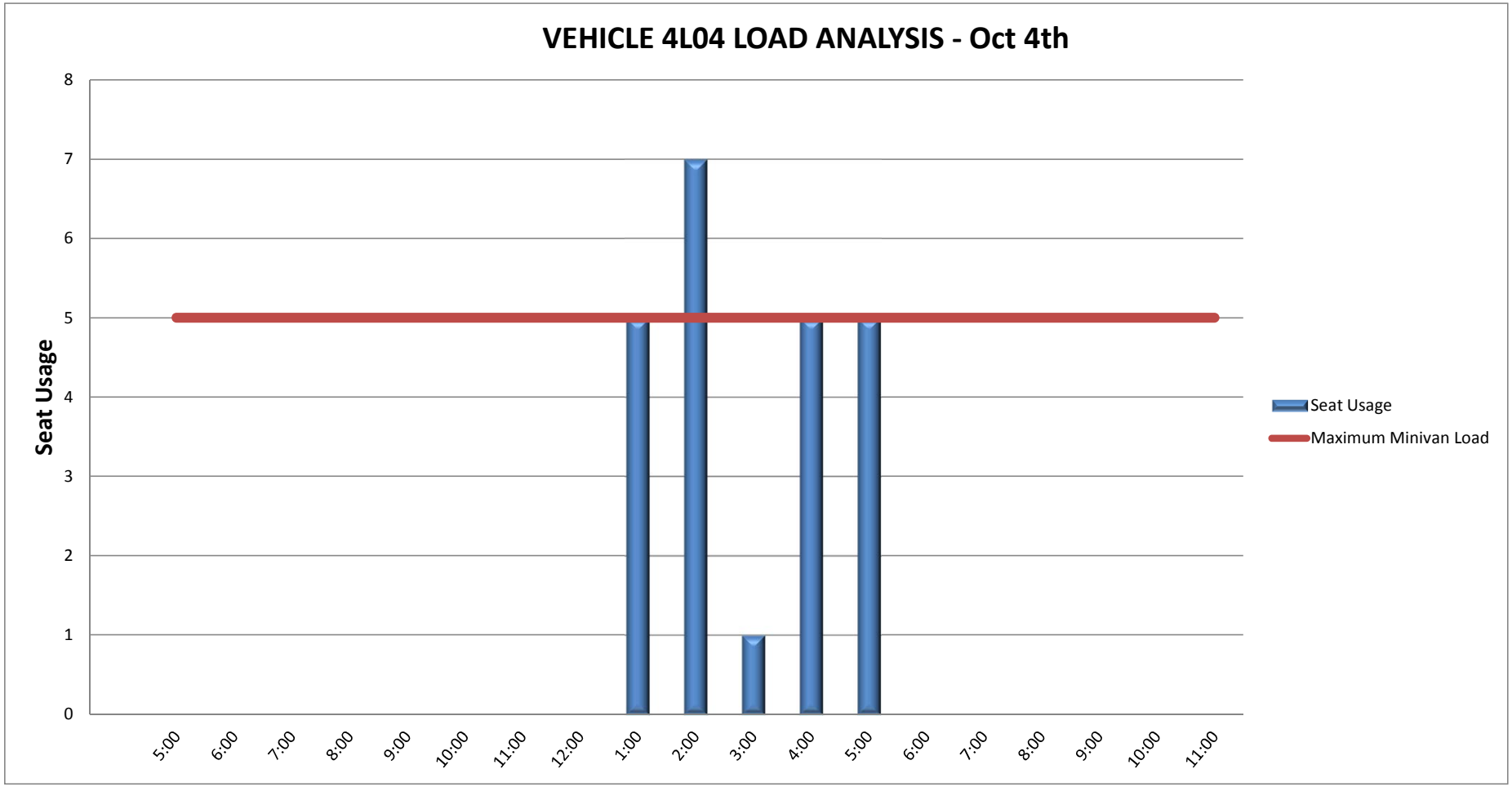
Attachment A

Existing Fleet

Number of Vehicles	Type	Vehicle Life	Cost
52	22’ Cutaway Bus	7 years	$86,000
5	Braun Transporter (Full size Van)	5 years	$54,000
3	Eldorado Amerivan (Minivan)	5 years	$46,000

Scheduled Replacement Plan

Replacement Year	Number of Vehicles	Type	Projected Cost
2012	4	22’ Cutaway Bus	$360,000
	4	Braun Transporters	$224,000
2013	6	22’ Cutaway Bus	$552,000
	1	Braun Transporters	$56,000
	3	Eldorado Amerivan (Minivan)	$142,000


VEHICLE 4L04 LOAD ANALYSIS - Oct 4th
Seat Usage
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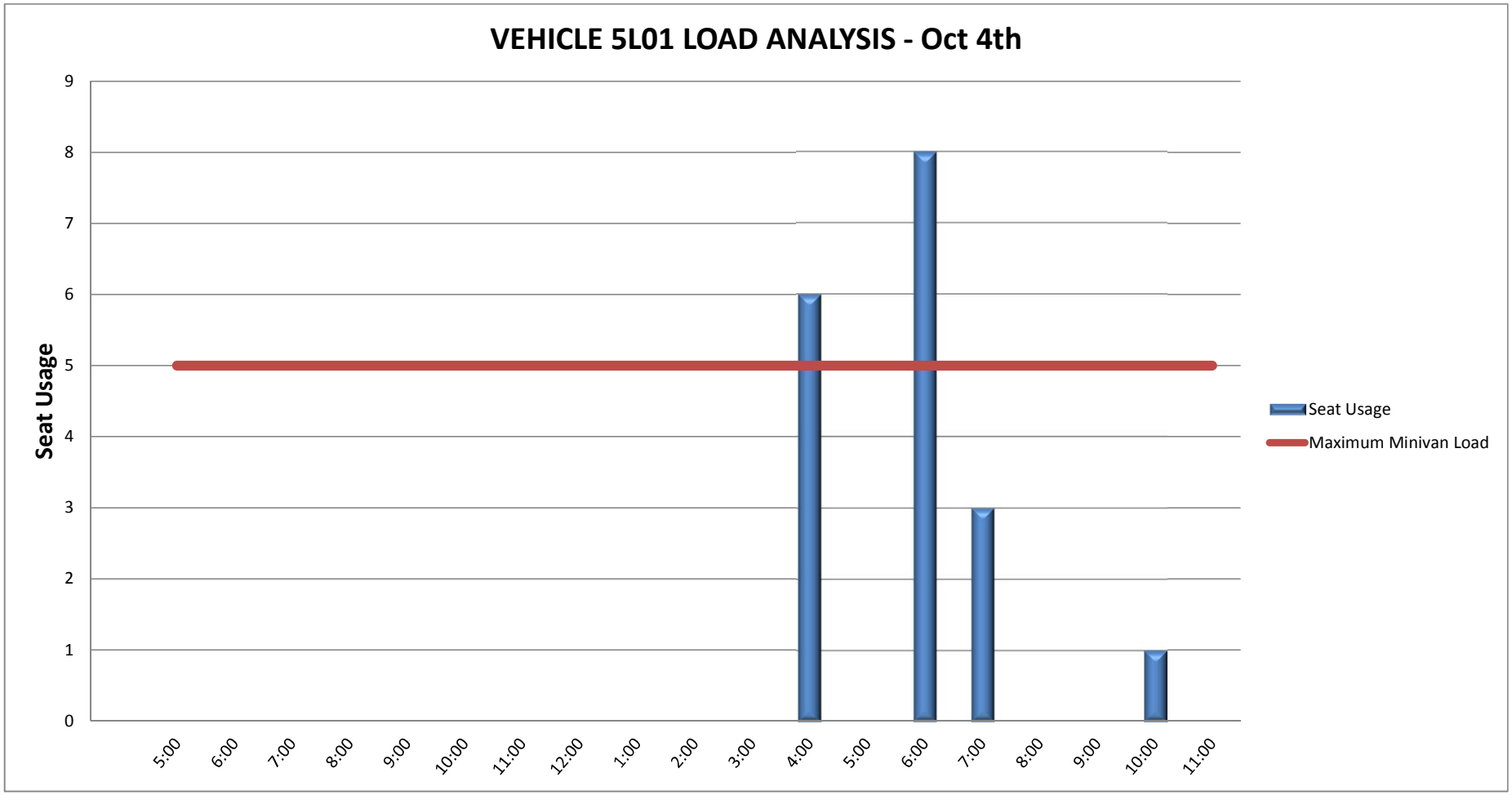
Seat Usage
Maximum Minivan Load


VEHICLE 5L01 LOAD ANALYSIS - Oct 4th
Seat Usage
9
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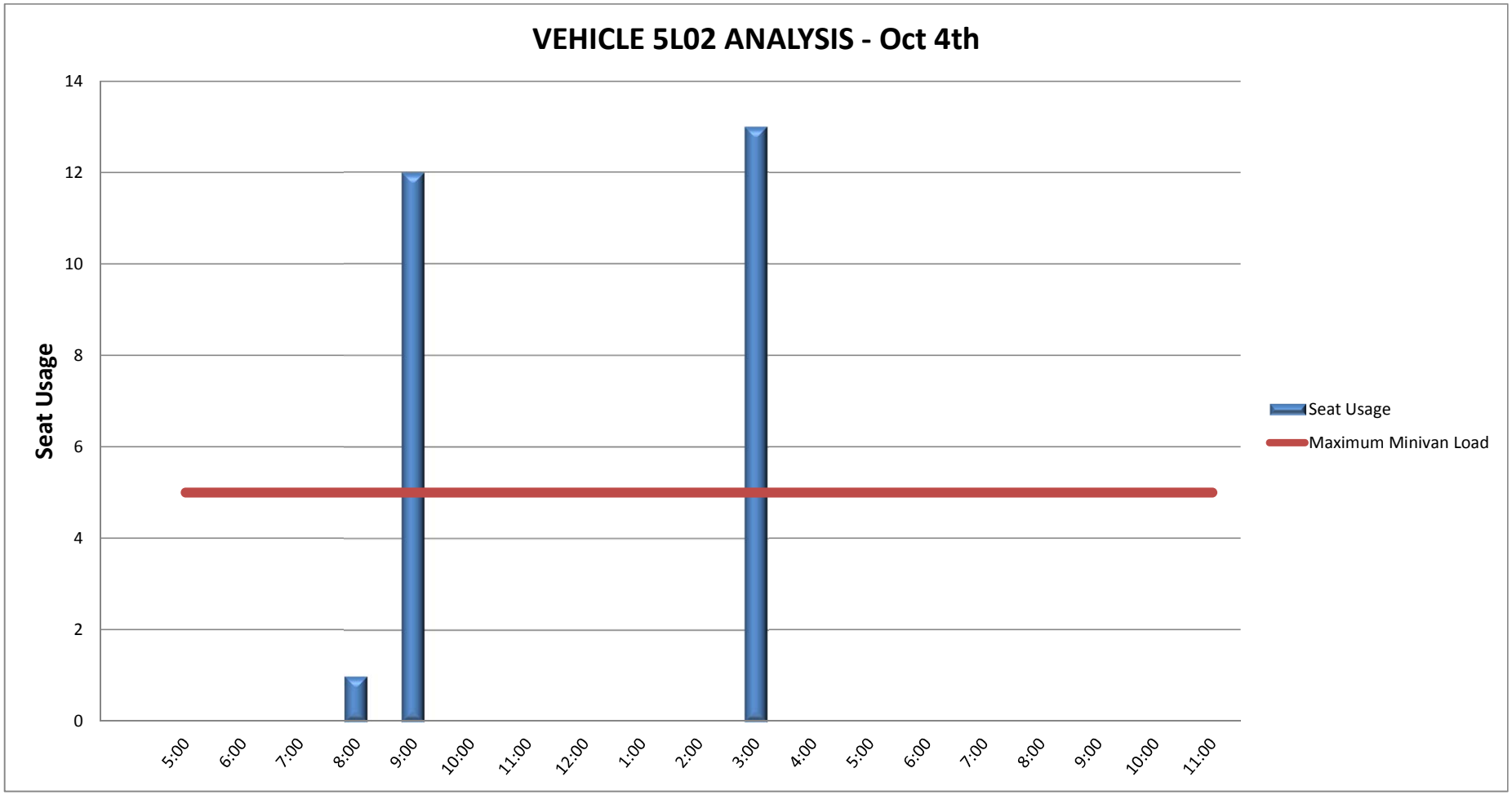
Seat Usage
Maximum Minivan Load


VEHICLE 5L02 ANALYSIS - Oct 4th
Seat Usage
14
12
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8
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4
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7:00
8:00
9:00
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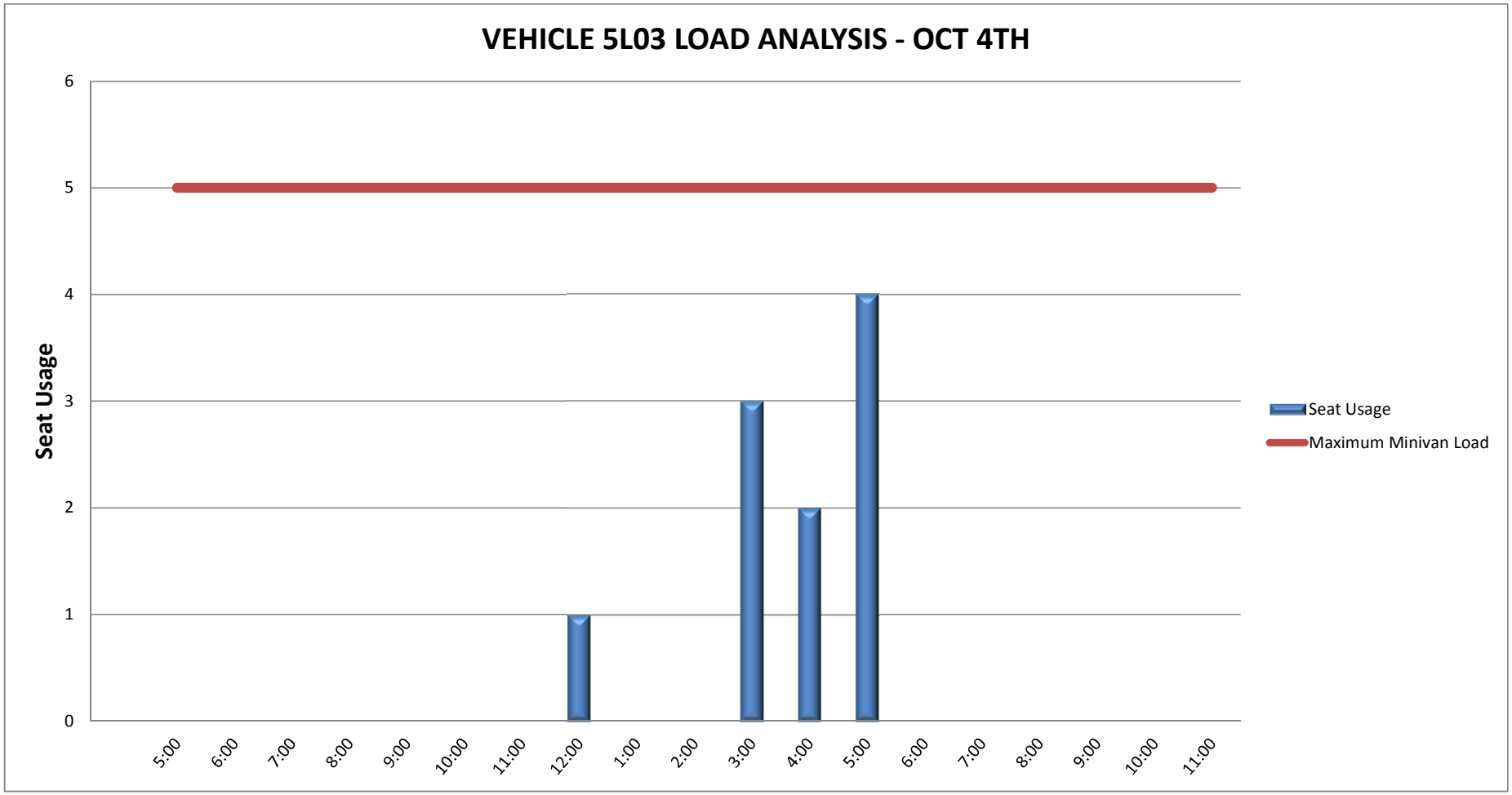
Seat Usage
Maximum Minivan Load


VEHICLE 5L03 LOAD ANALYSIS - OCT 4TH
Seat Usage
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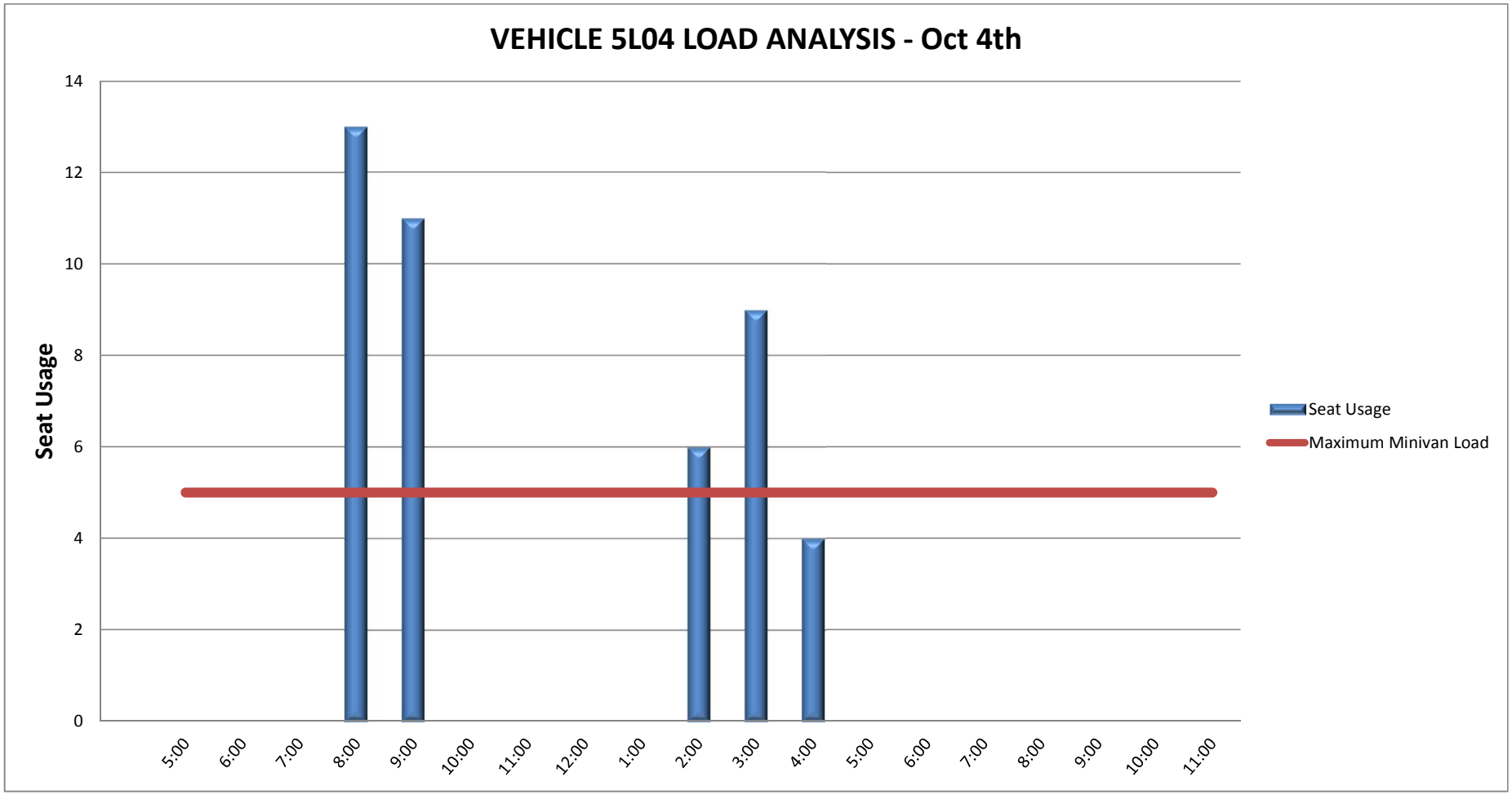
Seat Usage
Maximum Minivan Load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Seat Usage
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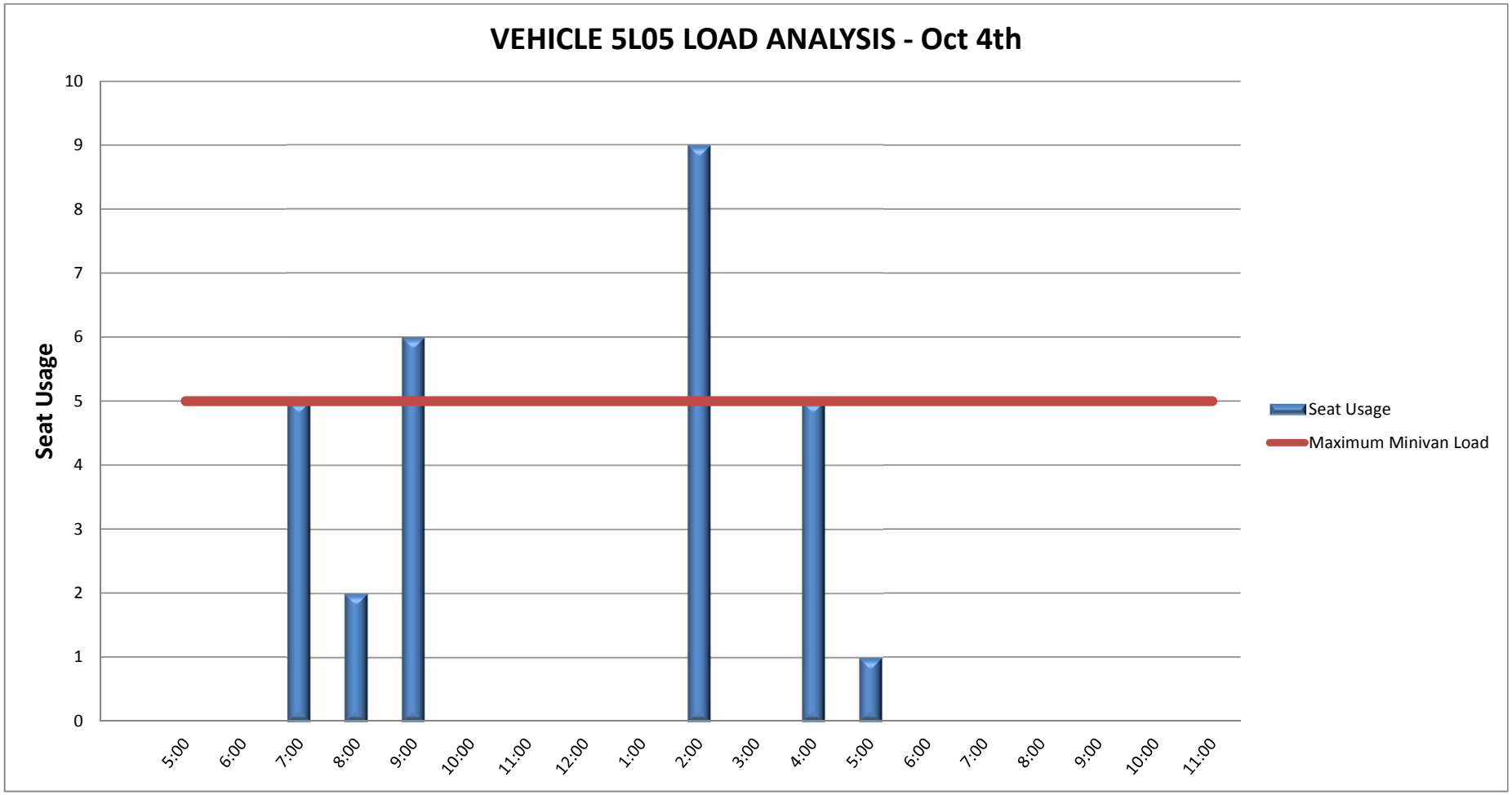
Seat Usage
Maximum Minivan Load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Seat Usage
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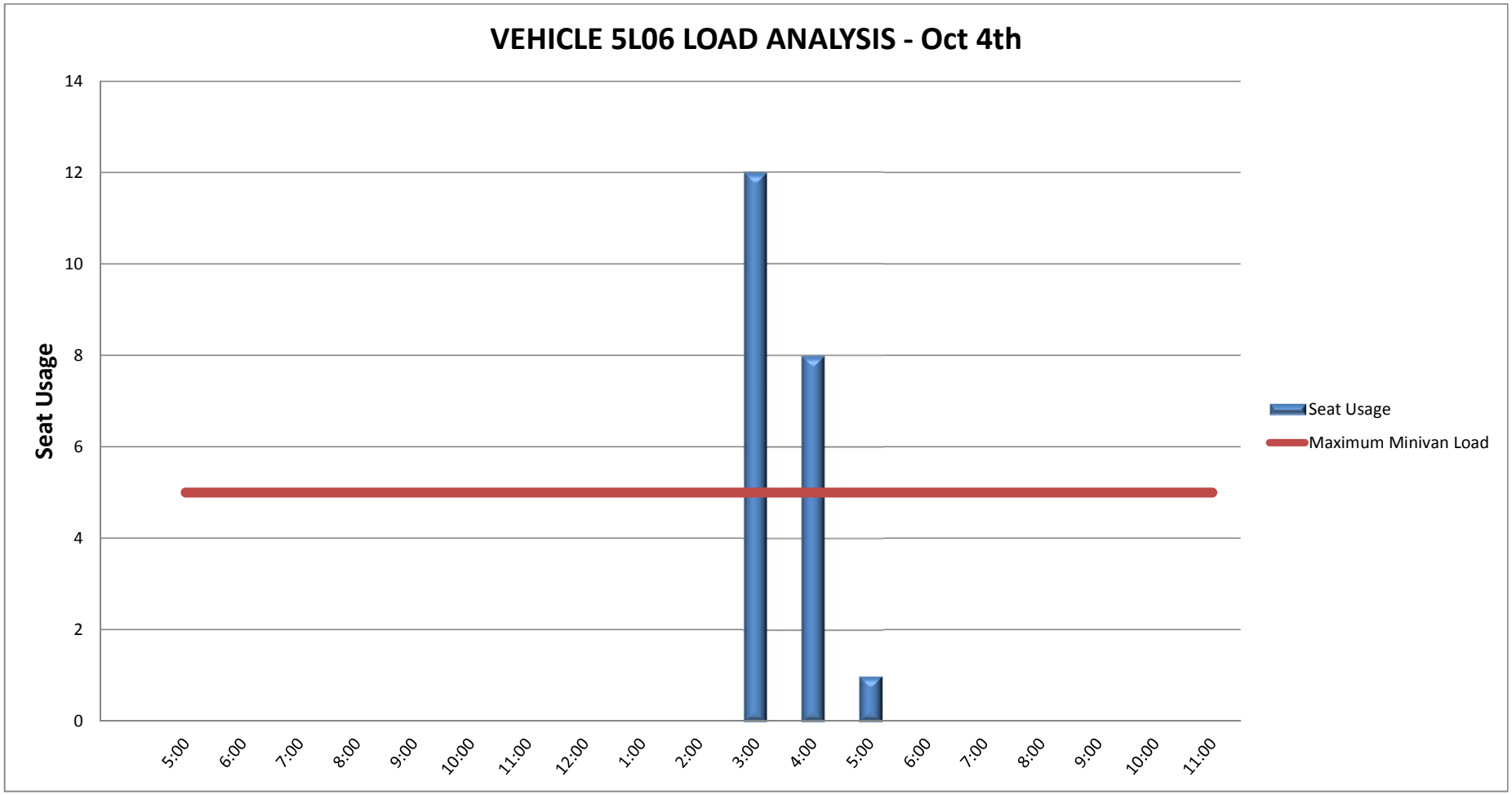
Seat Usage
Maximum Minivan Load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Seat Usage
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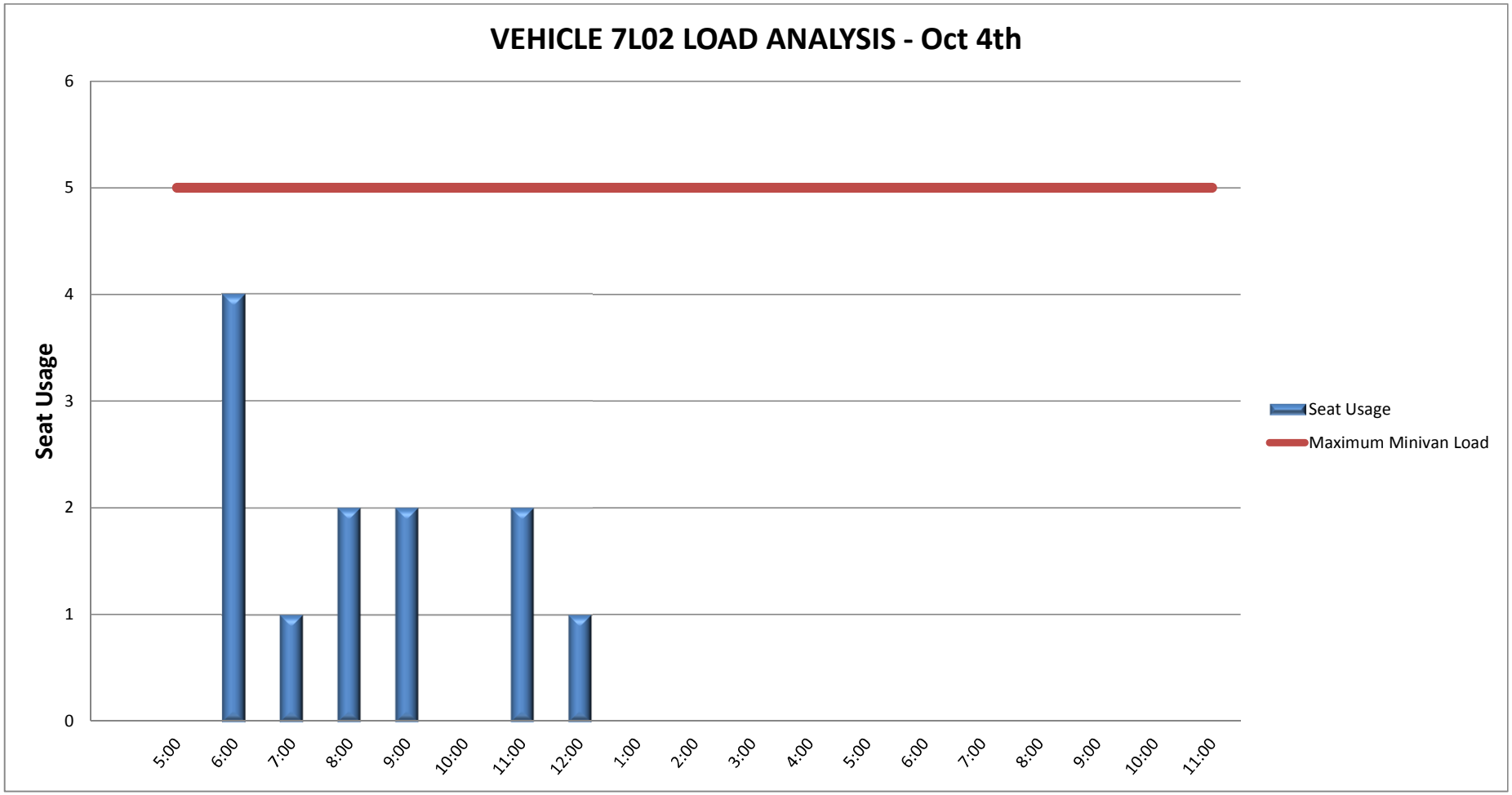
Seat Usage
Maximum Minivan Load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Seat Usage
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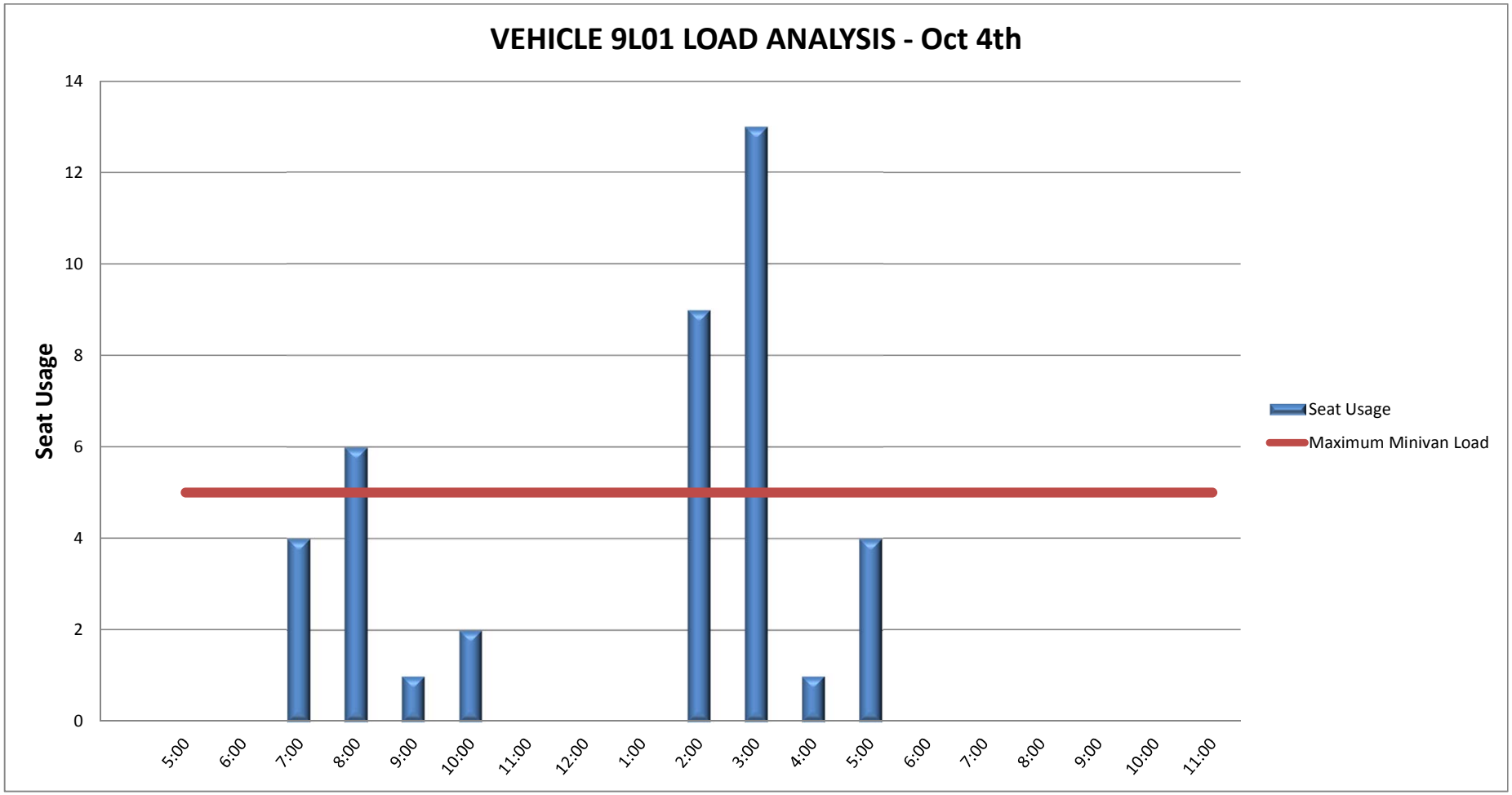
Seat Usage
Maximum Minivan Load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Seat Usage
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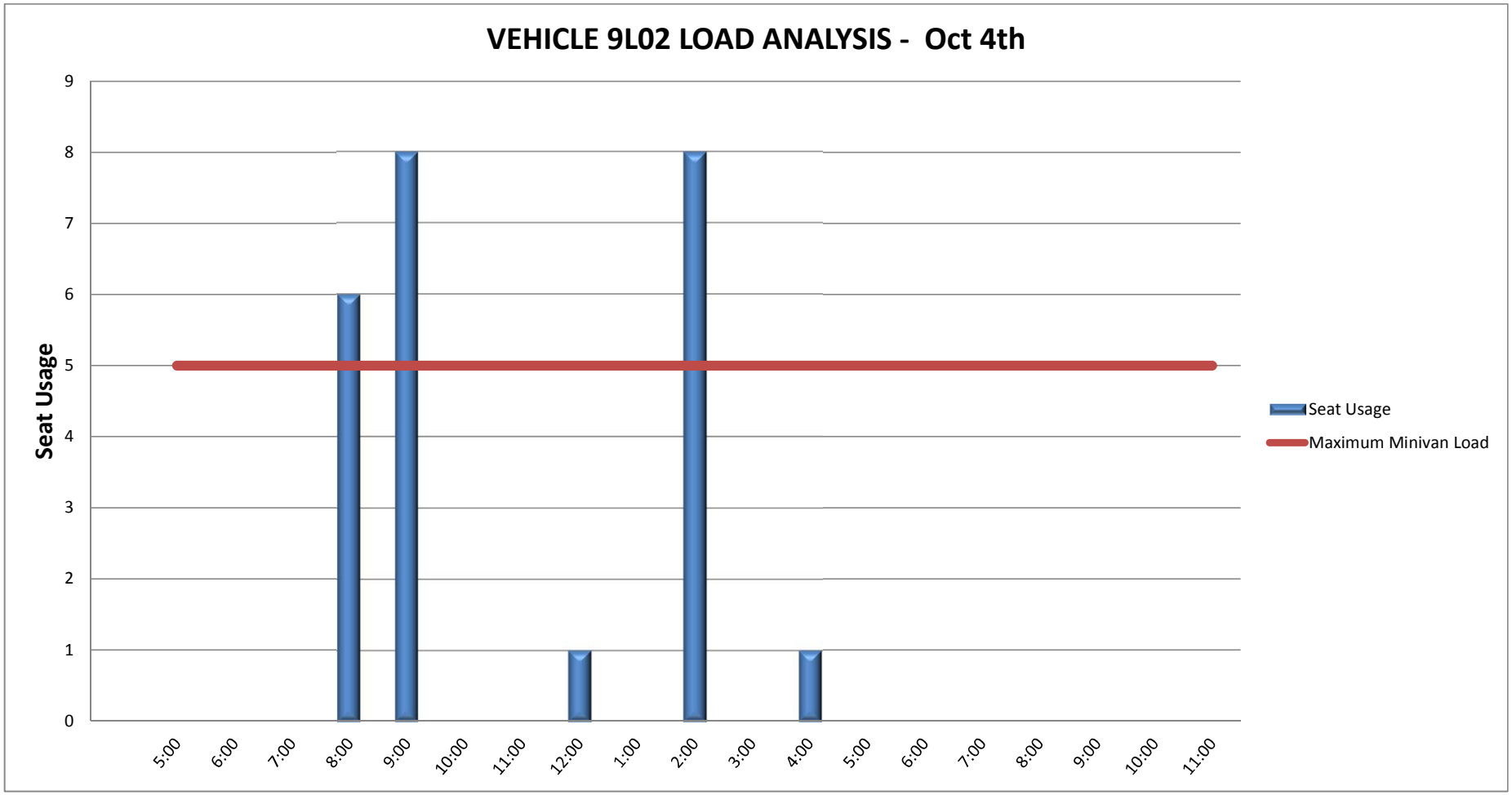
Seat Usage
Maximum Minivan Load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Seat Usage
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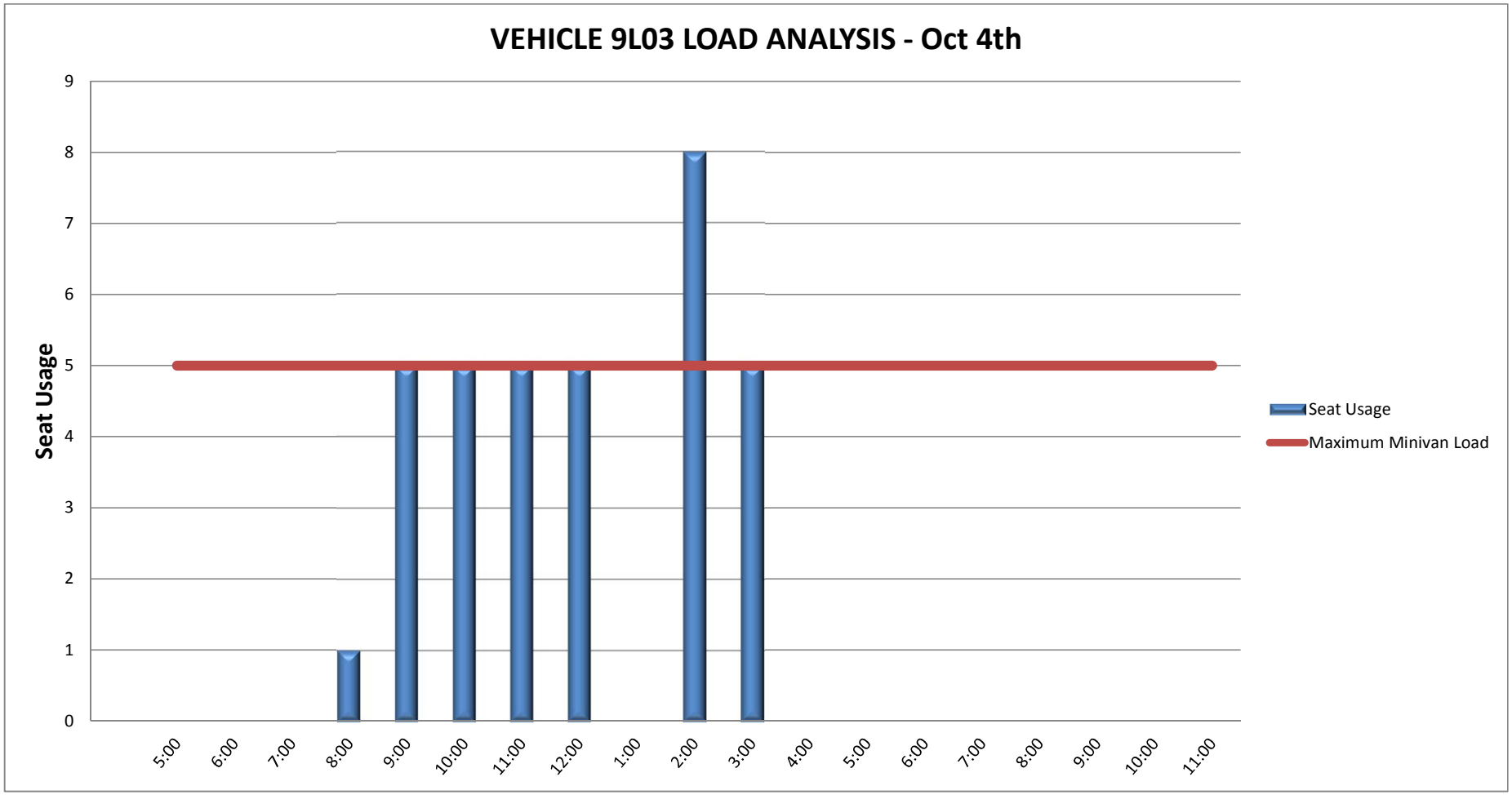
Seat Usage
Maximum Minivan Load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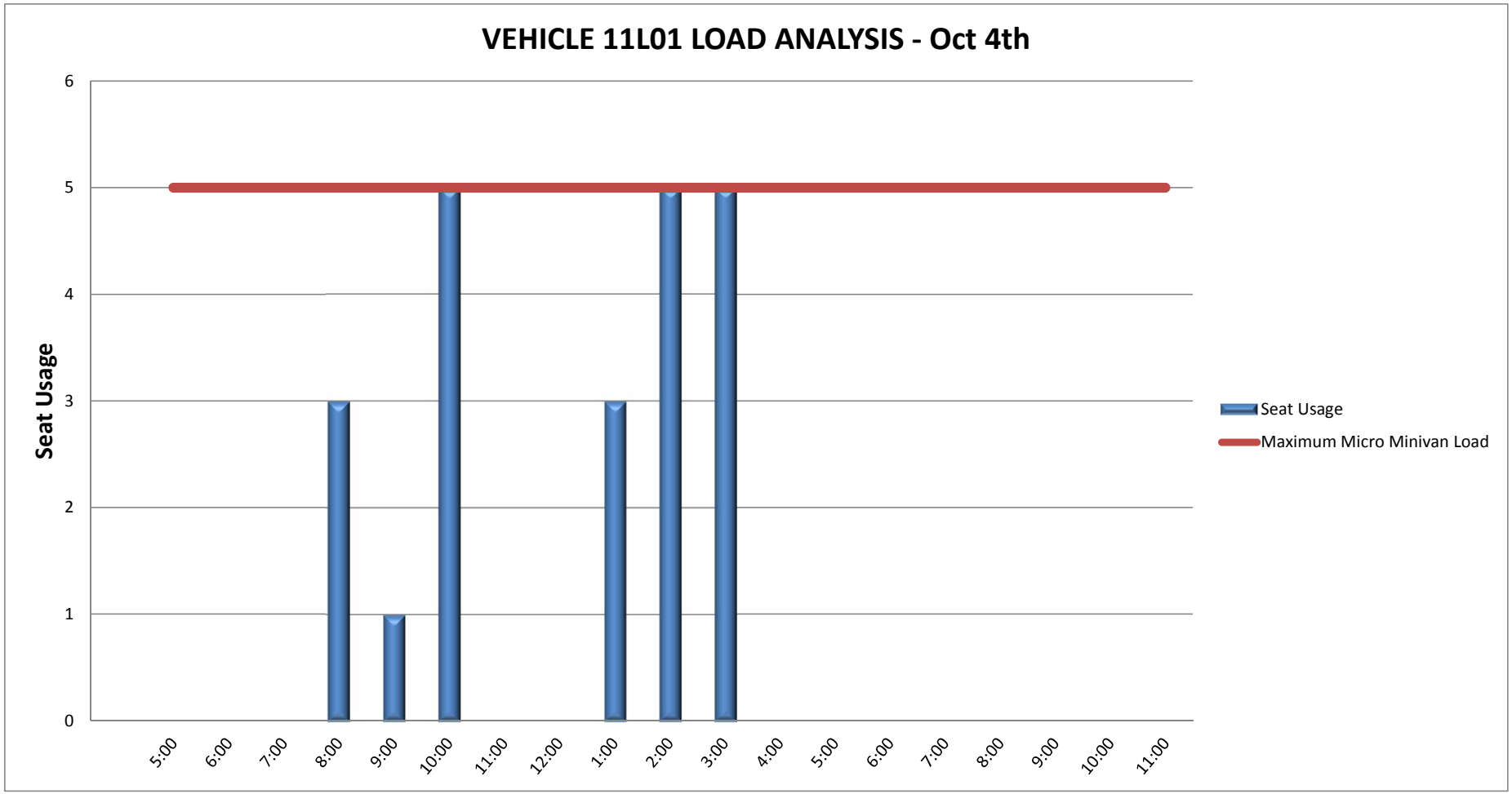
Seat Usage
Maximum Minivan Load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Seat Usage
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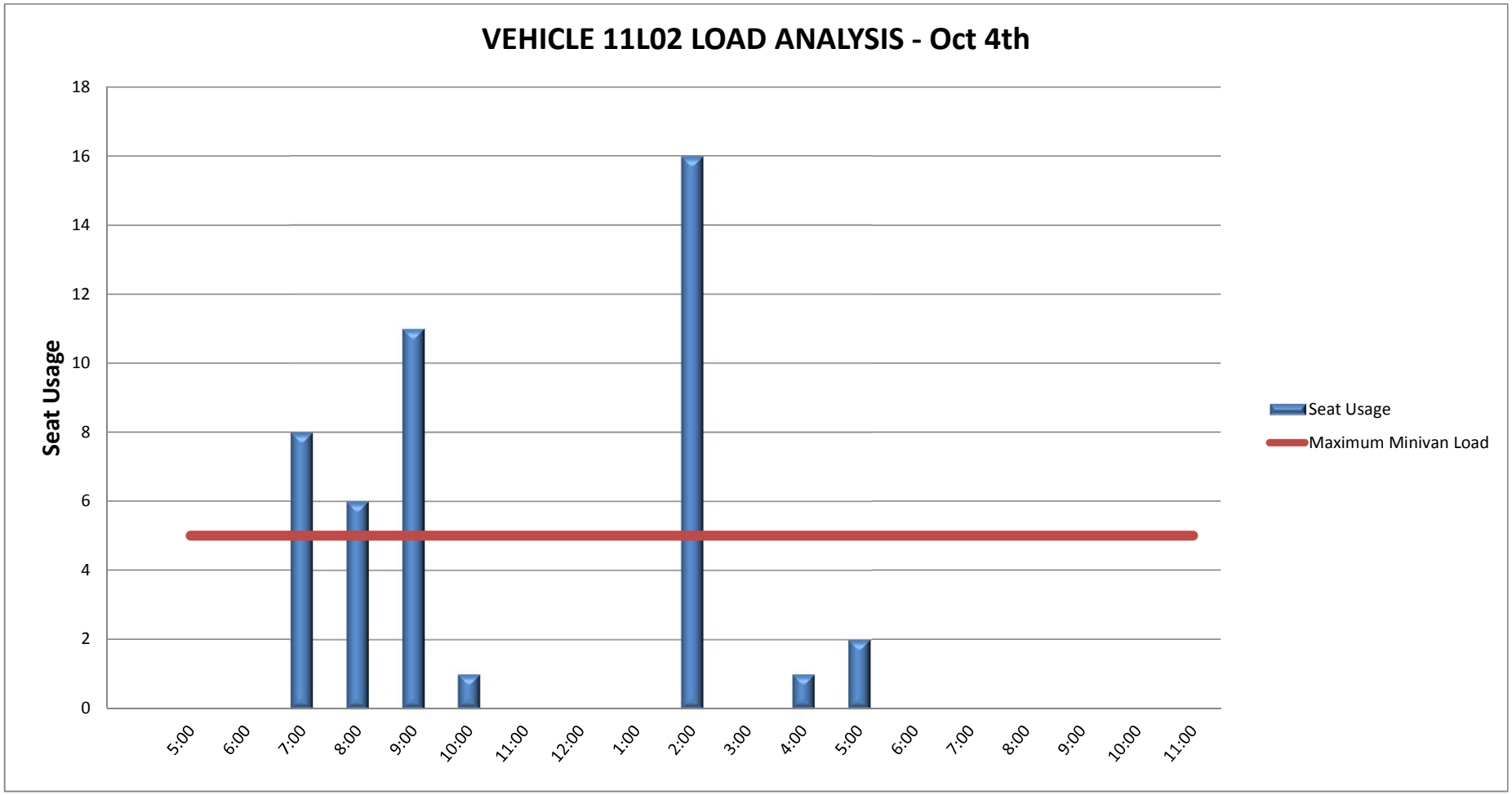
Seat Usage
Maximum Micro Minivan Load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Seat Usage
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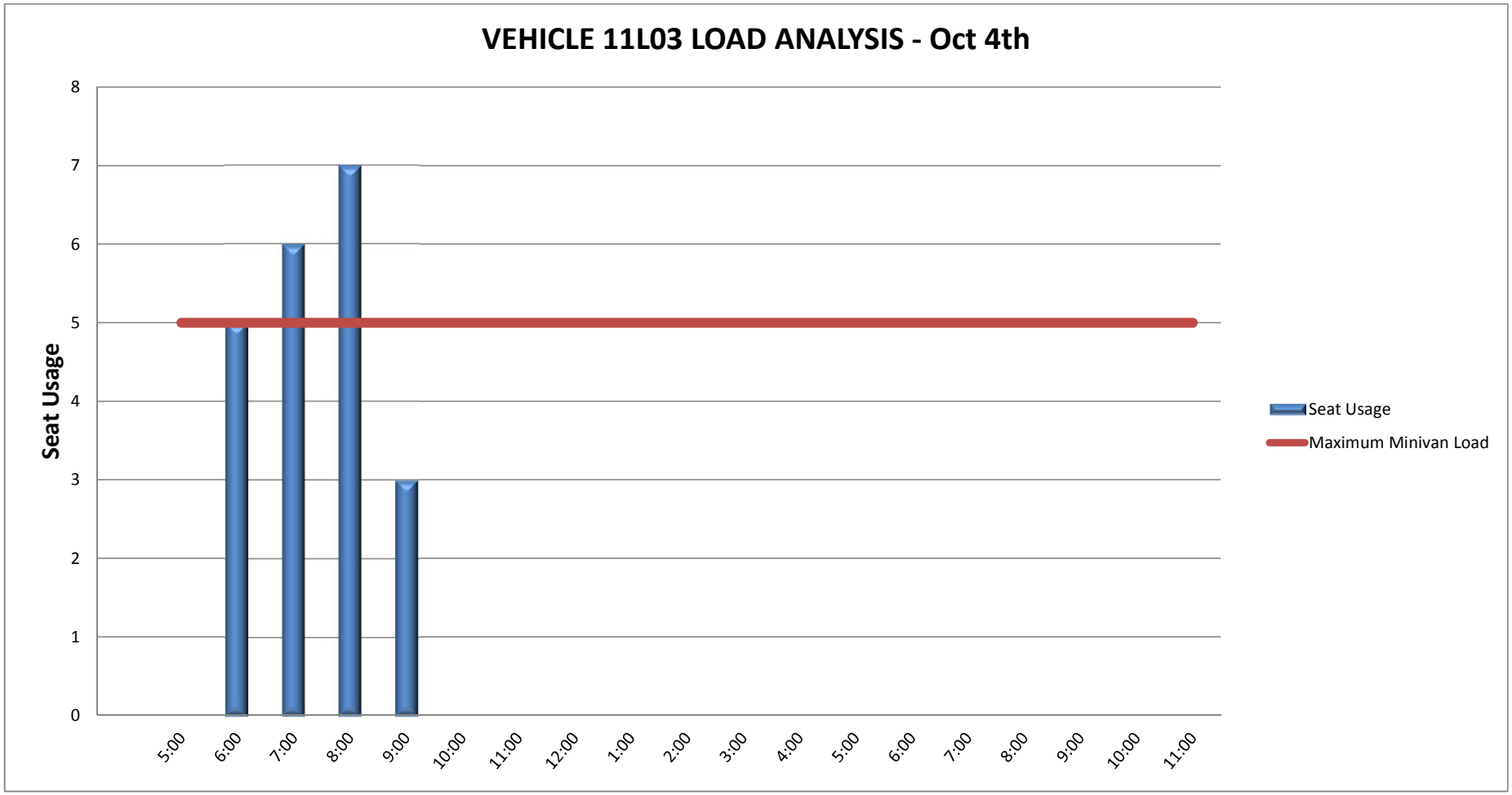
Seat Usage
Maximum Minivan Load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Seat Usage
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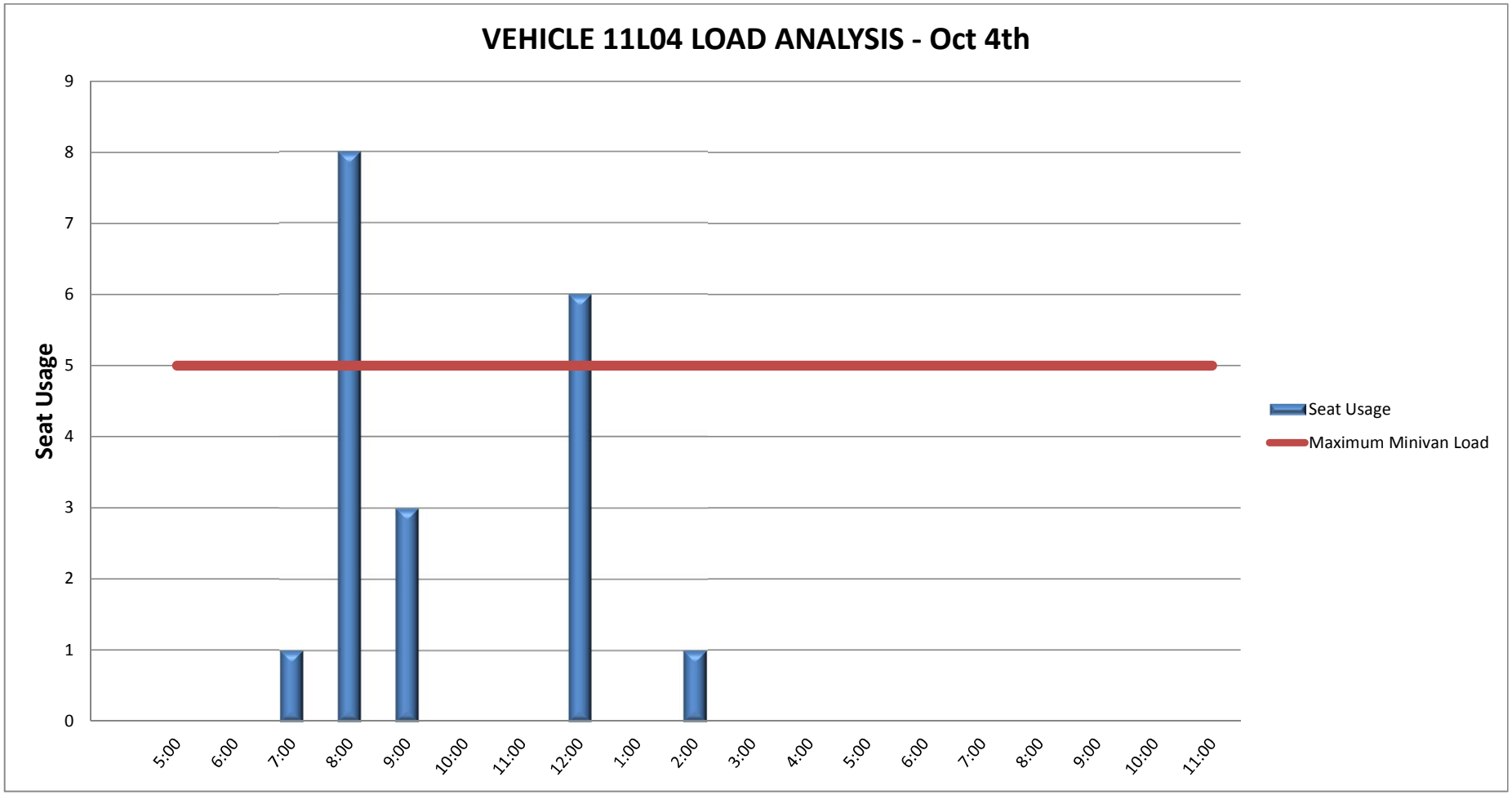
Seat Usage
Maximum Minivan Load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Seat Usage
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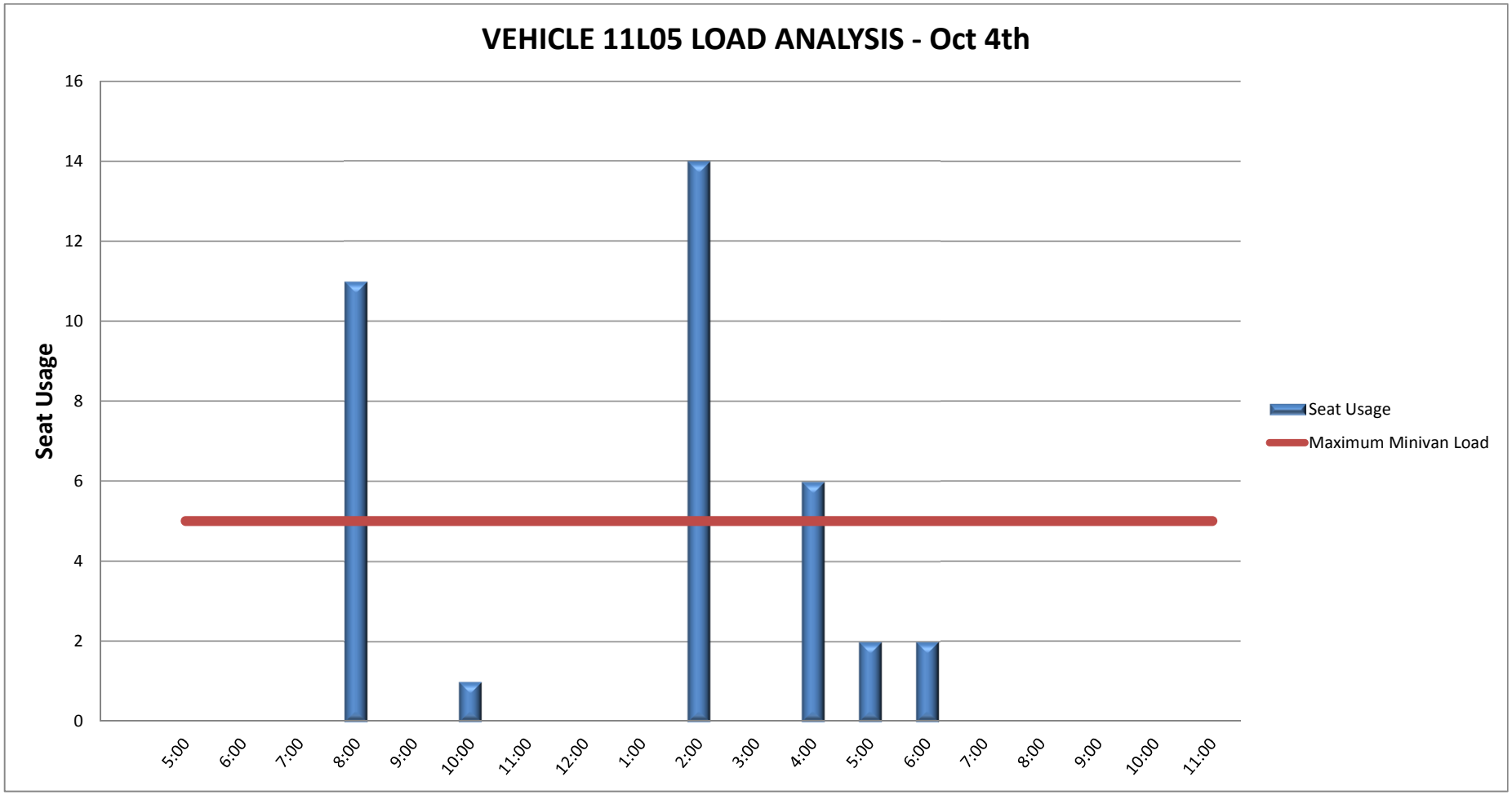
Seat Usage
Maximum Minivan Load


VEHICLE 11L05 LOAD ANALYSIS - Oct 4th
Seat Usage
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6:00
7:00
8:00
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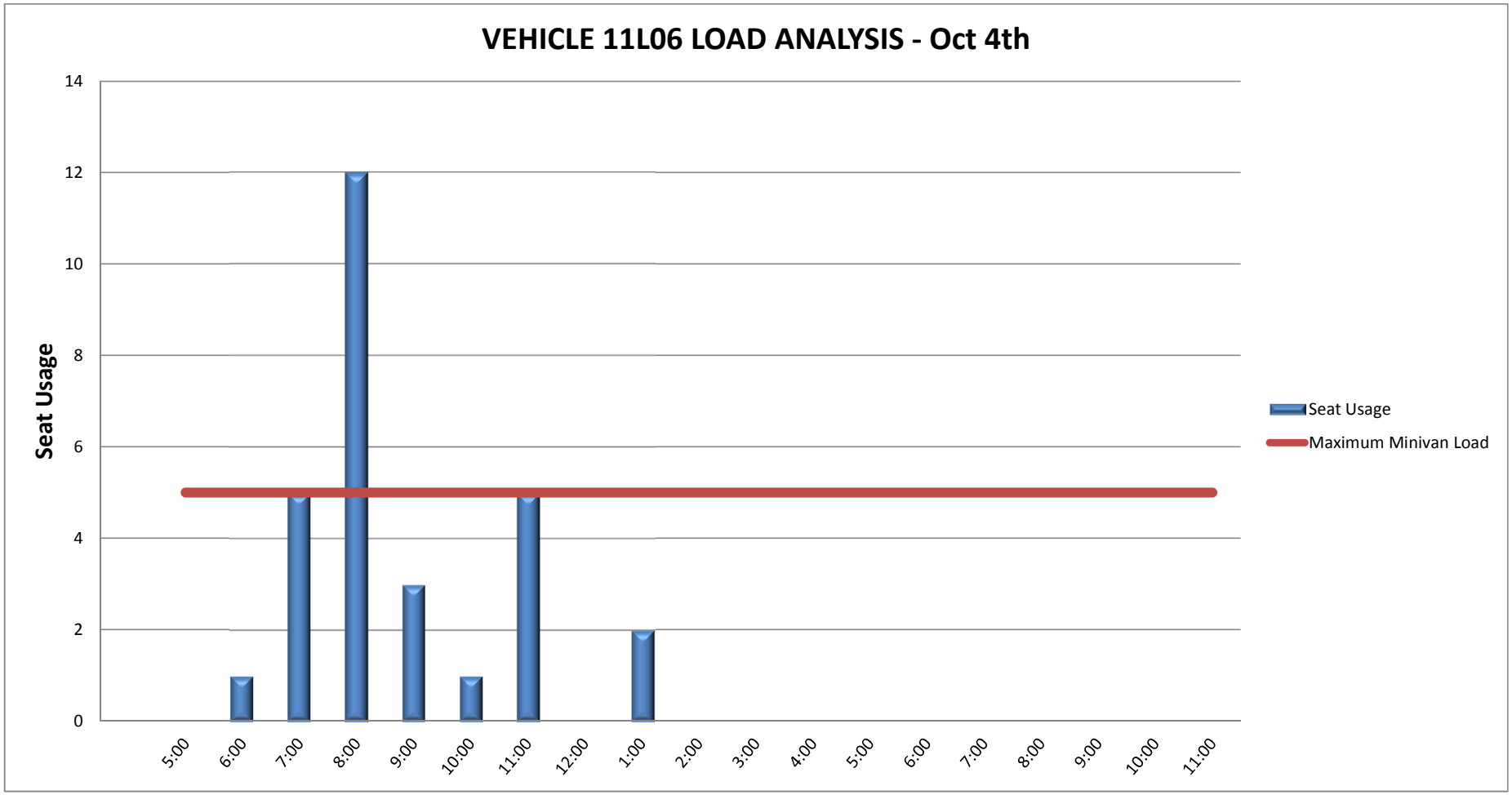
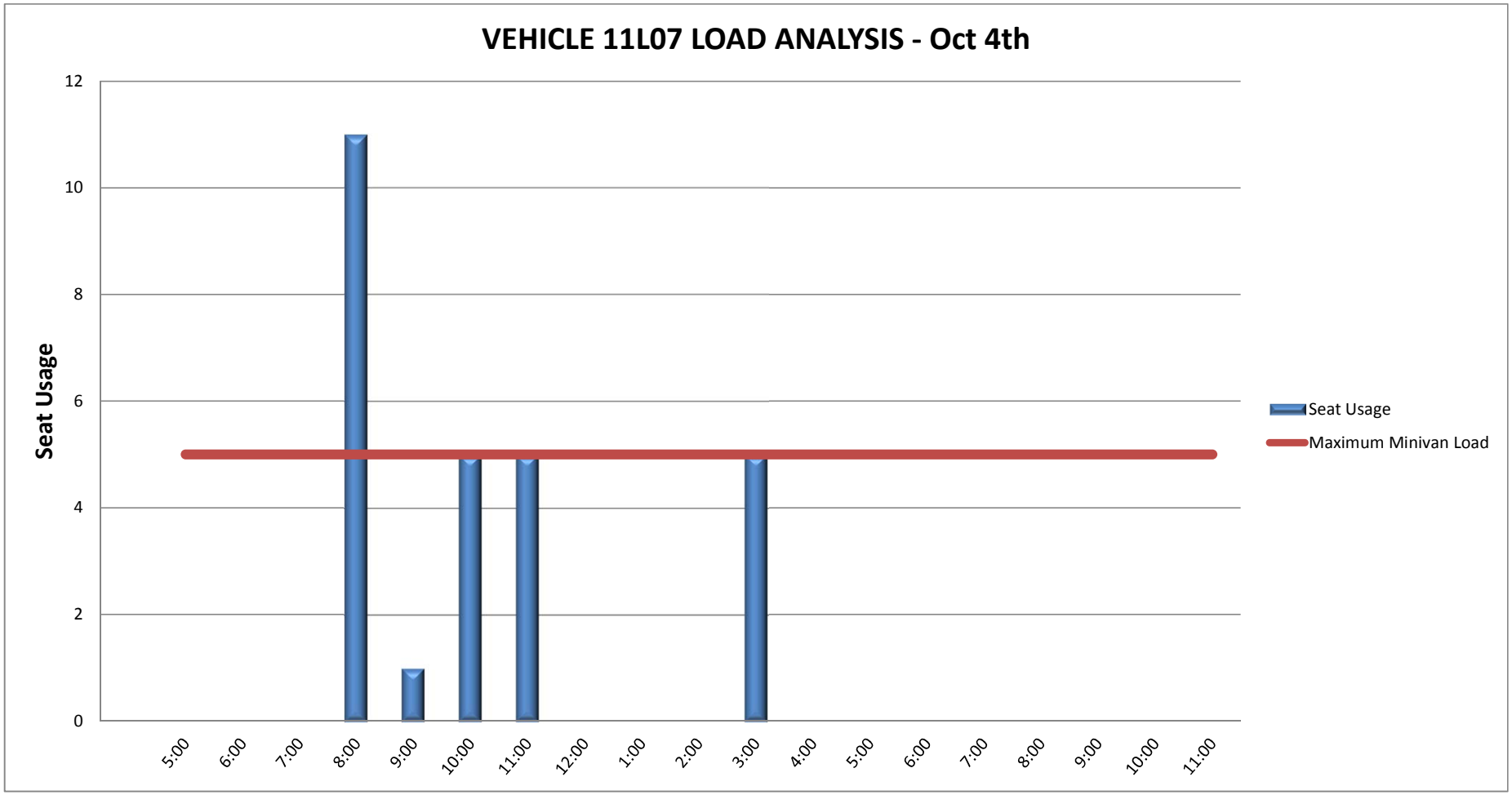
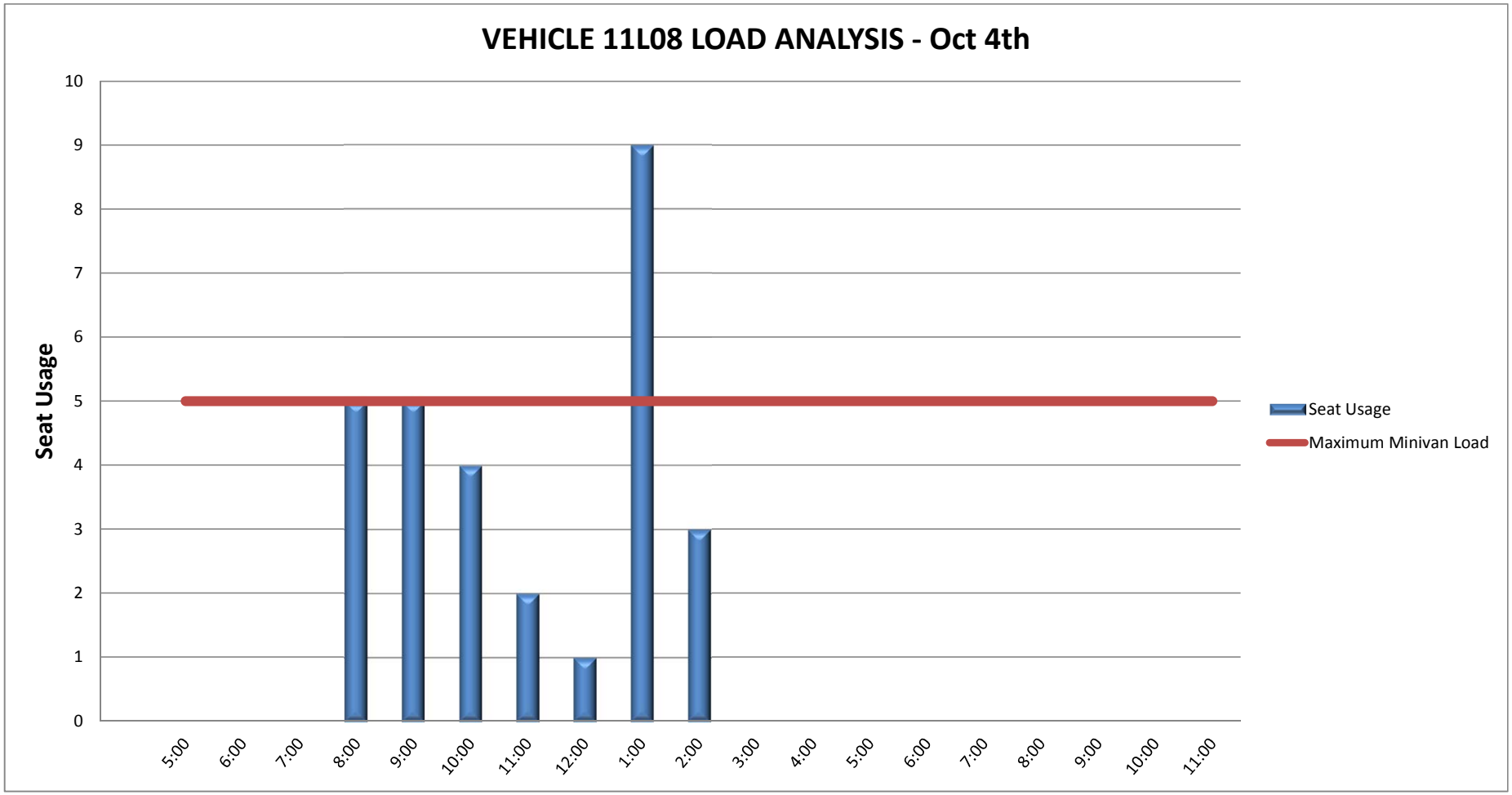
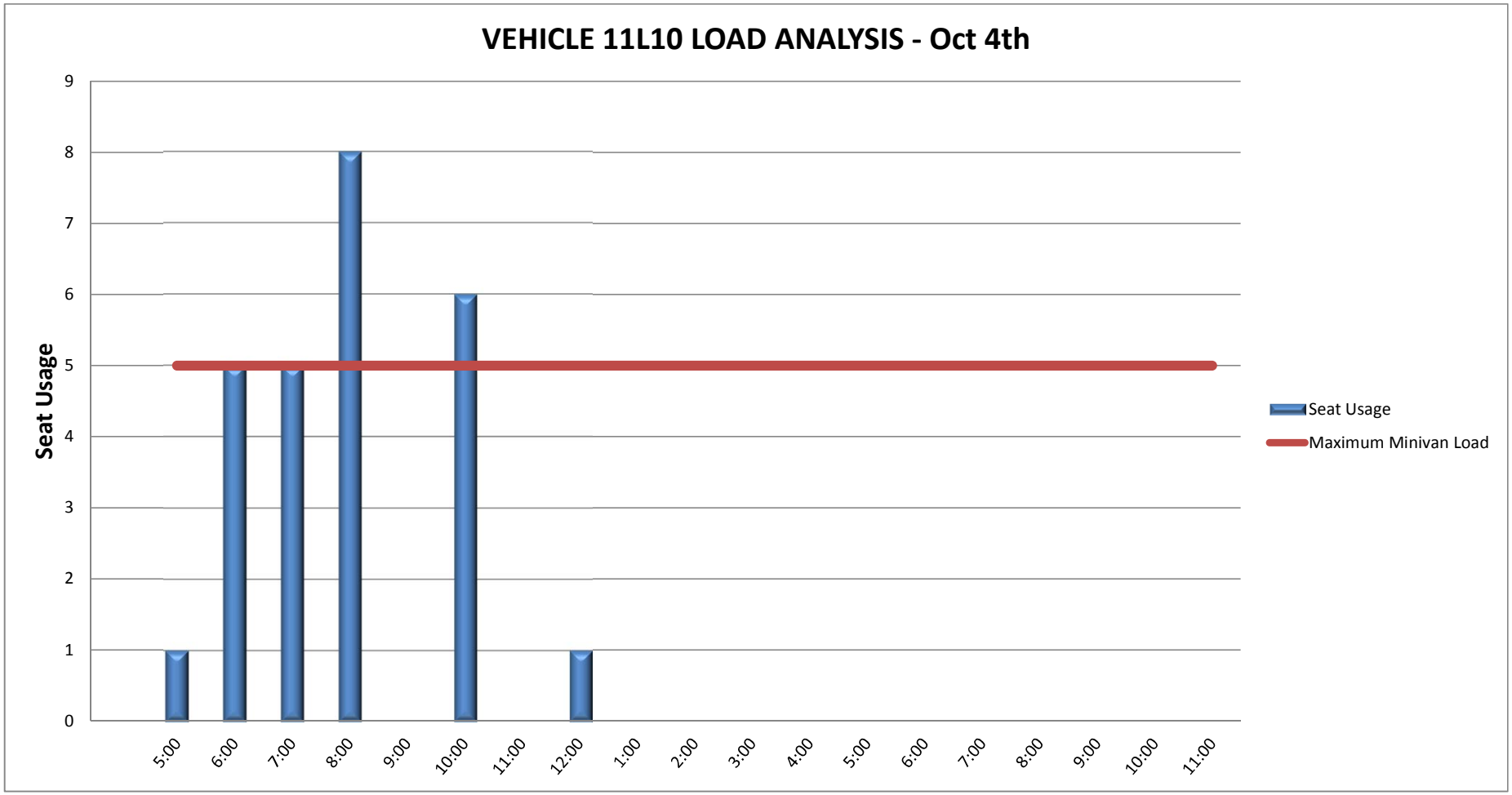
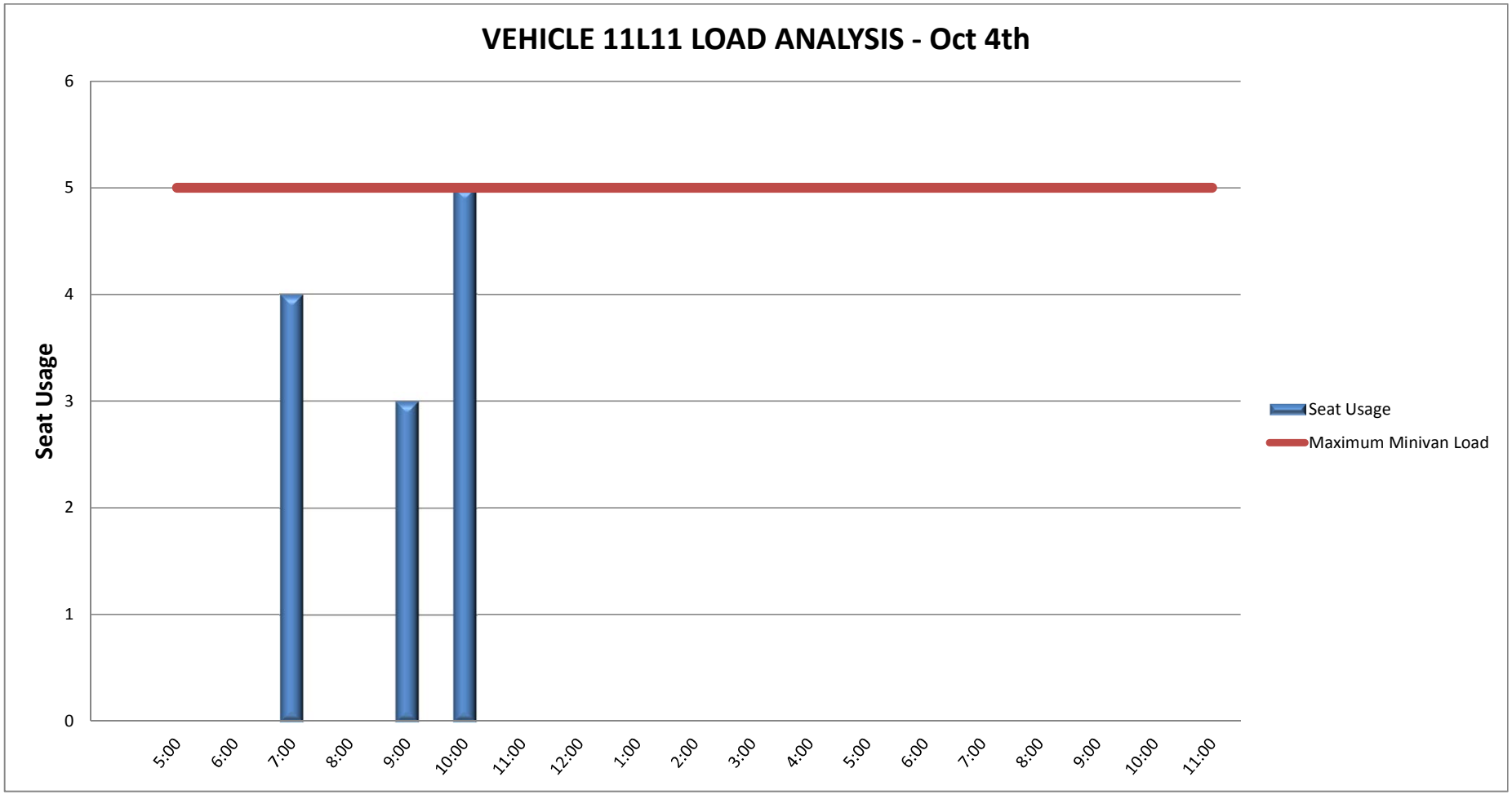
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

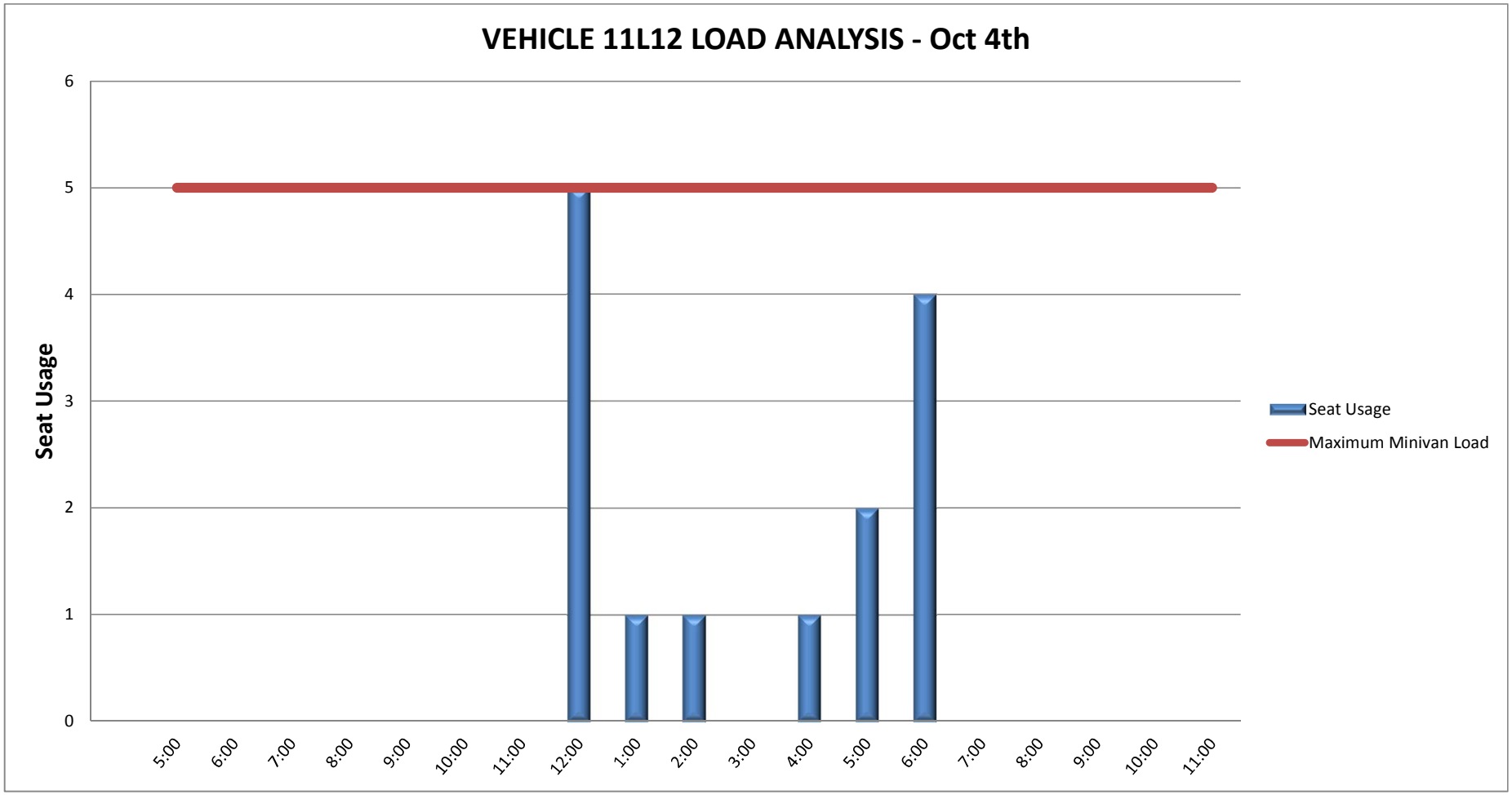

VEHICLE 11L06 LOAD ANALYSIS - Oct 4th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

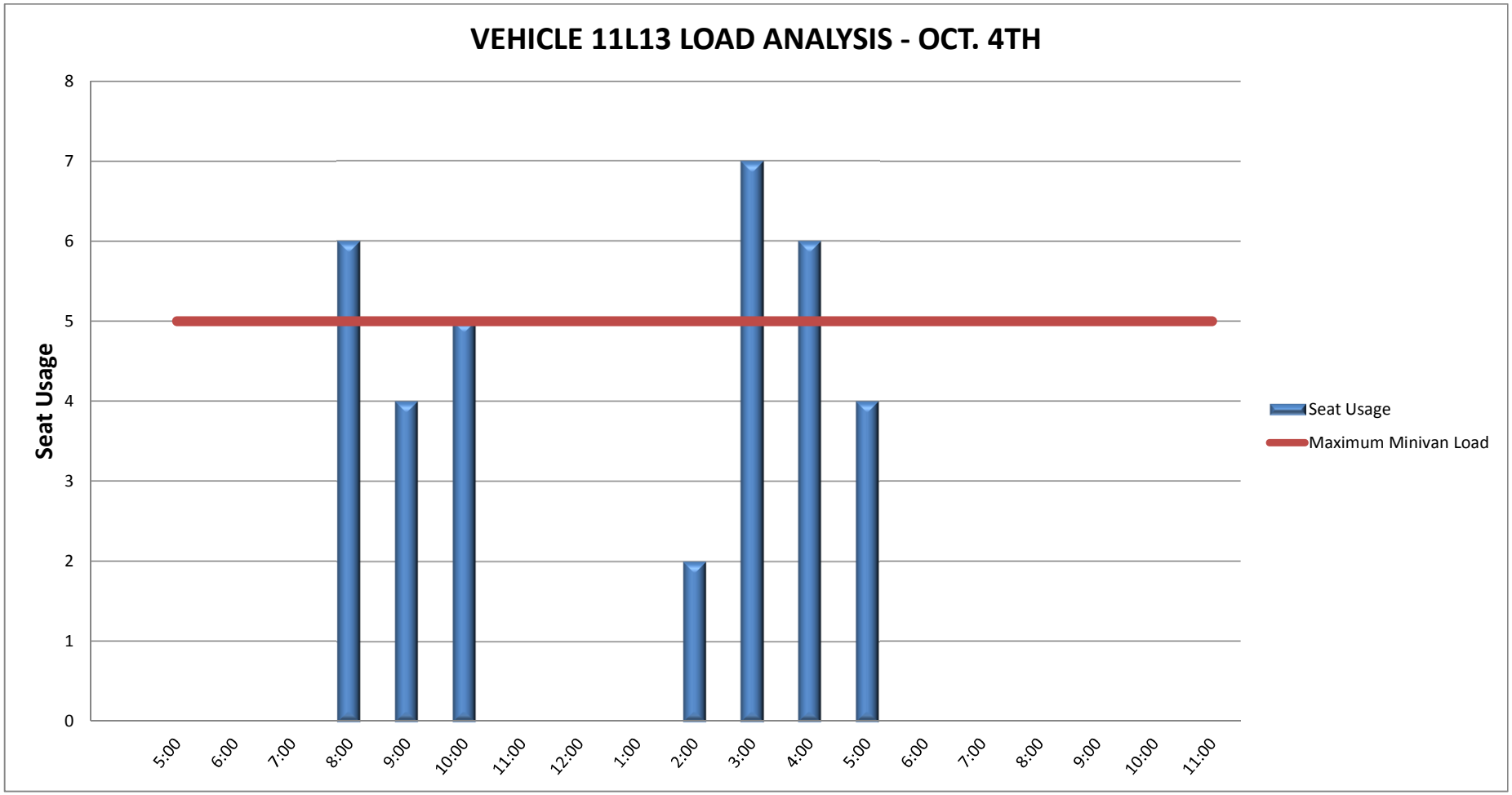

VEHICLE 11L07 LOAD ANALYSIS - Oct 4th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

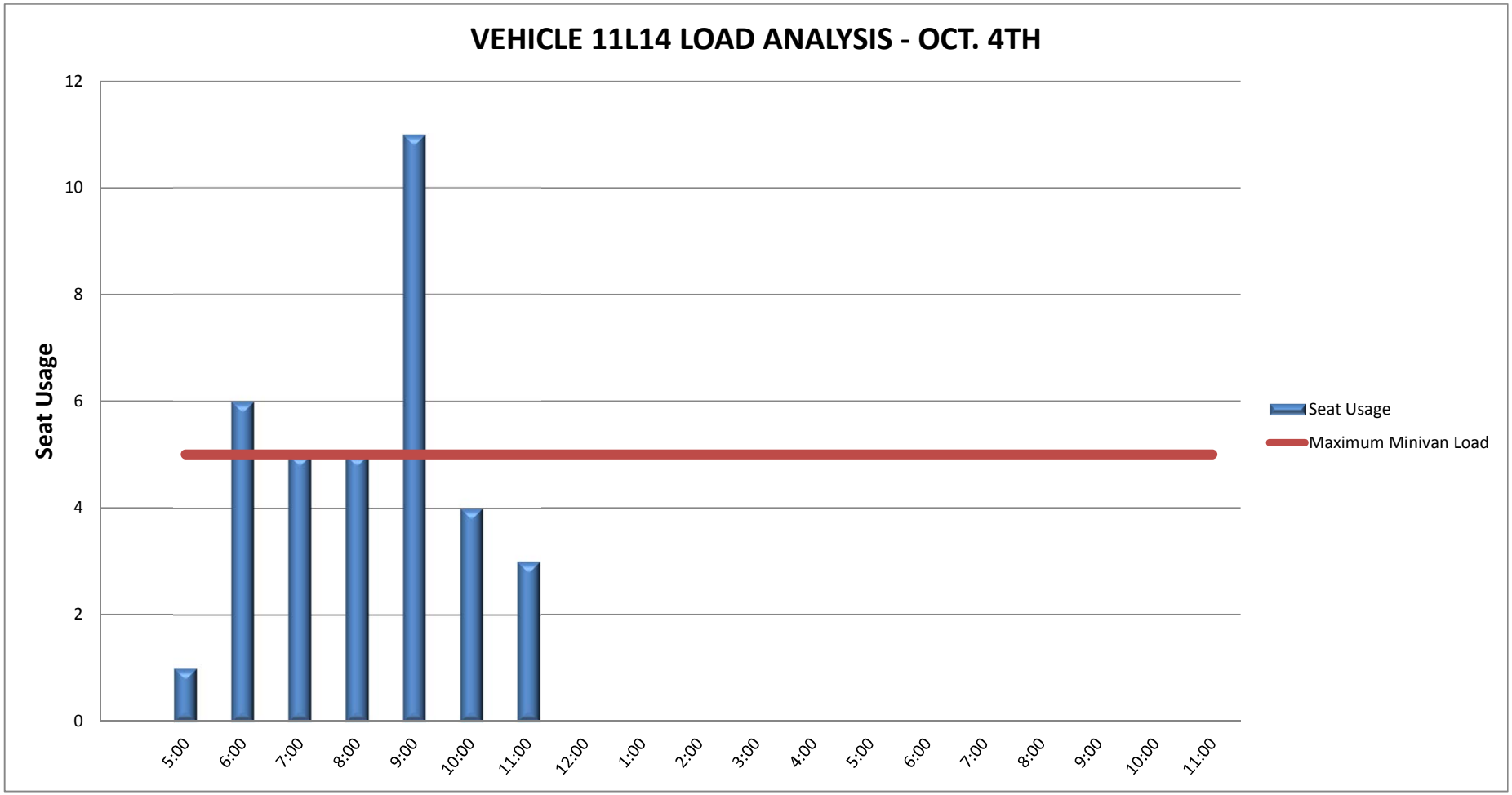

VEHICLE 11L08 LOAD ANALYSIS - Oct 4th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

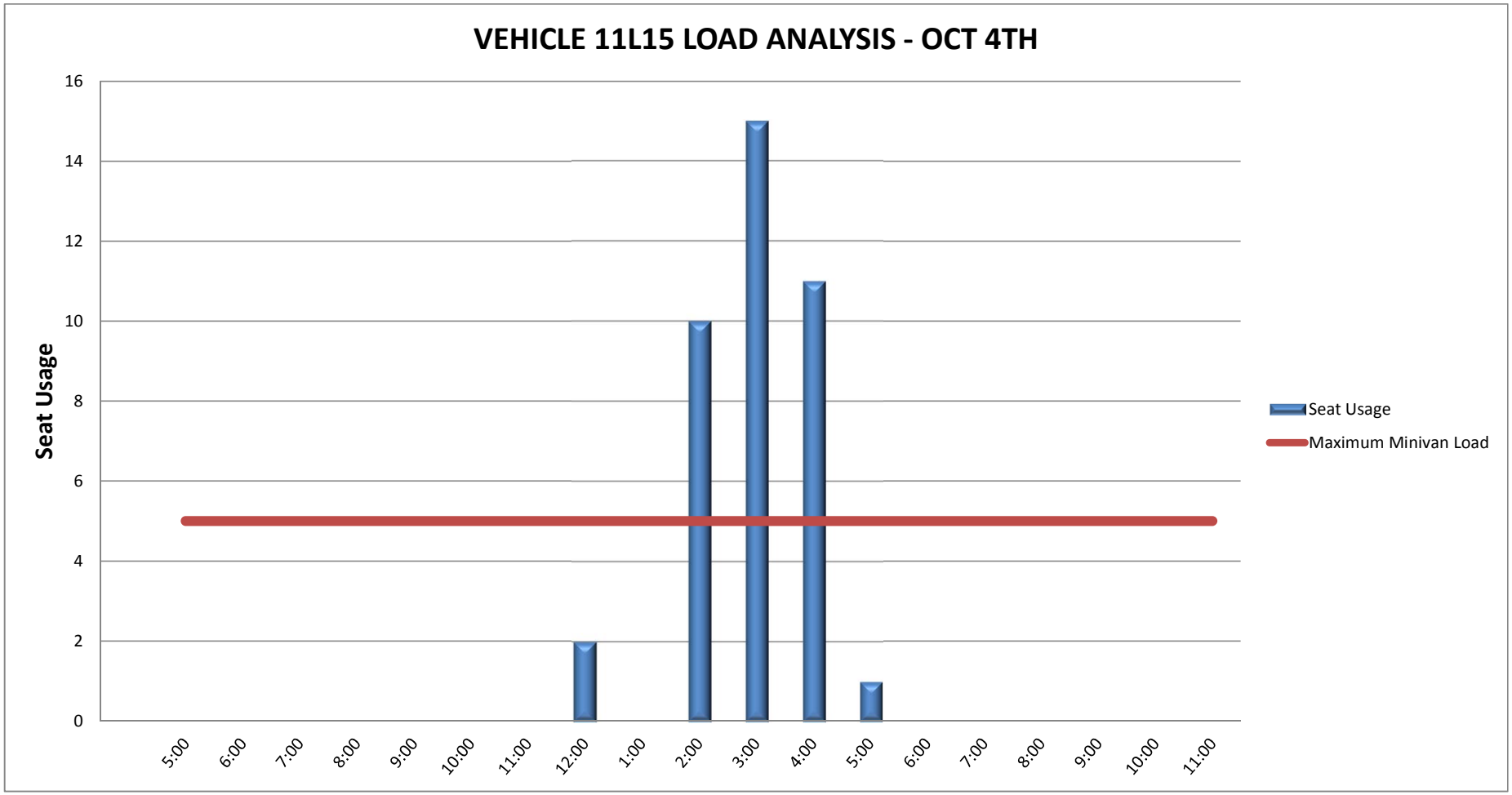

VEHICLE 11L10 LOAD ANALYSIS - Oct 4th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

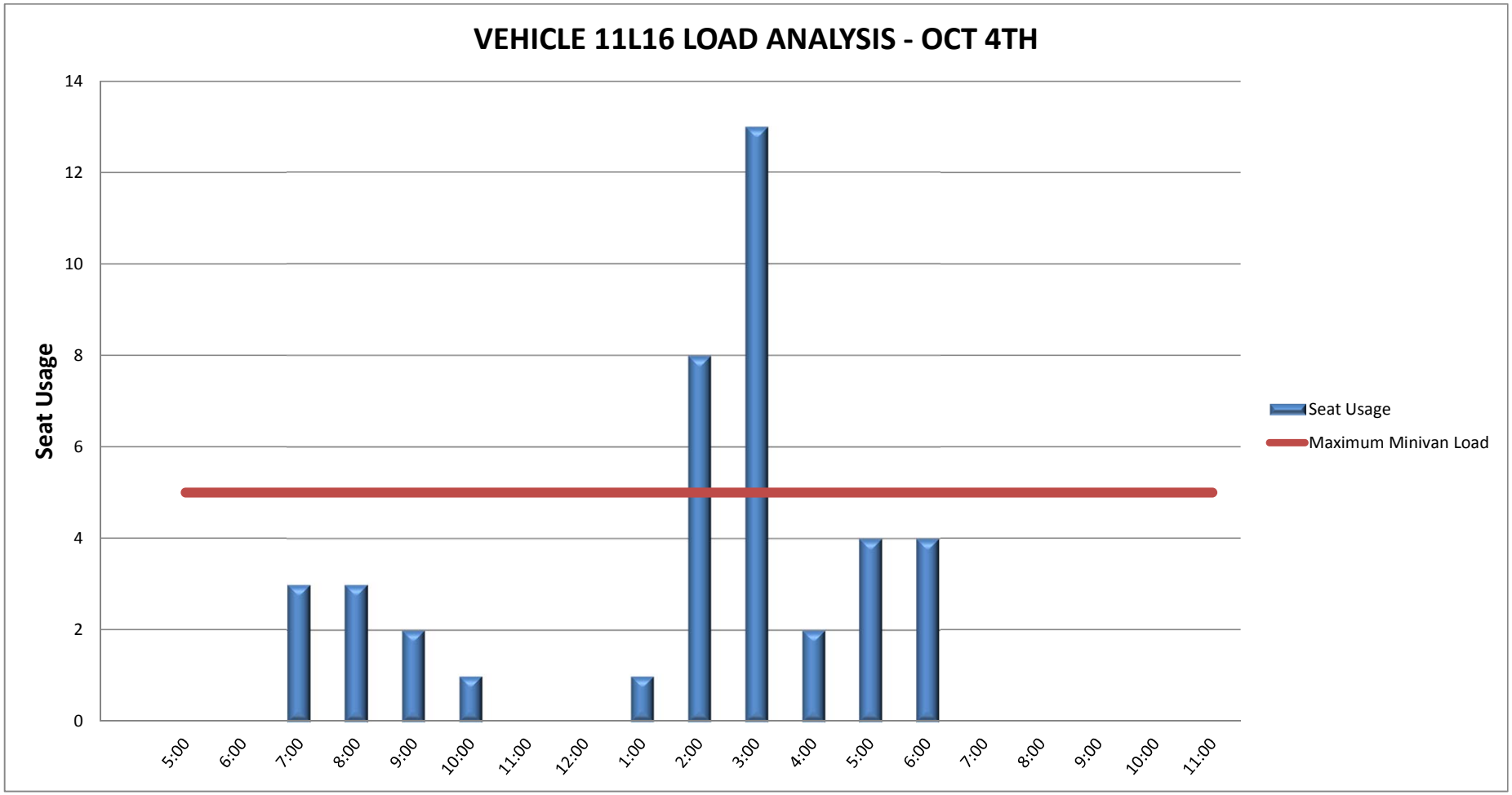

VEHICLE 11L11 LOAD ANALYSIS - Oct 4th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

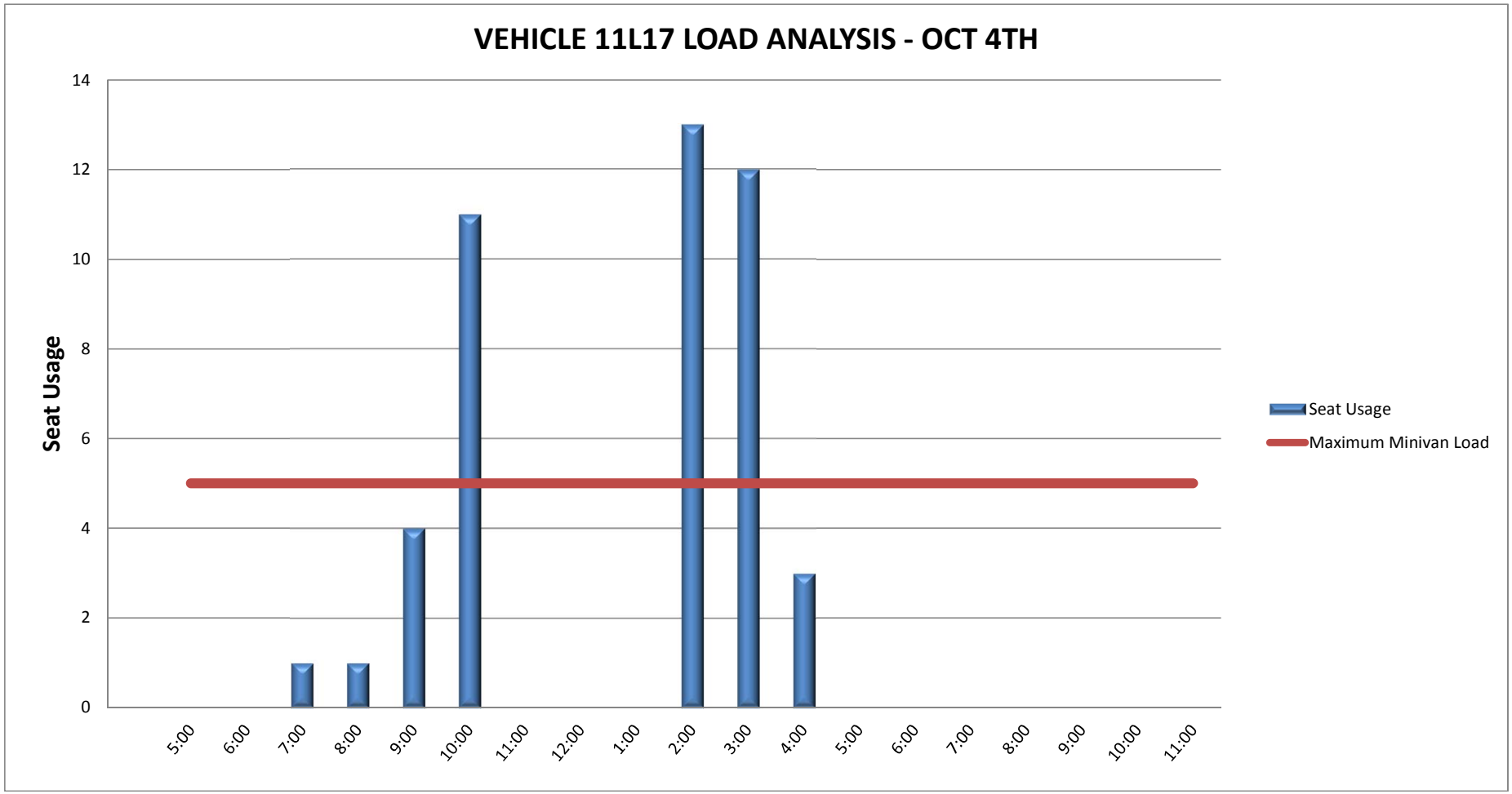

VEHICLE 11L12 LOAD ANALYSIS - Oct 4th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

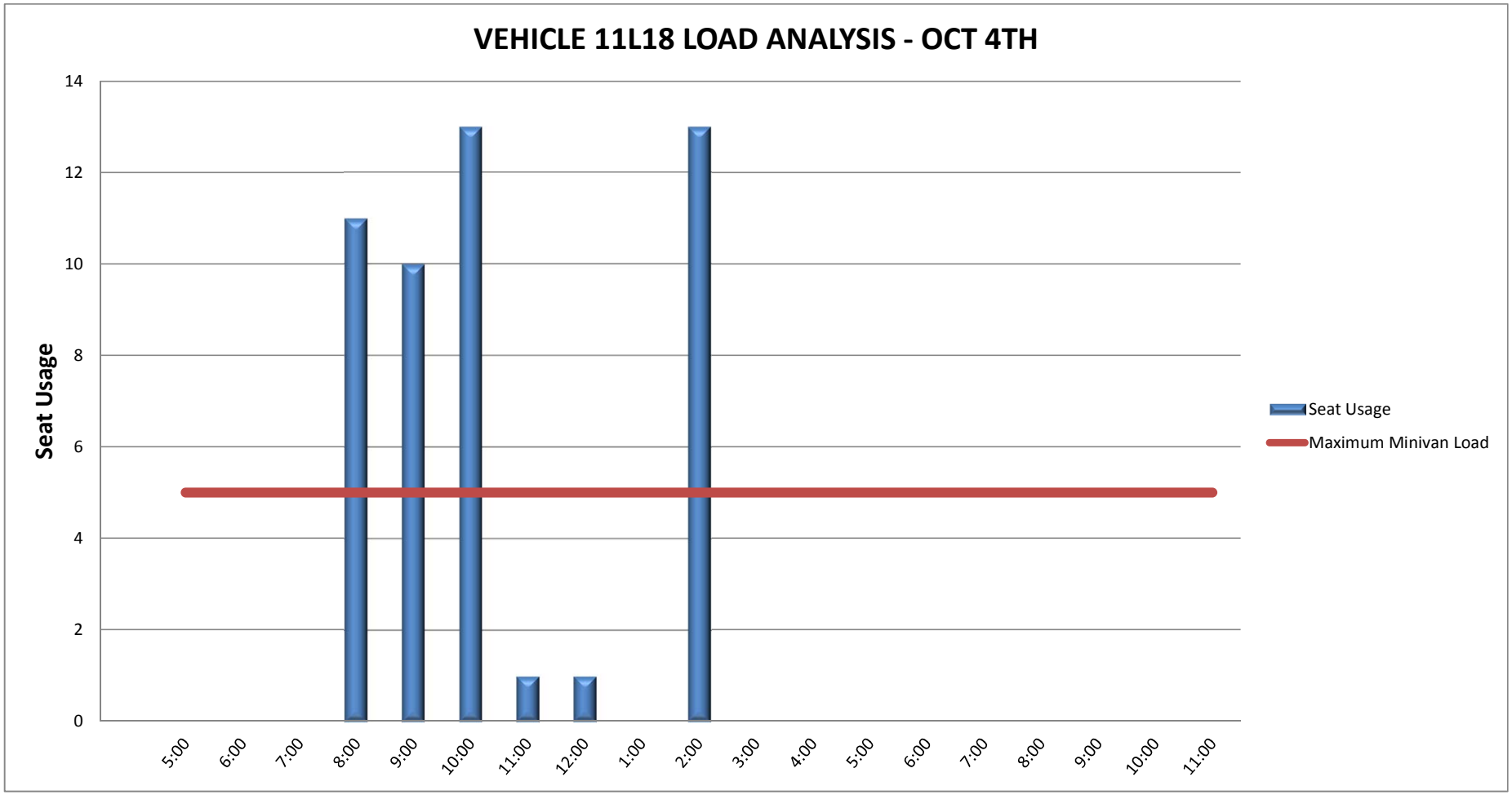

VEHICLE 11L13 LOAD ANALYSIS - OCT. 4TH
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

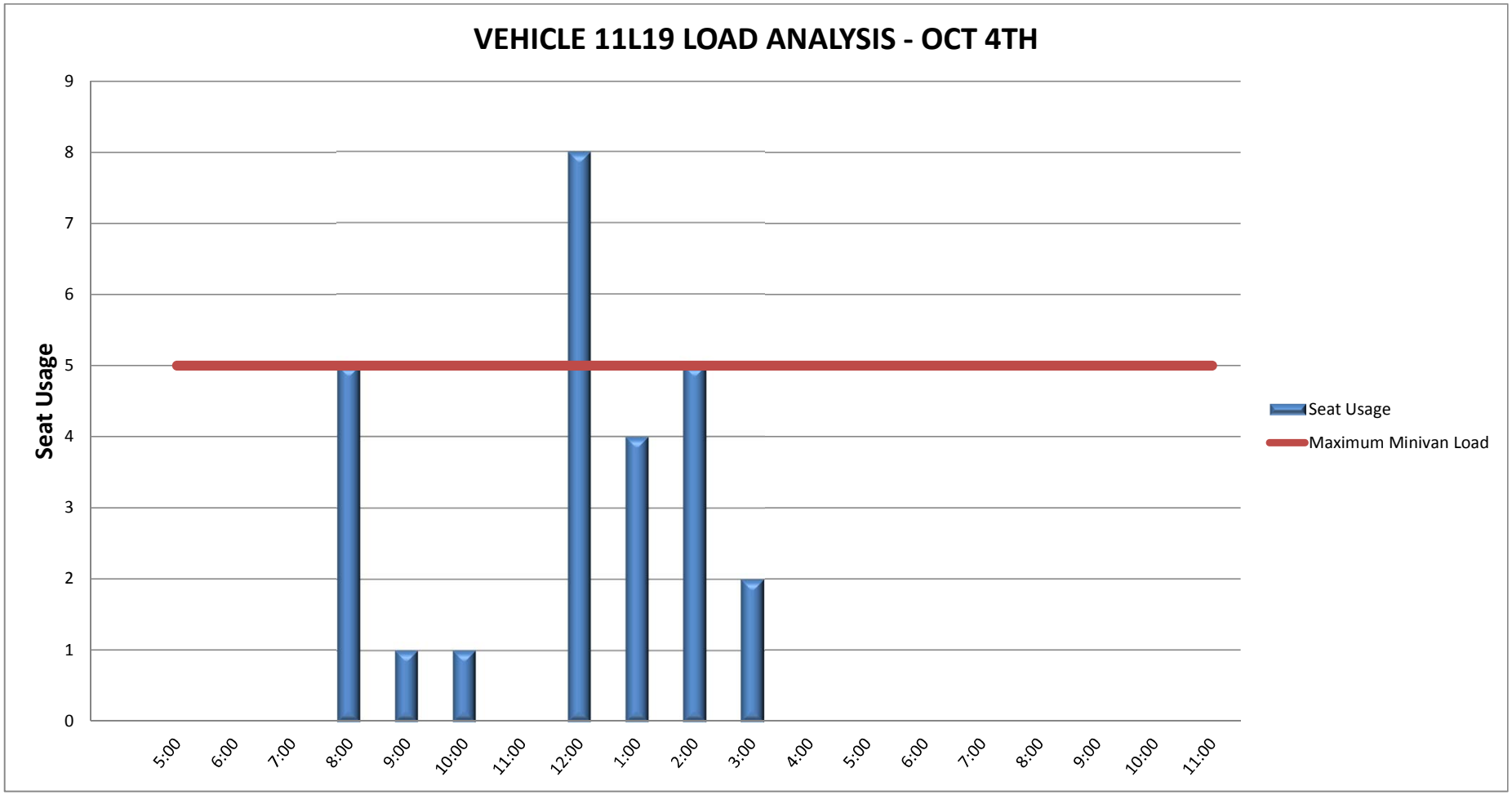

VEHICLE 11L14 LOAD ANALYSIS - OCT. 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

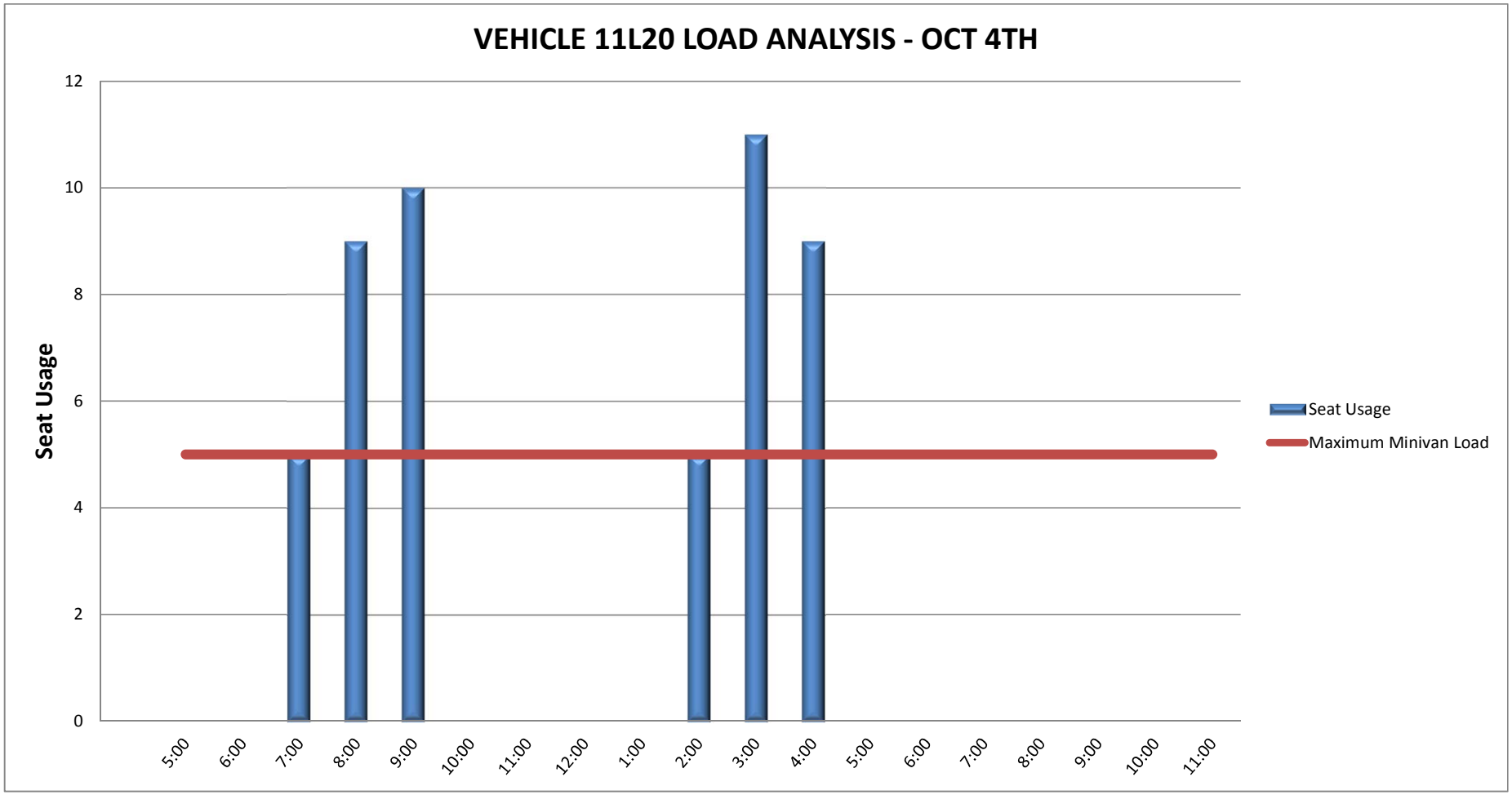

VEHICLE 11L15 LOAD ANALYSIS - OCT 4TH
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

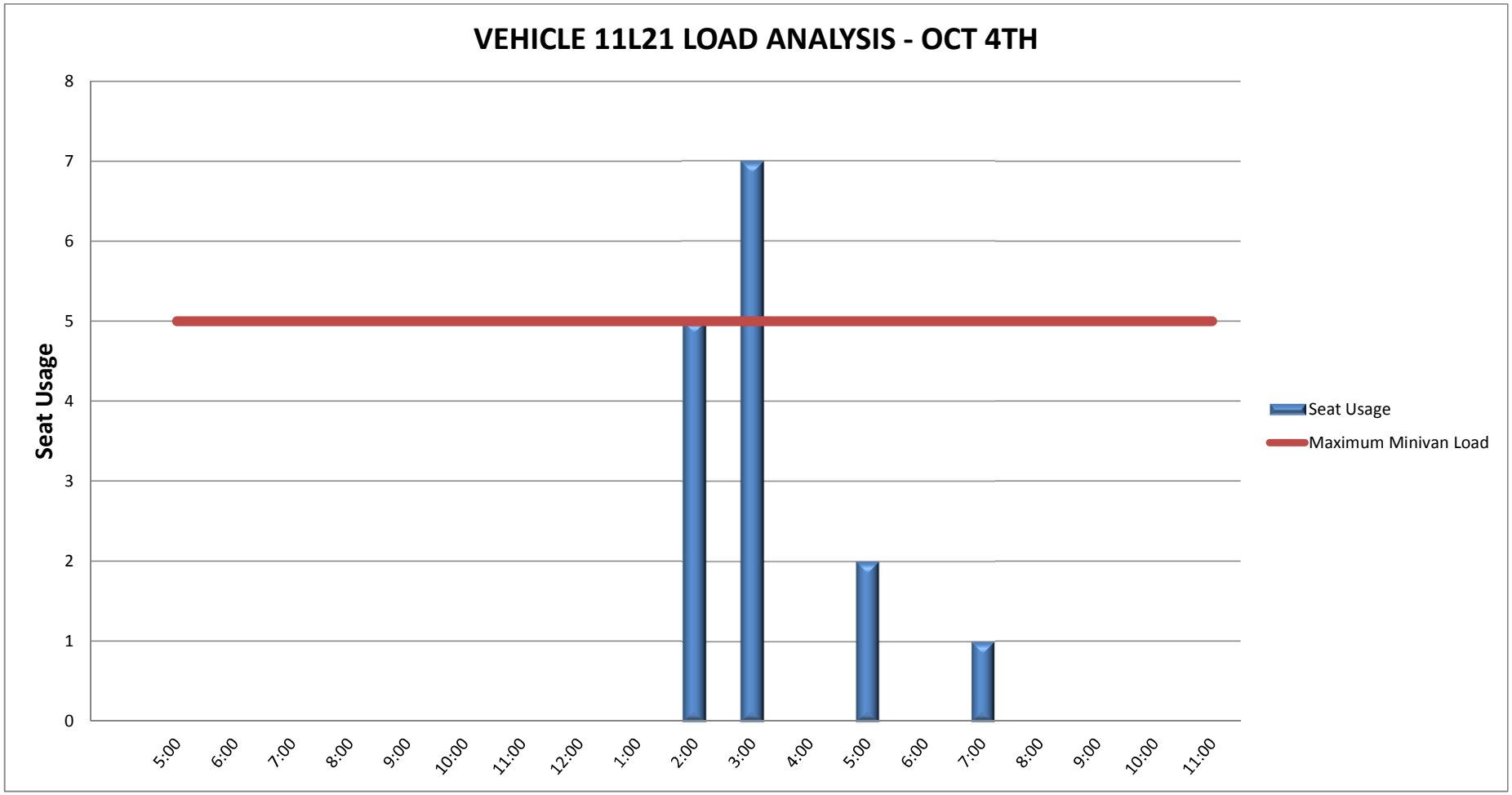

VEHICLE 11L16 LOAD ANALYSIS - OCT 4TH
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

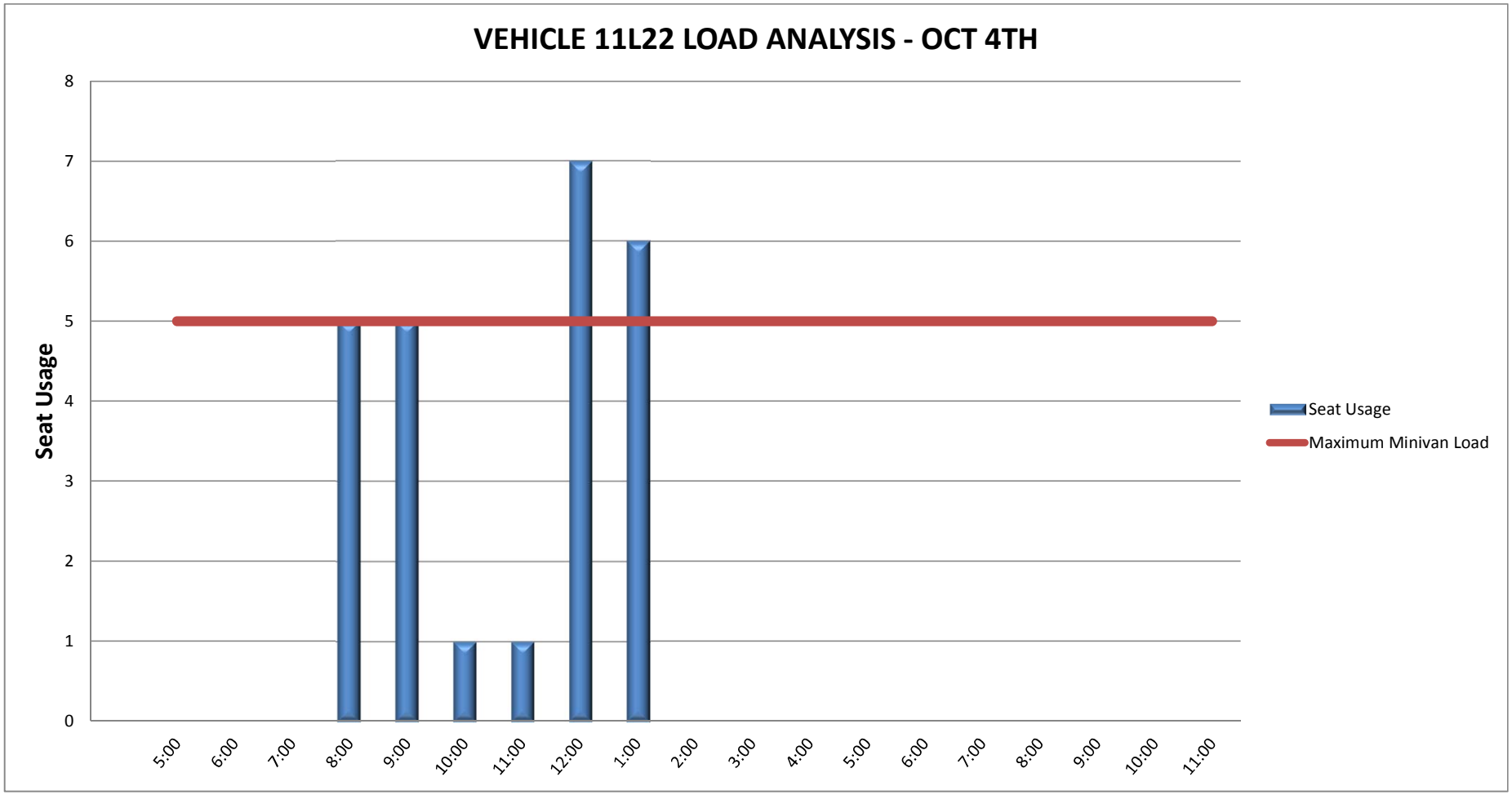

VEHICLE 11L17 LOAD ANALYSIS - OCT 4TH
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

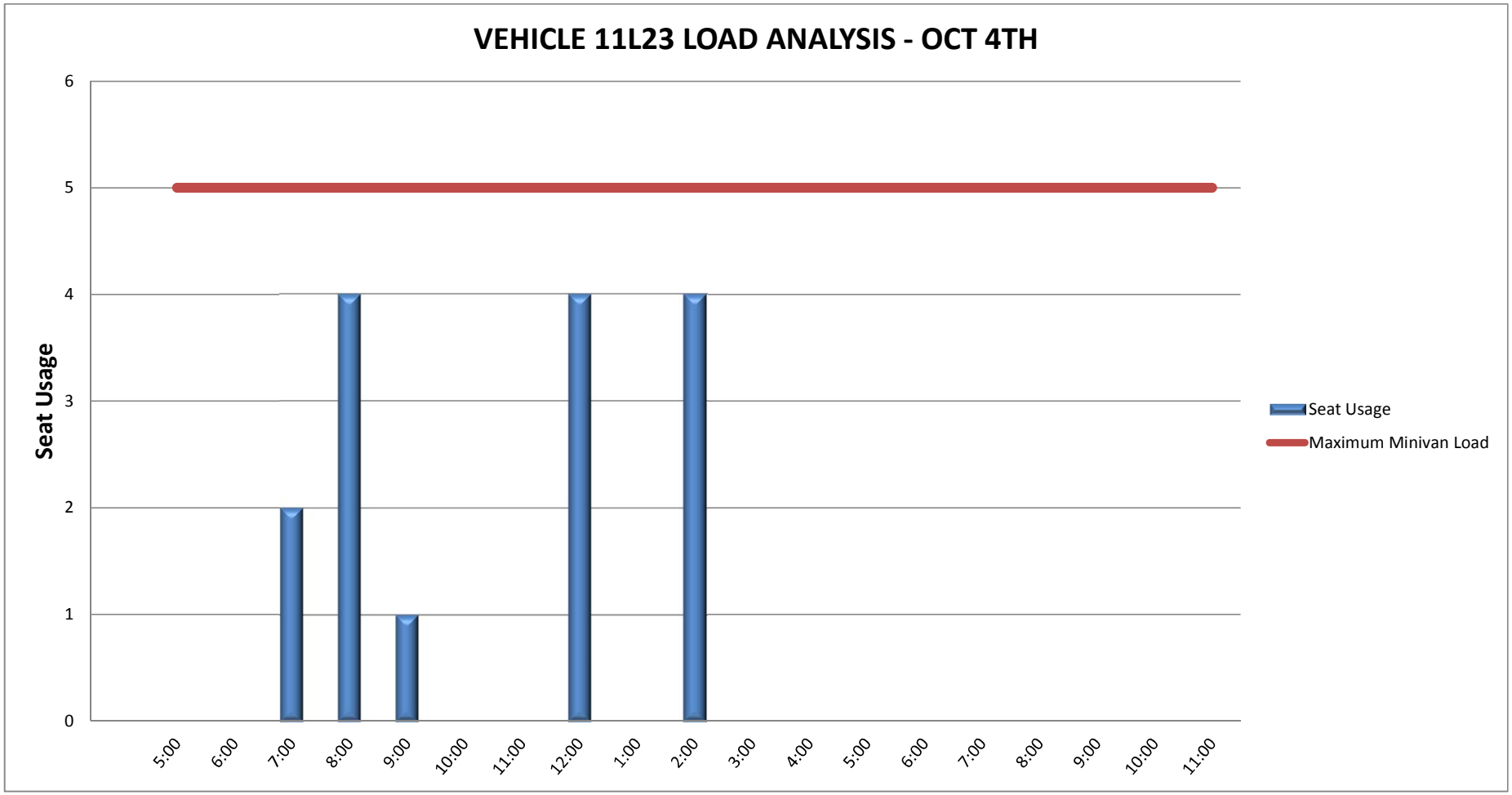

VEHICLE 11L18 LOAD ANALYSIS - OCT 4TH
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

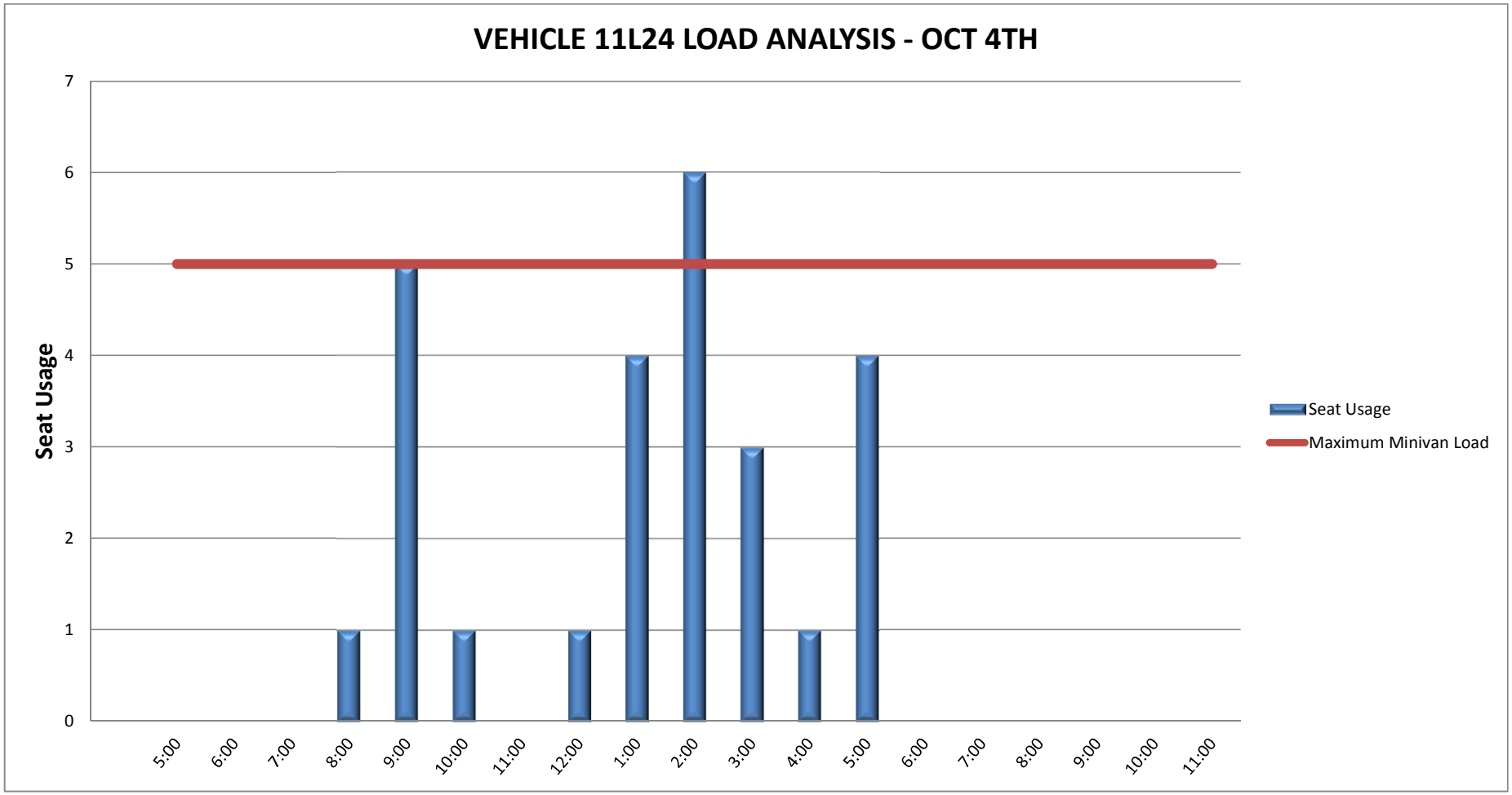

VEHICLE 11L19 LOAD ANALYSIS - OCT 4TH
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

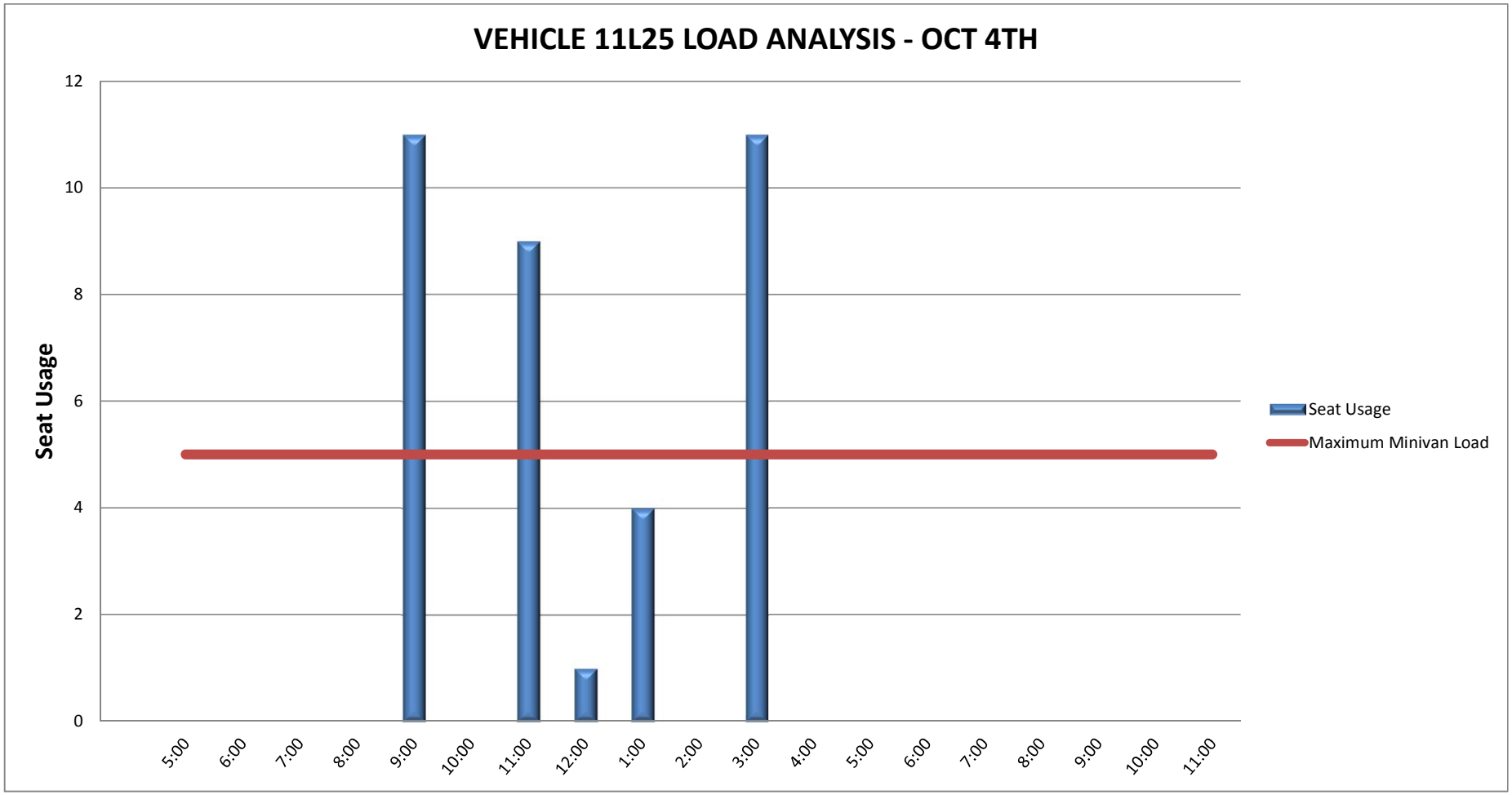

VEHICLE 11L20 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

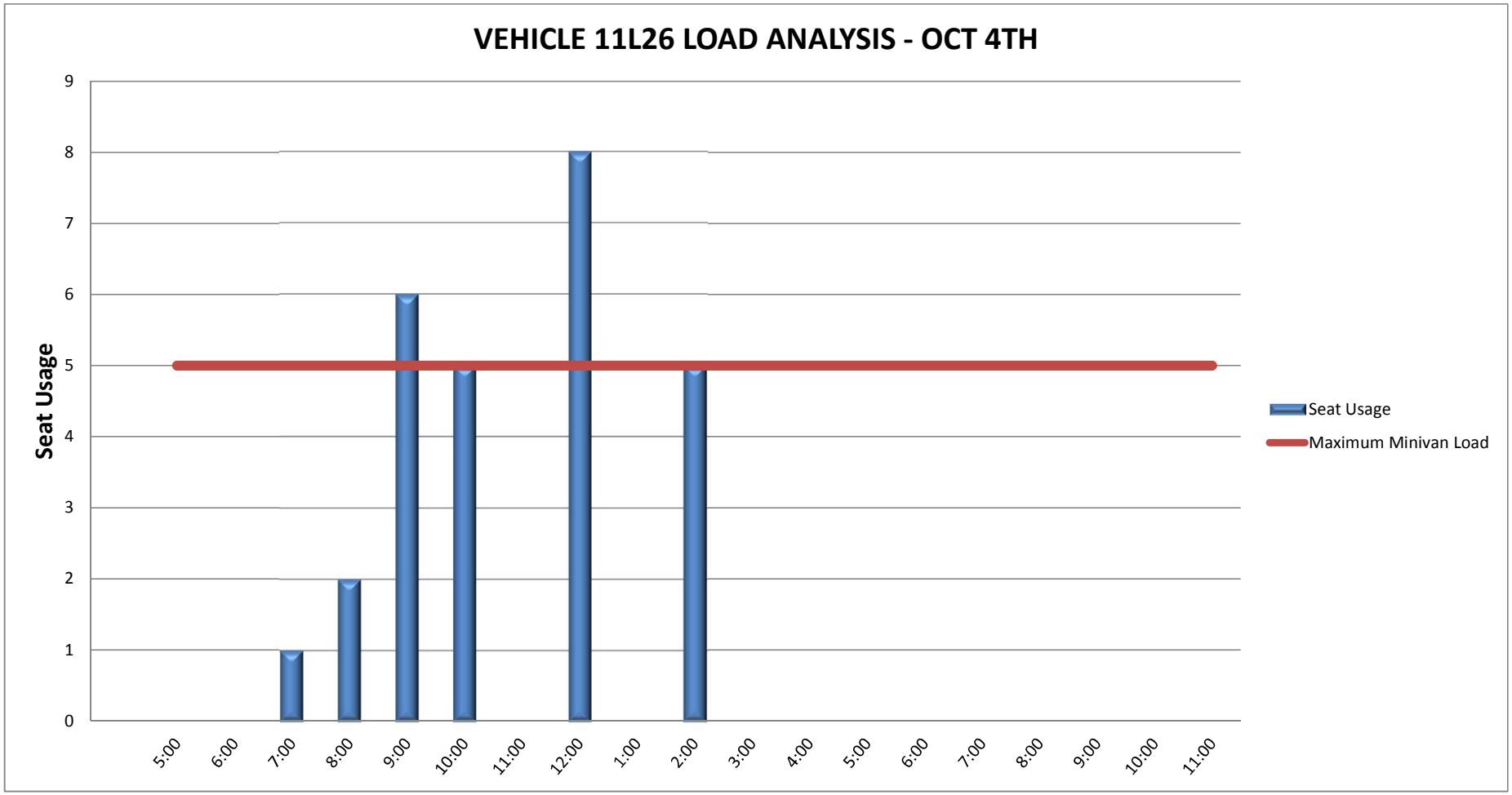

VEHICLE 11L21 LOAD ANALYSIS - OCT 4TH
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

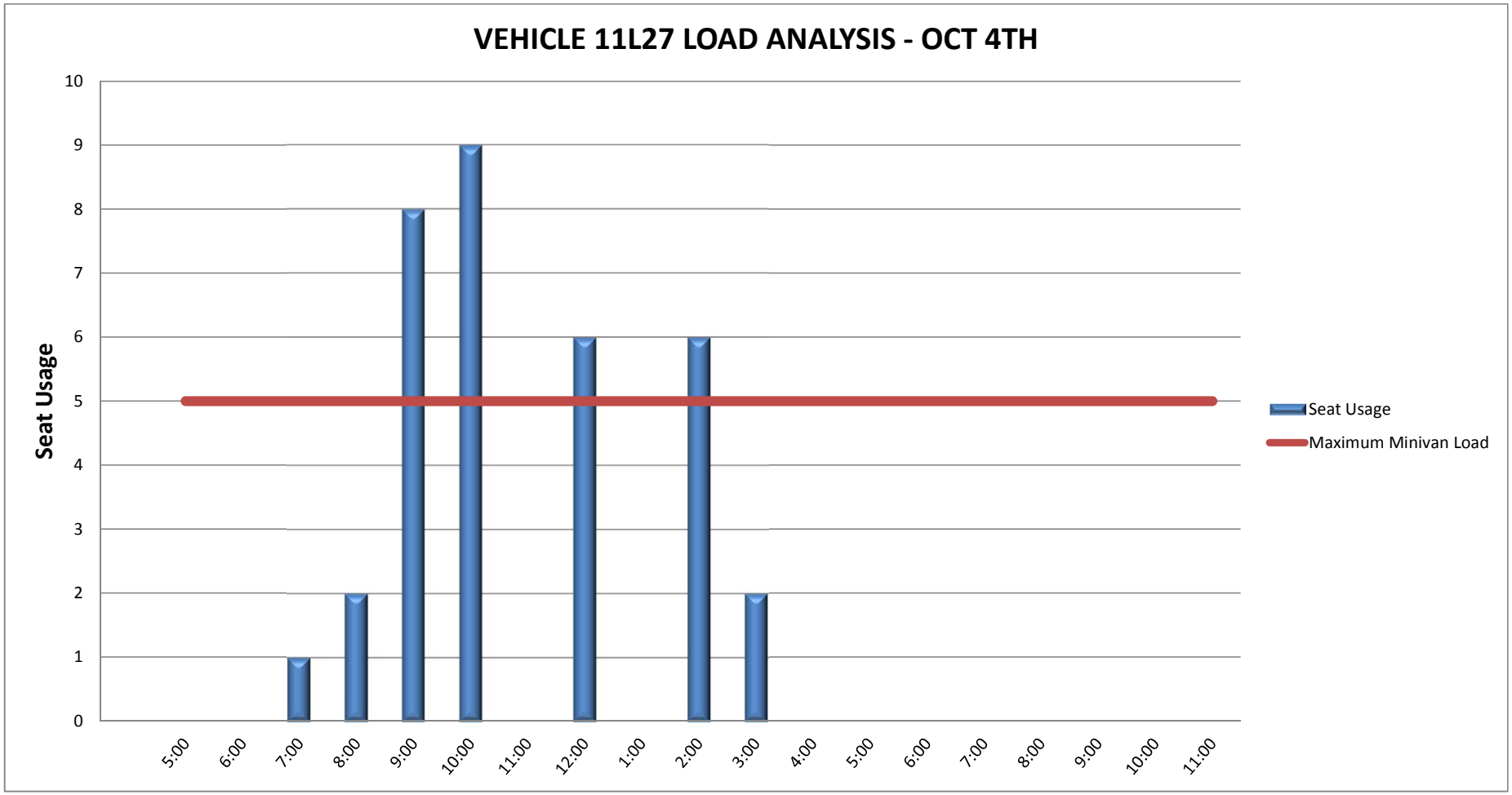

VEHICLE 11L22 LOAD ANALYSIS - OCT 4TH
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

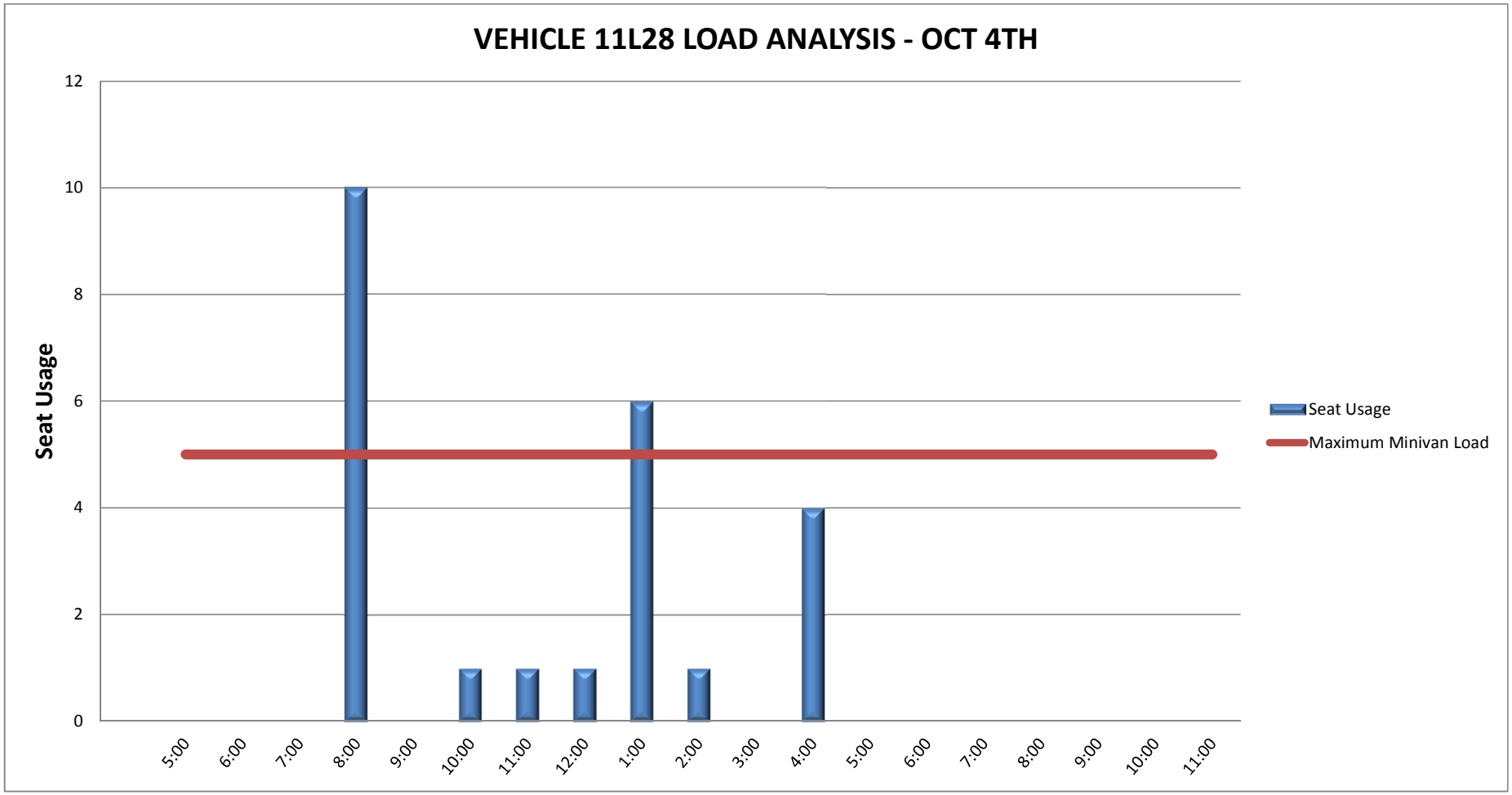

VEHICLE 11L23 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

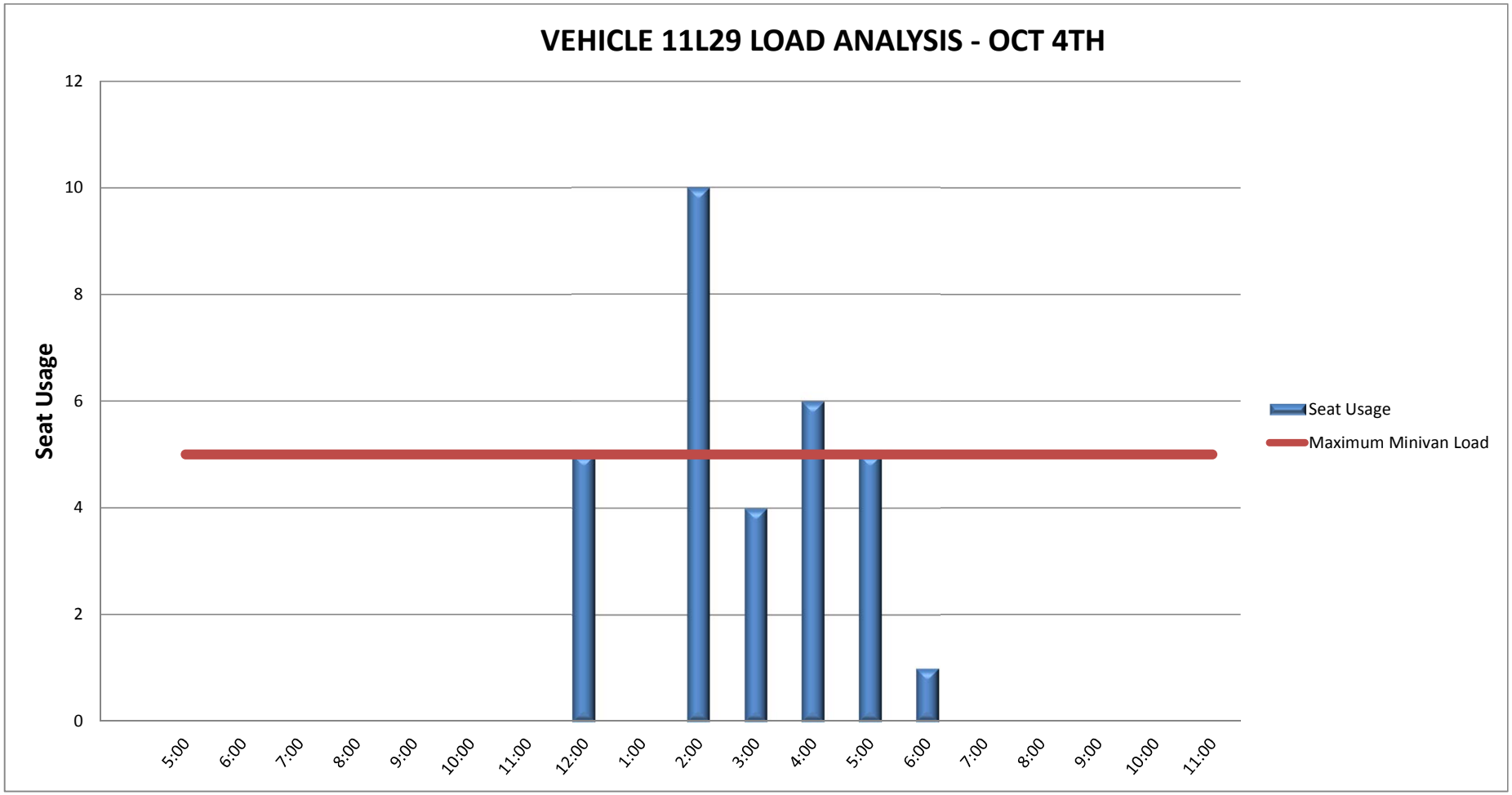

VEHICLE 11L24 LOAD ANALYSIS - OCT 4TH
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

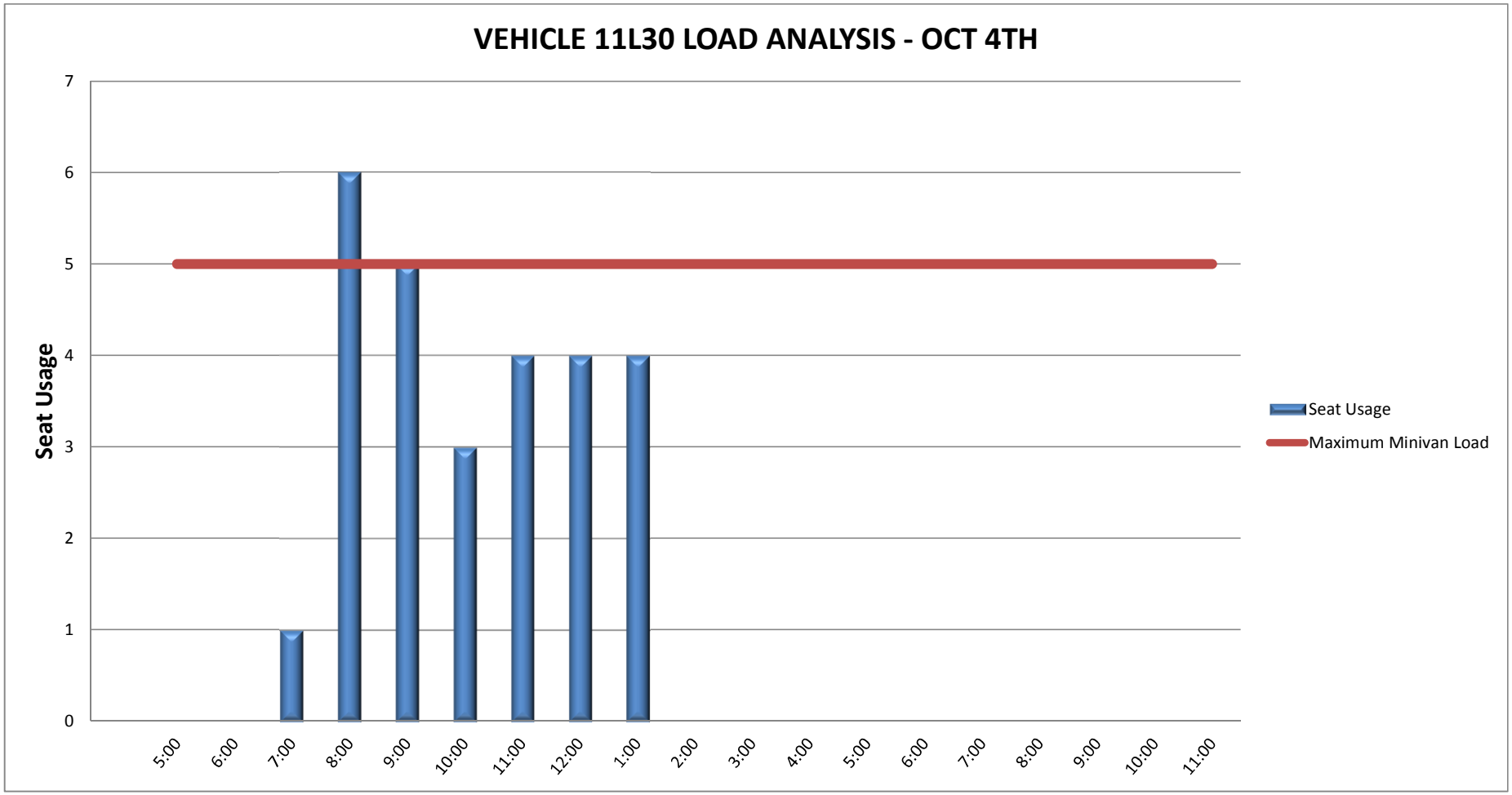

VEHICLE 11L25 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

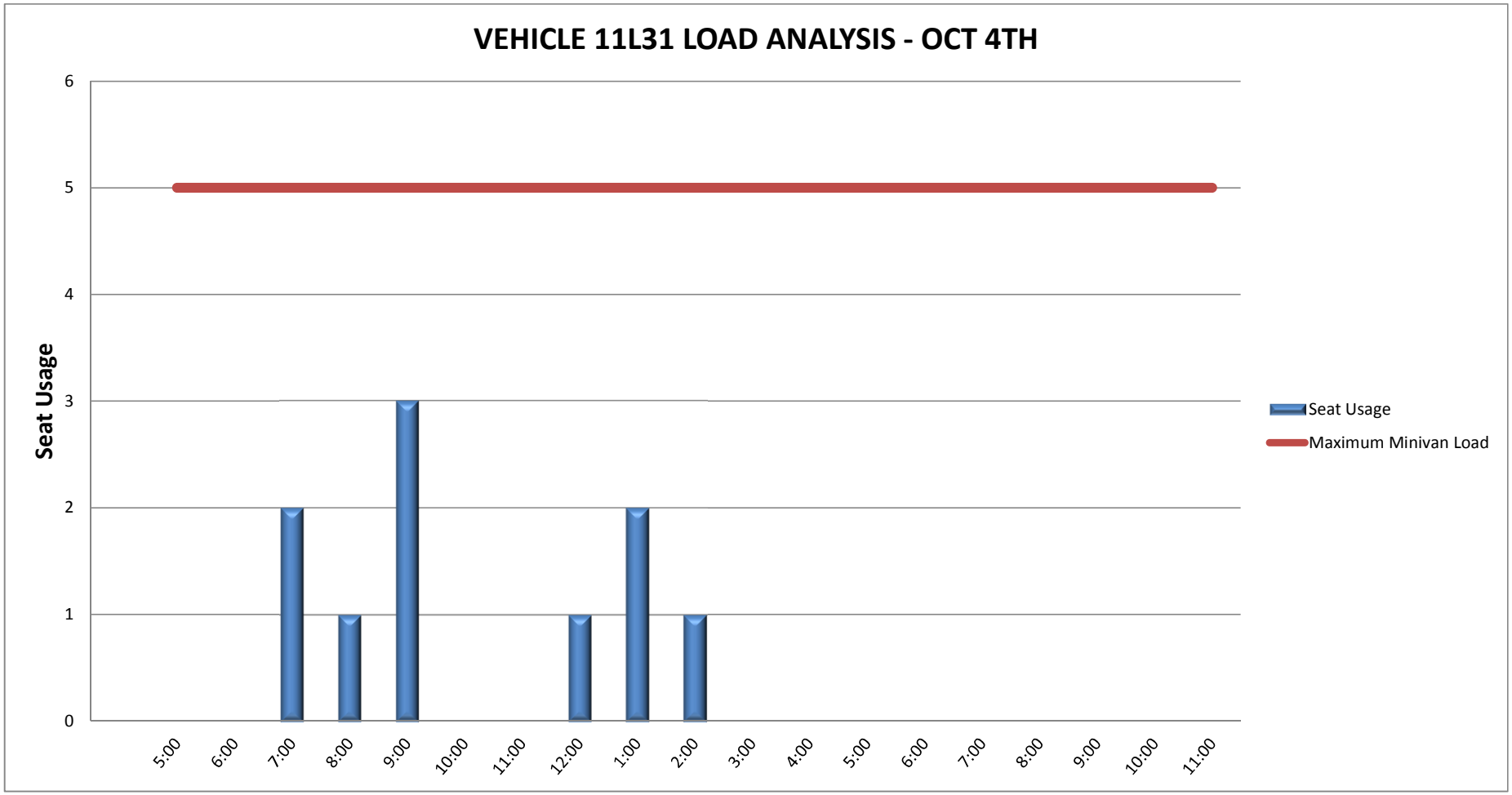

VEHICLE 11L26 LOAD ANALYSIS - OCT 4TH
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

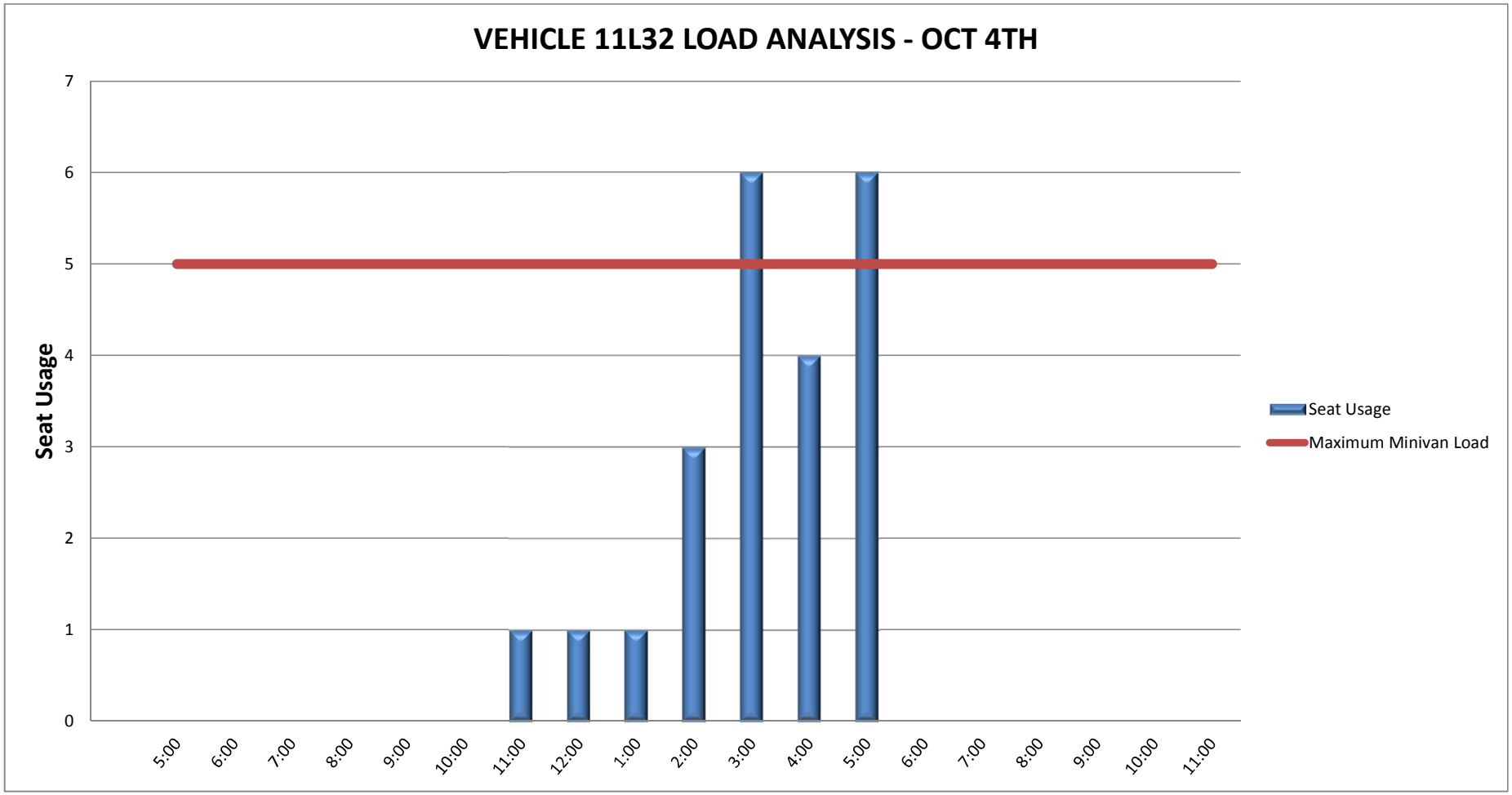

VEHICLE 11L27 LOAD ANALYSIS - OCT 4TH
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

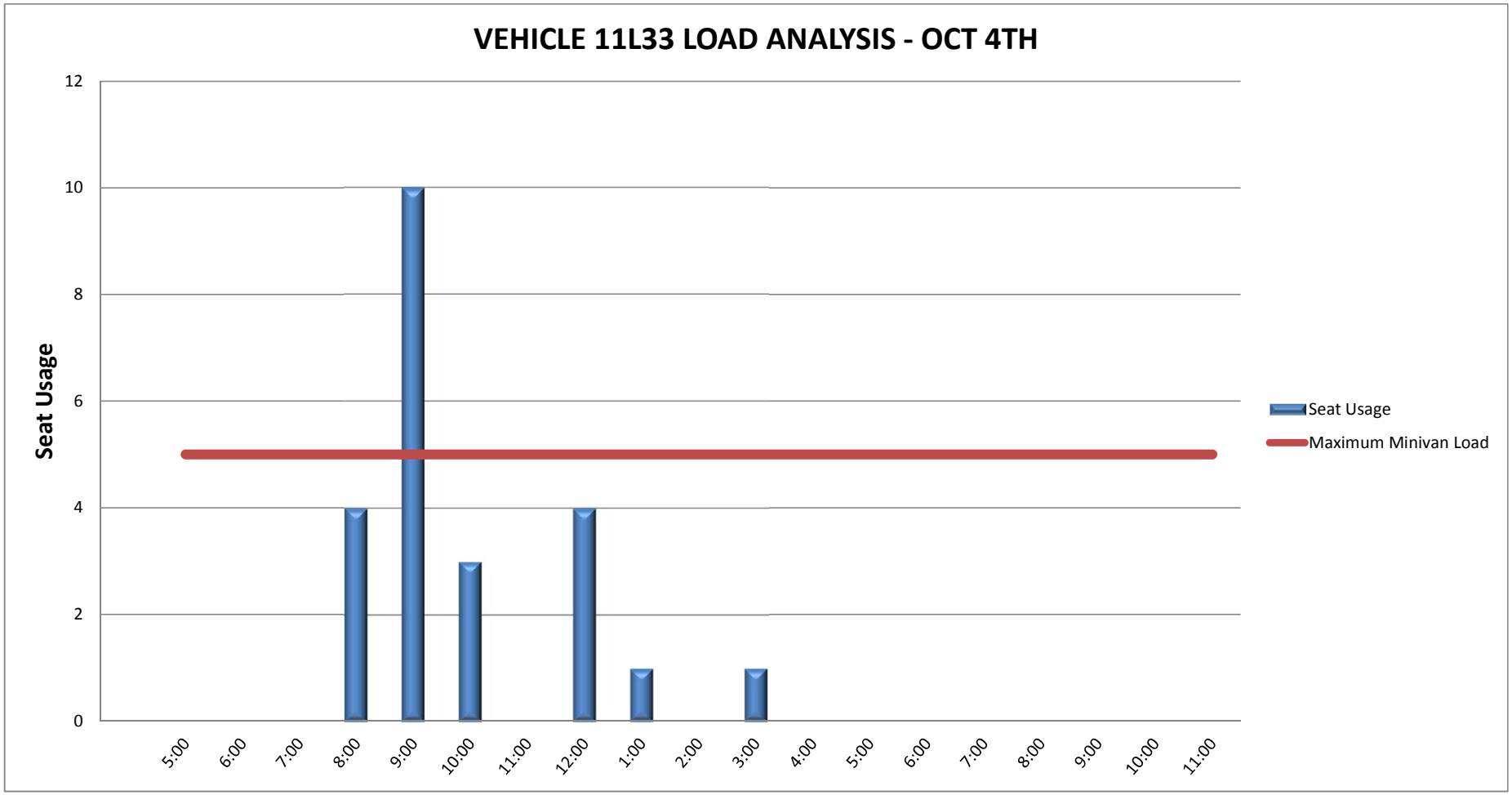

VEHICLE 11L28 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

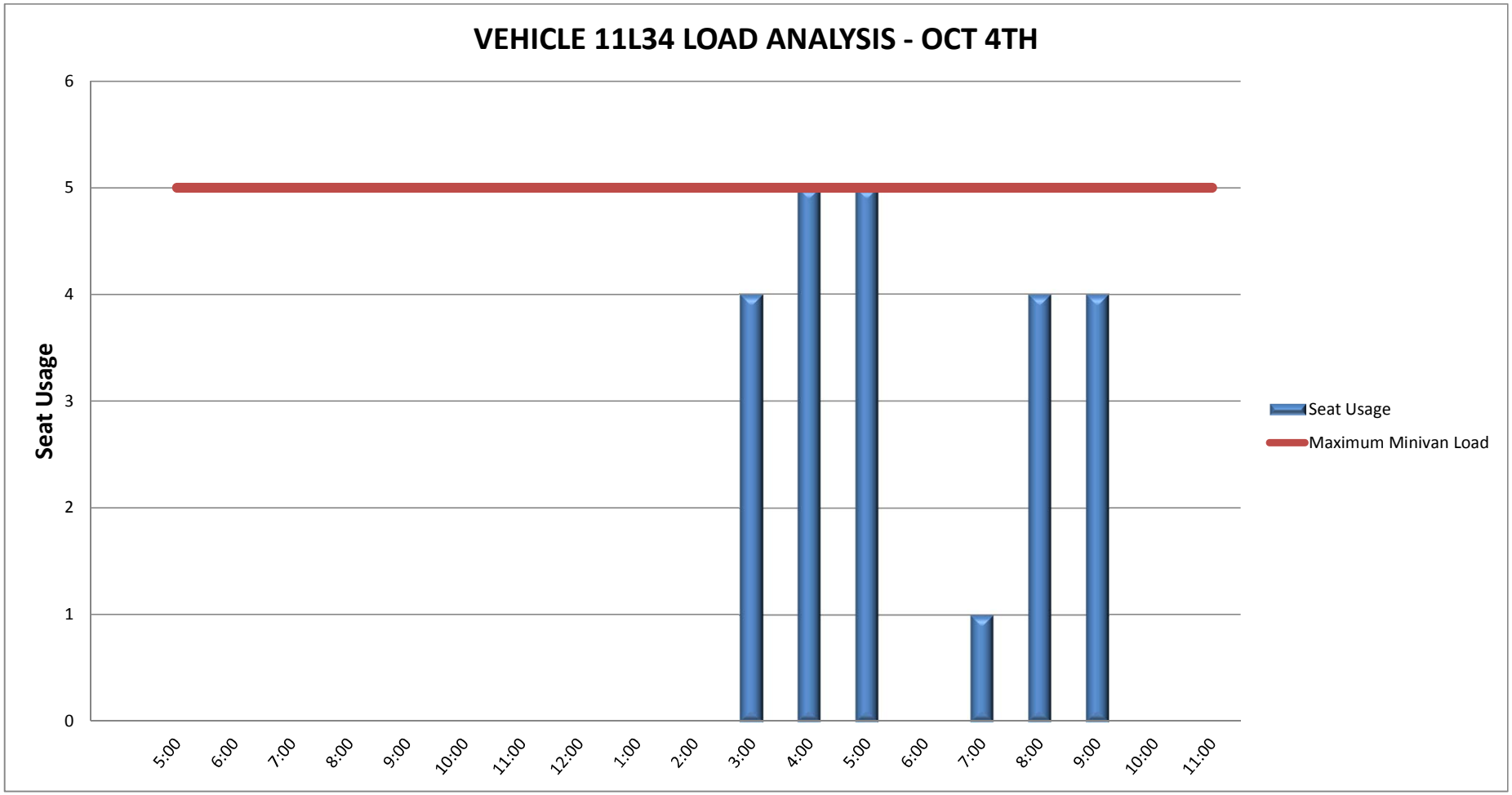

VEHICLE 11L29 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

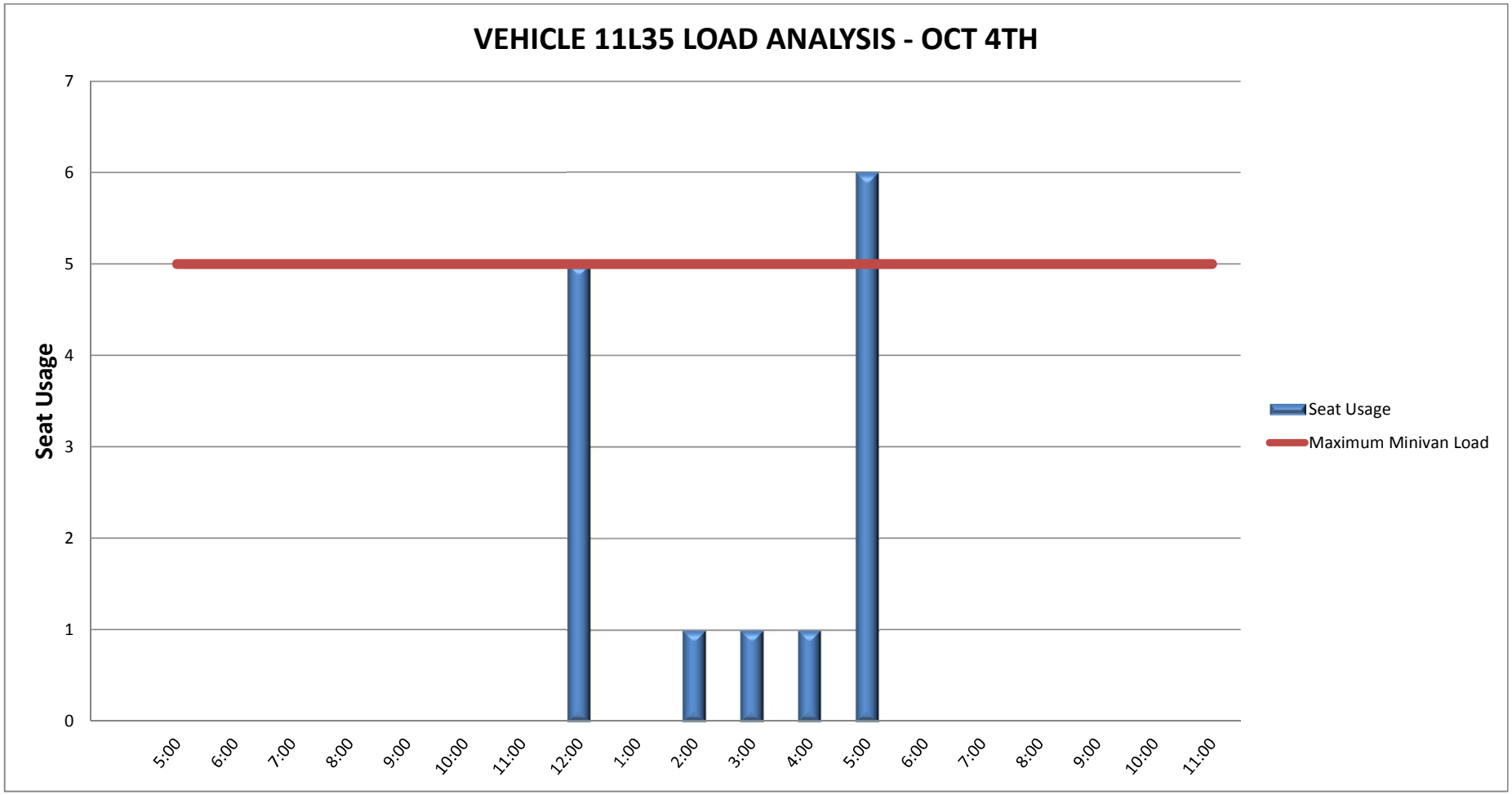

VEHICLE 11L30 LOAD ANALYSIS - OCT 4TH
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

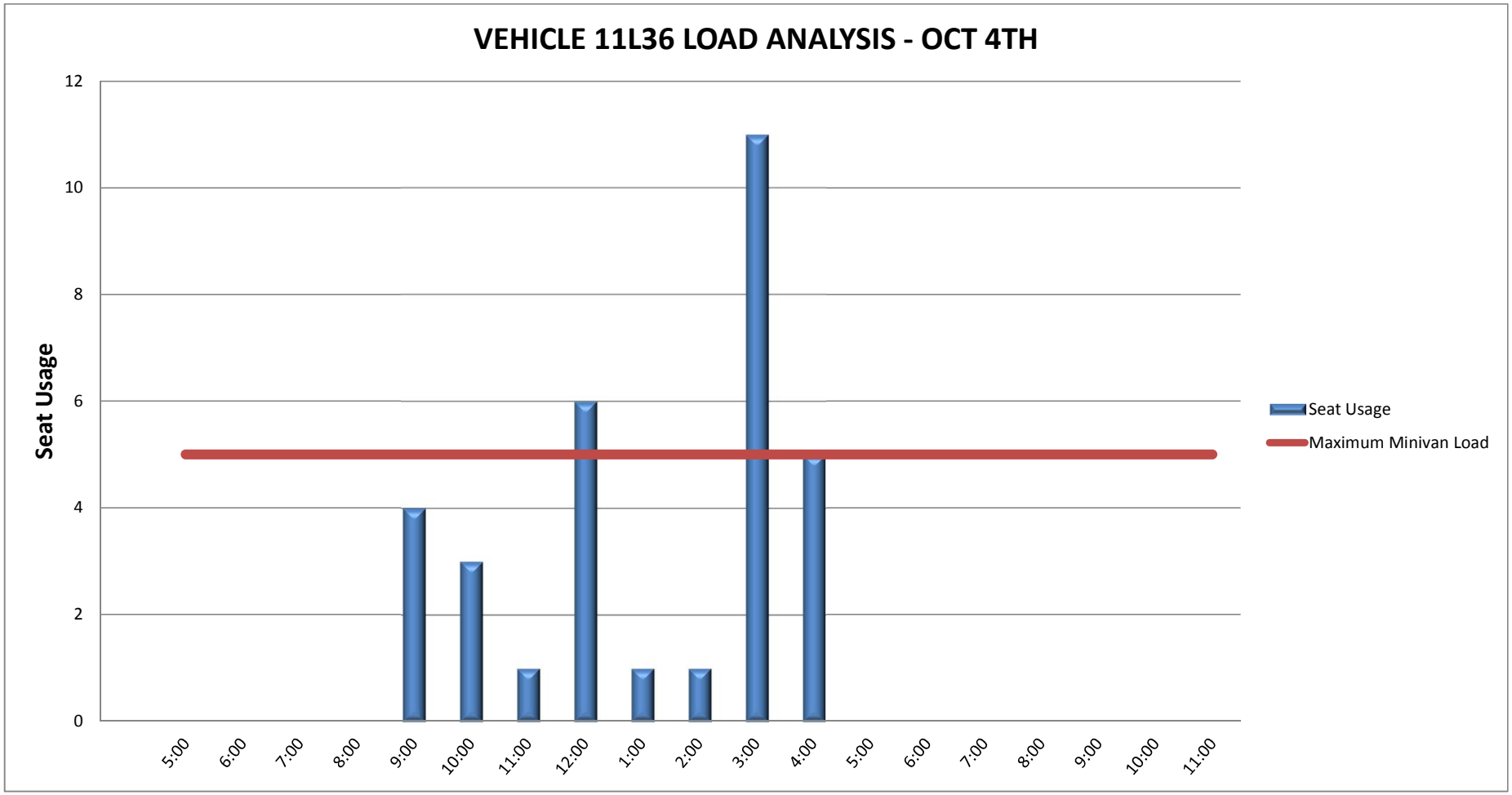

VEHICLE 11L31 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

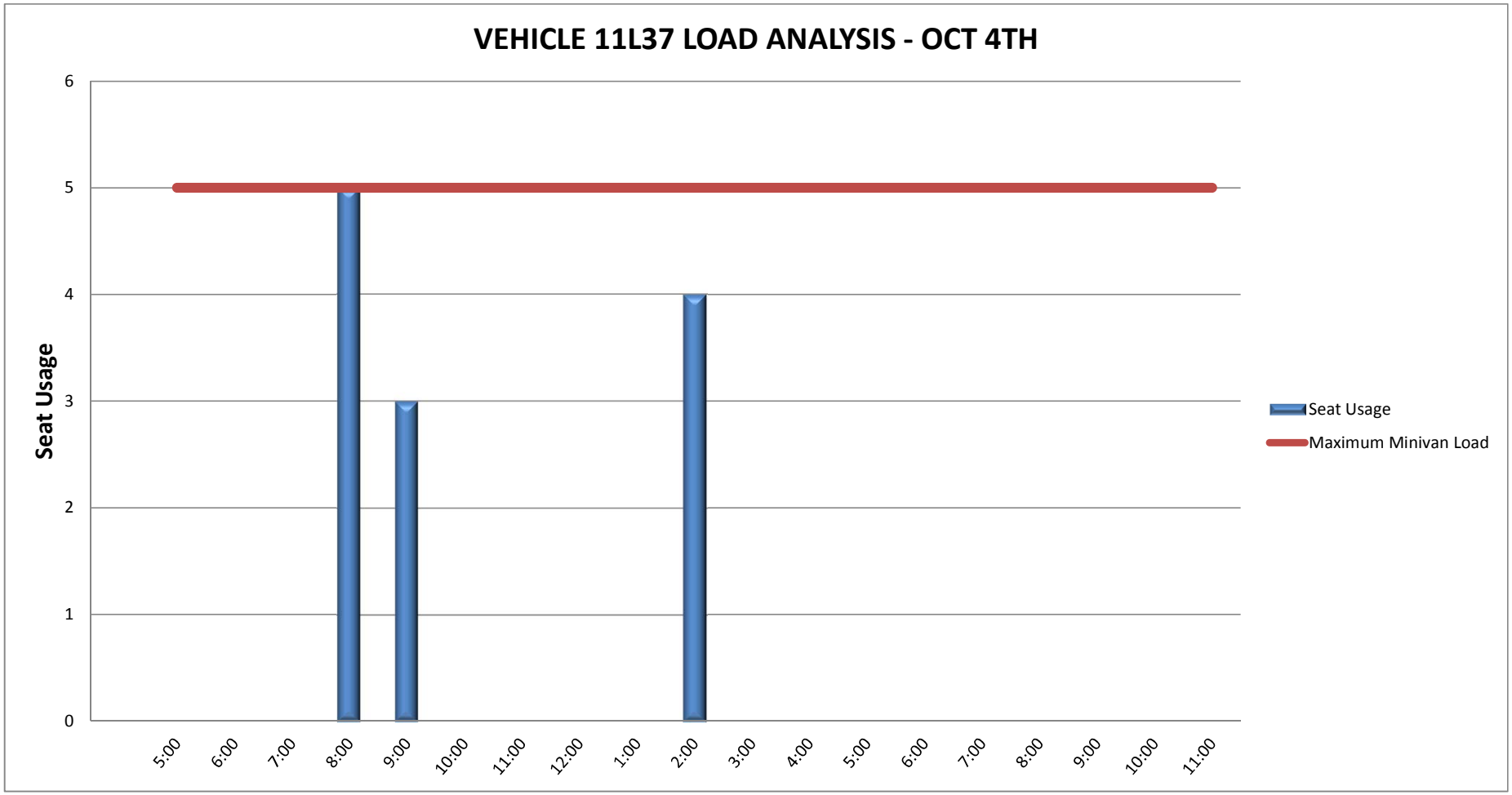

VEHICLE 11L32 LOAD ANALYSIS - OCT 4TH
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

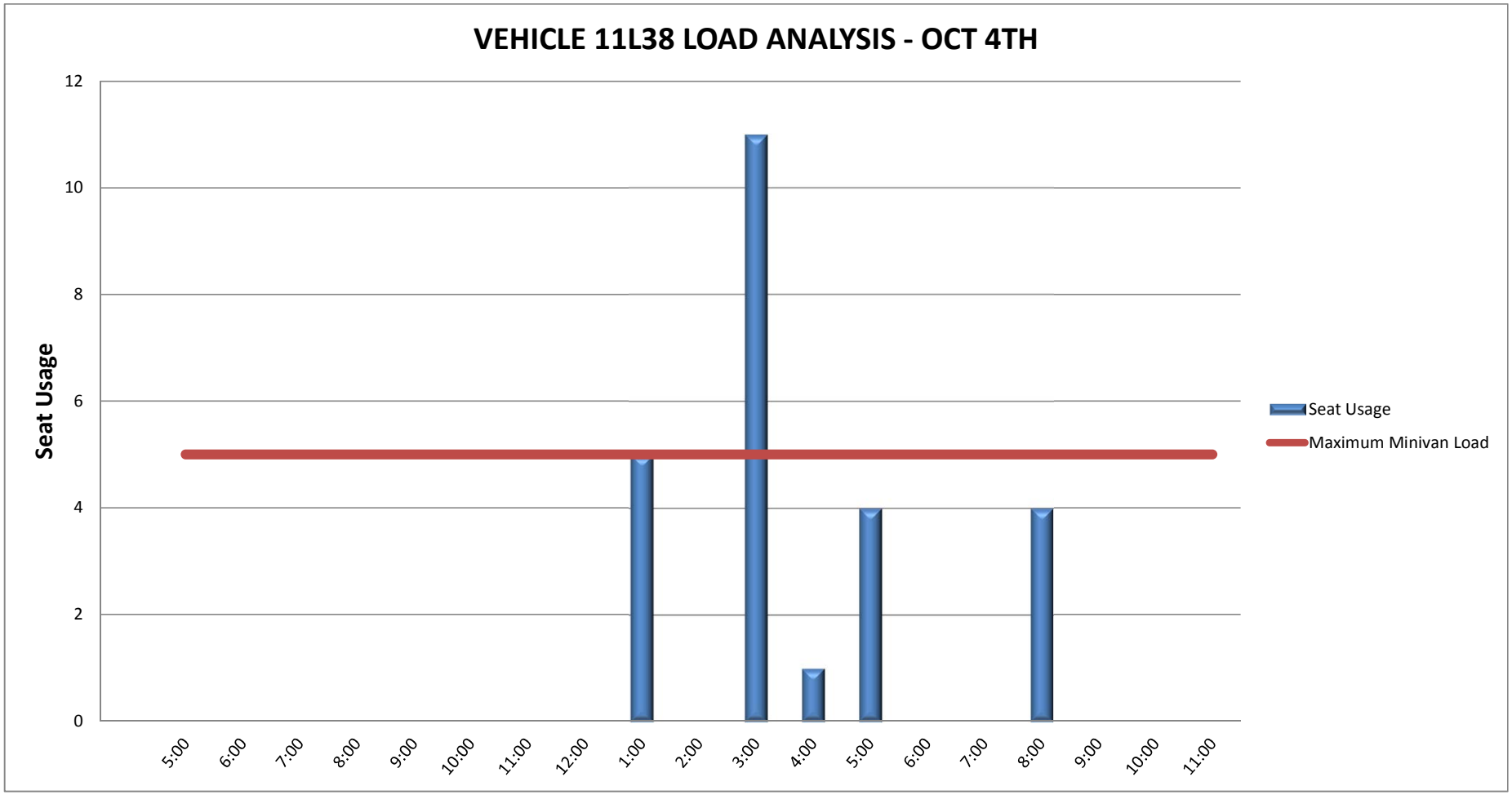

VEHICLE 11L33 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

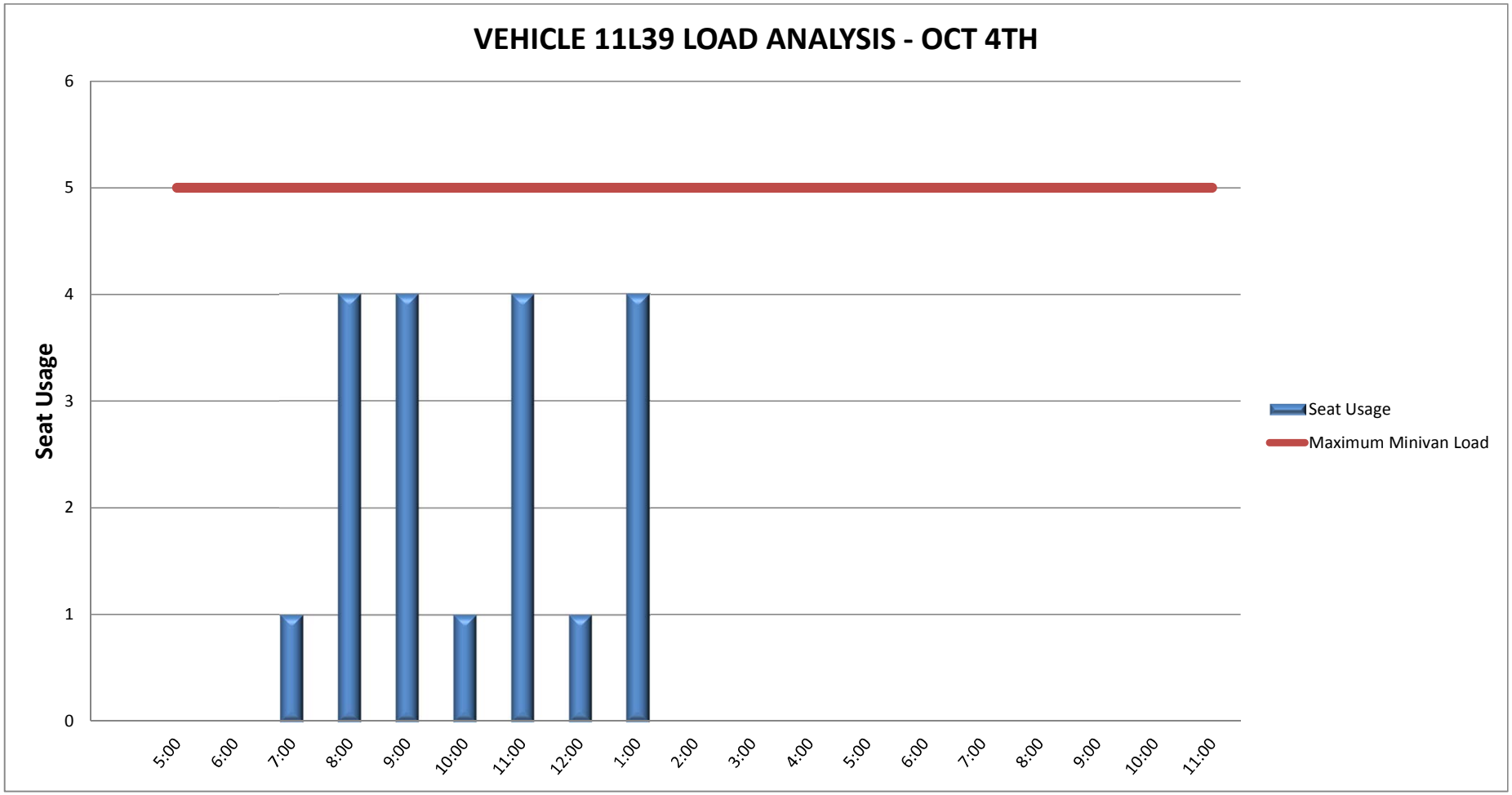

VEHICLE 11L34 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

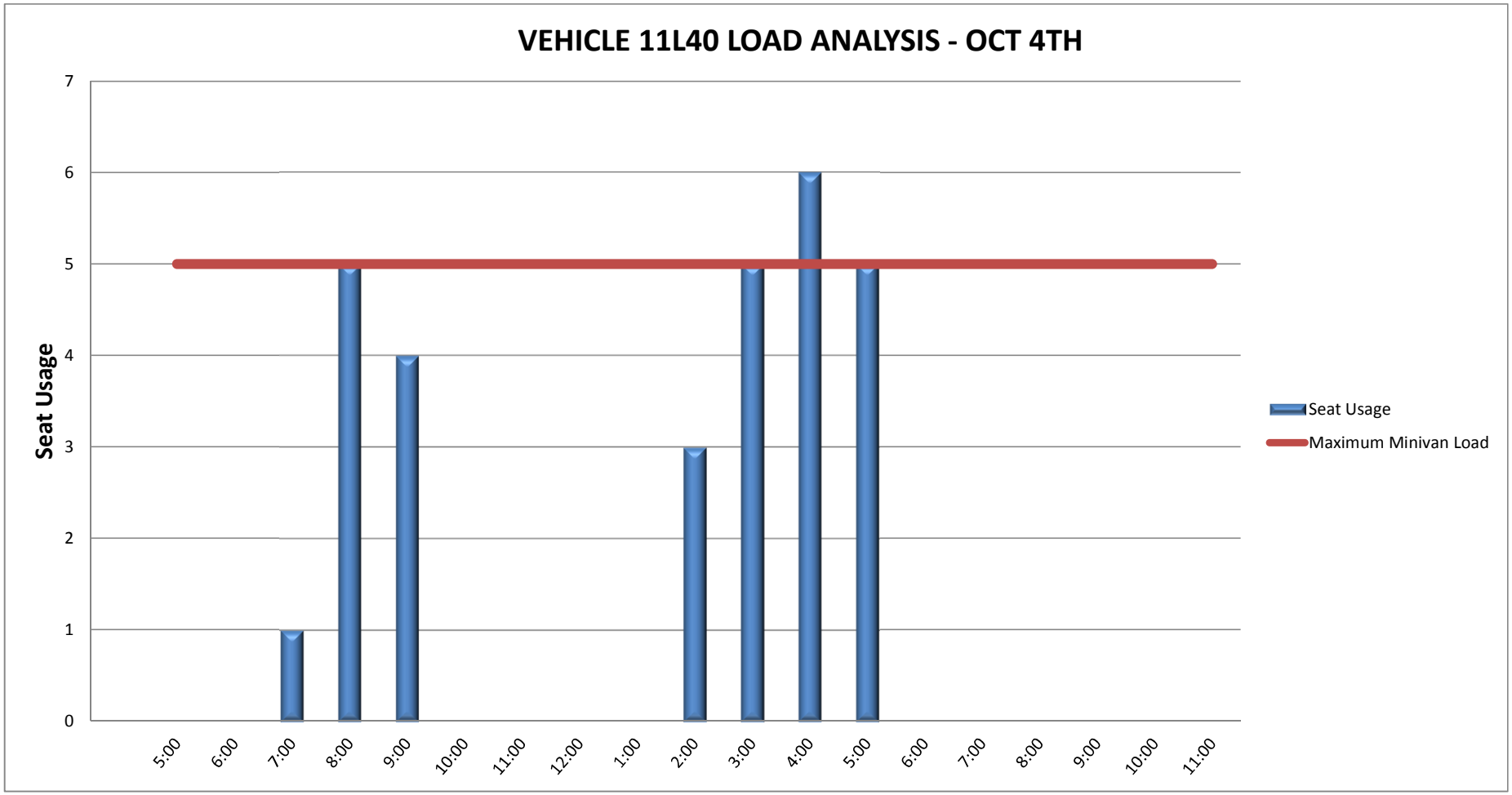

VEHICLE 11L35 LOAD ANALYSIS - OCT 4TH
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

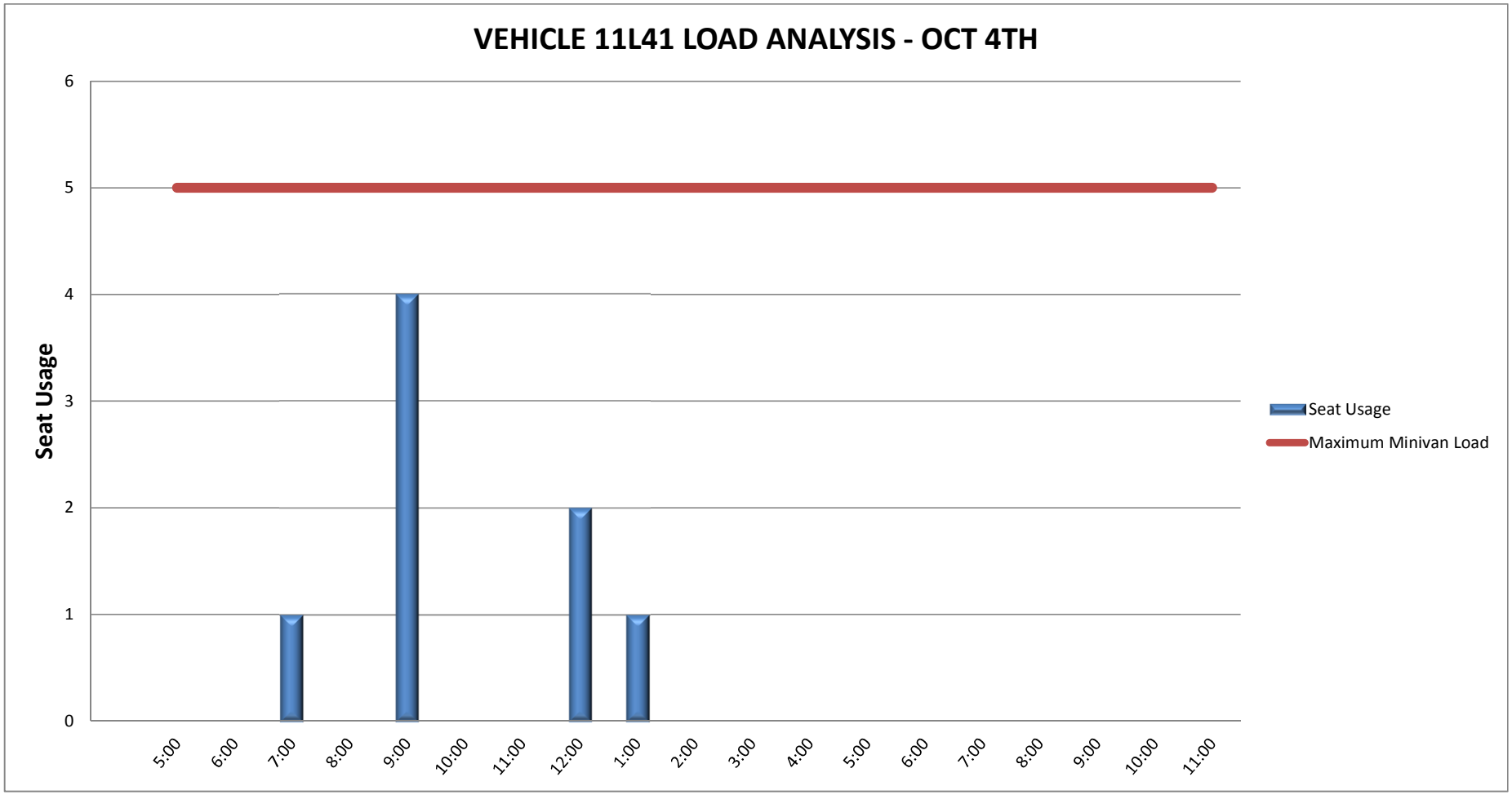

VEHICLE 11L36 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

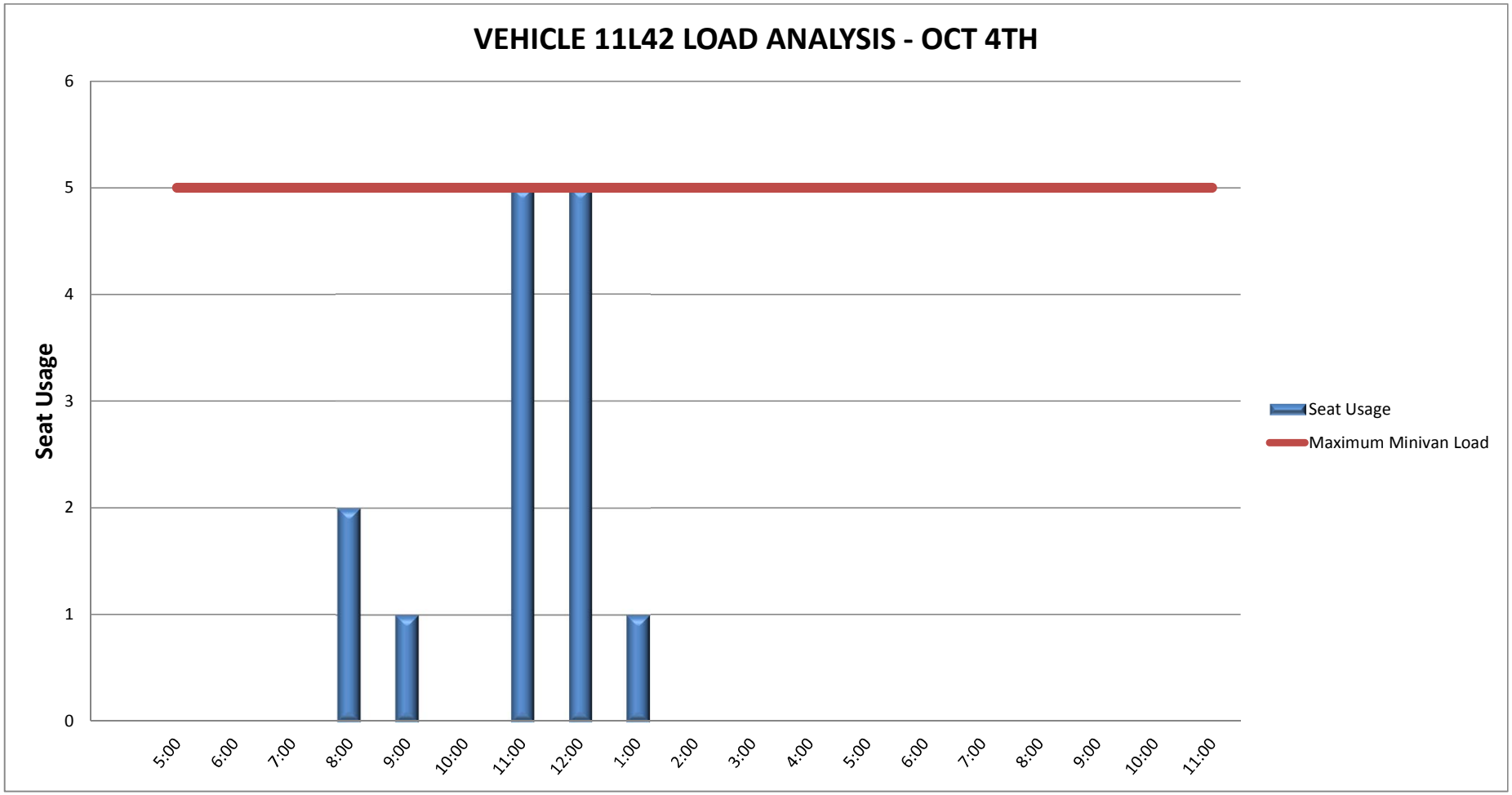

VEHICLE 11L37 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

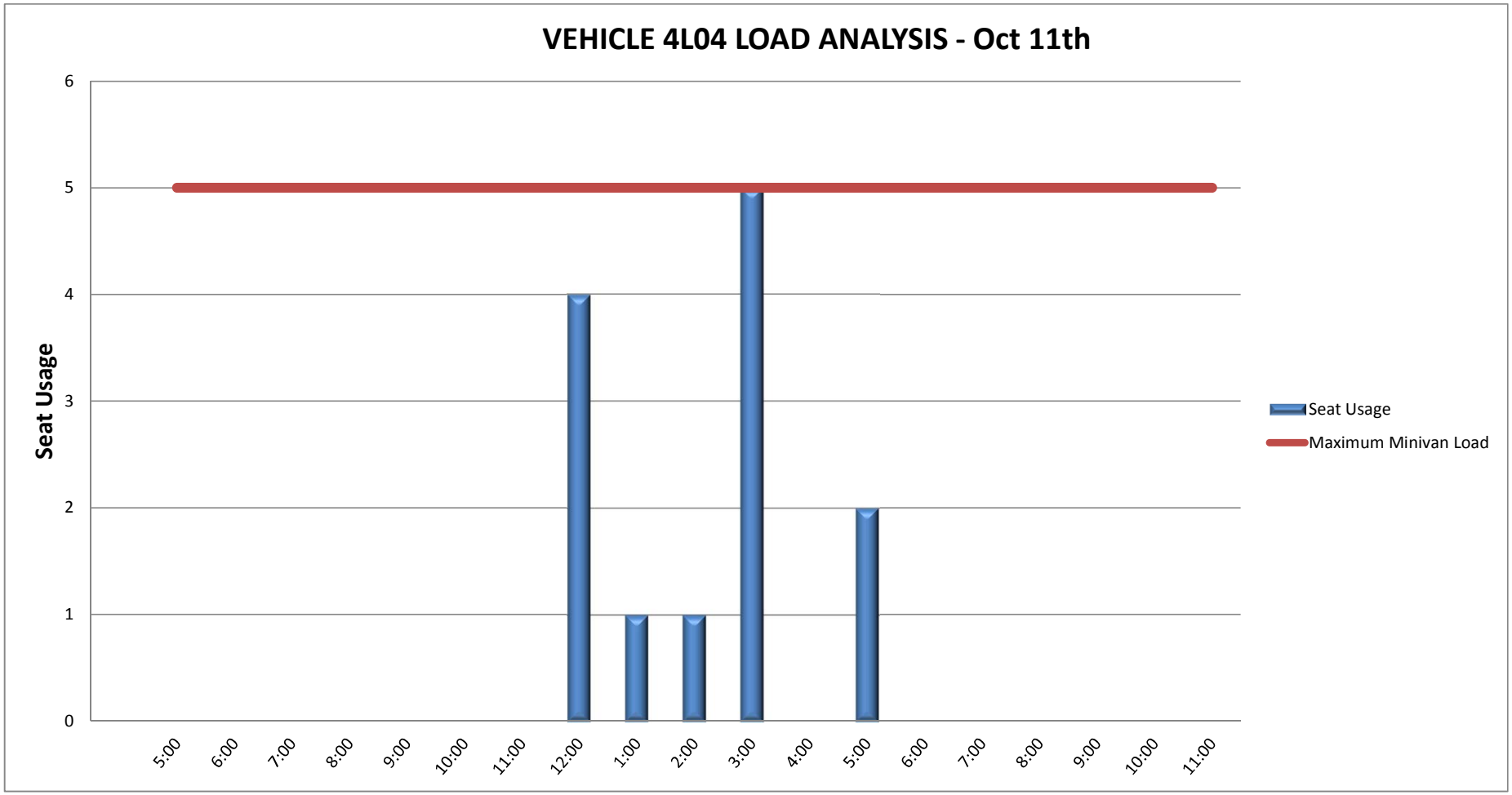

VEHICLE 11L38 LOAD ANALYSIS - OCT 4TH
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

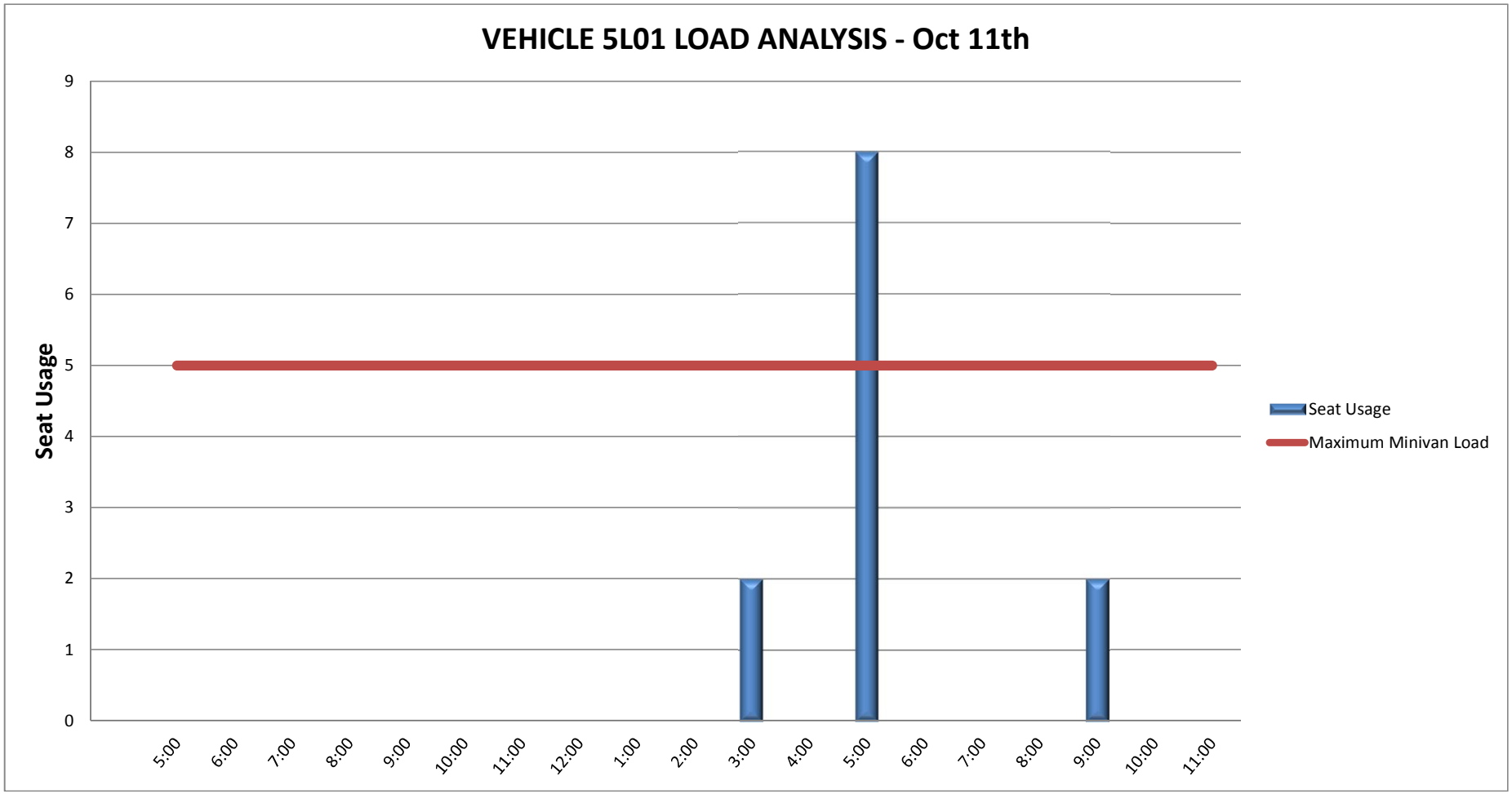

VEHICLE 11L39 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

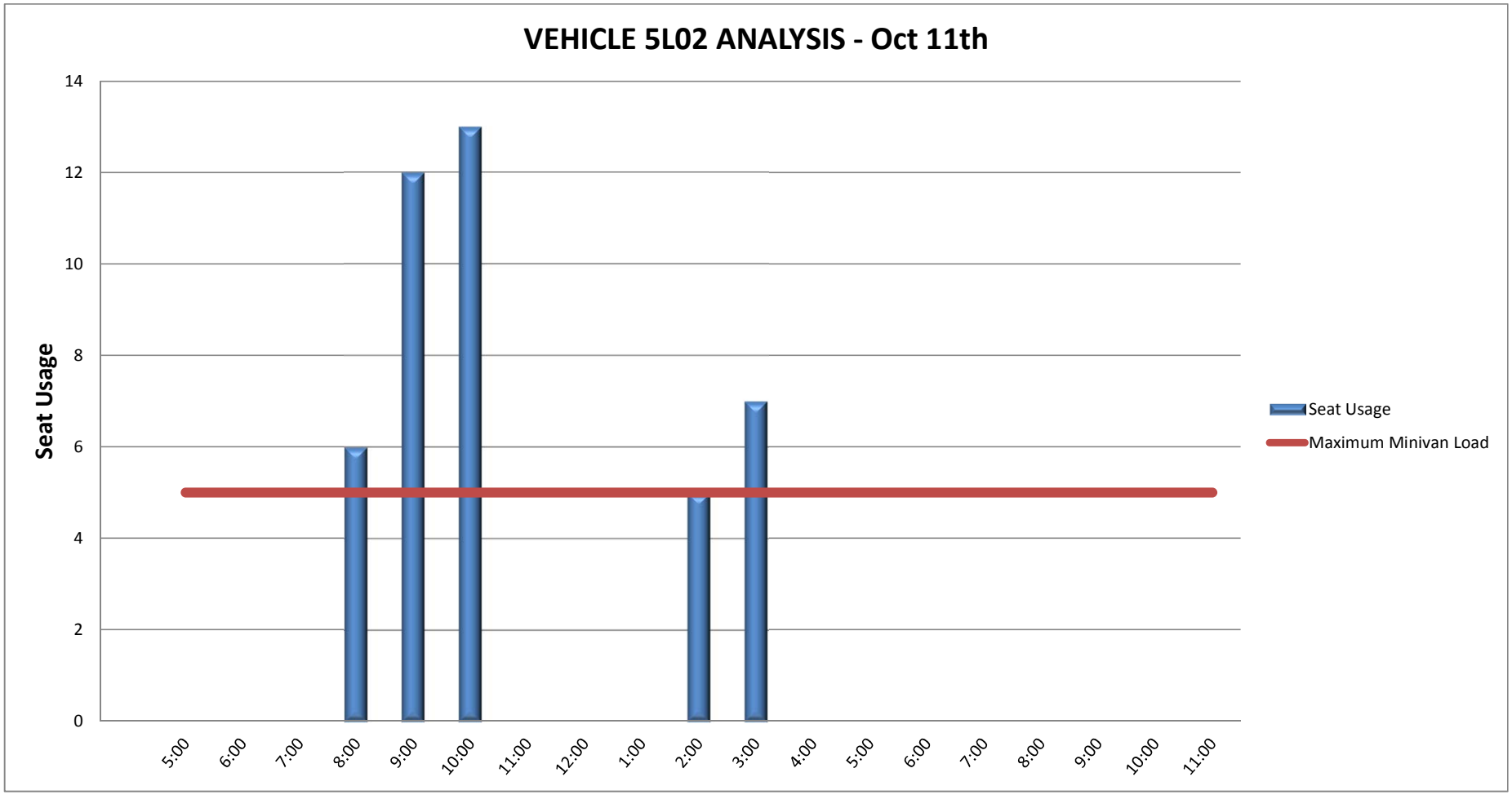

VEHICLE 11L40 LOAD ANALYSIS - OCT 4TH
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

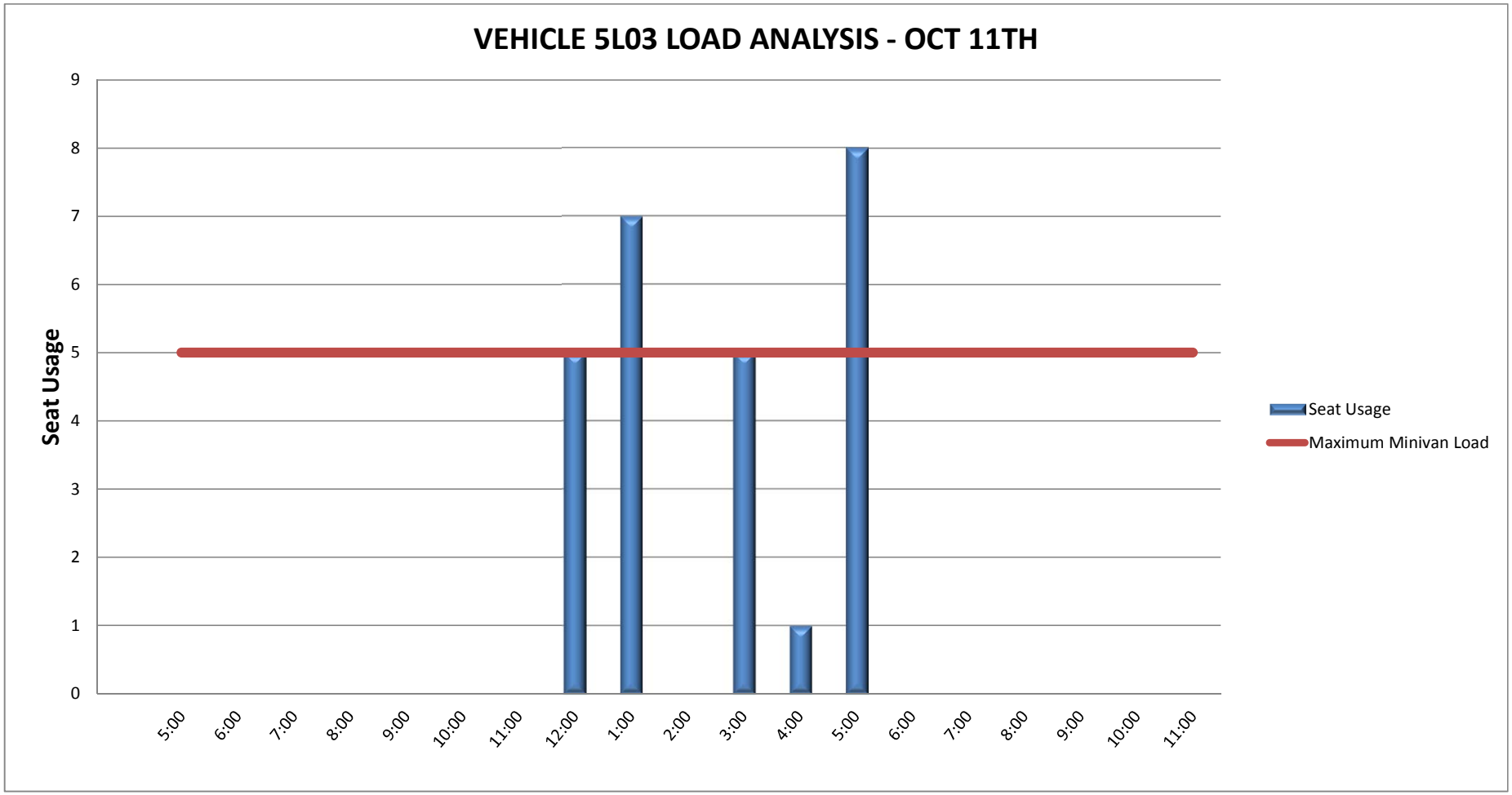

VEHICLE 11L41 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

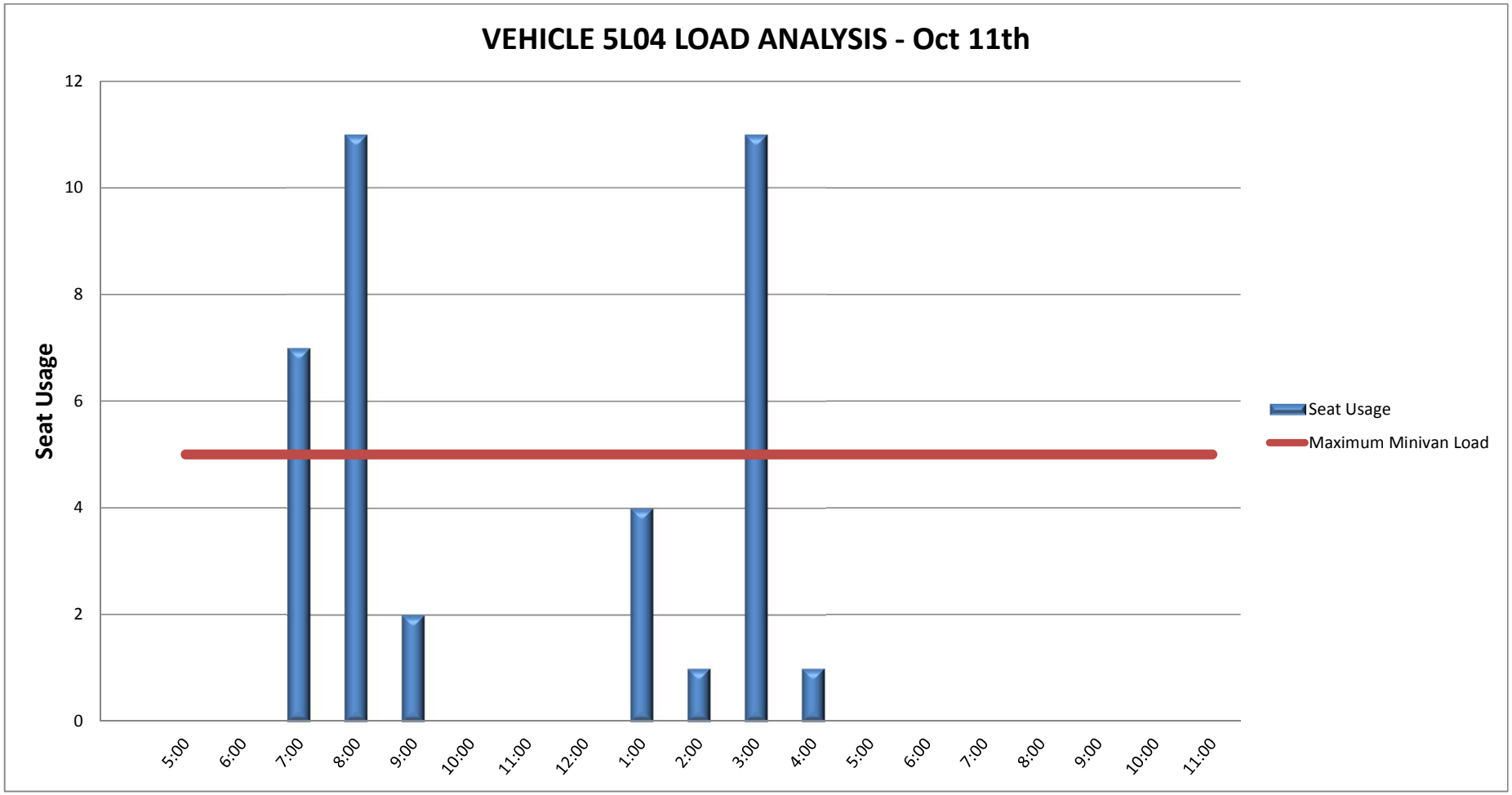

VEHICLE 11L42 LOAD ANALYSIS - OCT 4TH
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

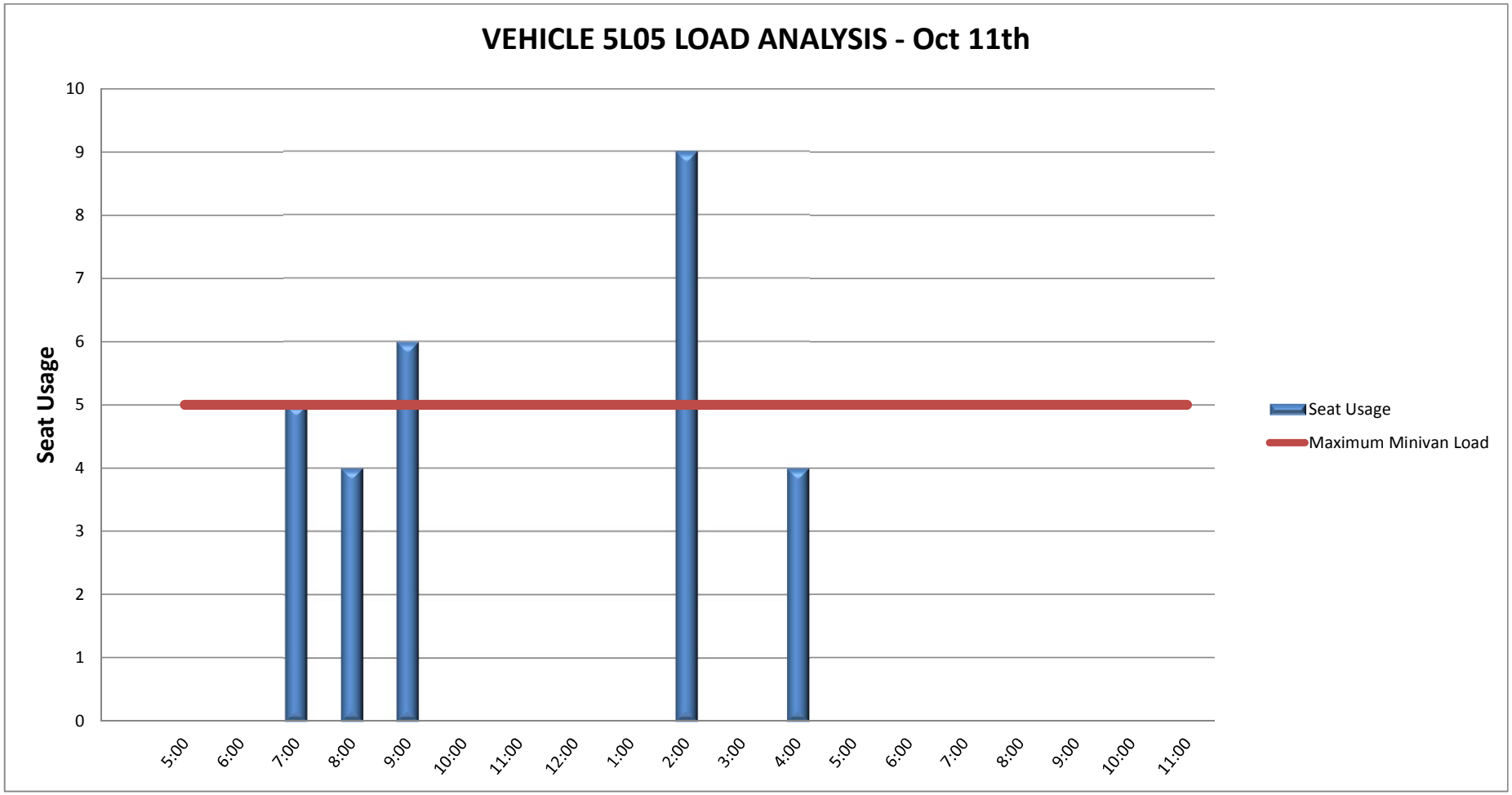

VEHICLE 4L04 LOAD ANALYSIS - Oct 11th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

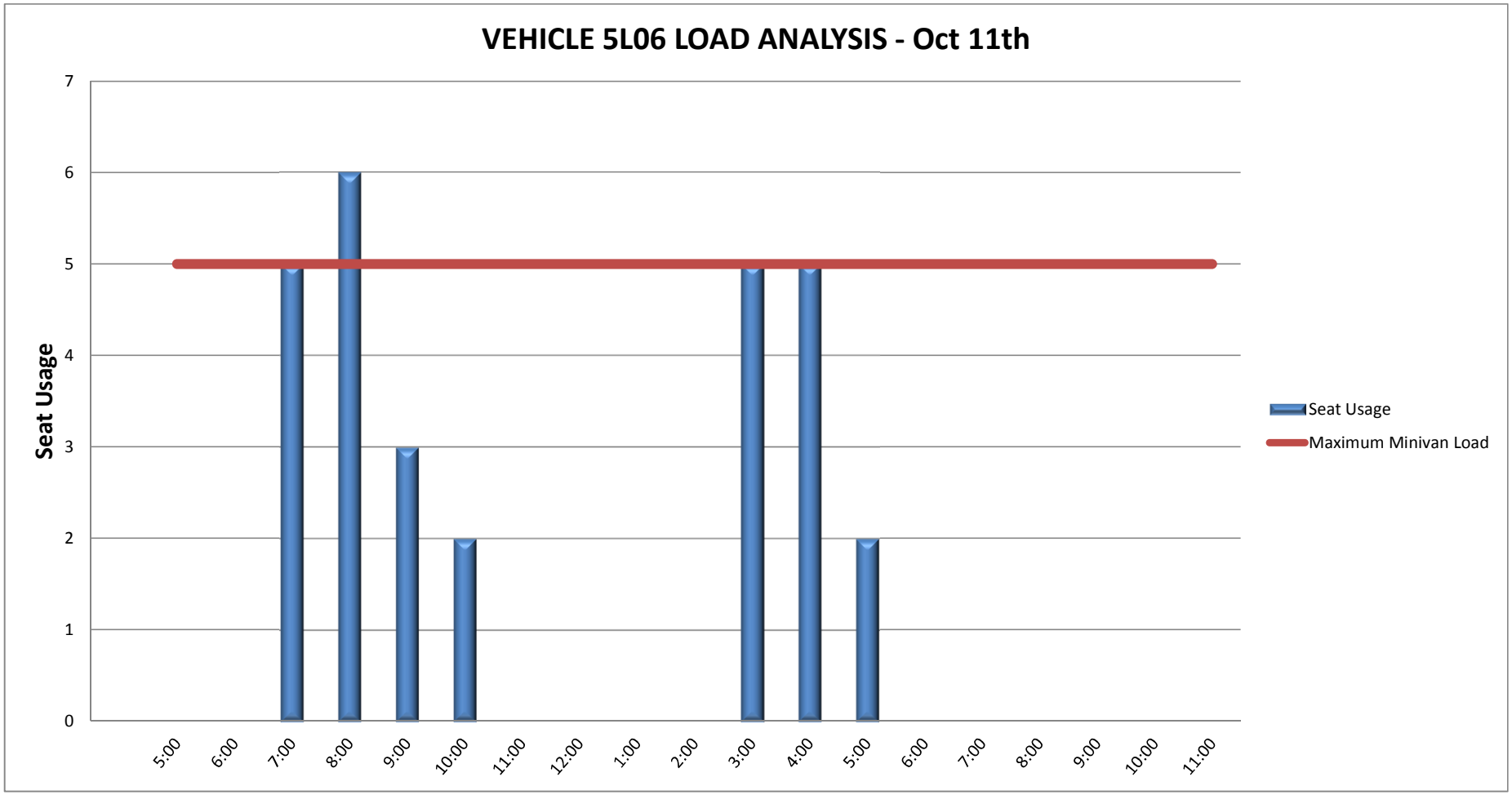

VEHICLE 5L01 LOAD ANALYSIS - Oct 11th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

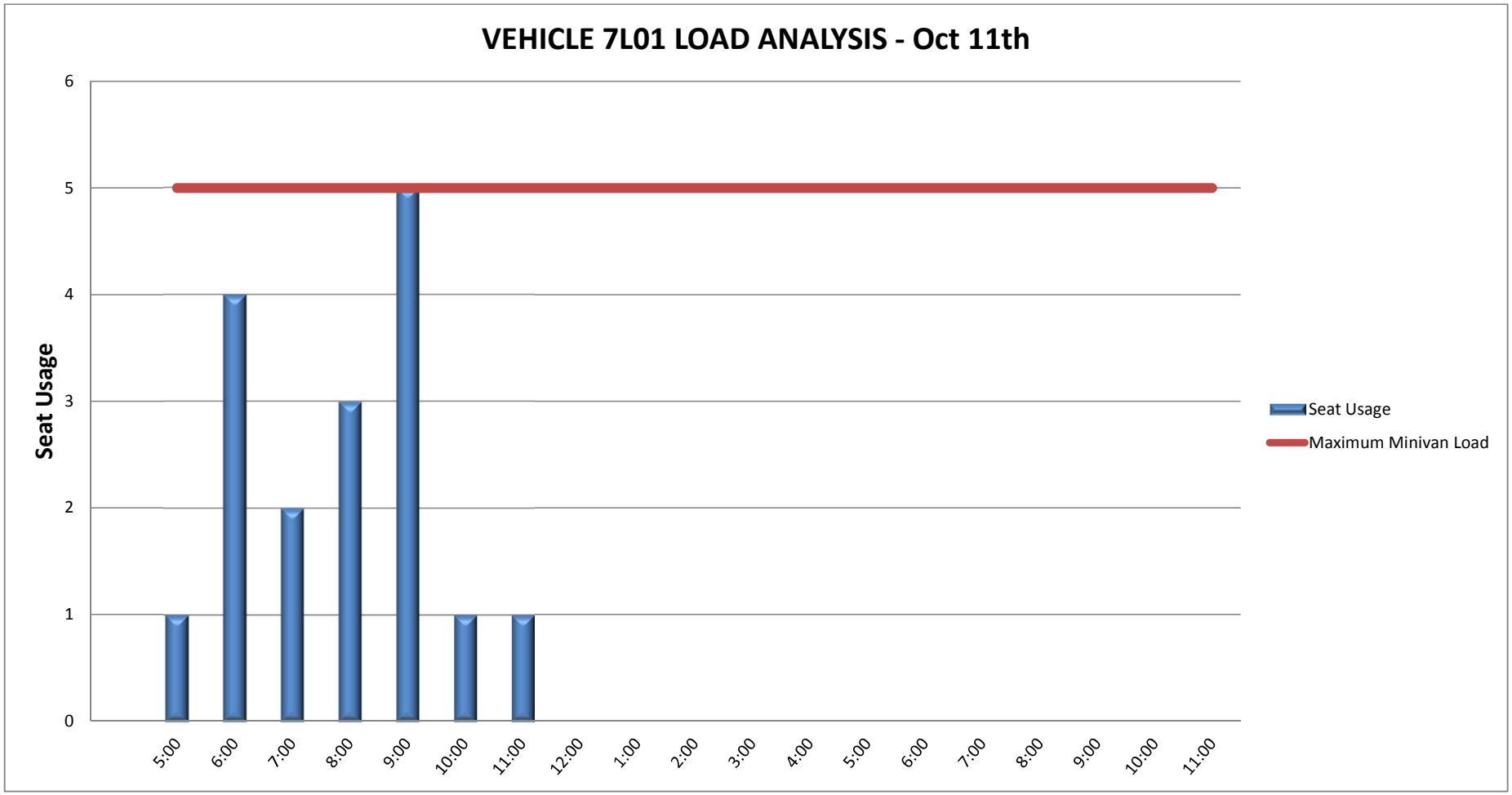

VEHICLE 5L02 ANALYSIS - Oct 11th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

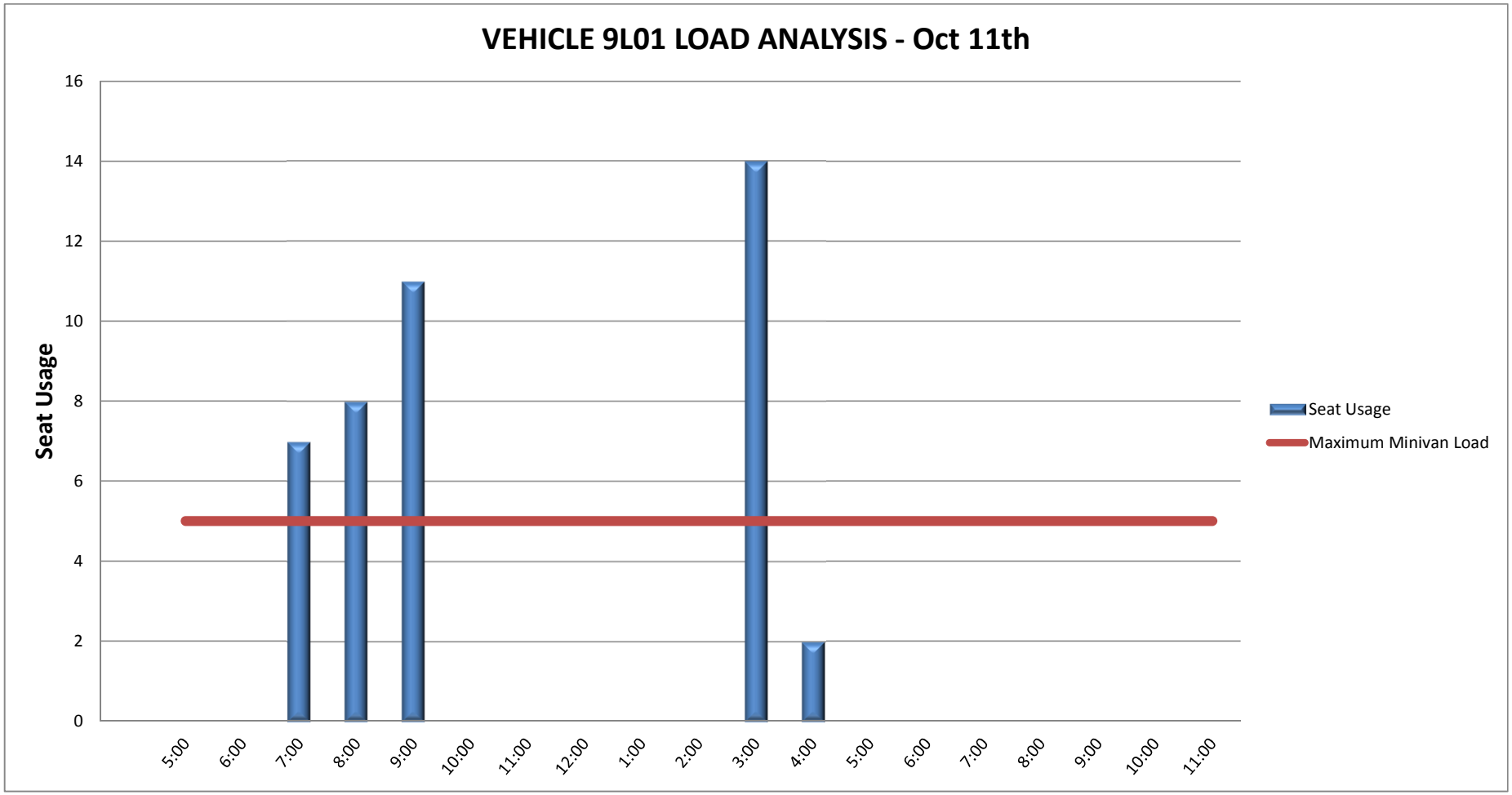

VEHICLE 5L03 LOAD ANALYSIS - OCT 11TH
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

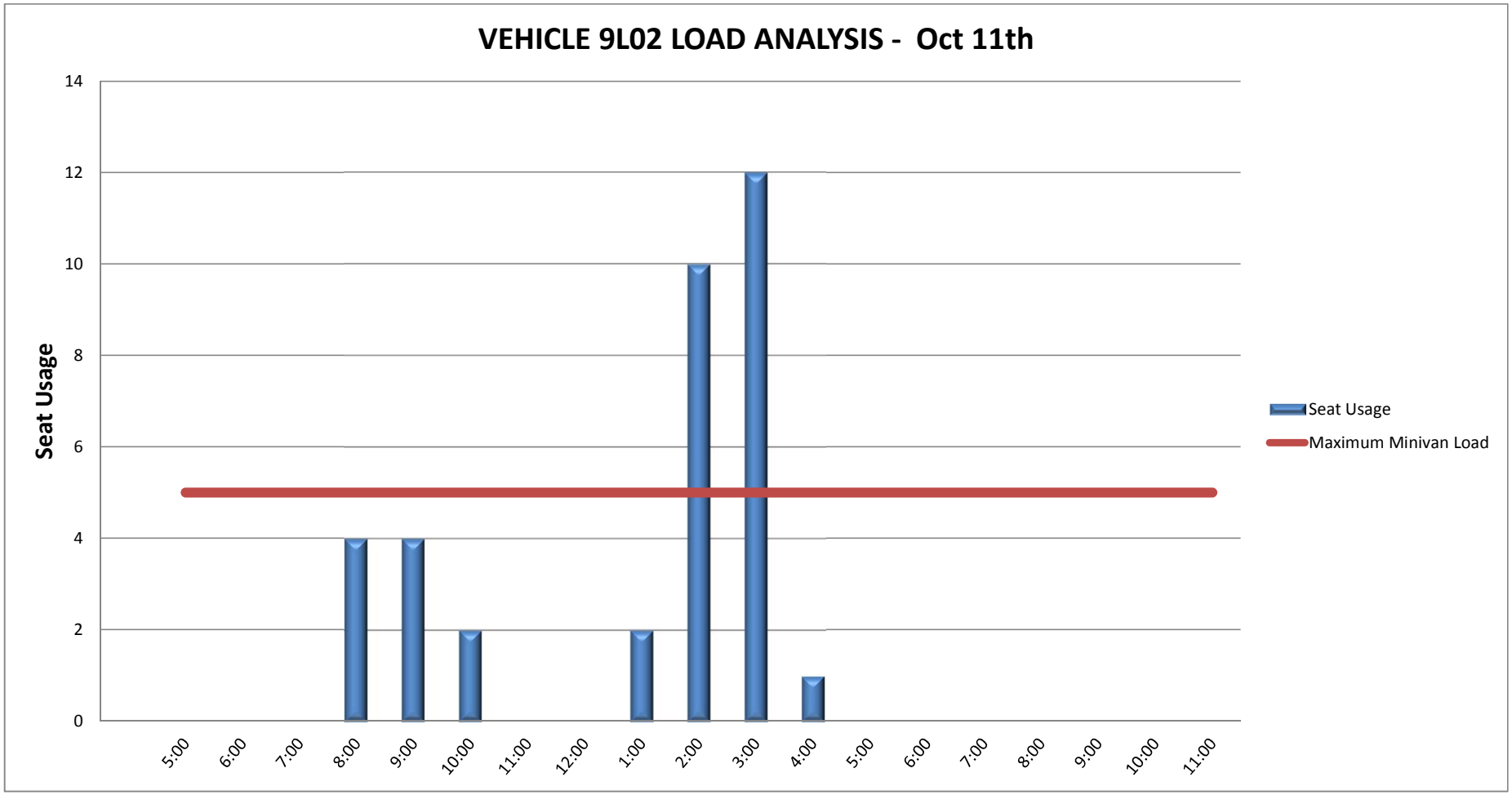

VEHICLE 5L04 LOAD ANALYSIS - Oct 11th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

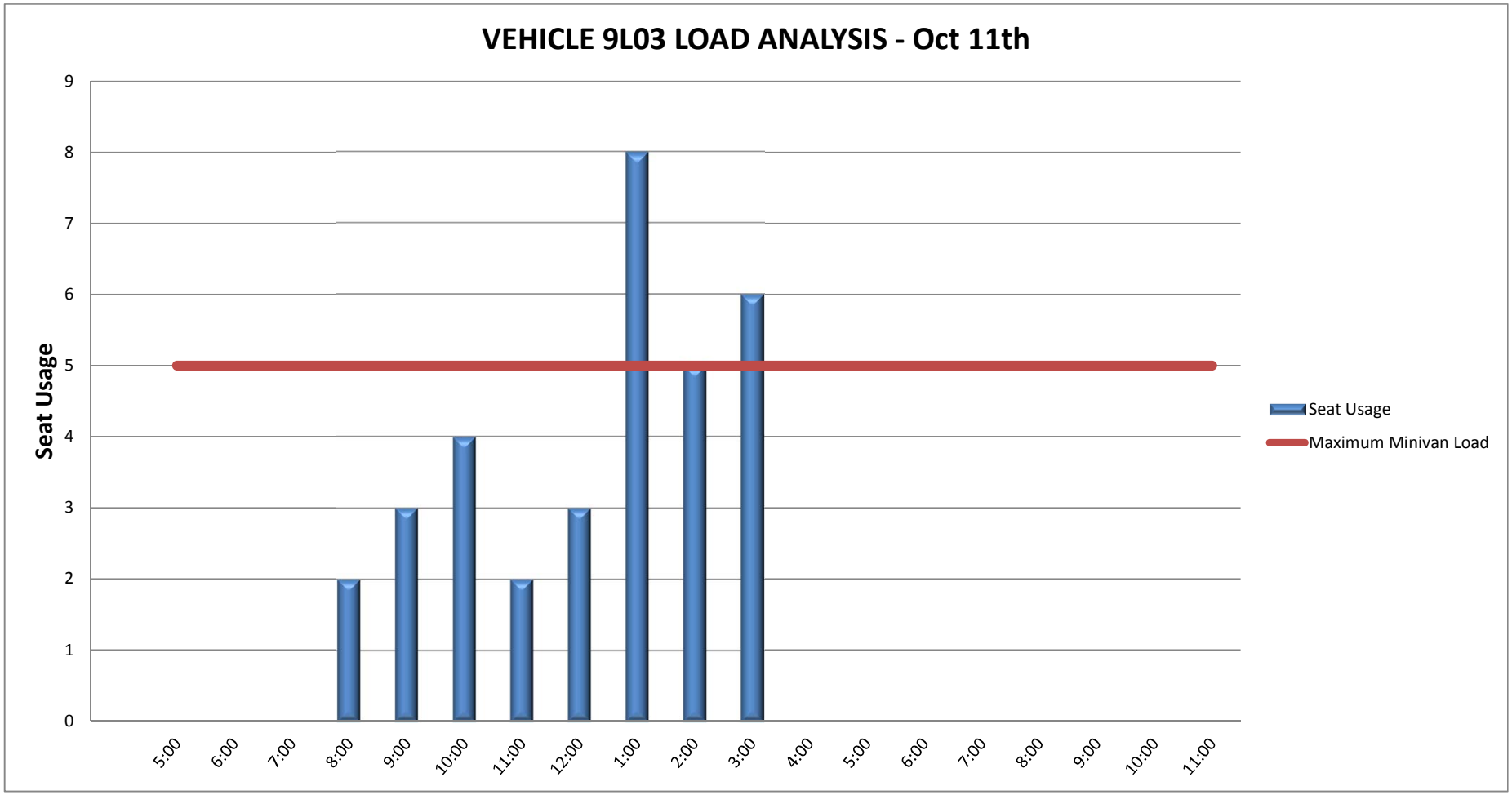

VEHICLE 5L05 LOAD ANALYSIS - Oct 11th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

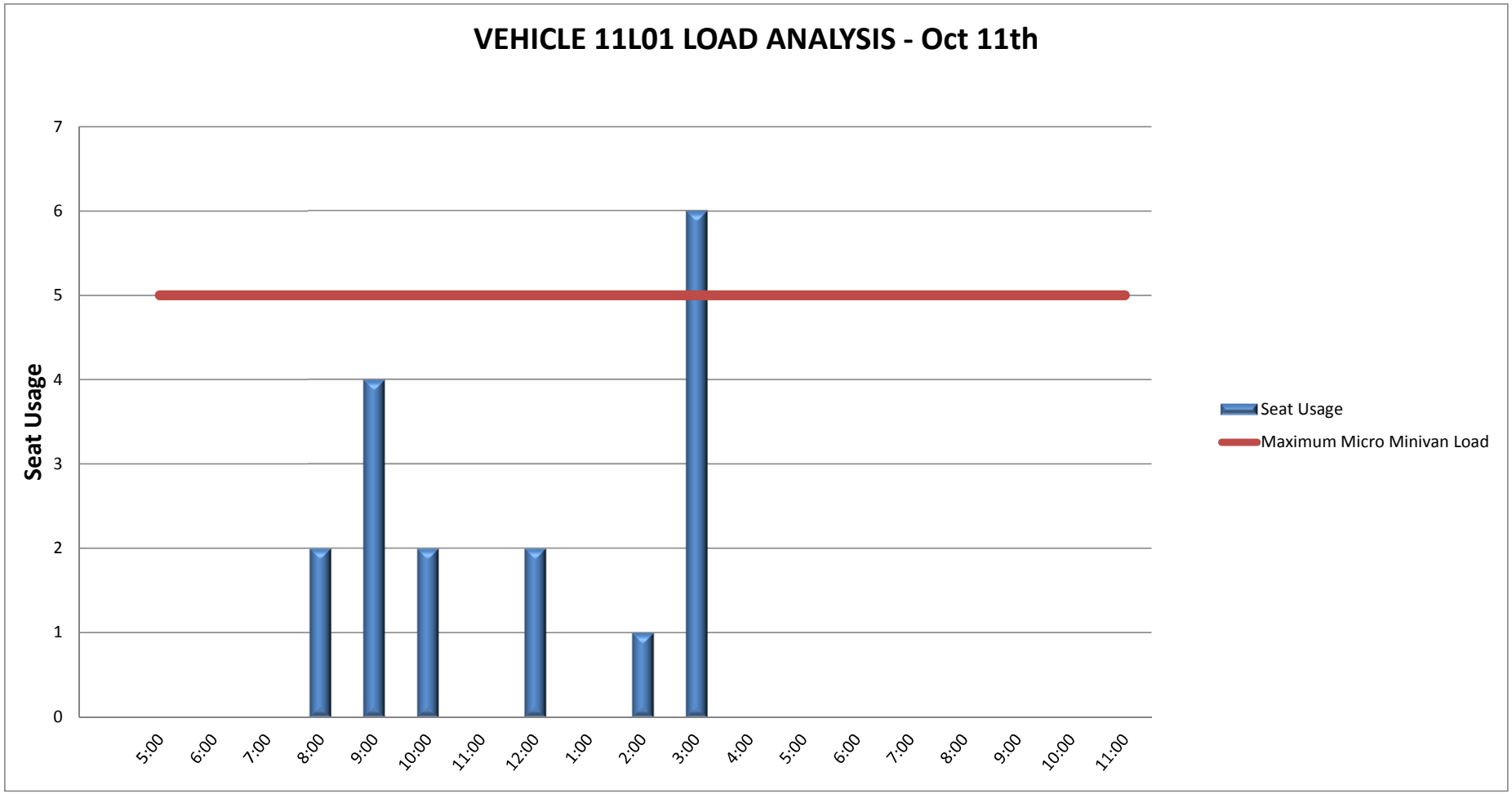

VEHICLE 5L06 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

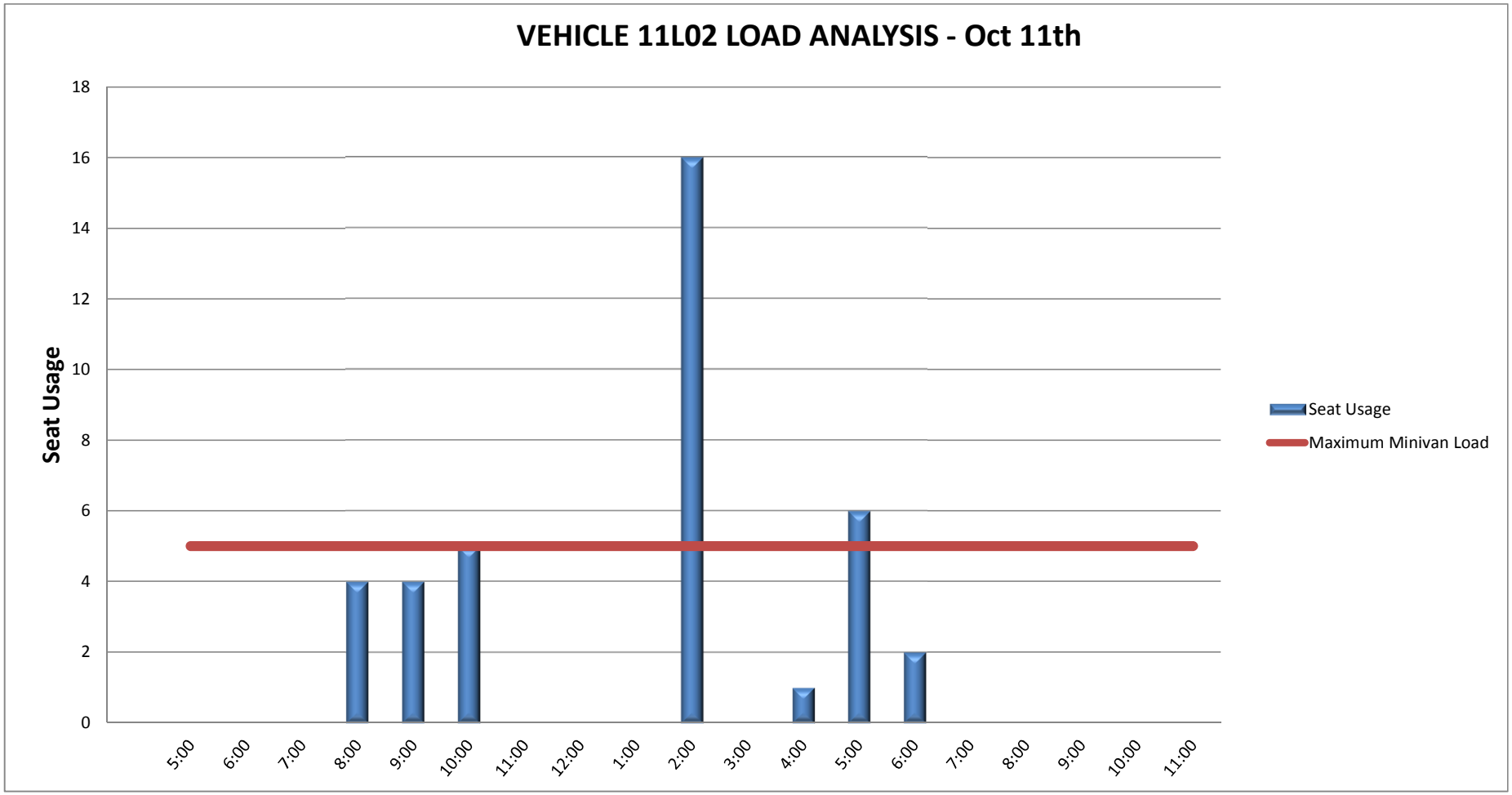

VEHICLE 7L01 LOAD ANALYSIS - Oct 11th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

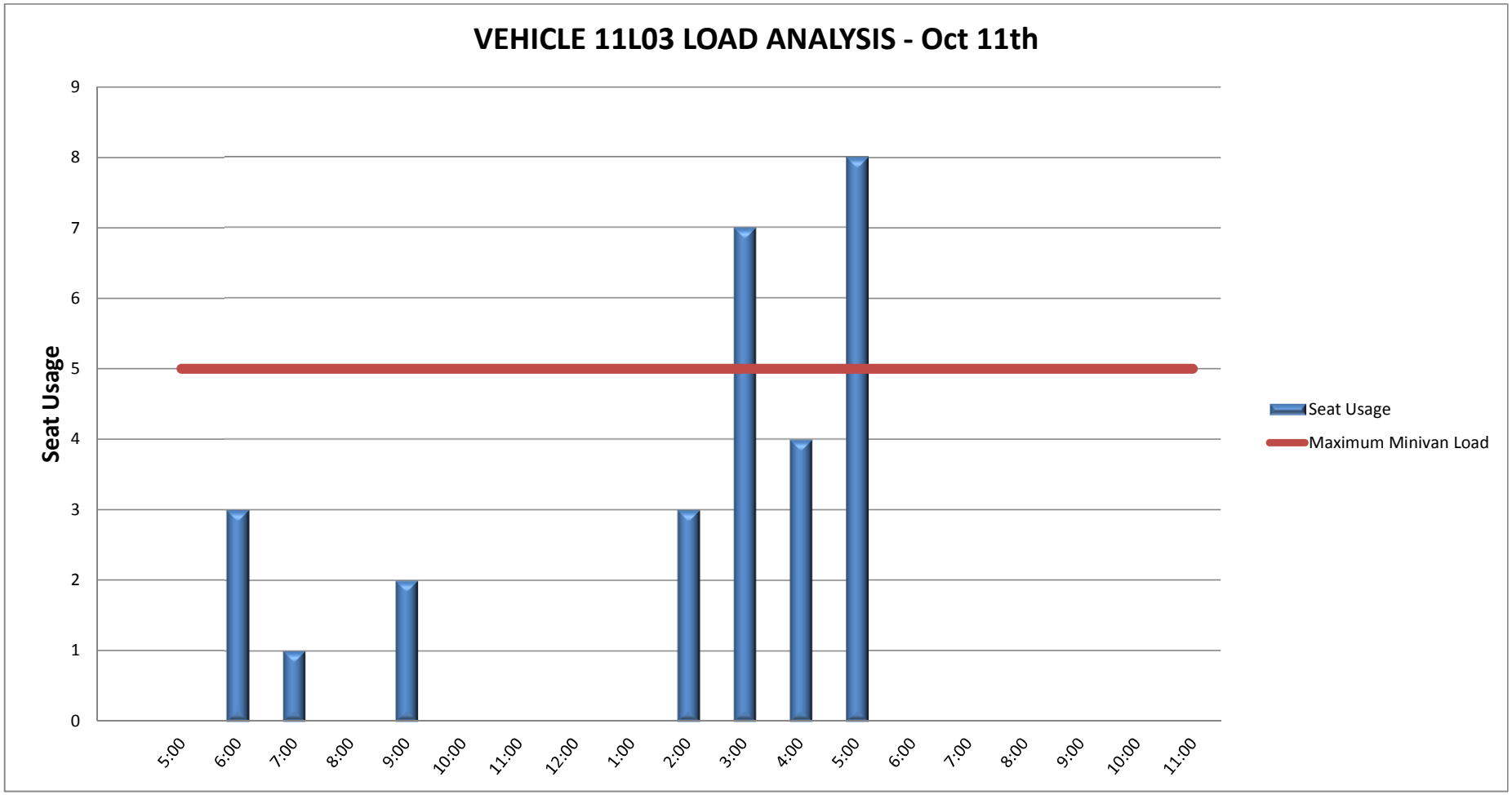

VEHICLE 9L01 LOAD ANALYSIS - Oct 11th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

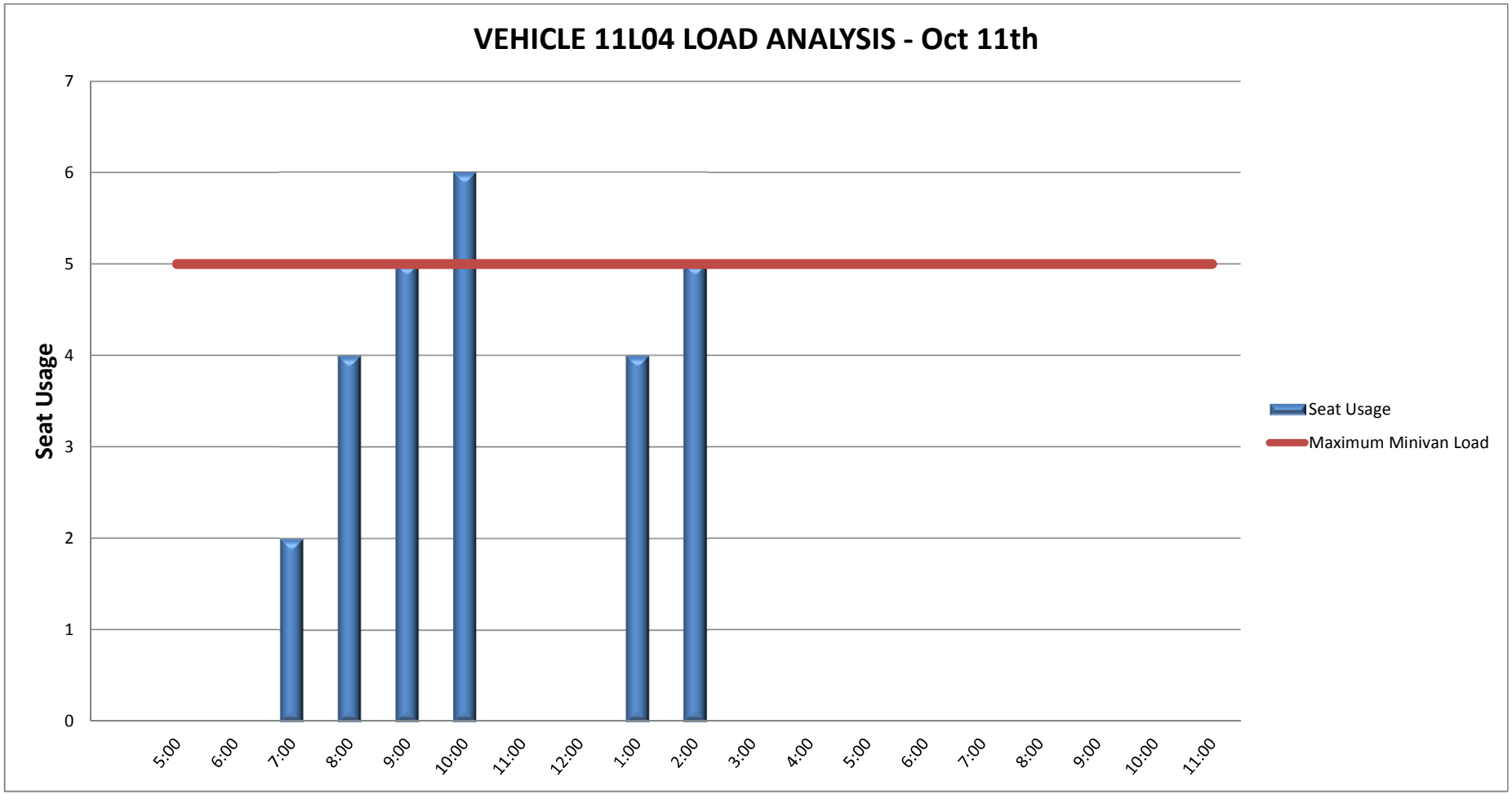

VEHICLE 9L02 LOAD ANALYSIS - Oct 11th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

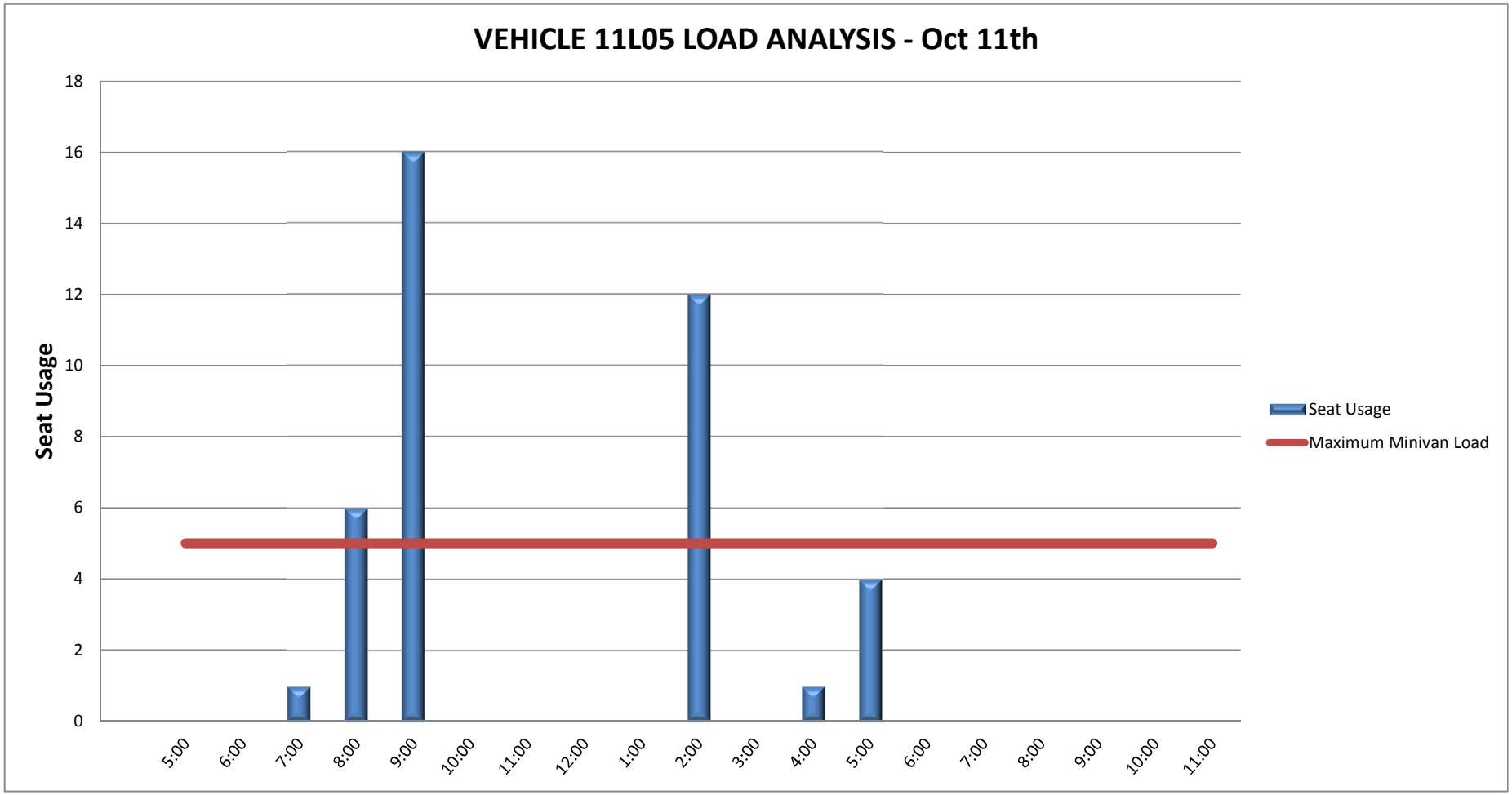

VEHICLE 9L03 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
8
9
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

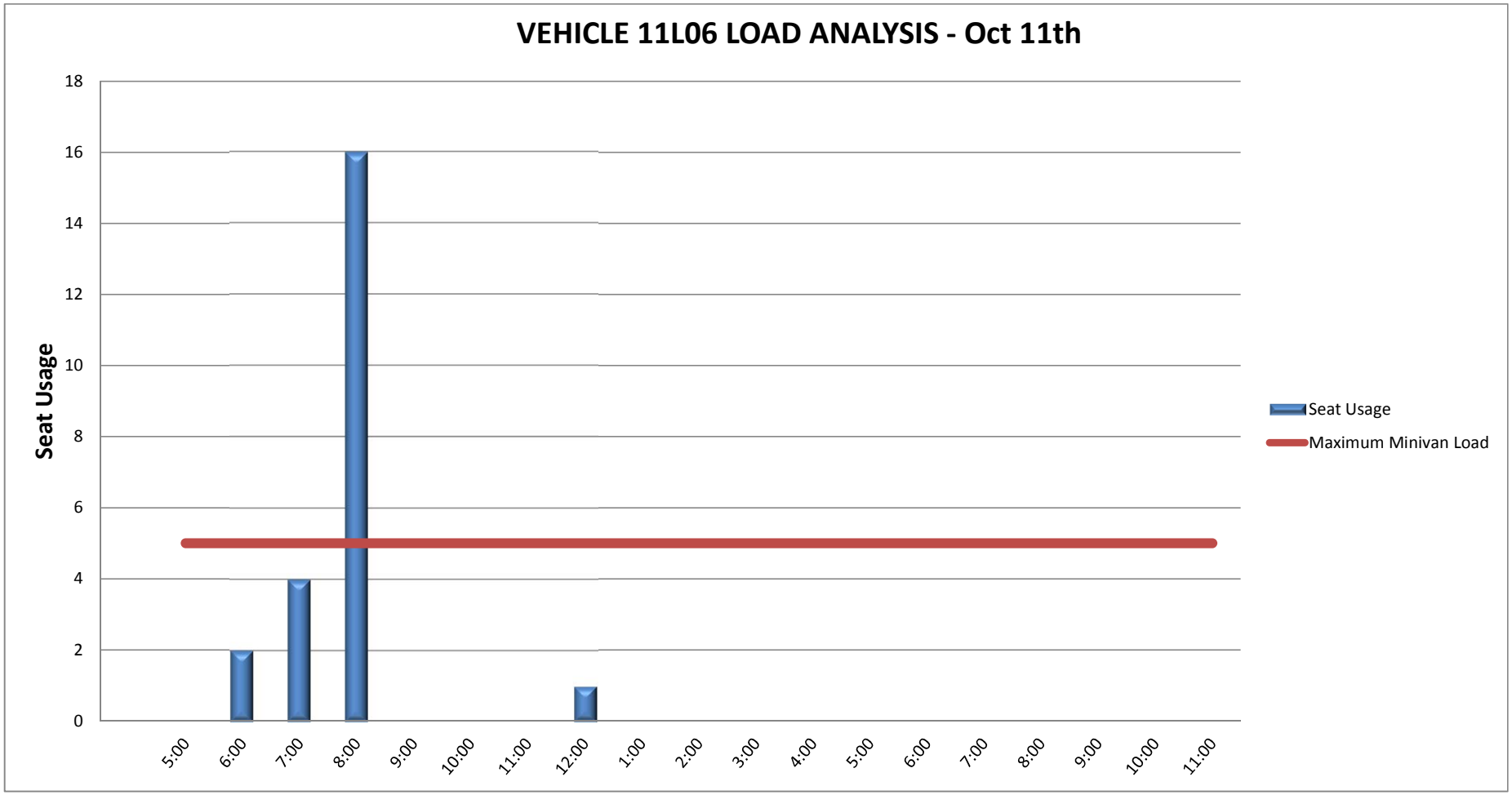

VEHICLE 11L01 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Micro Minivan Load

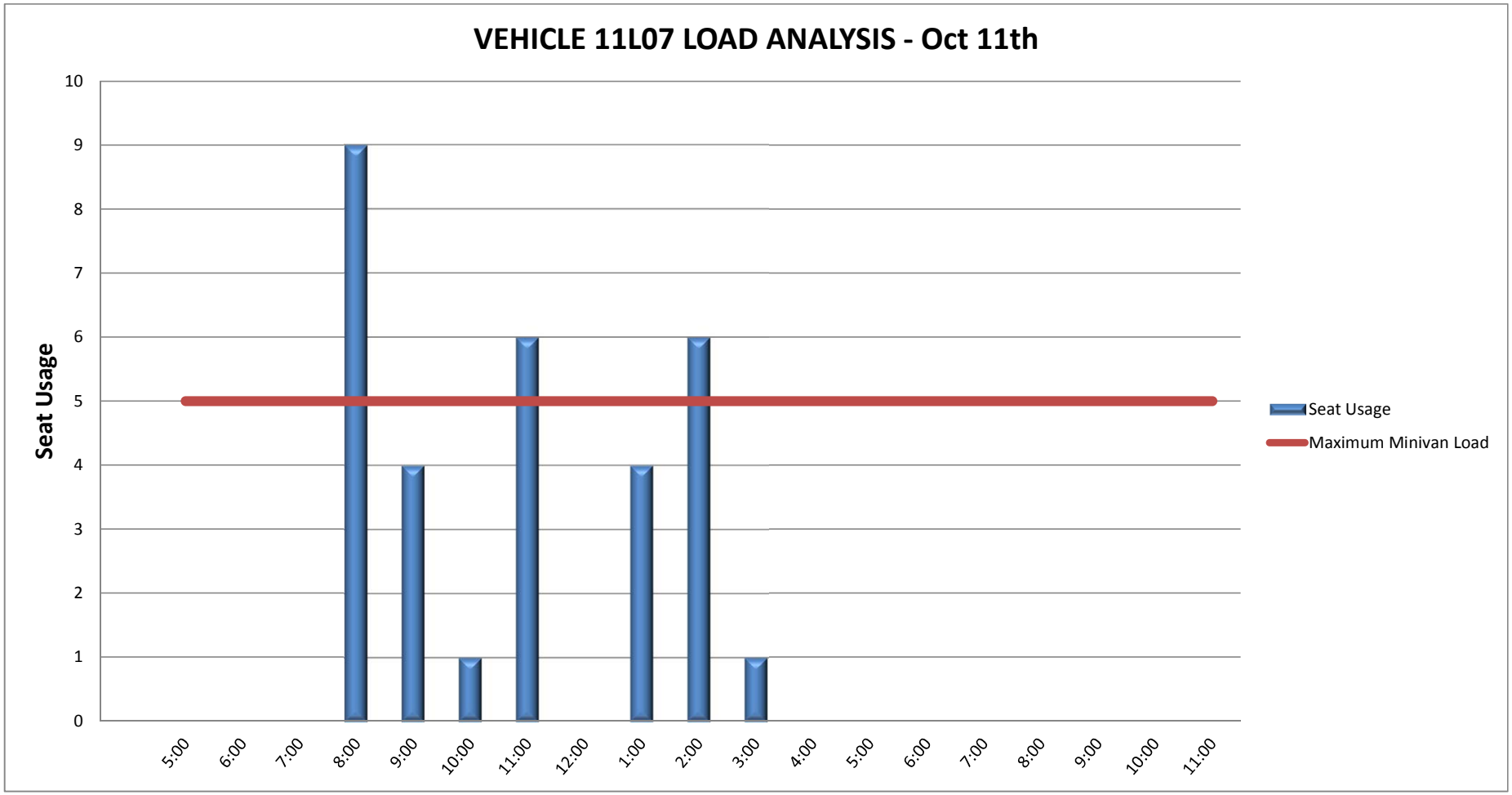

VEHICLE 11L02 LOAD ANALYSIS - Oct 11th
Seat Usage
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

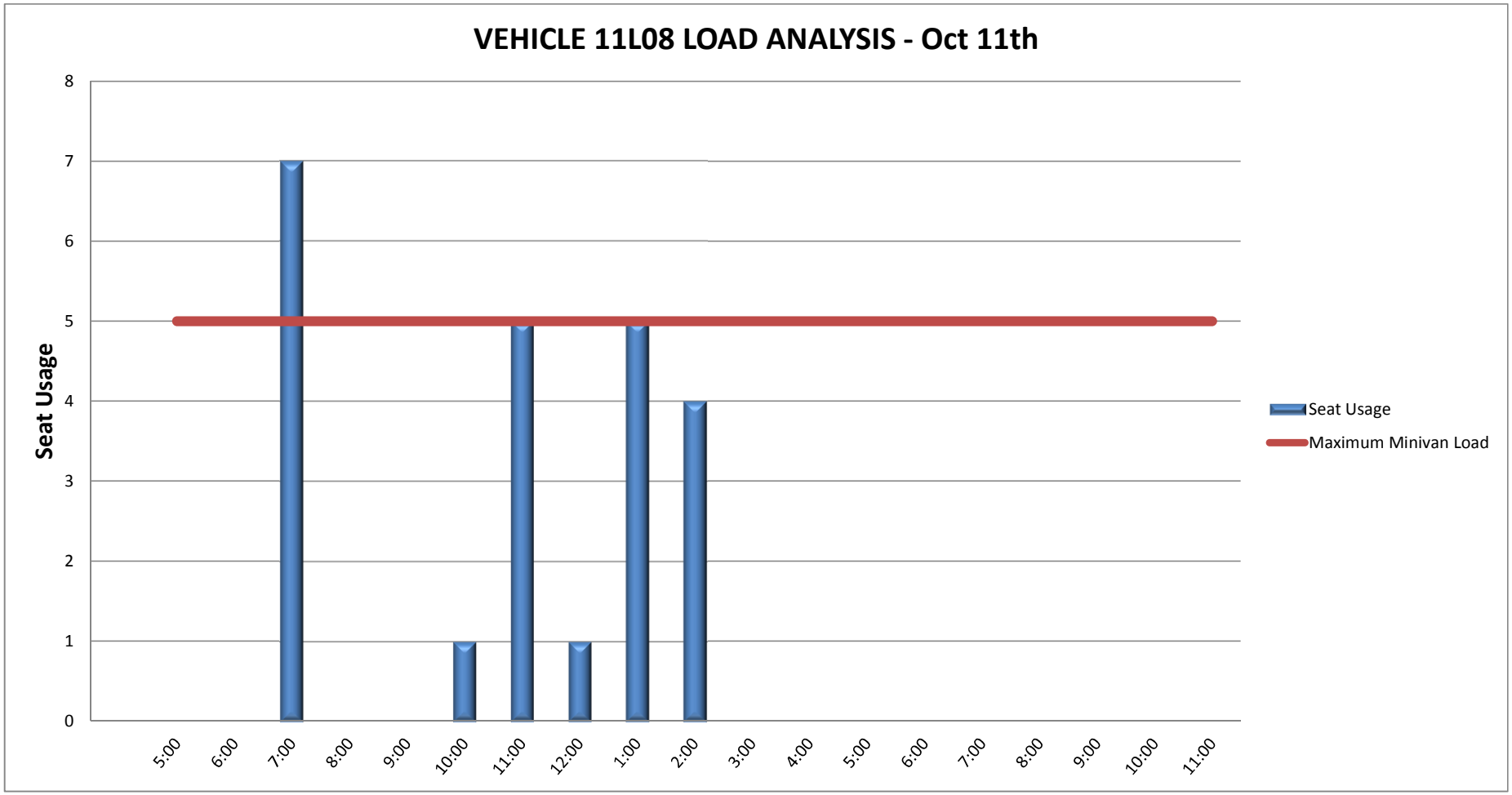

VEHICLE 11L03 LOAD ANALYSIS - Oct 11th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

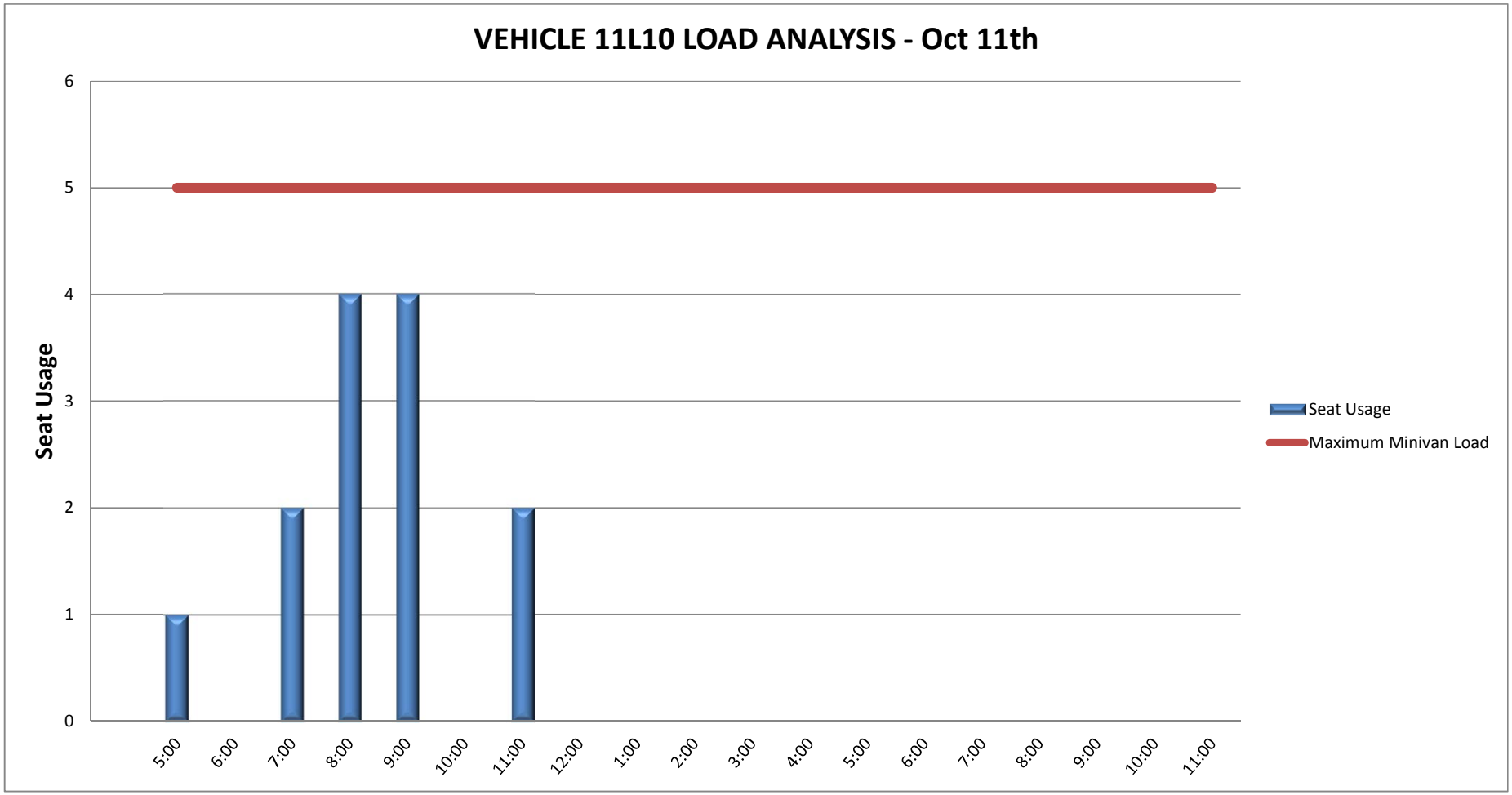

VEHICLE 11L04 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

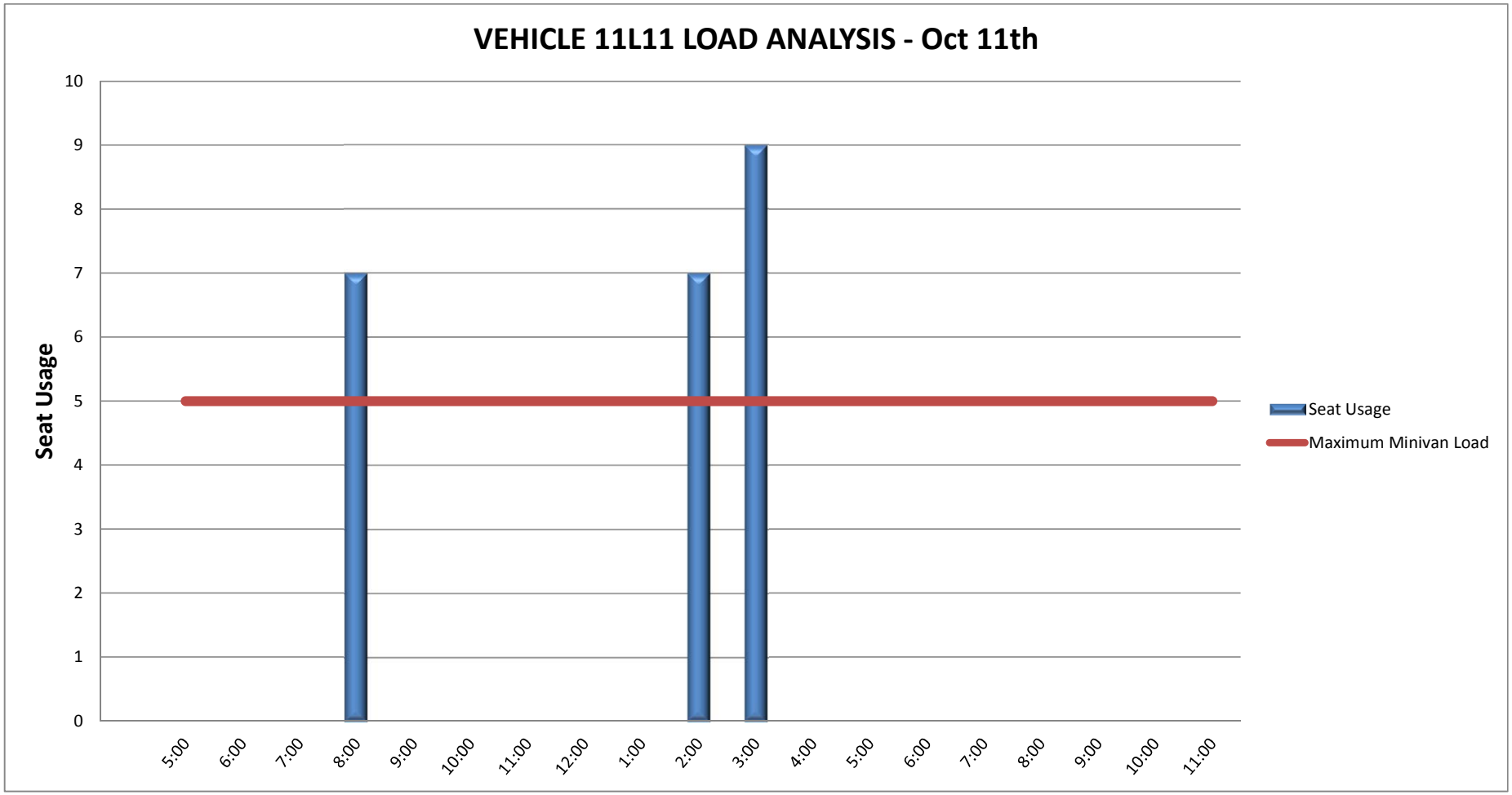

VEHICLE 11L05 LOAD ANALYSIS - Oct 11th
Seat Usage
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

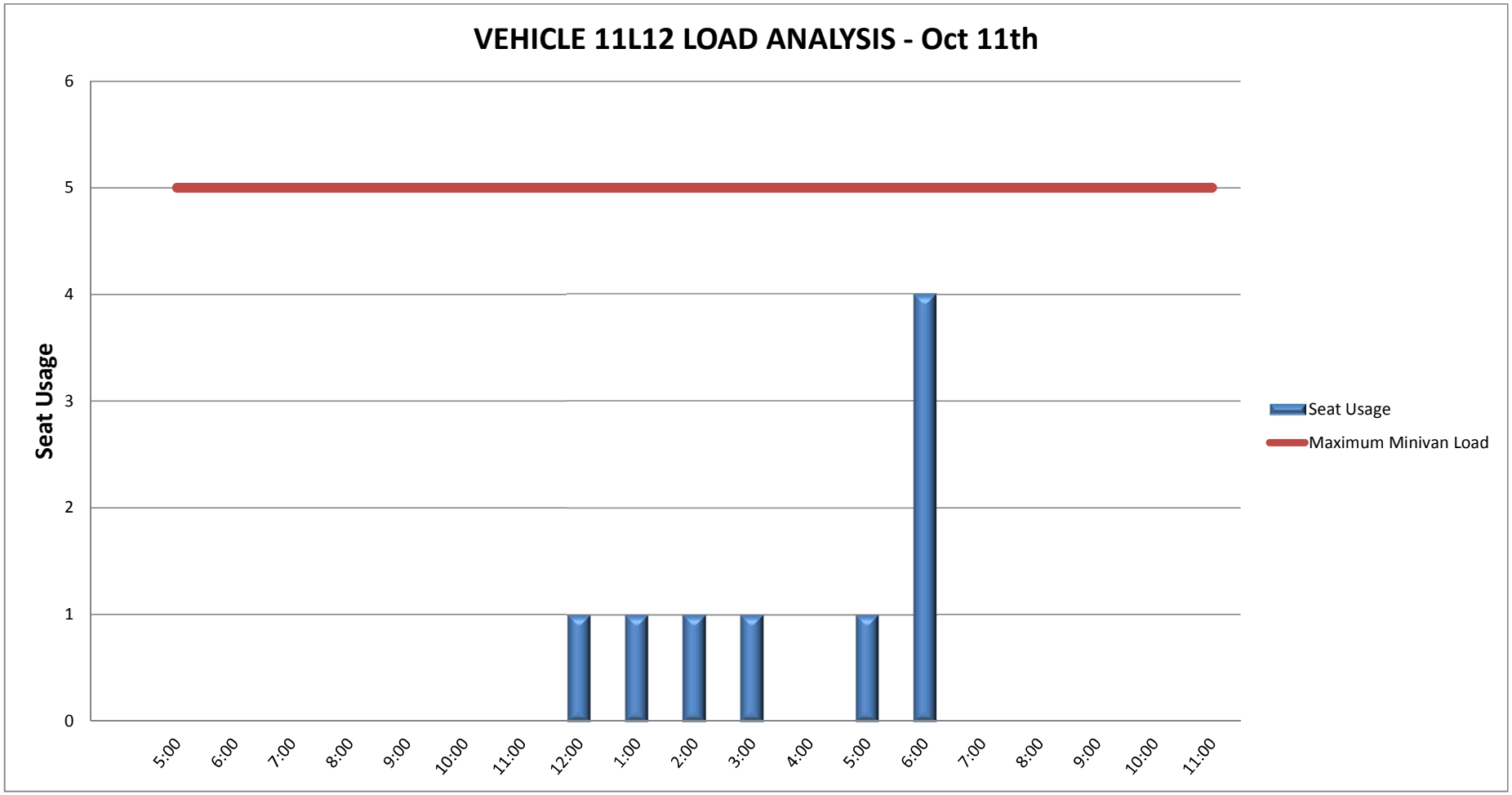

VEHICLE 11L06 LOAD ANALYSIS - Oct 11th
Seat Usage
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L07 LOAD ANALYSIS - Oct 11th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L08 LOAD ANALYSIS - Oct 11th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L10 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L11 LOAD ANALYSIS - Oct 11th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L12 LOAD ANALYSIS - Oct 11th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
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8:00
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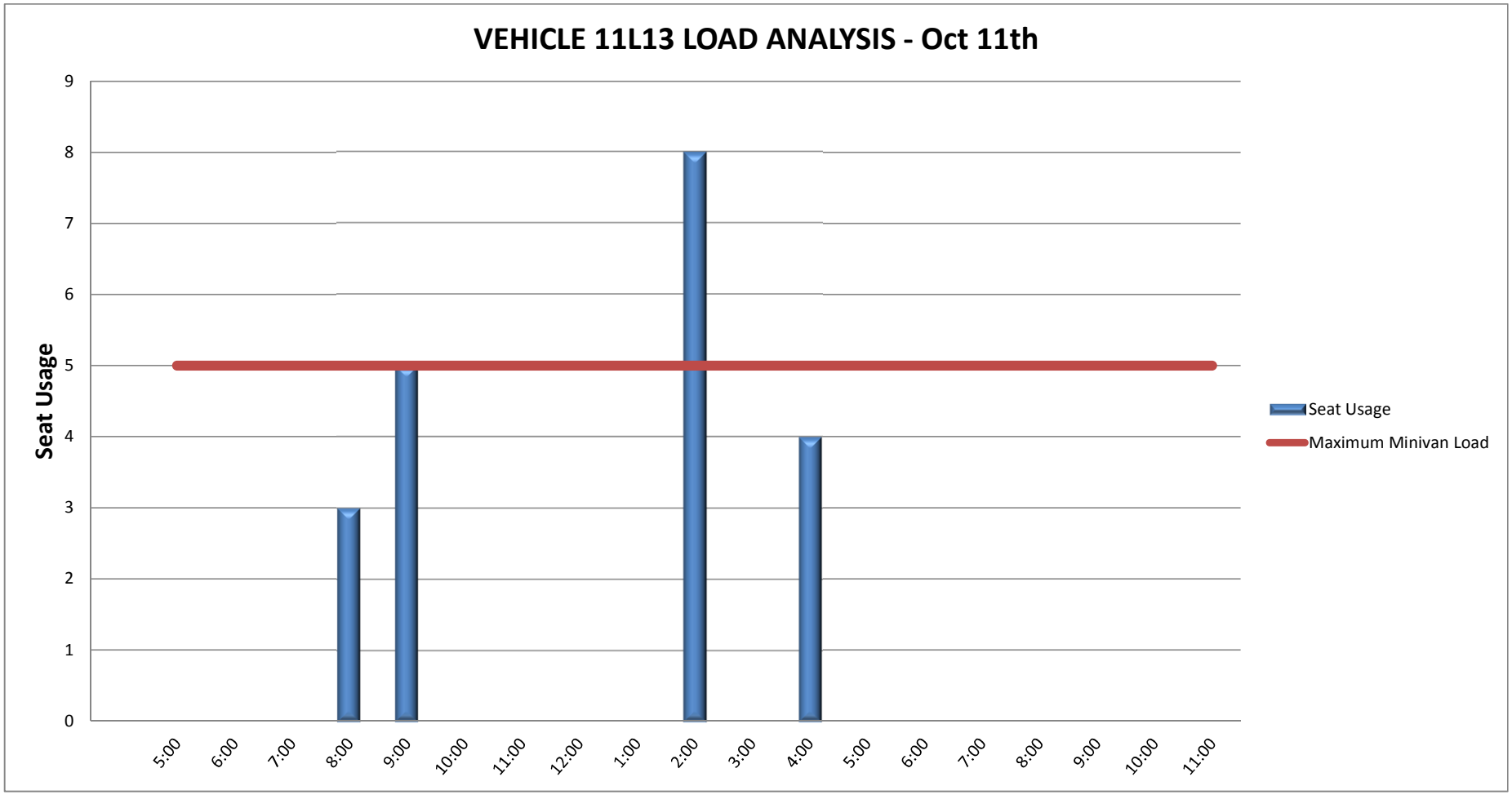
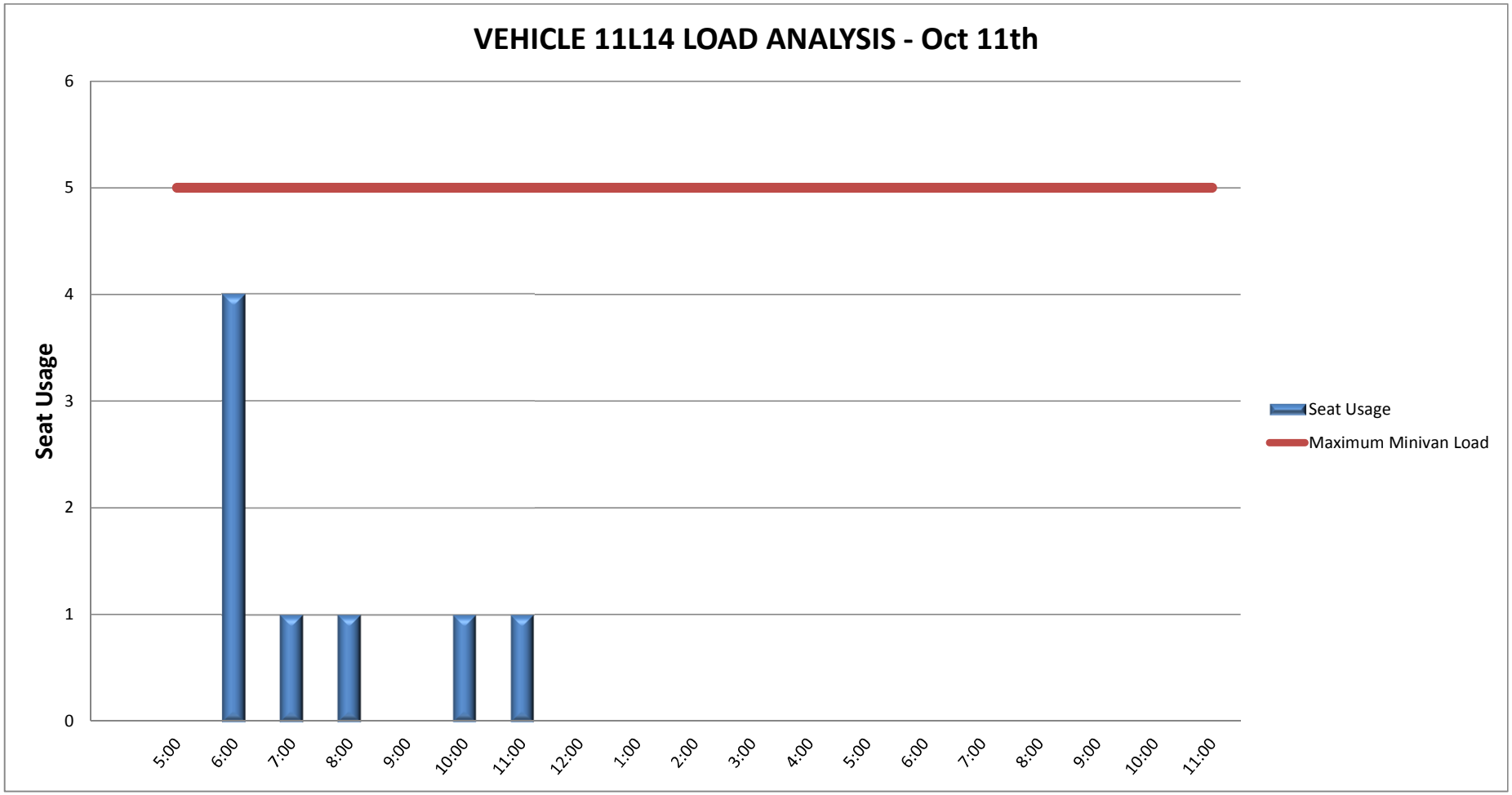
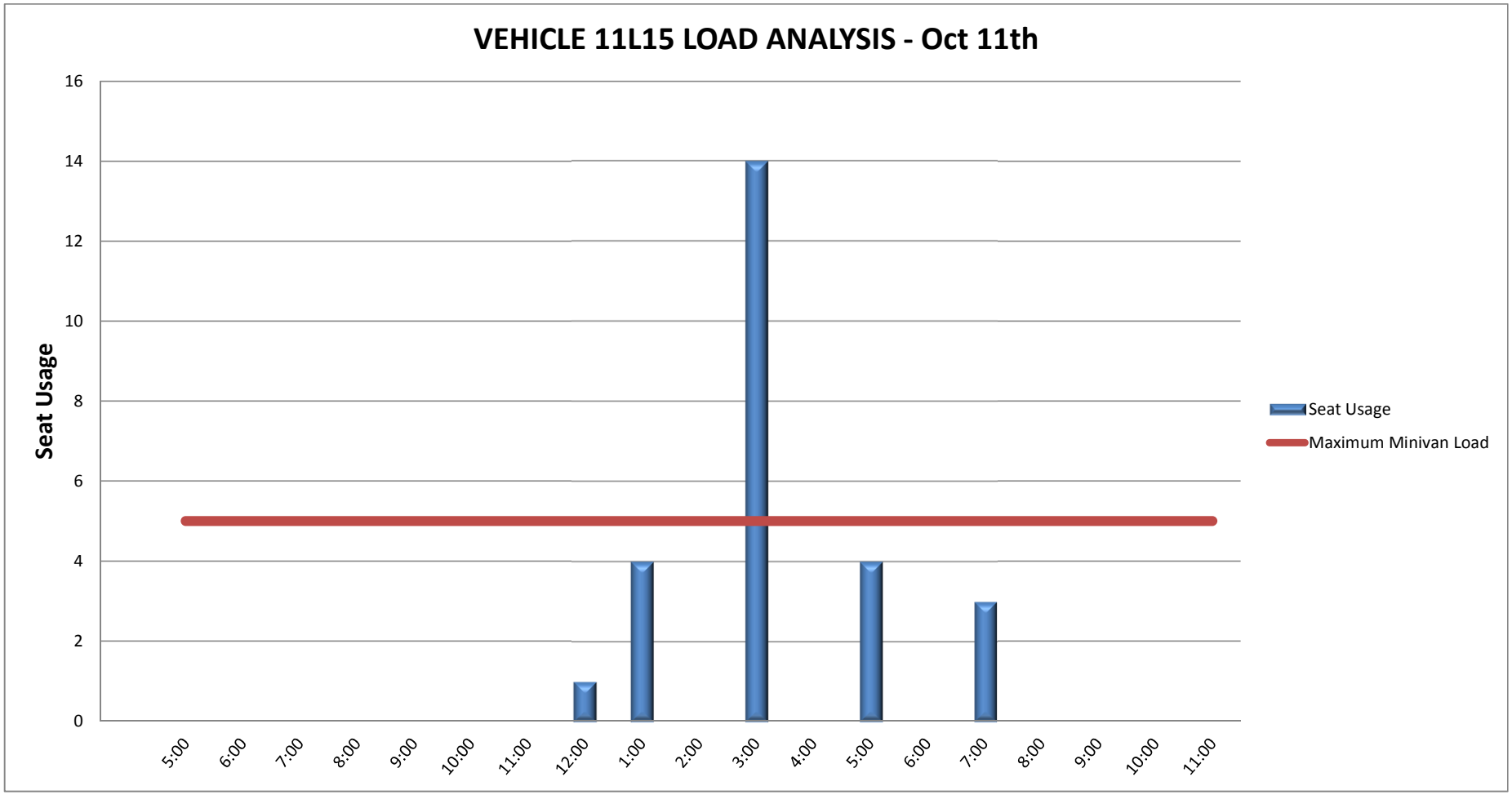
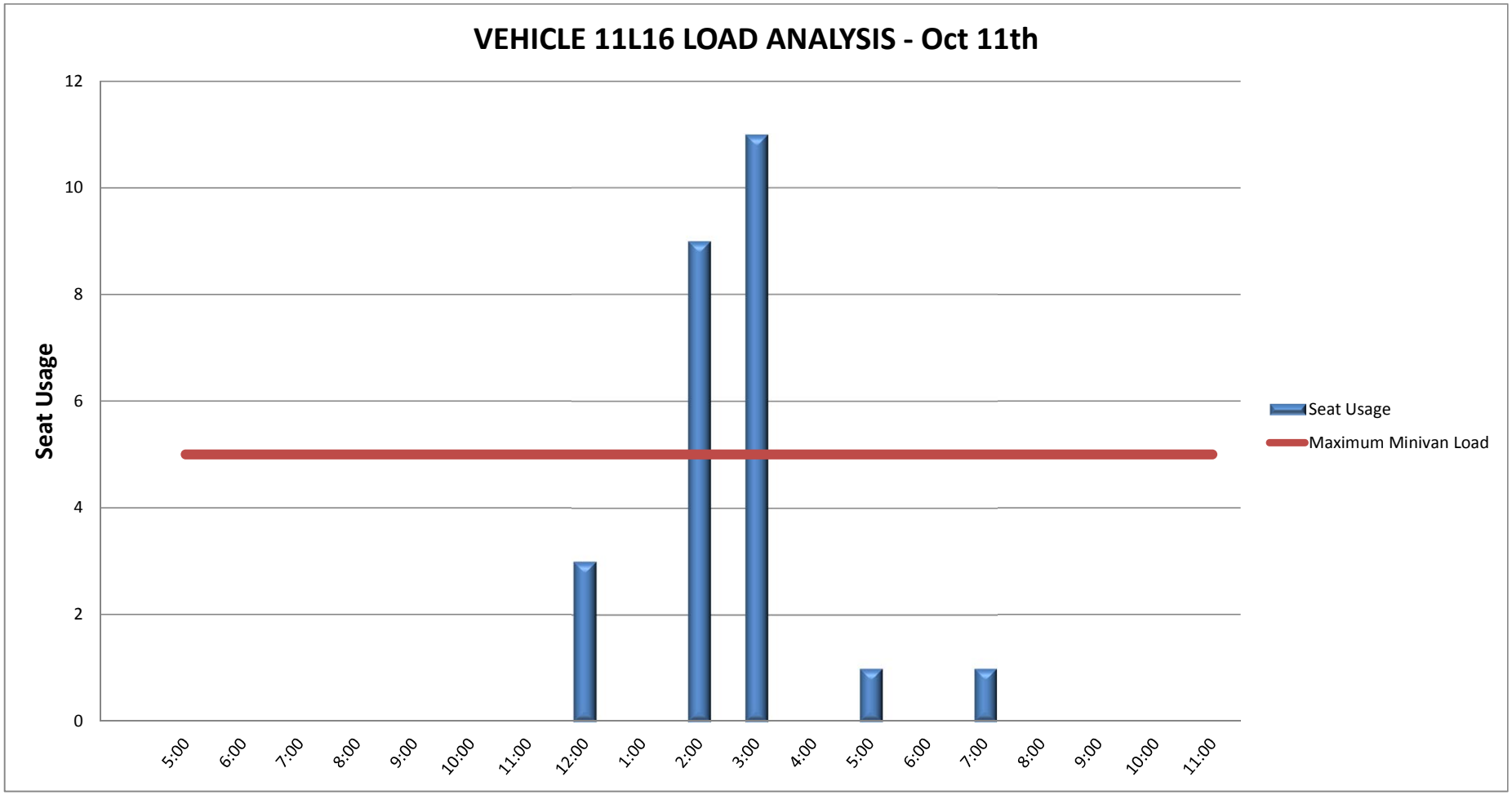
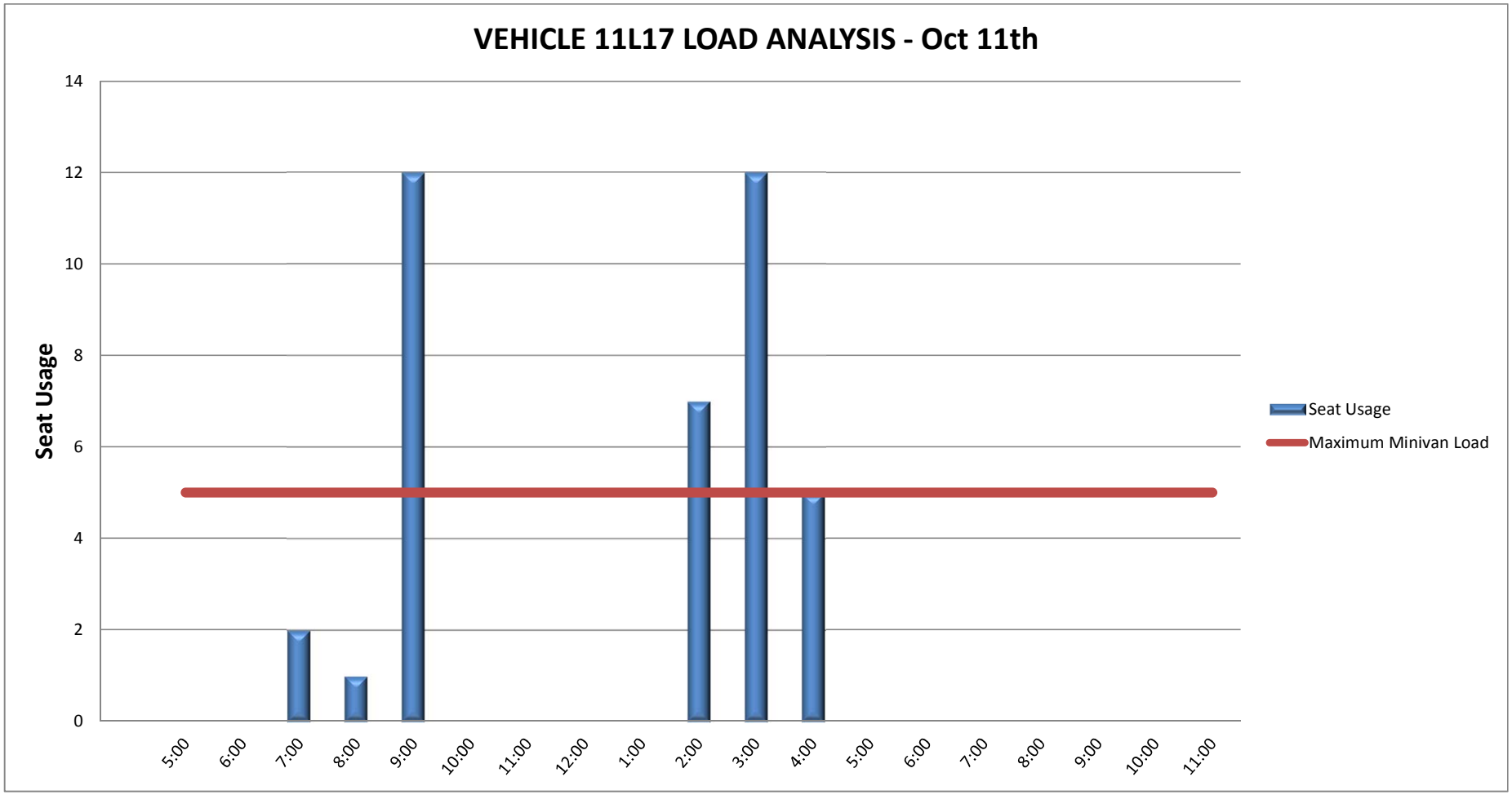
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

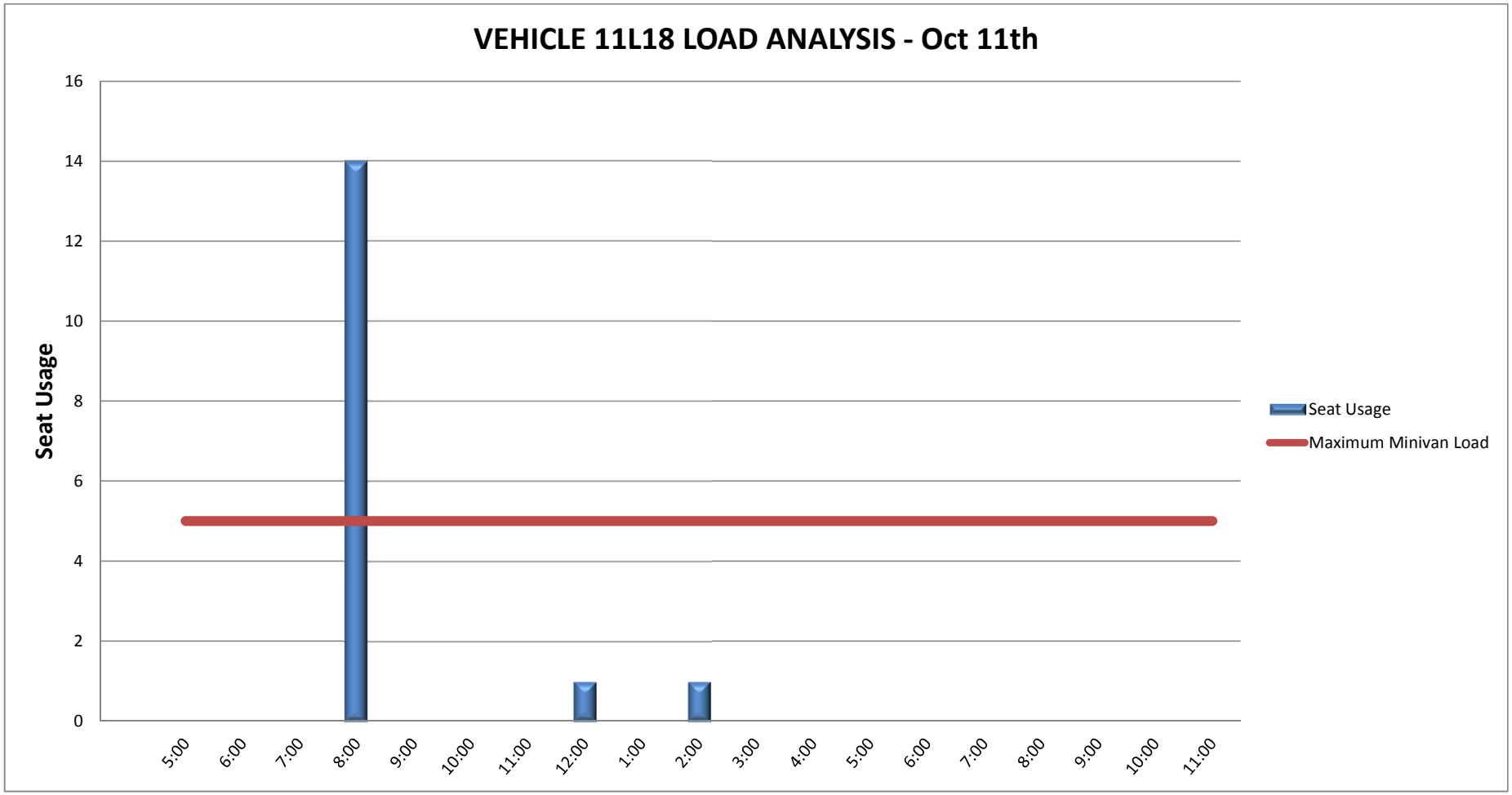

VEHICLE 11L13 LOAD ANALYSIS - Oct 11th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

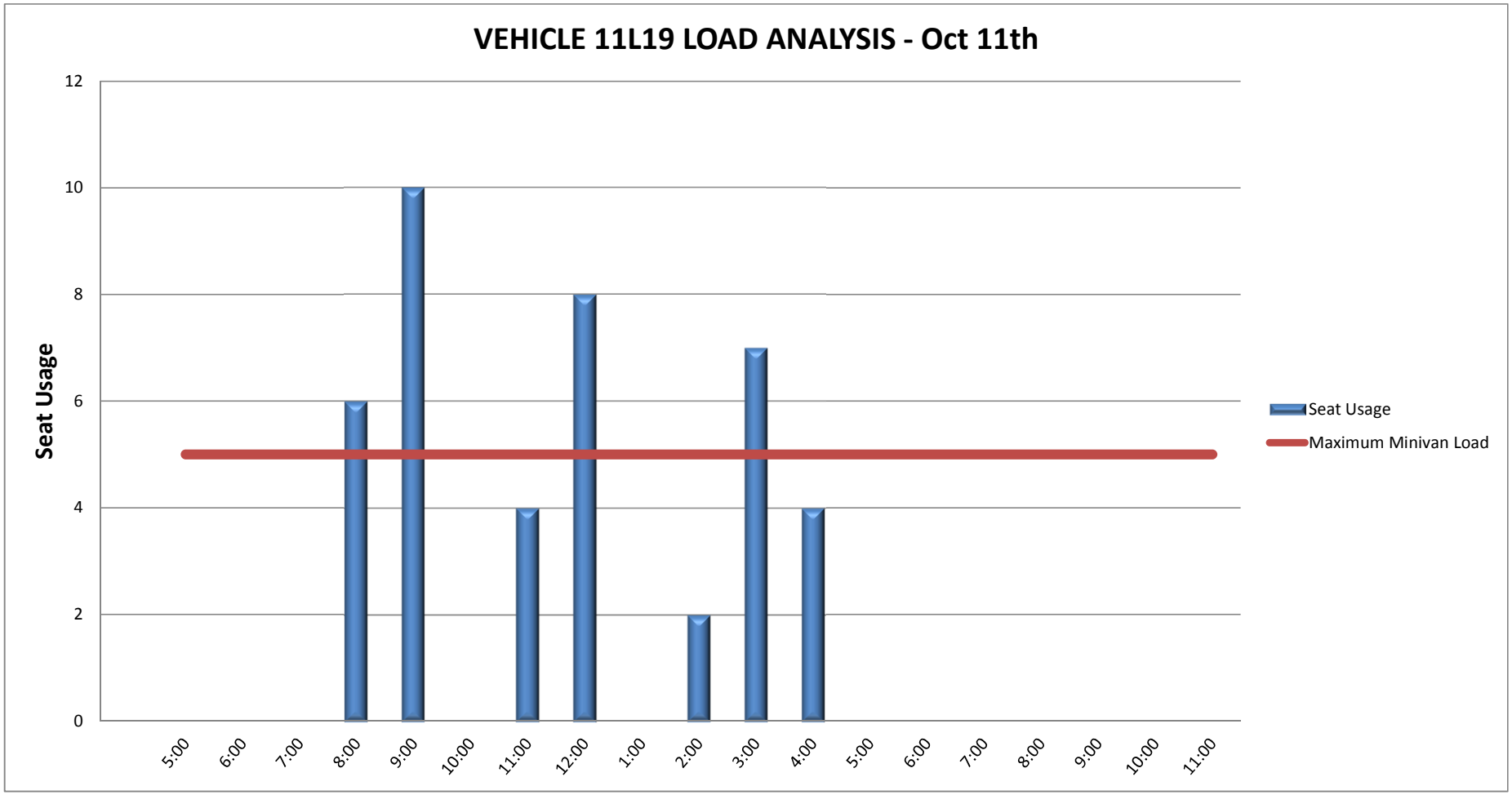

VEHICLE 11L14 LOAD ANALYSIS - Oct 11th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

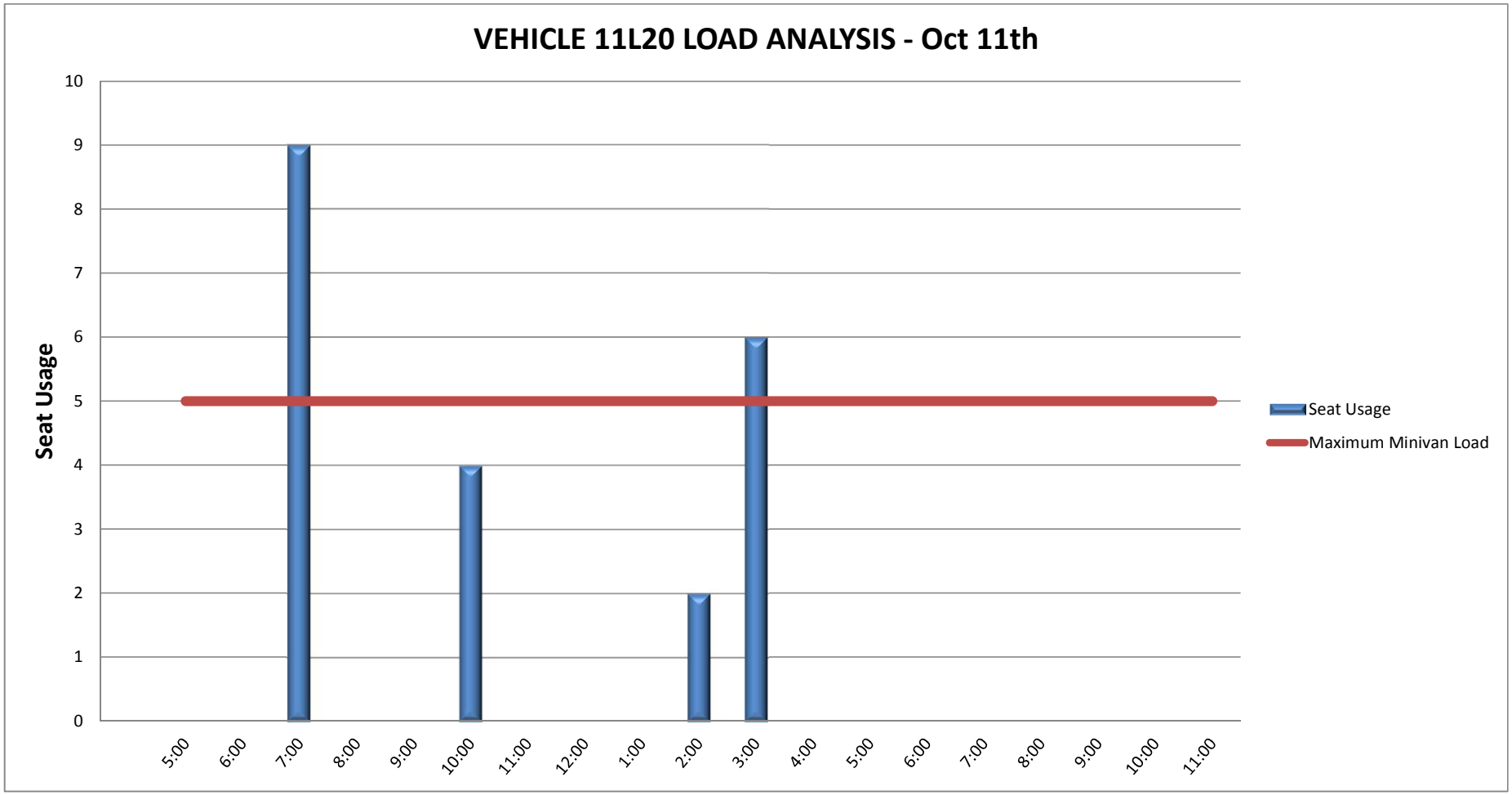

VEHICLE 11L15 LOAD ANALYSIS - Oct 11th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

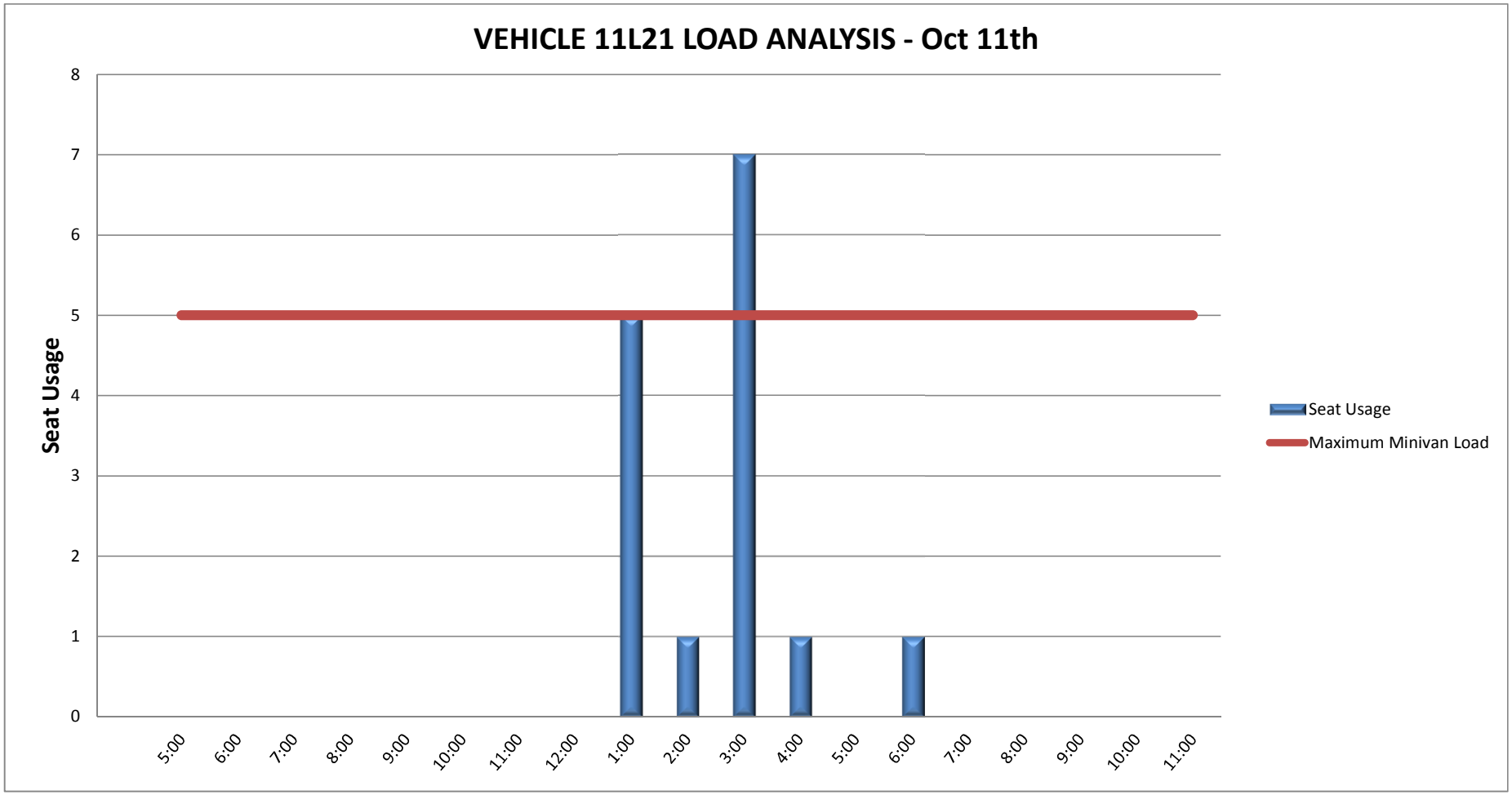

VEHICLE 11L16 LOAD ANALYSIS - Oct 11th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

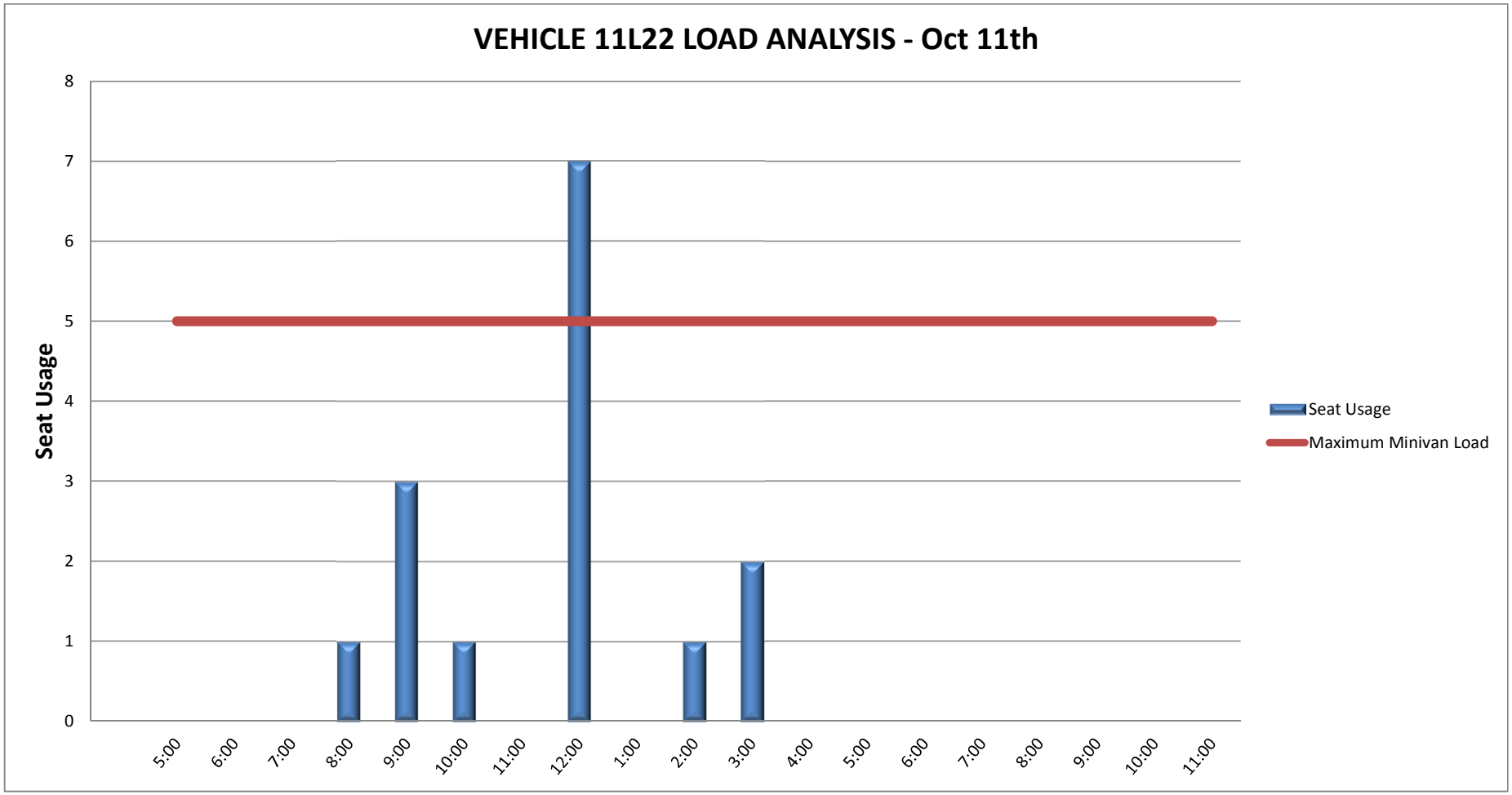

VEHICLE 11L17 LOAD ANALYSIS - Oct 11th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L18 LOAD ANALYSIS - Oct 11th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L19 LOAD ANALYSIS - Oct 11th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L20 LOAD ANALYSIS - Oct 11th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L21 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
8
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L22 LOAD ANALYSIS - Oct 11th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
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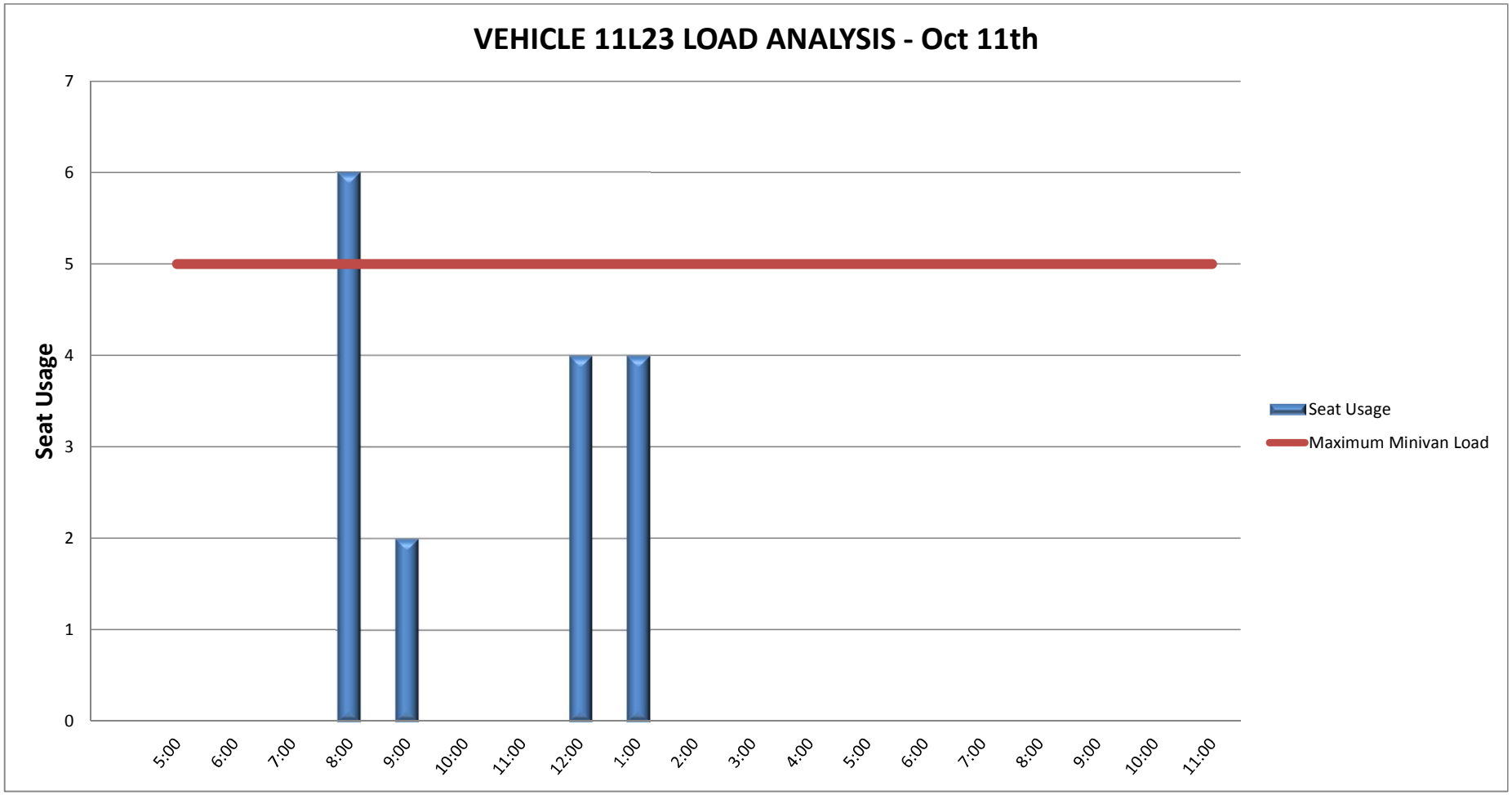
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L23 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
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7:00
8:00
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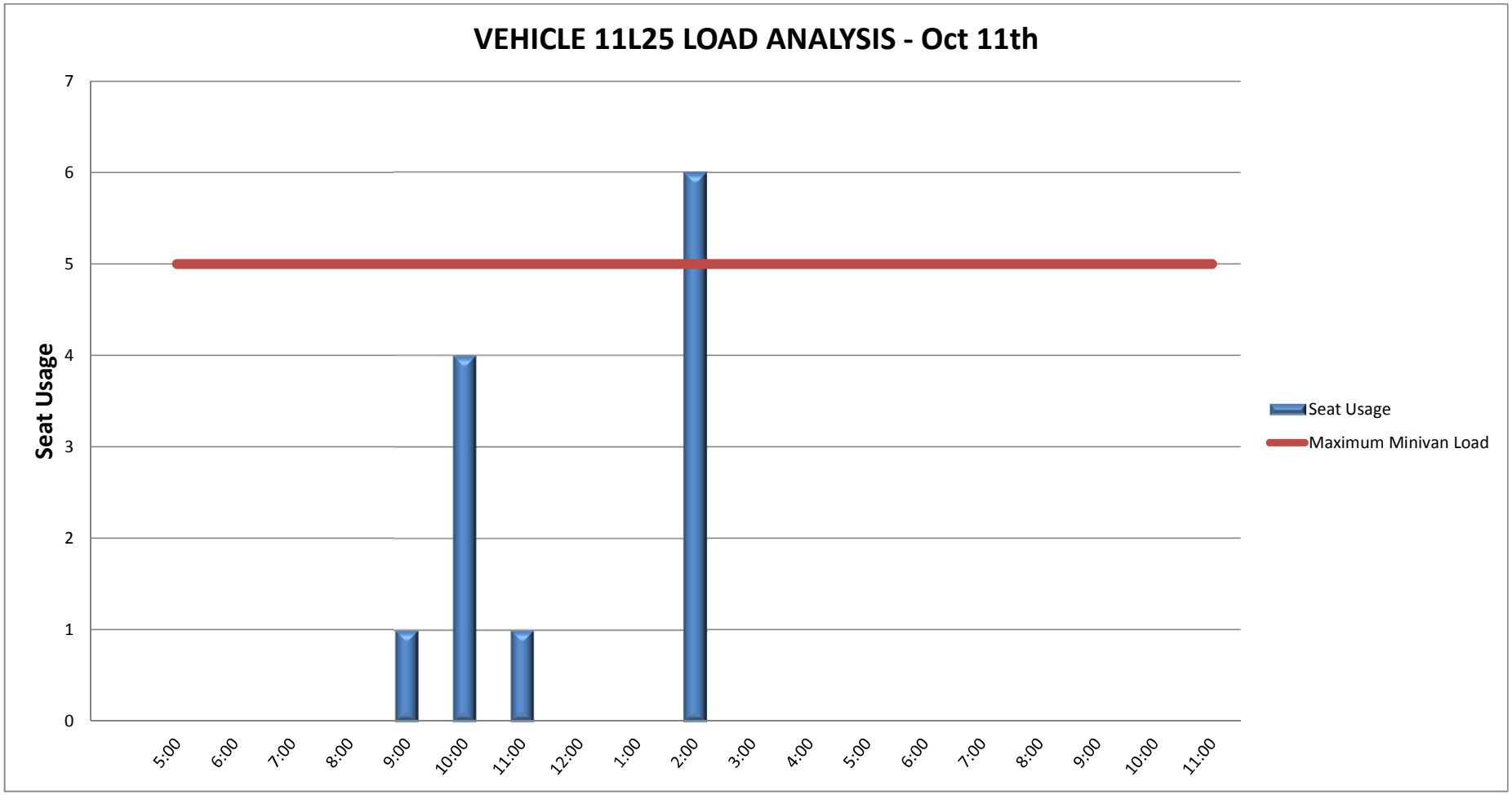
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L25 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
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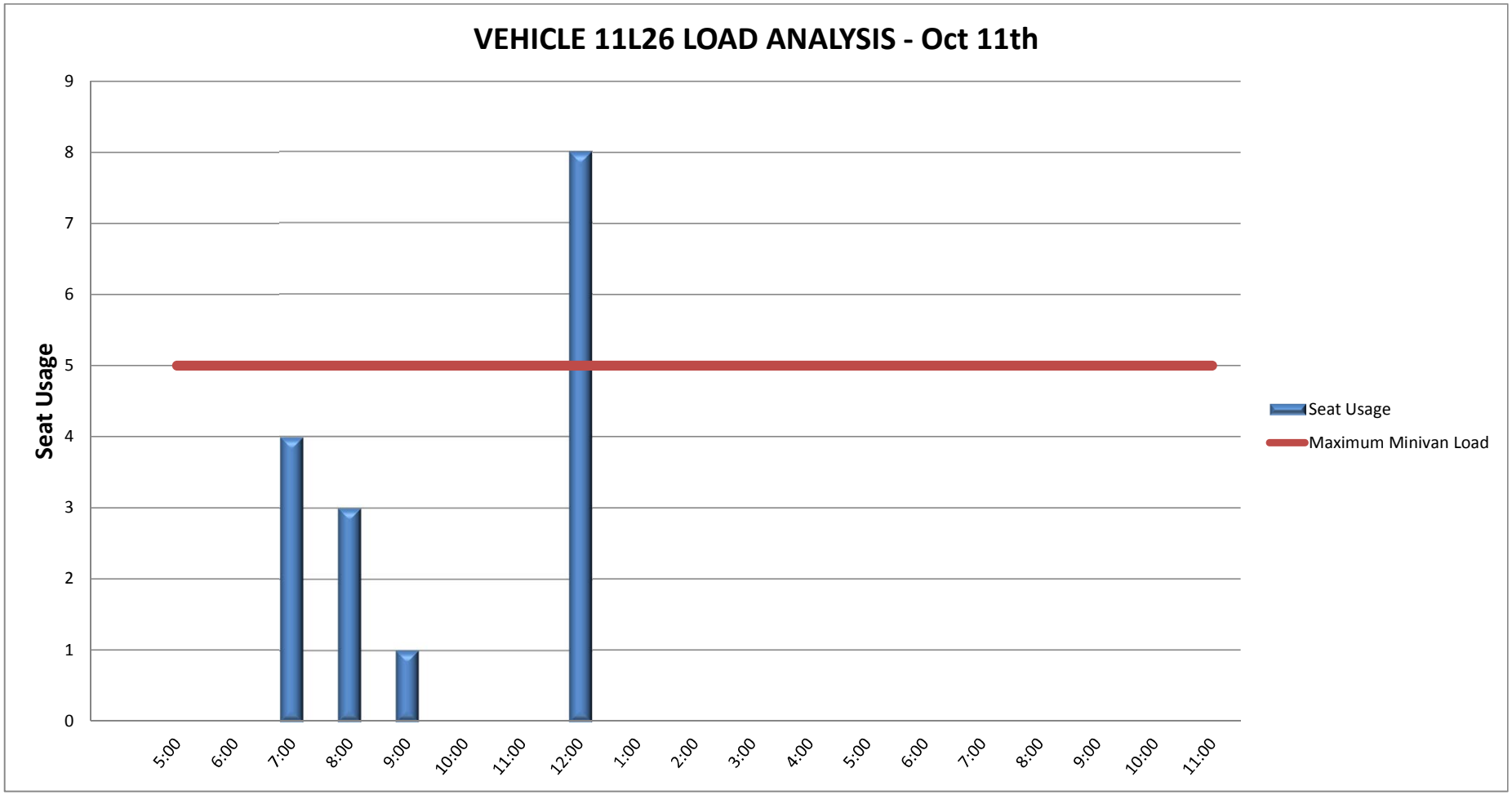
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L26 LOAD ANALYSIS - Oct 11th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
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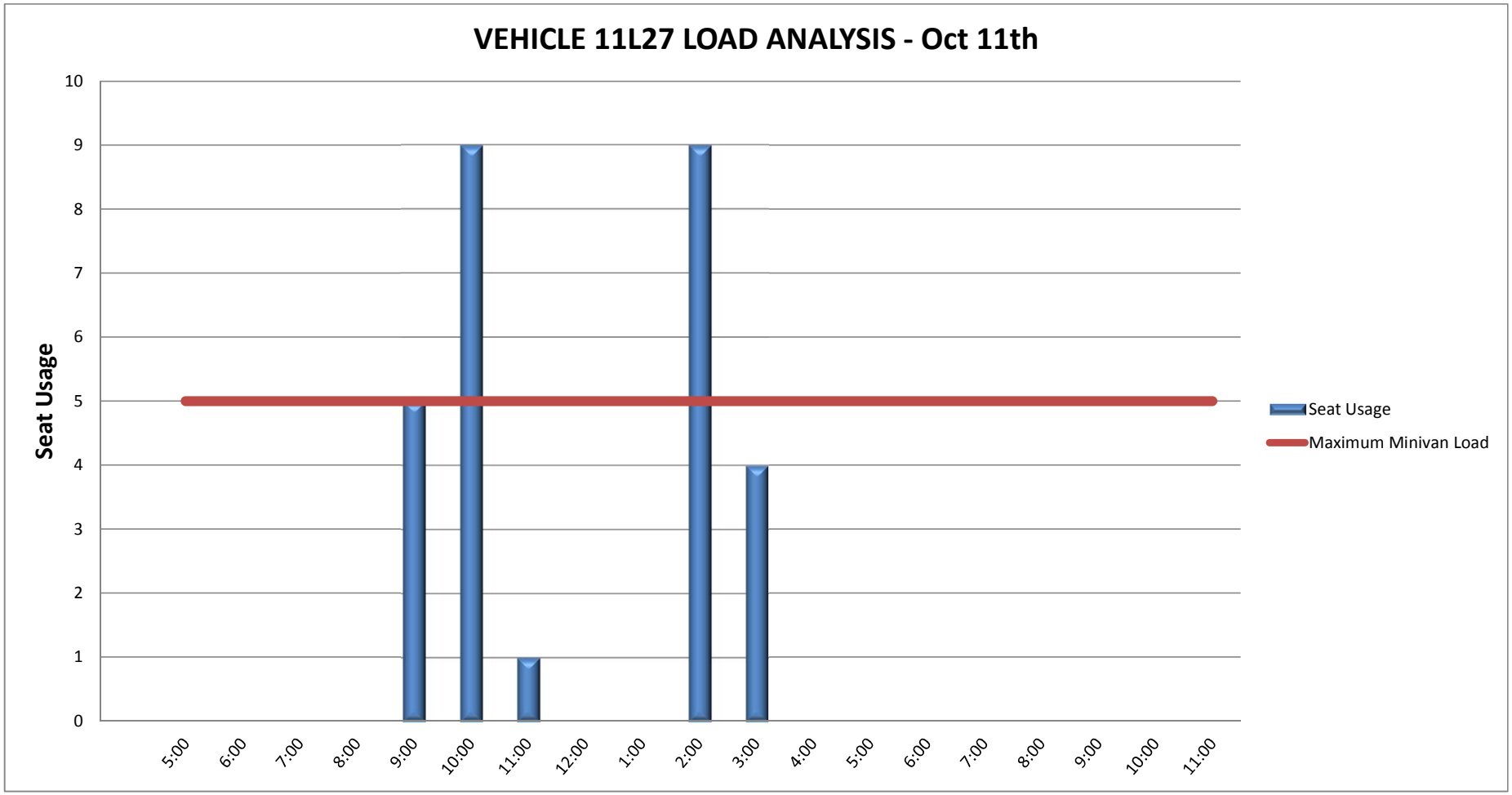
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L27 LOAD ANALYSIS - Oct 11th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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2:00
3:00
4:00
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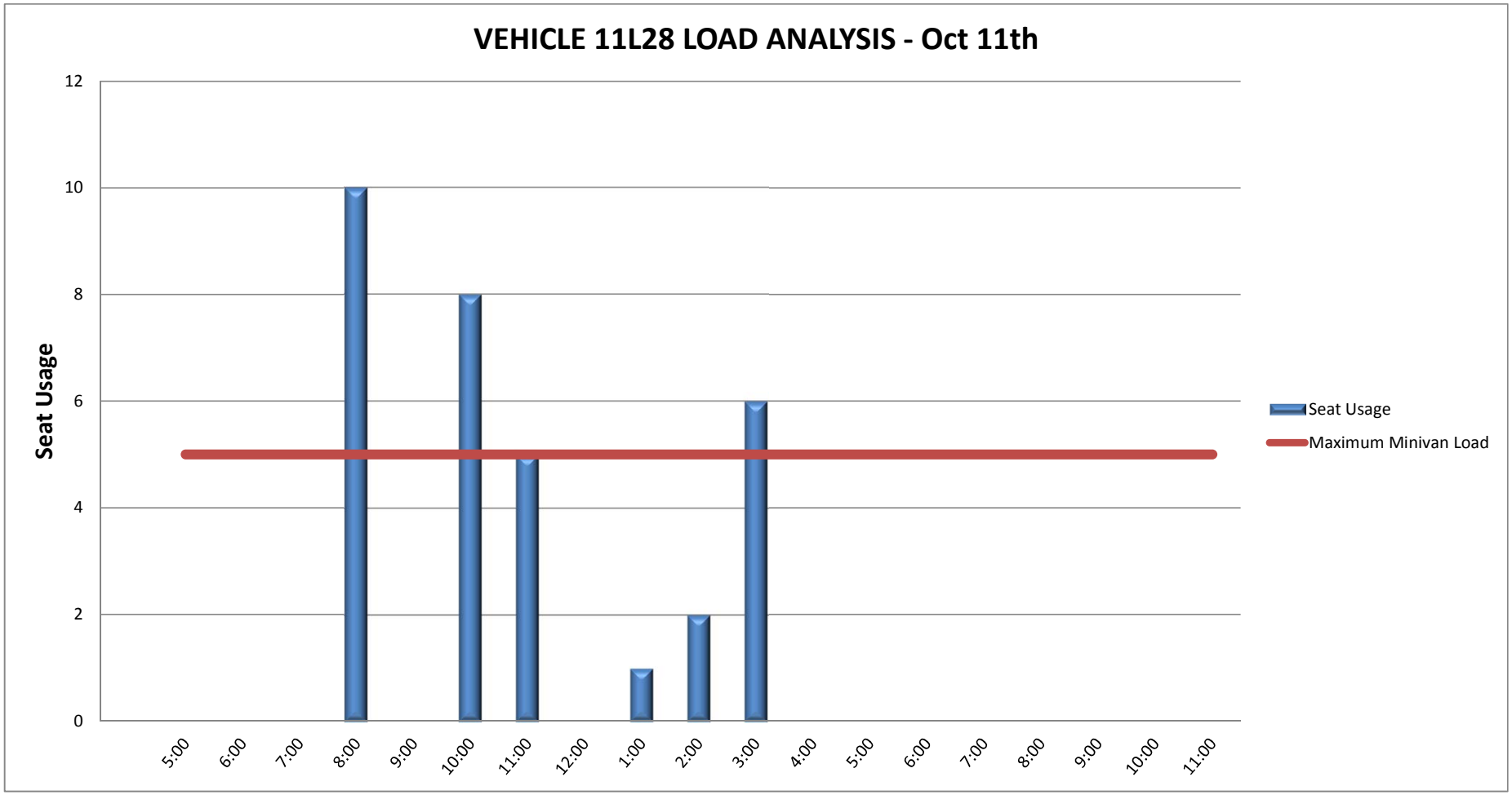
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L28 LOAD ANALYSIS - Oct 11th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
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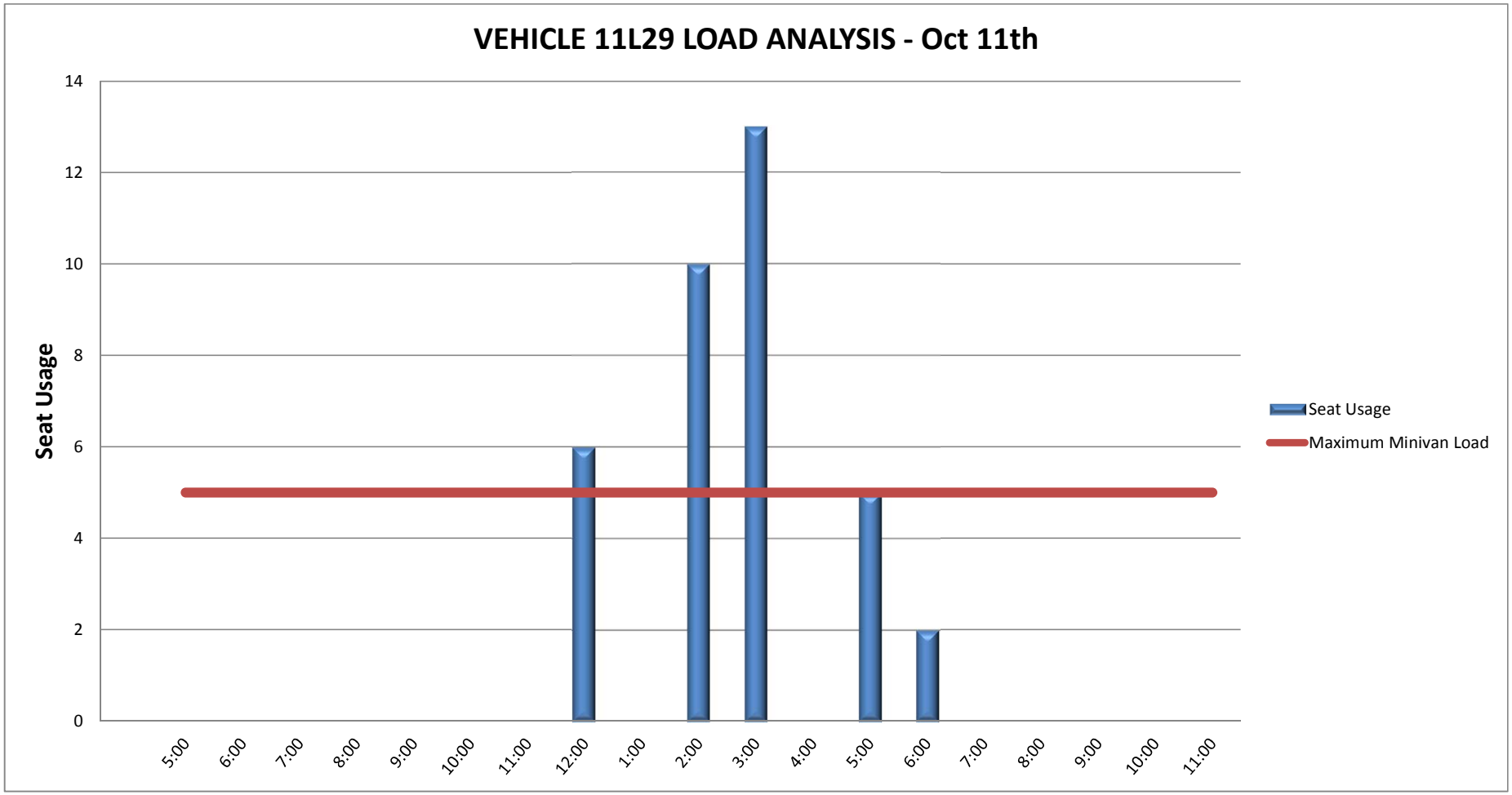
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L29 LOAD ANALYSIS - Oct 11th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
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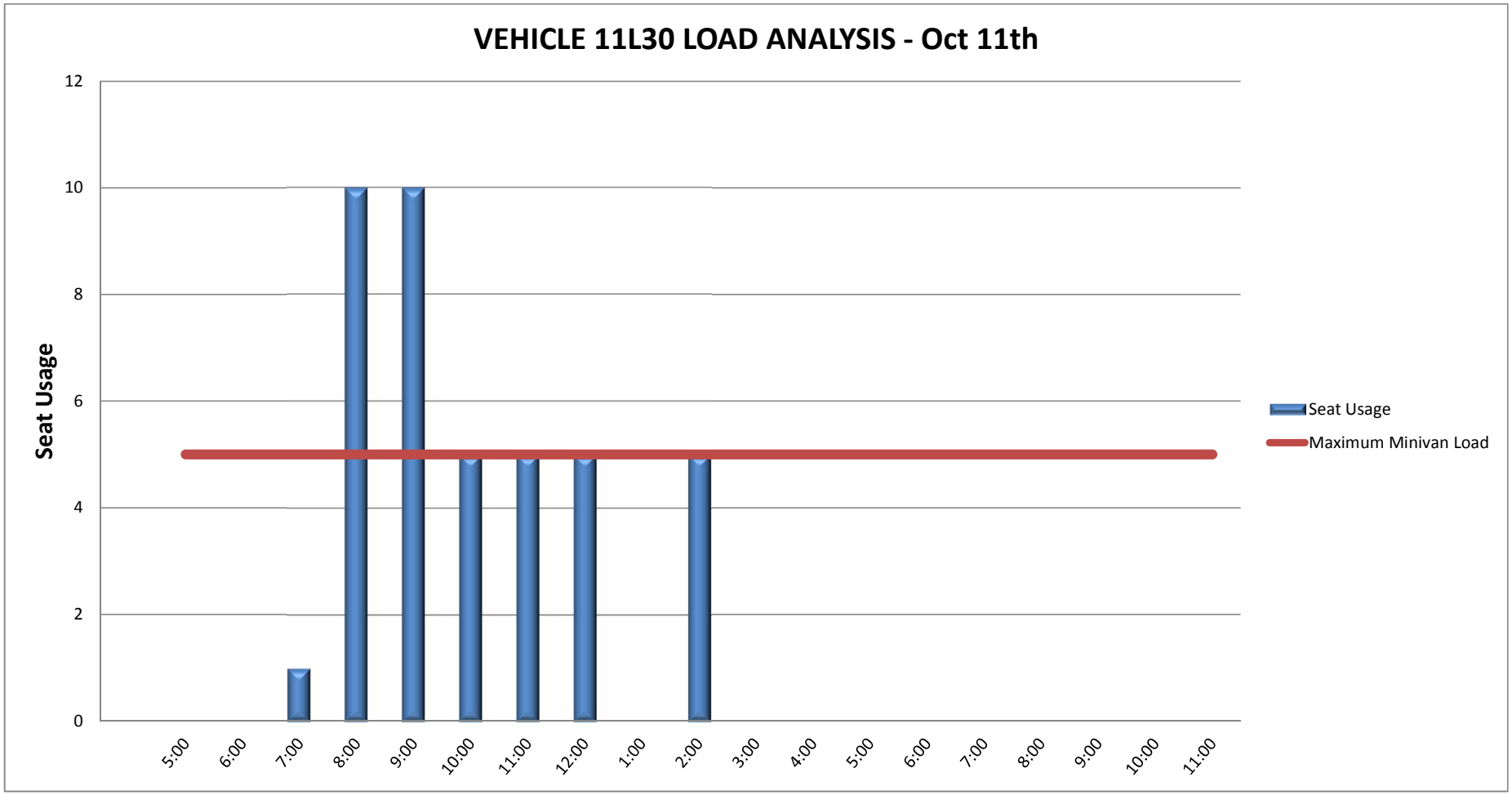
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L30 LOAD ANALYSIS - Oct 11th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
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4:00
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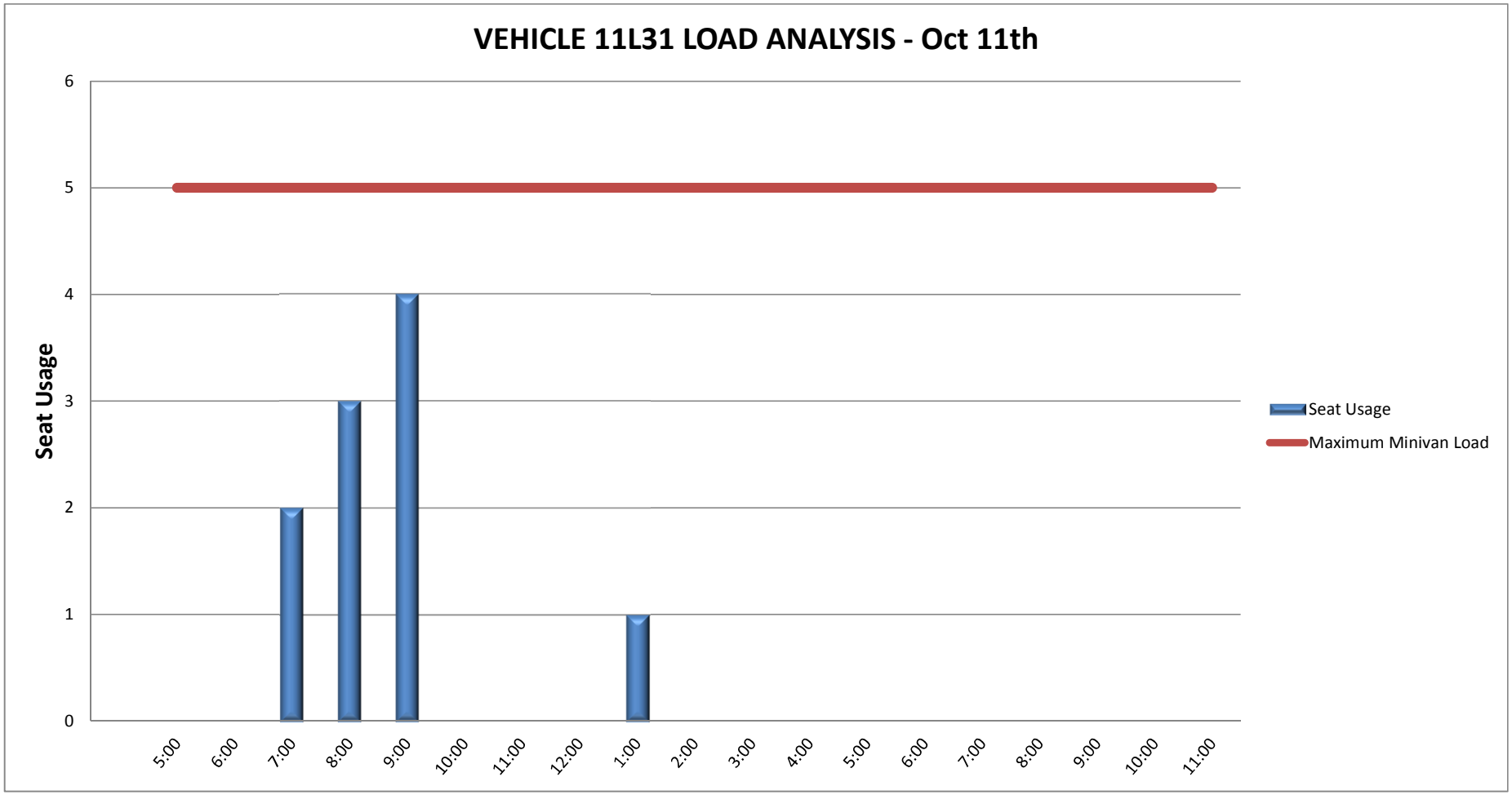
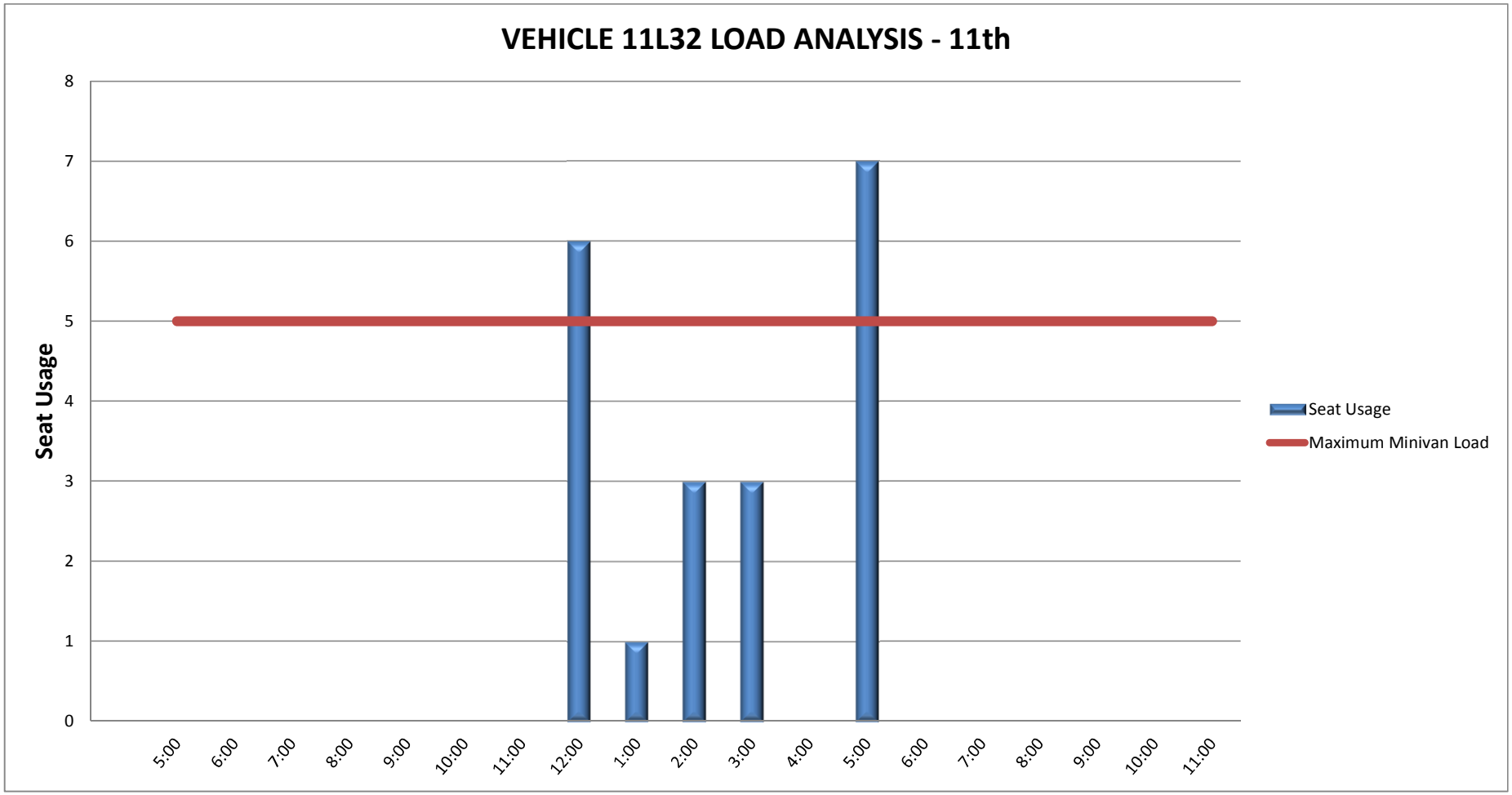
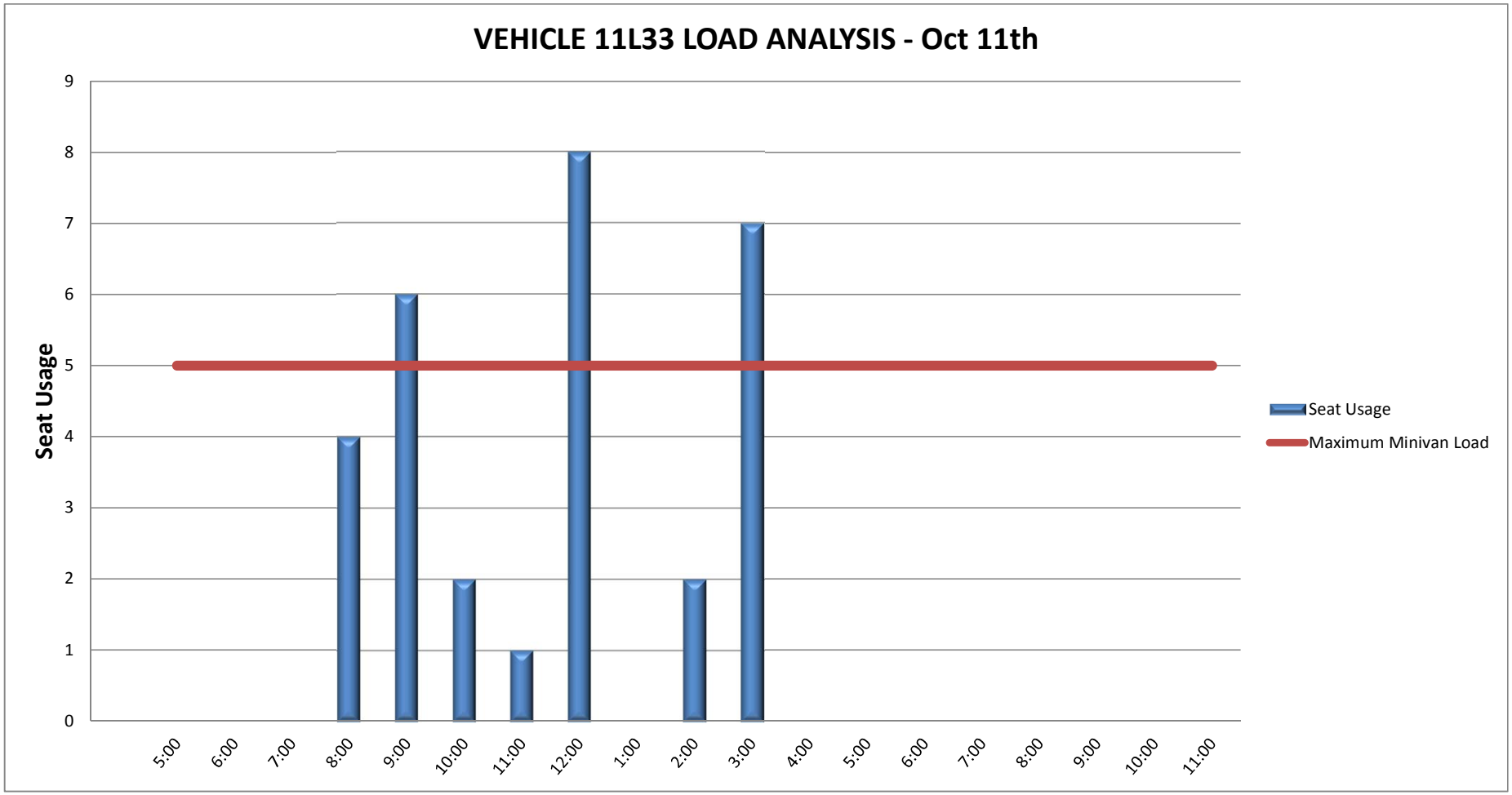
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L31 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L32 LOAD ANALYSIS - 11th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L33 LOAD ANALYSIS - Oct 11th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
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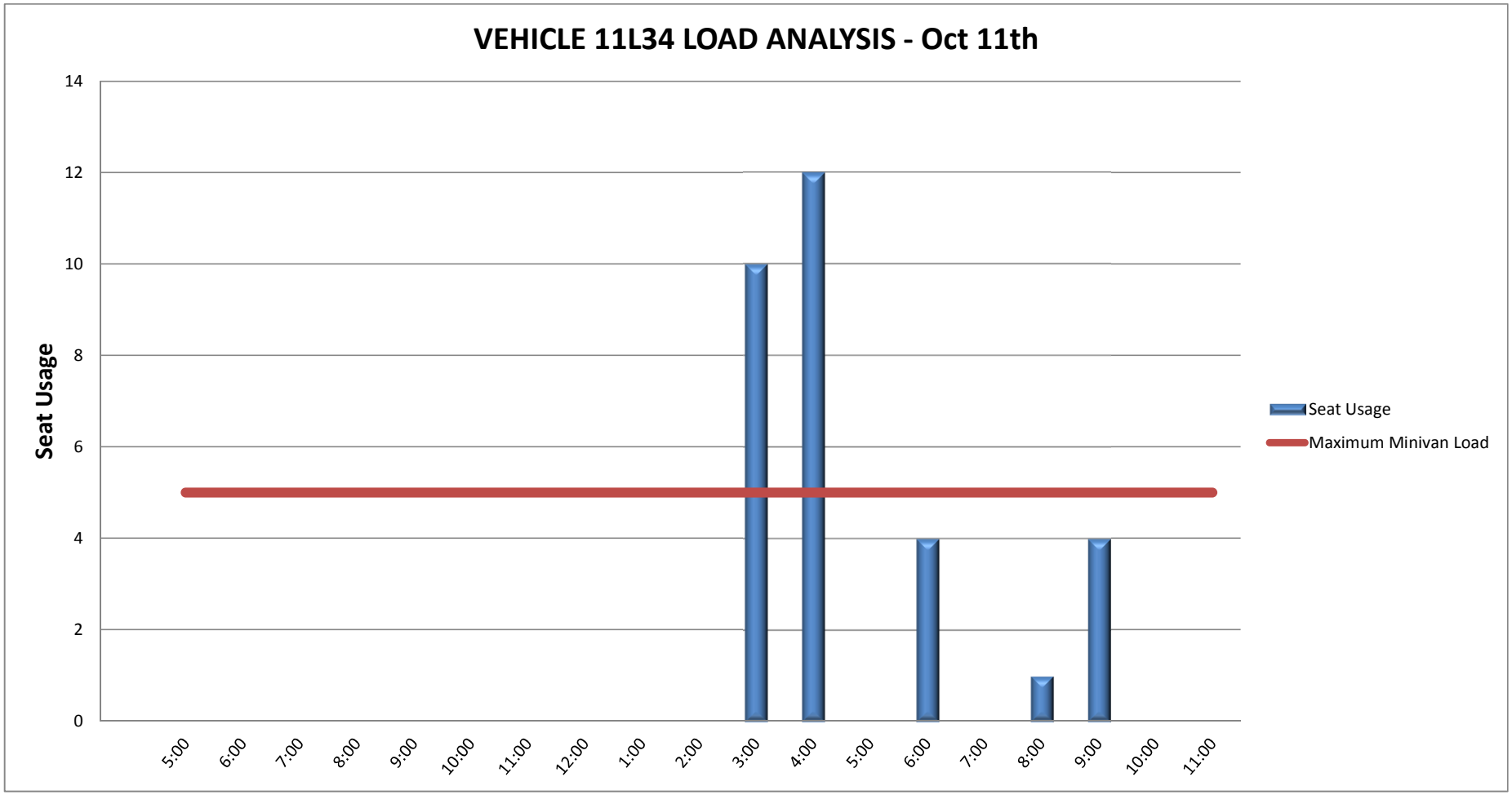
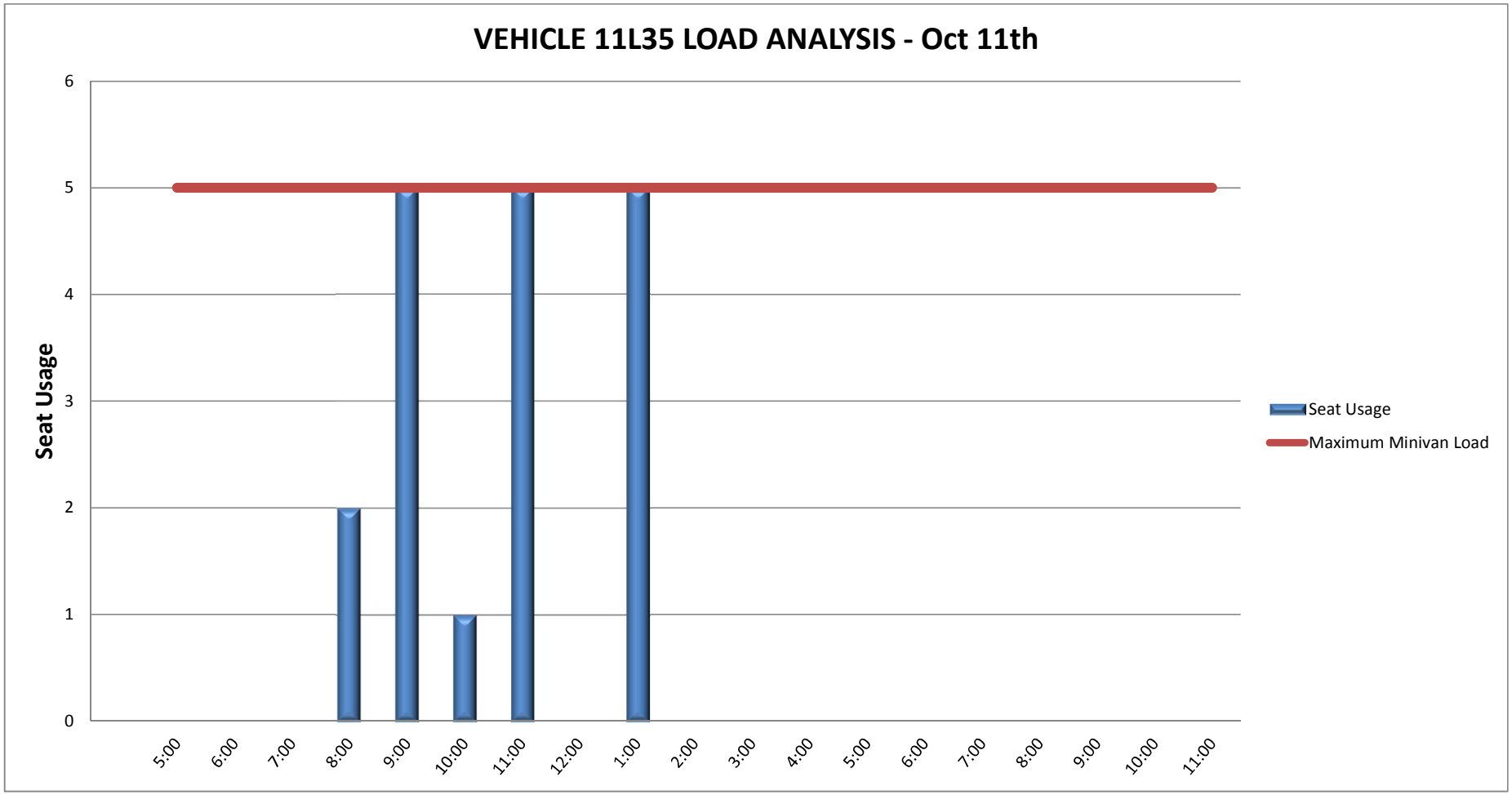
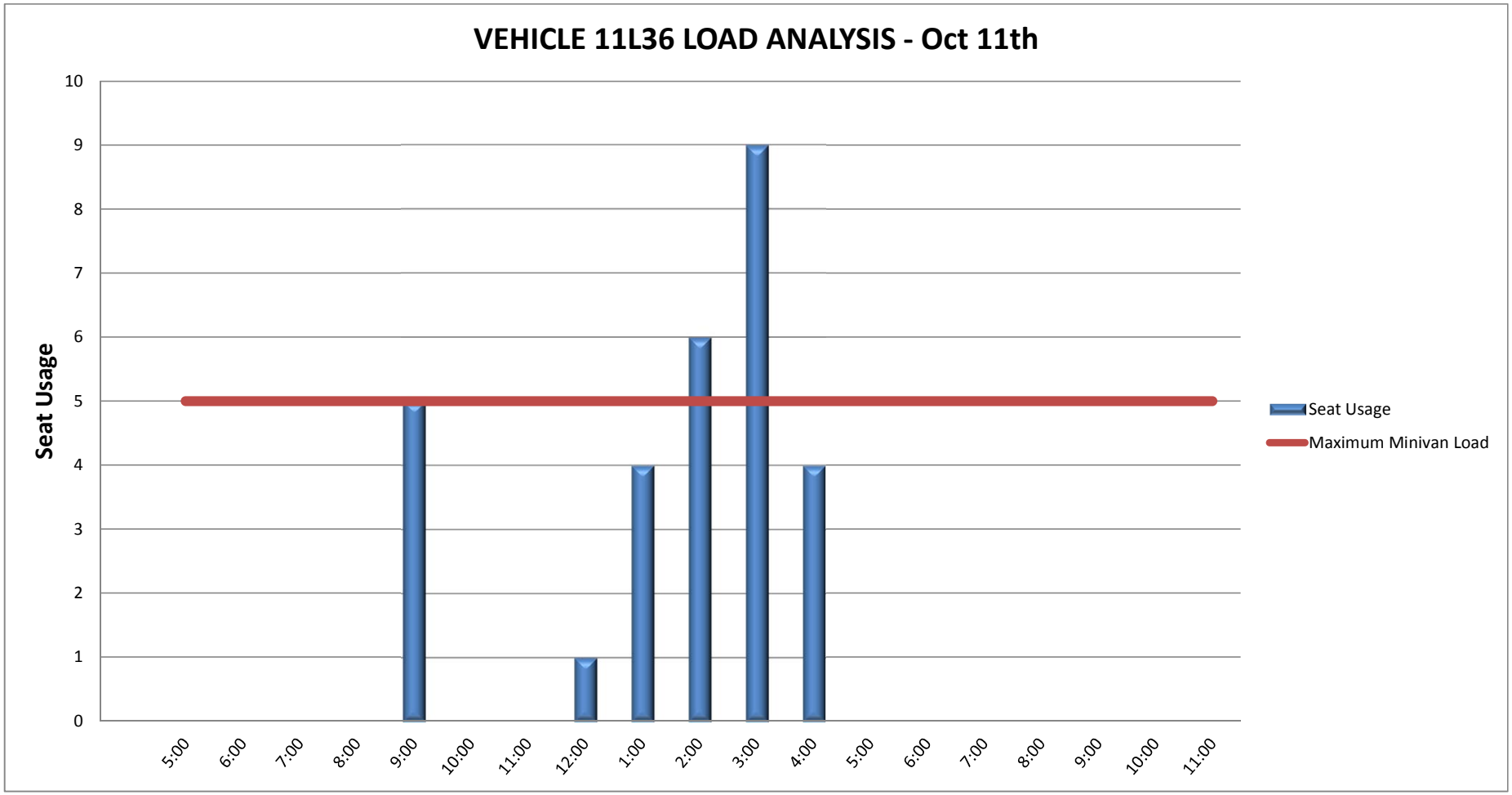
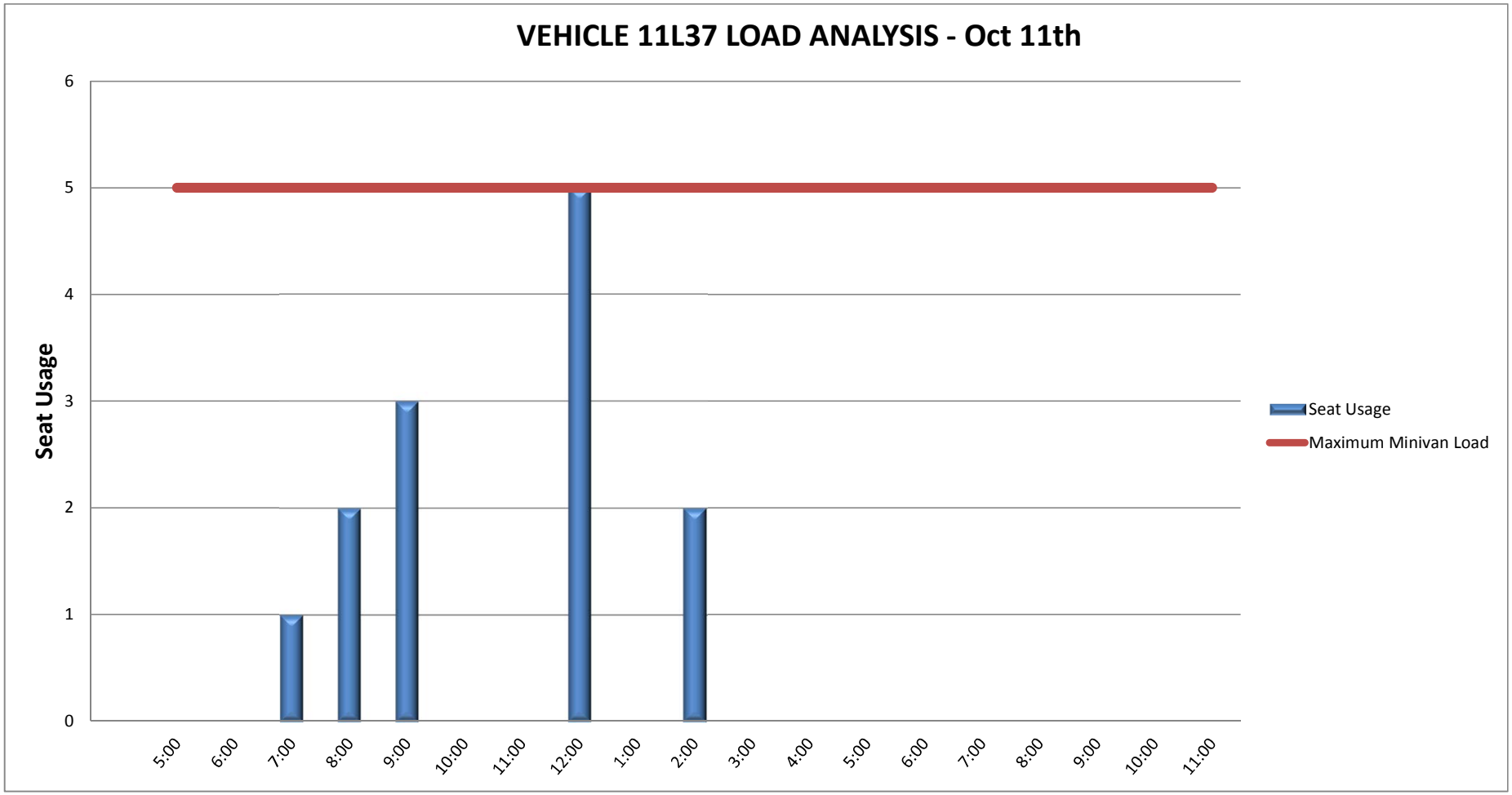
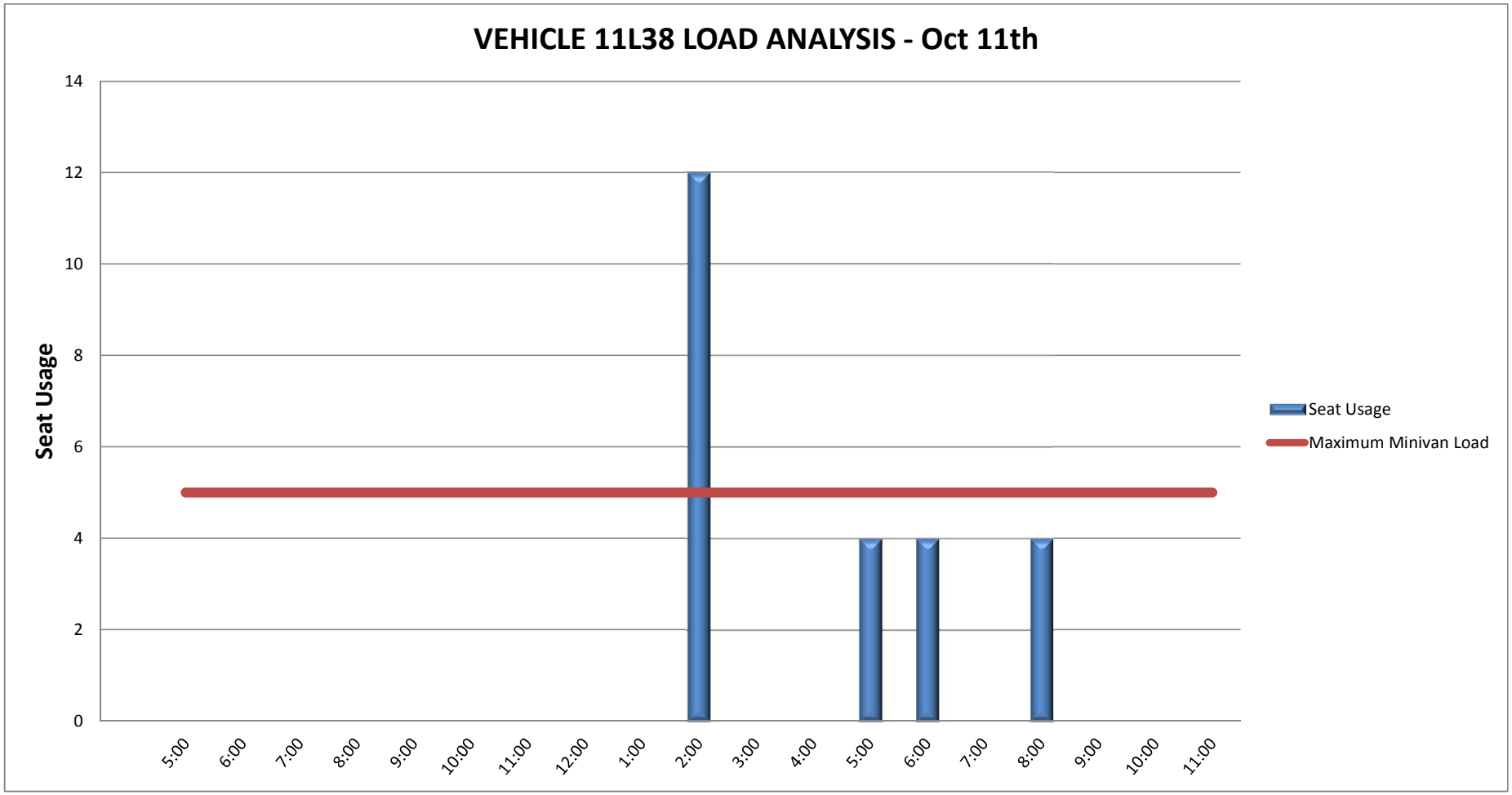
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

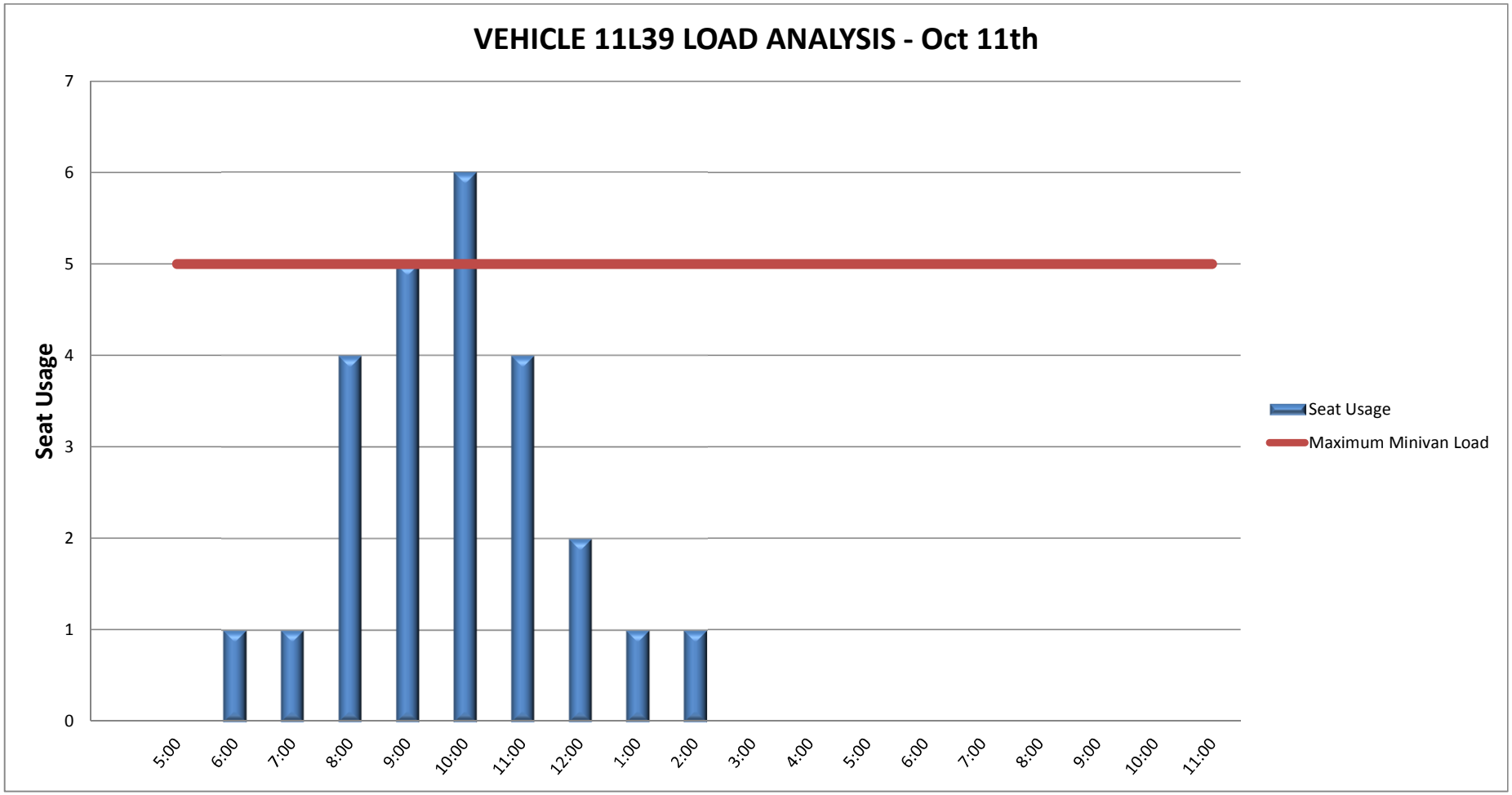

VEHICLE 11L34 LOAD ANALYSIS - Oct 11th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L35 LOAD ANALYSIS - Oct 11th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L36 LOAD ANALYSIS - Oct 11th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L37 LOAD ANALYSIS - Oct 11th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L38 LOAD ANALYSIS - Oct 11th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L39 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
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4:00
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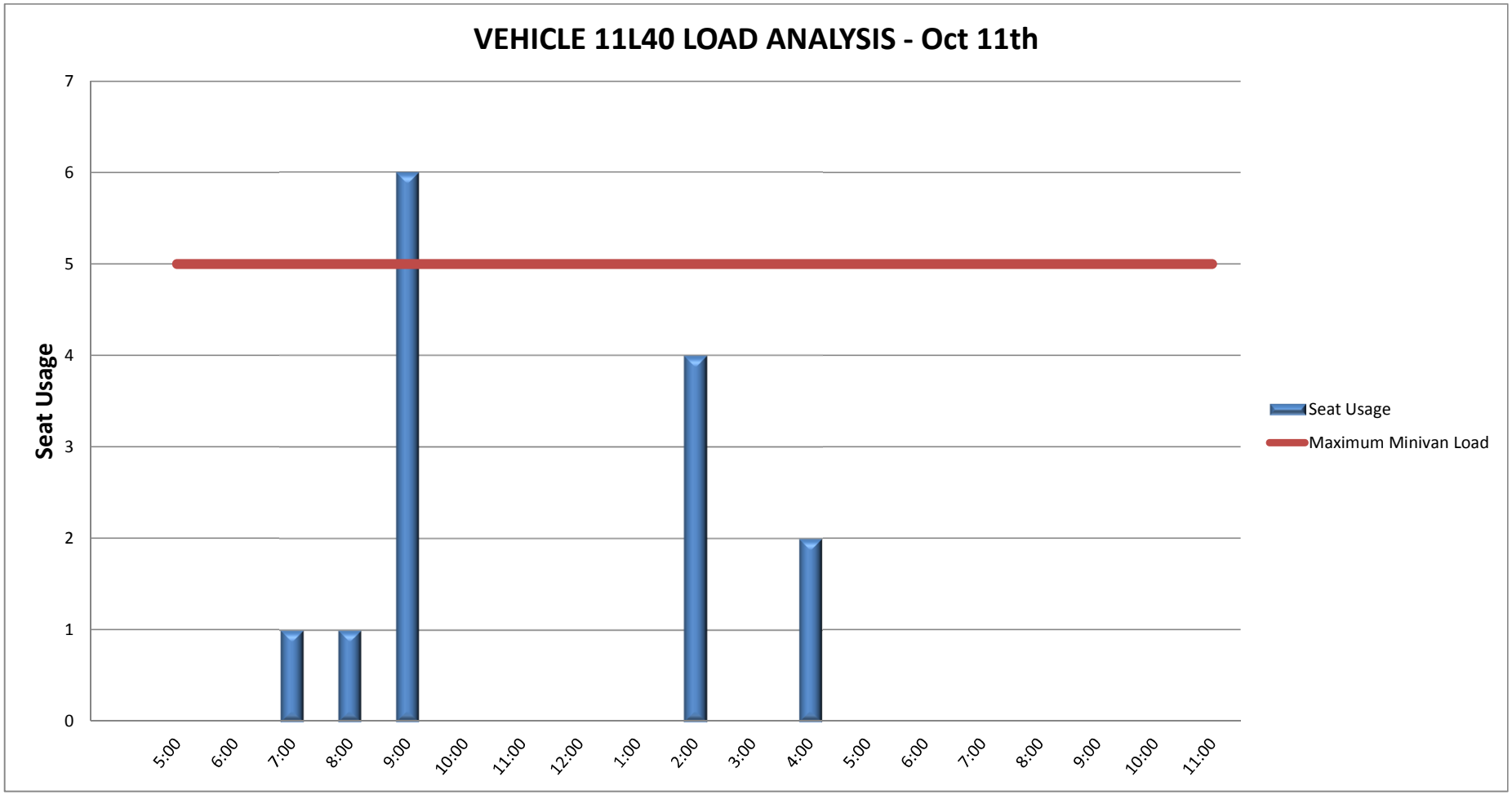
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L40 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
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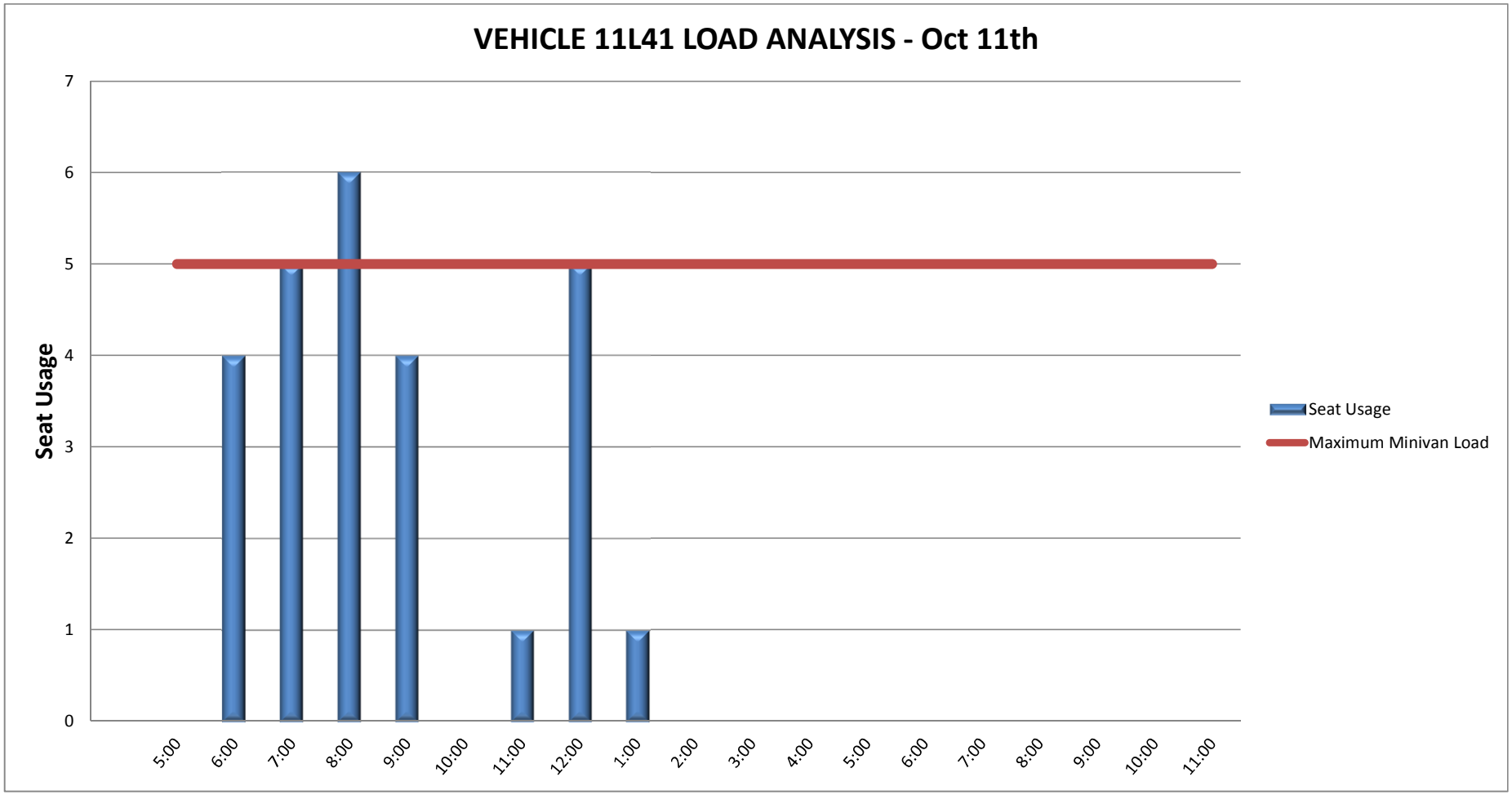
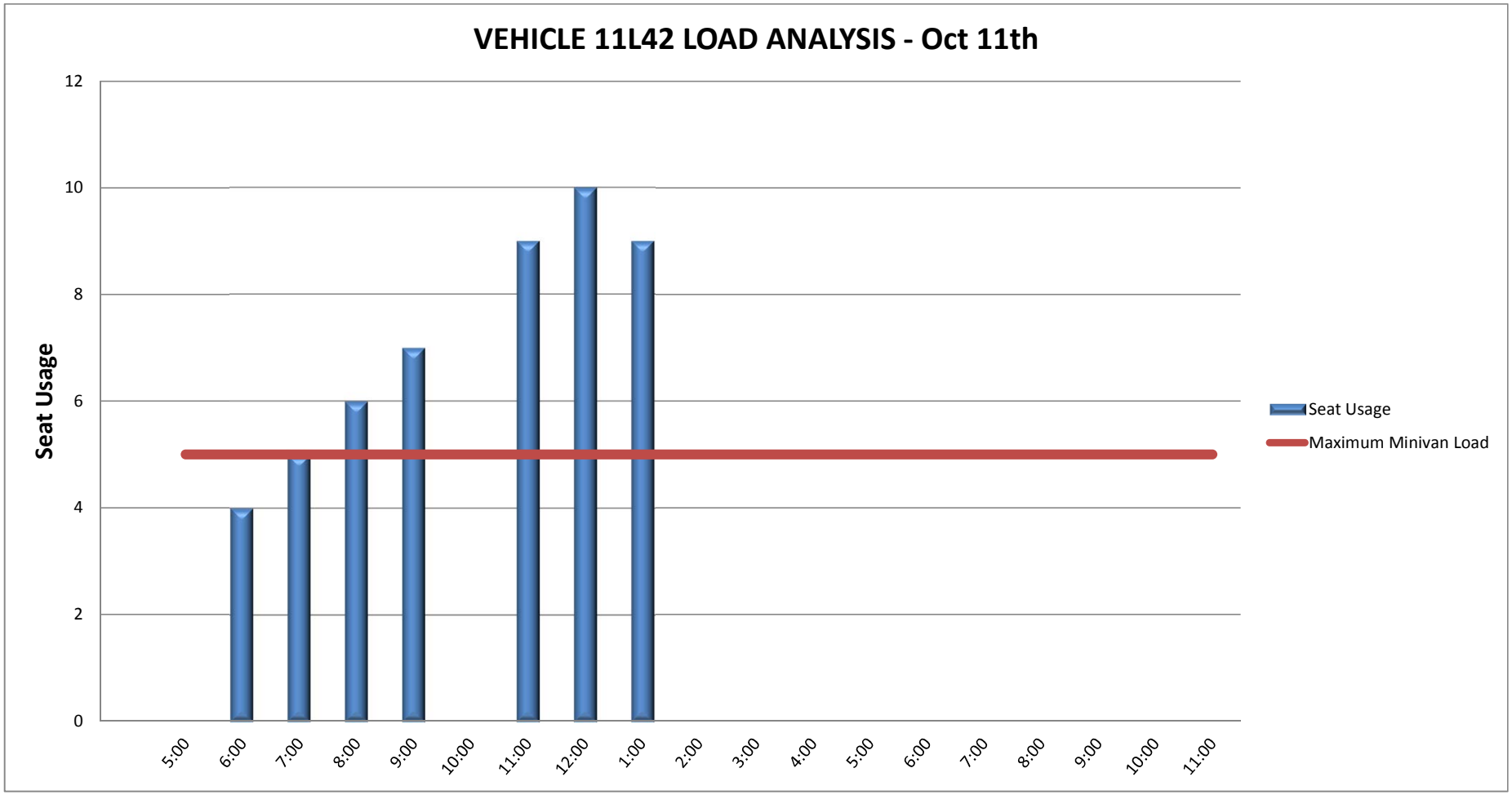
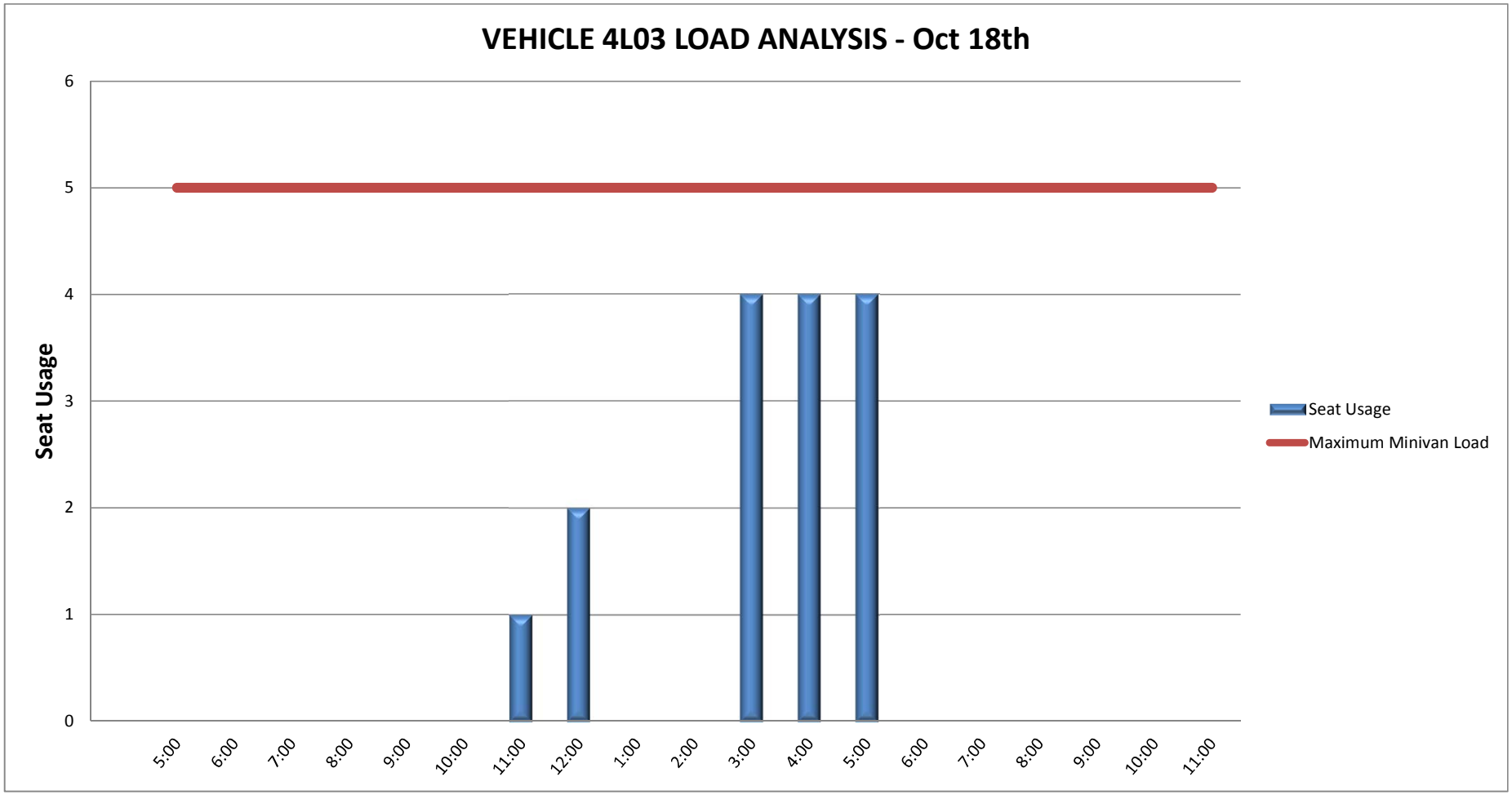
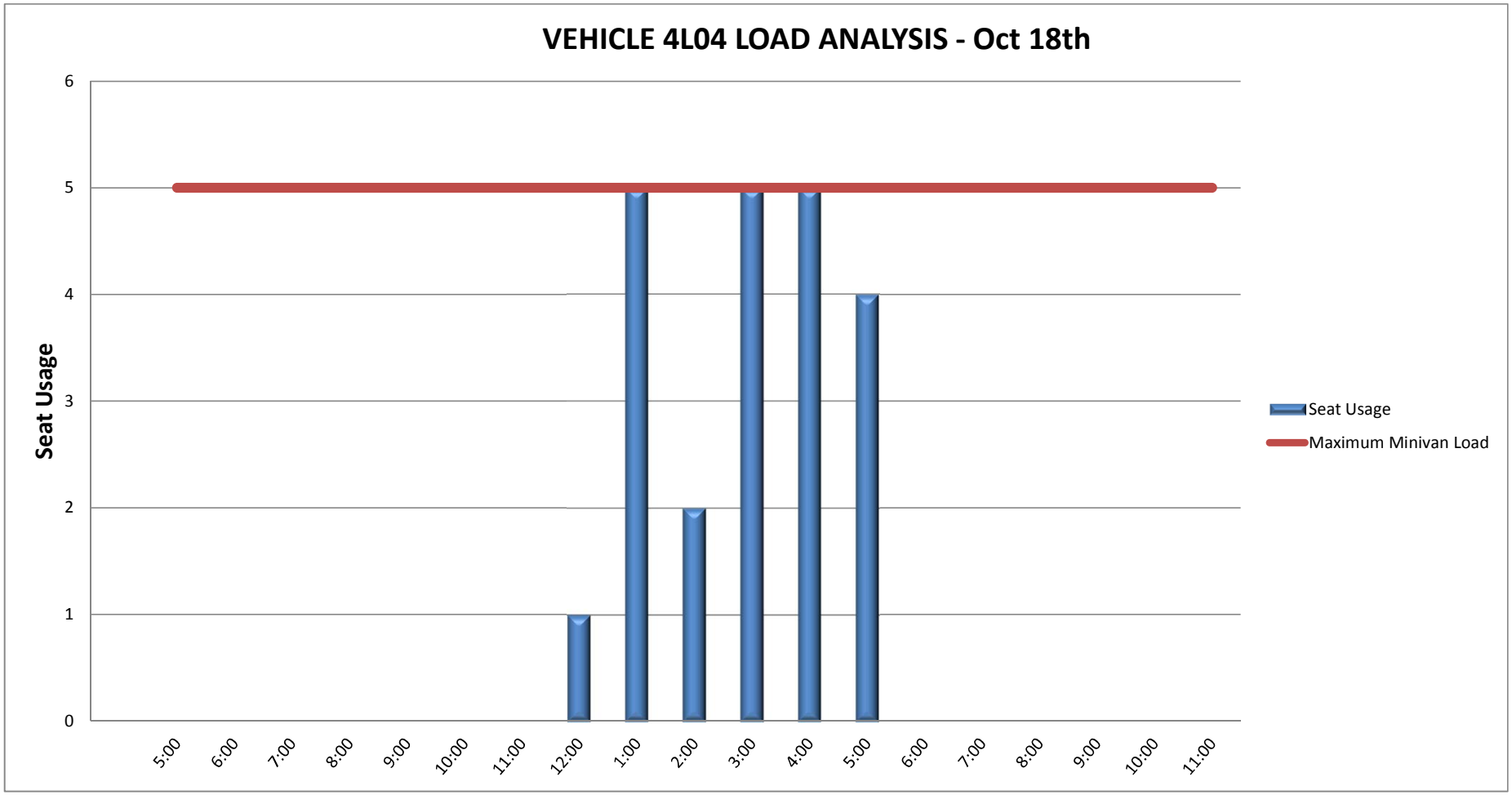
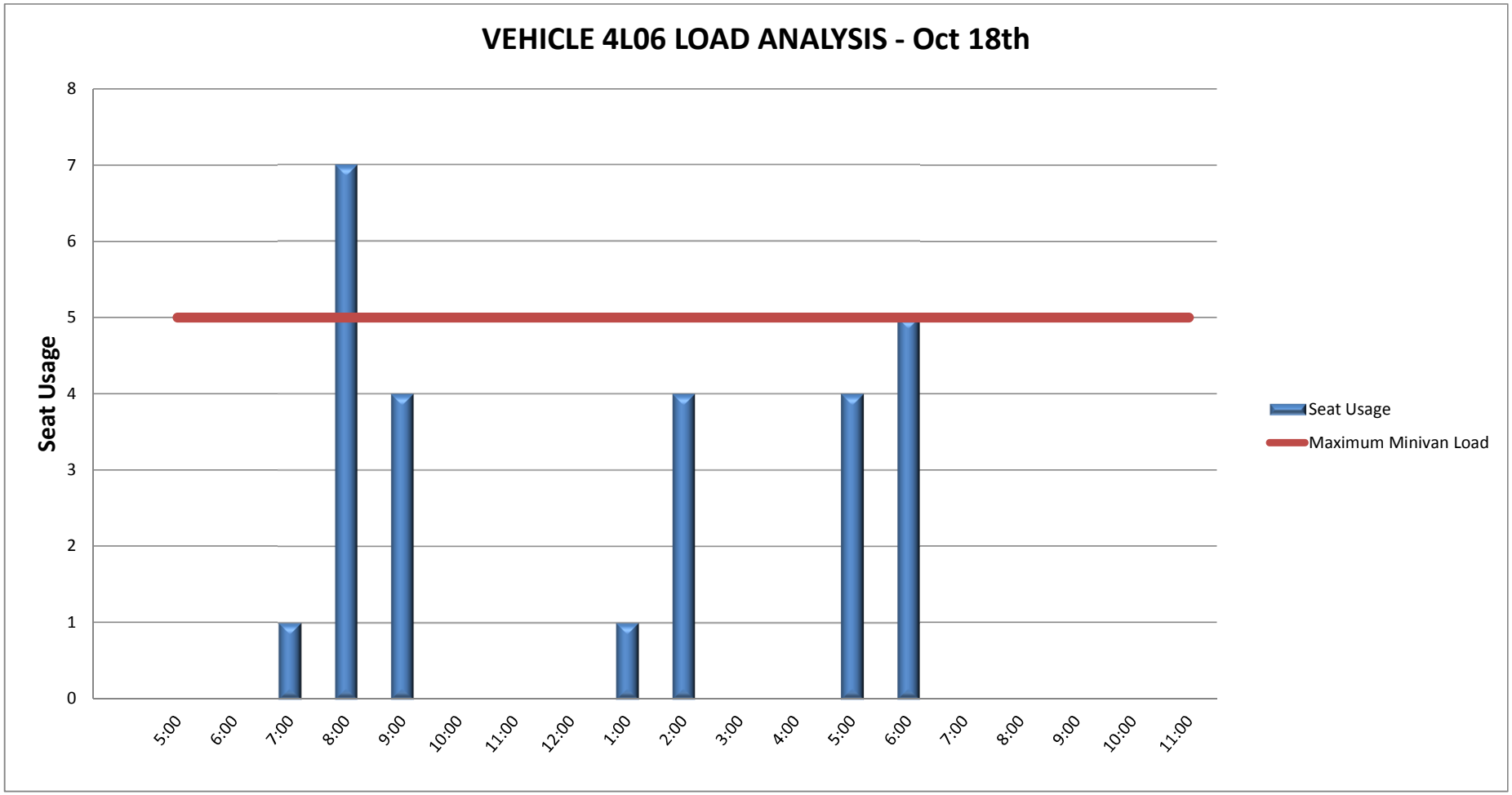
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

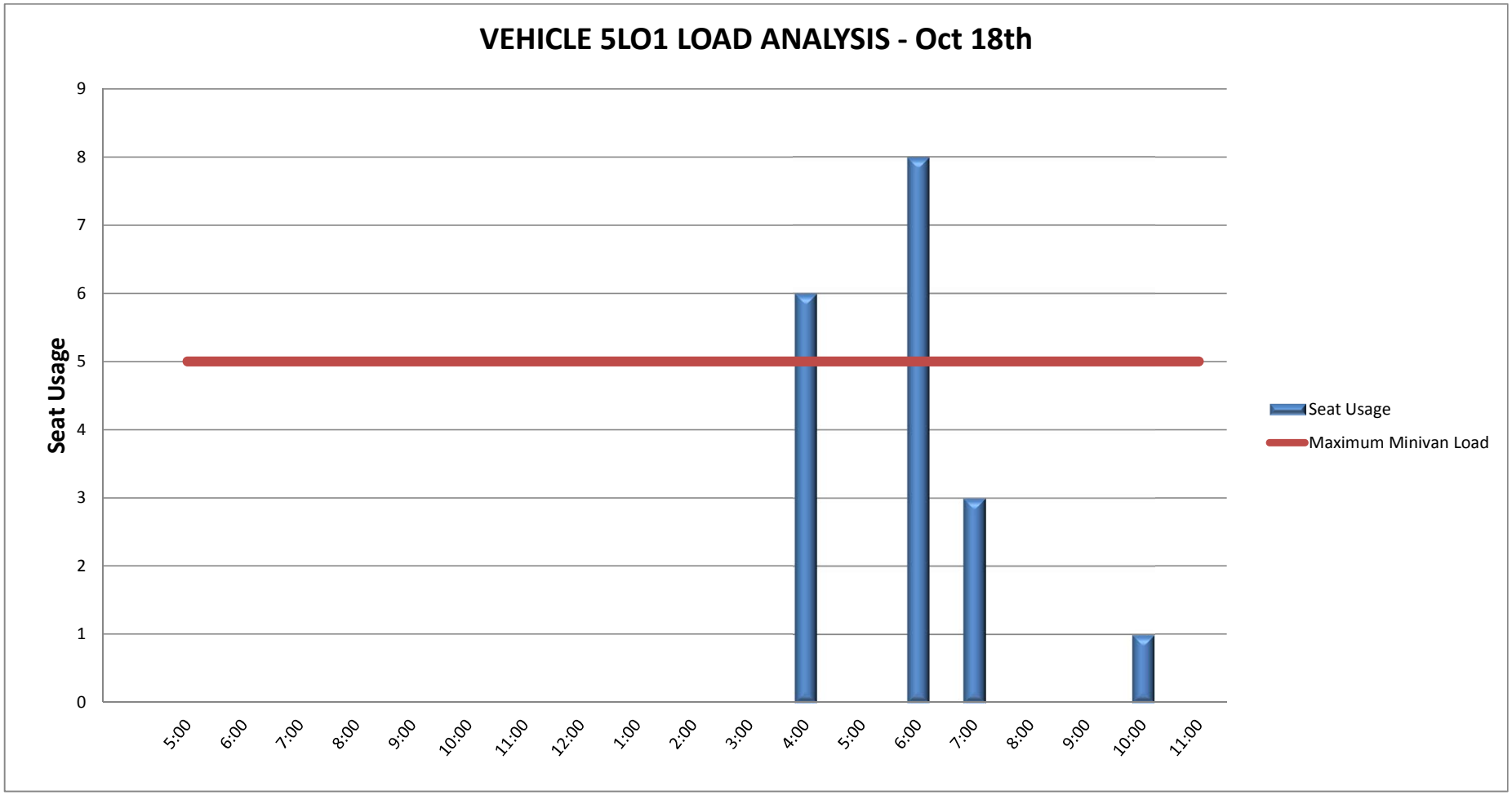

VEHICLE 11L41 LOAD ANALYSIS - Oct 11th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

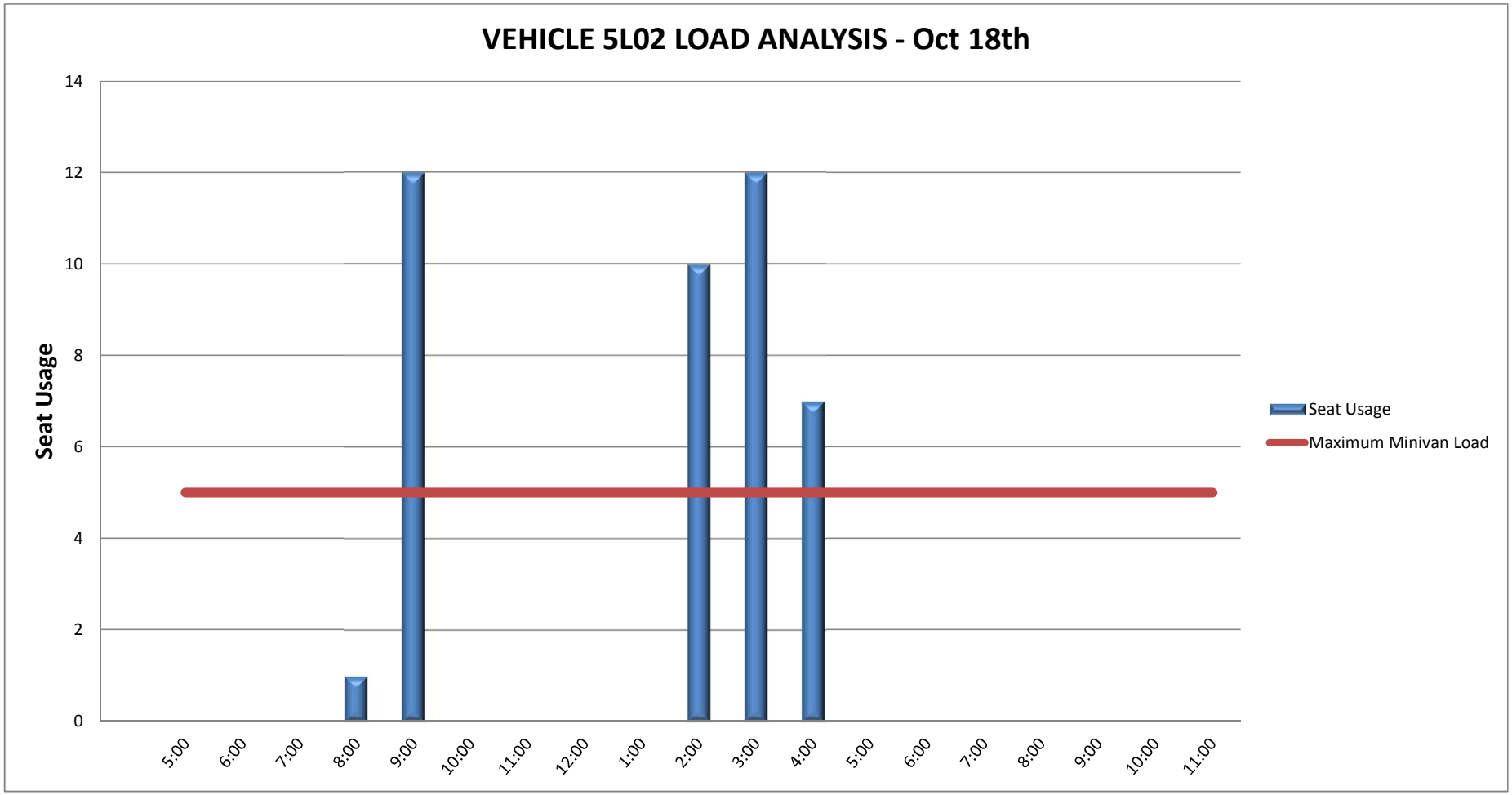

VEHICLE 11L42 LOAD ANALYSIS - Oct 11th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

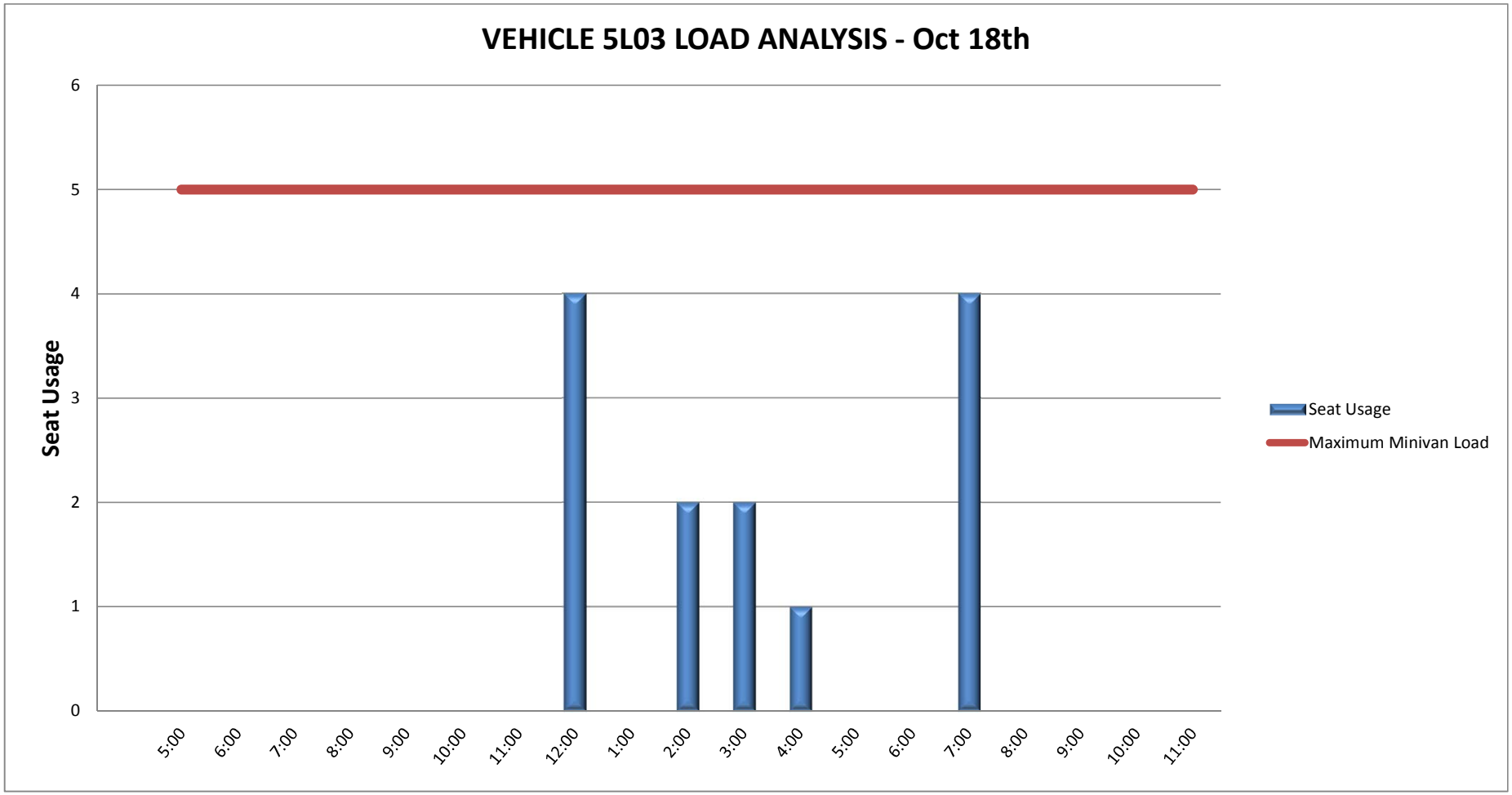

VEHICLE 4L03 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

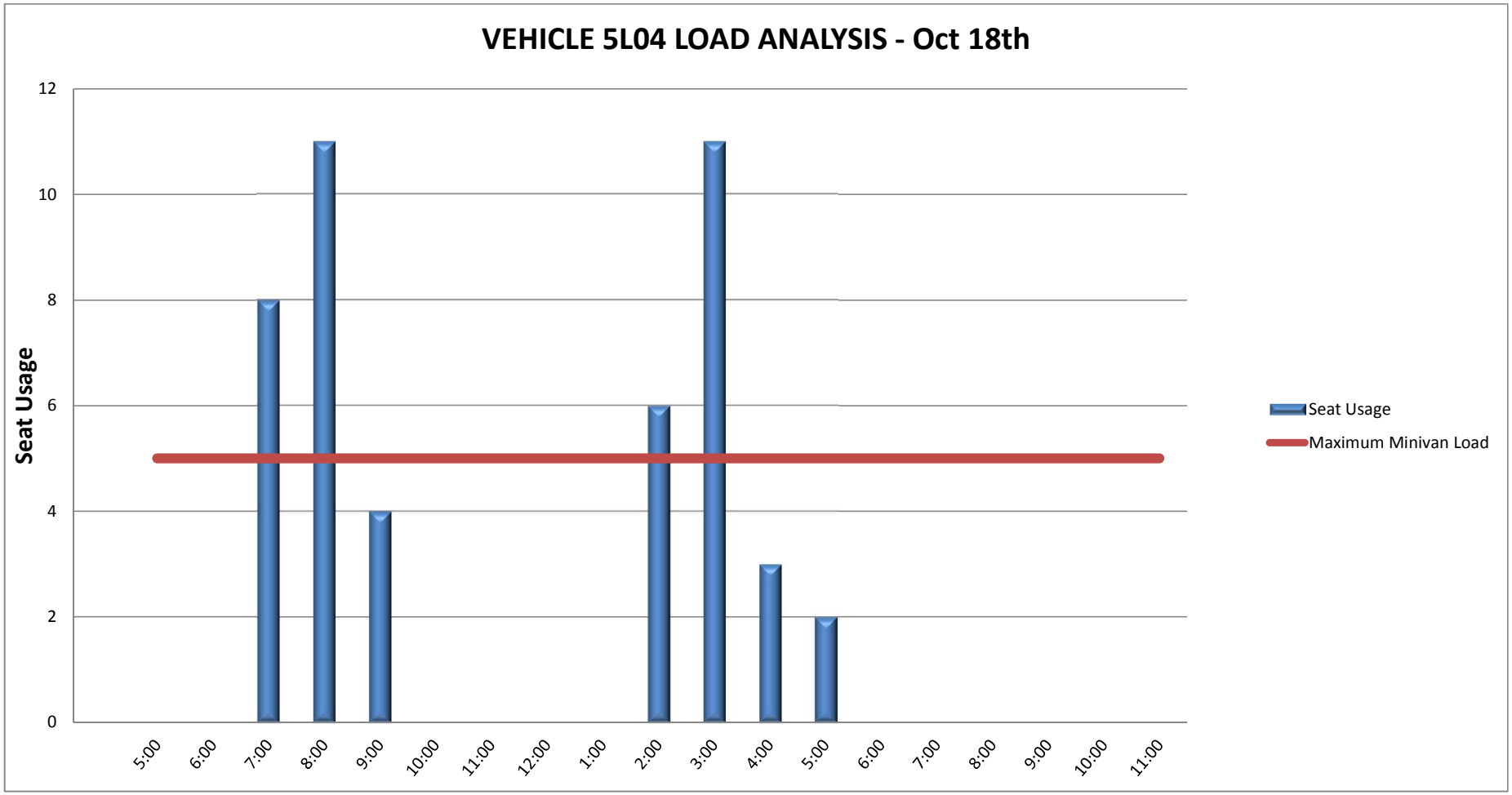

VEHICLE 4L04 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

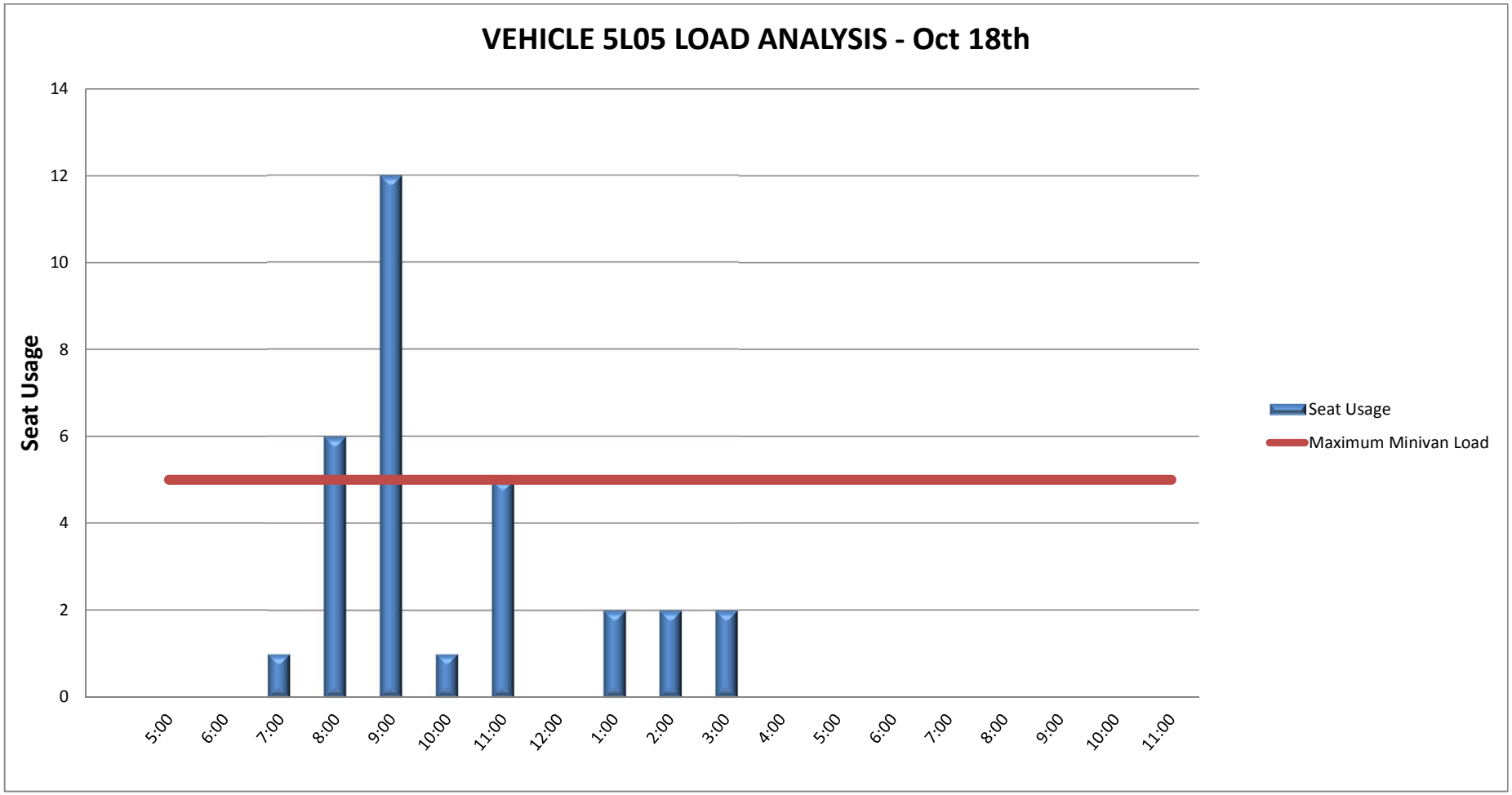

VEHICLE 4L06 LOAD ANALYSIS - Oct 18th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

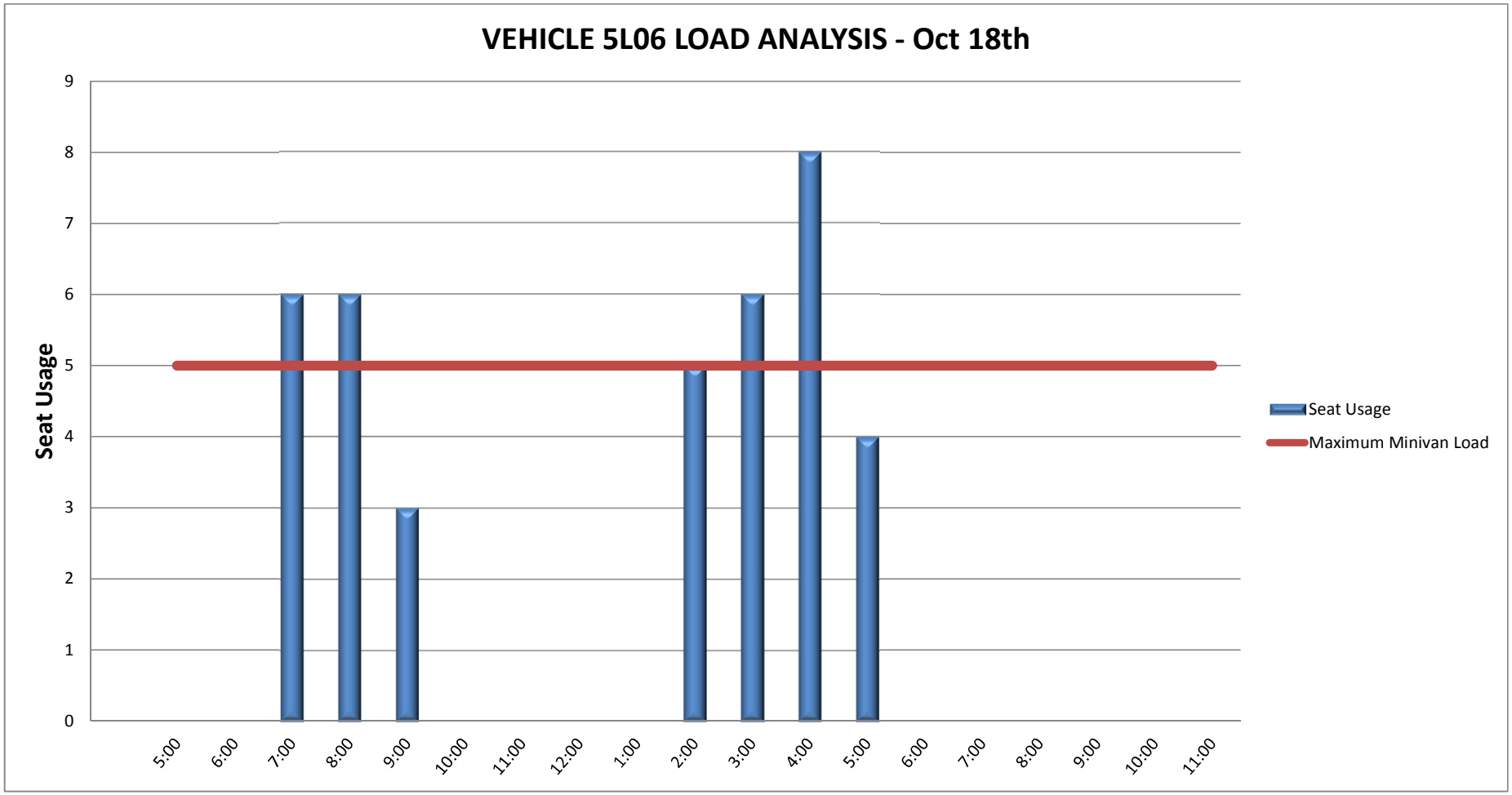

VEHICLE 5LO1 LOAD ANALYSIS - Oct 18th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

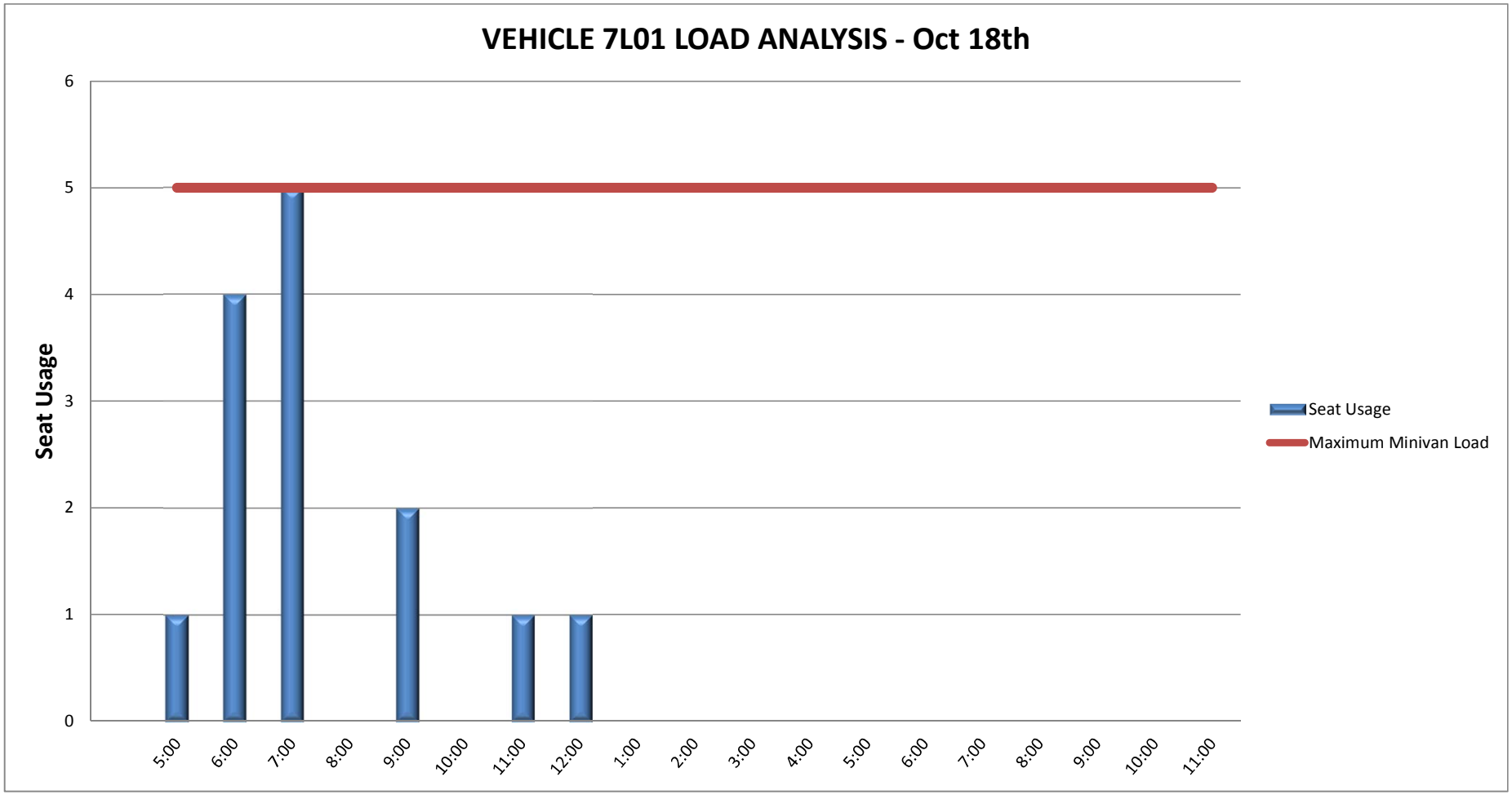

VEHICLE 5L02 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

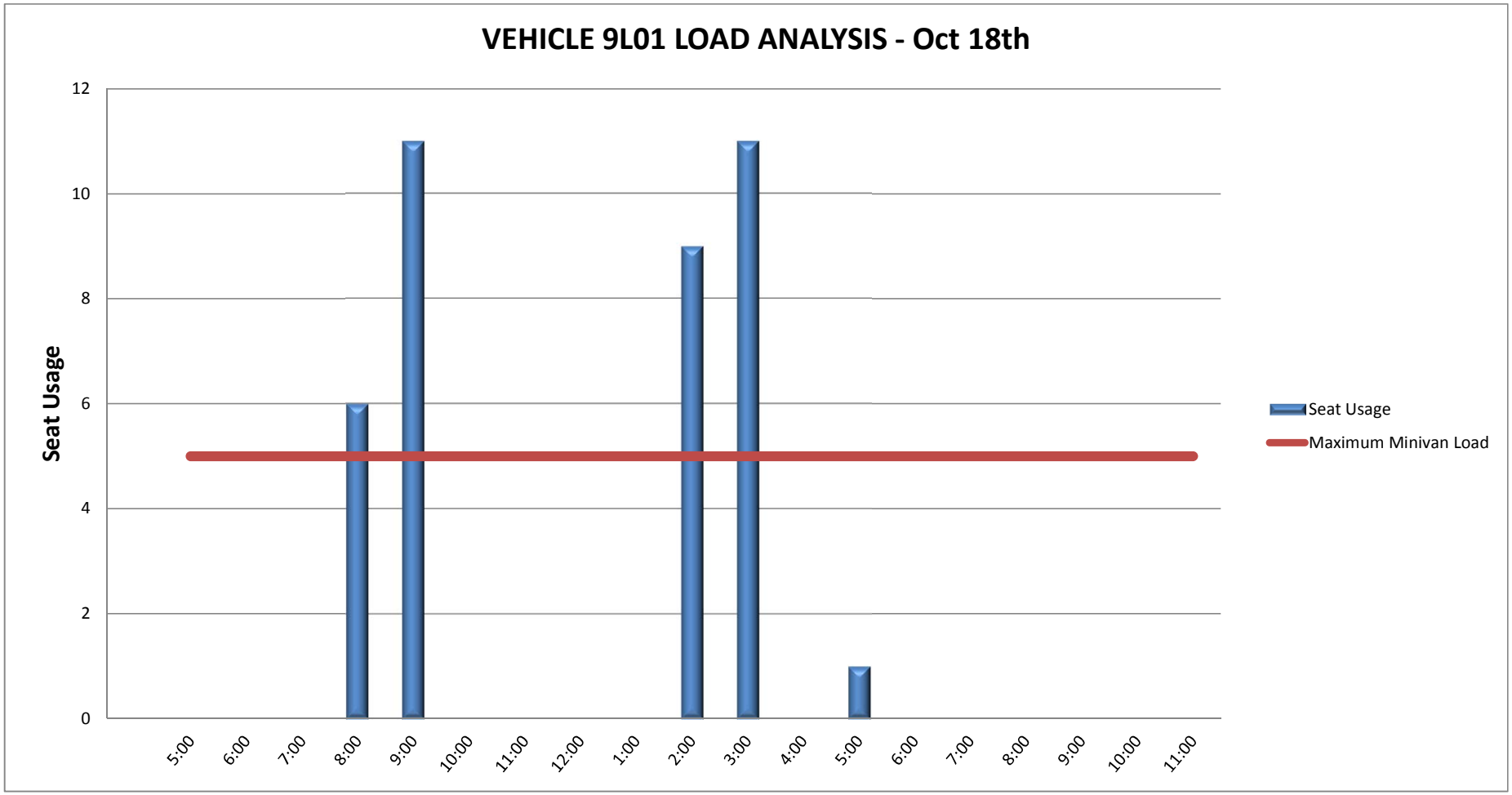

VEHICLE 5L03 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

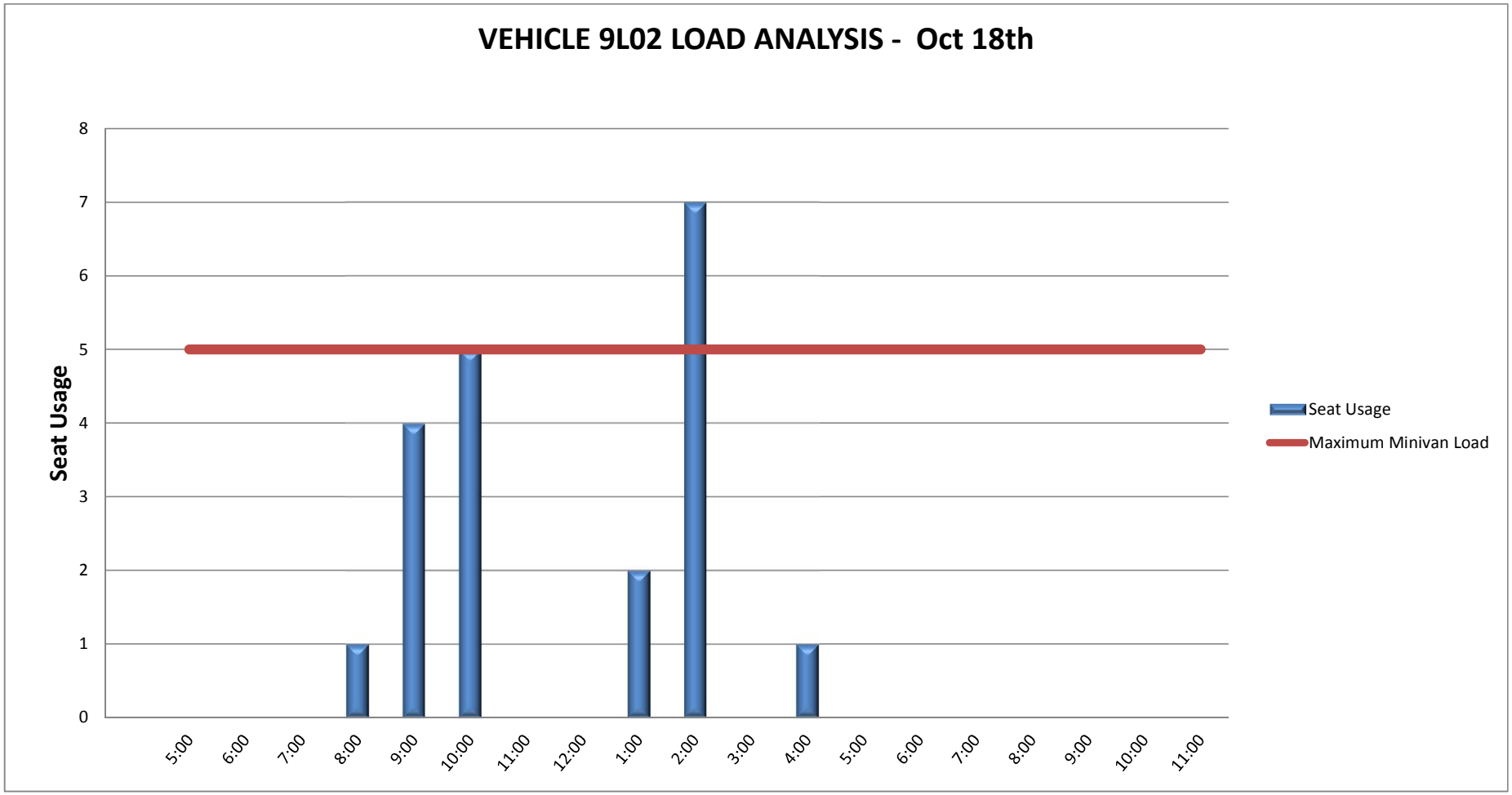

VEHICLE 5L04 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

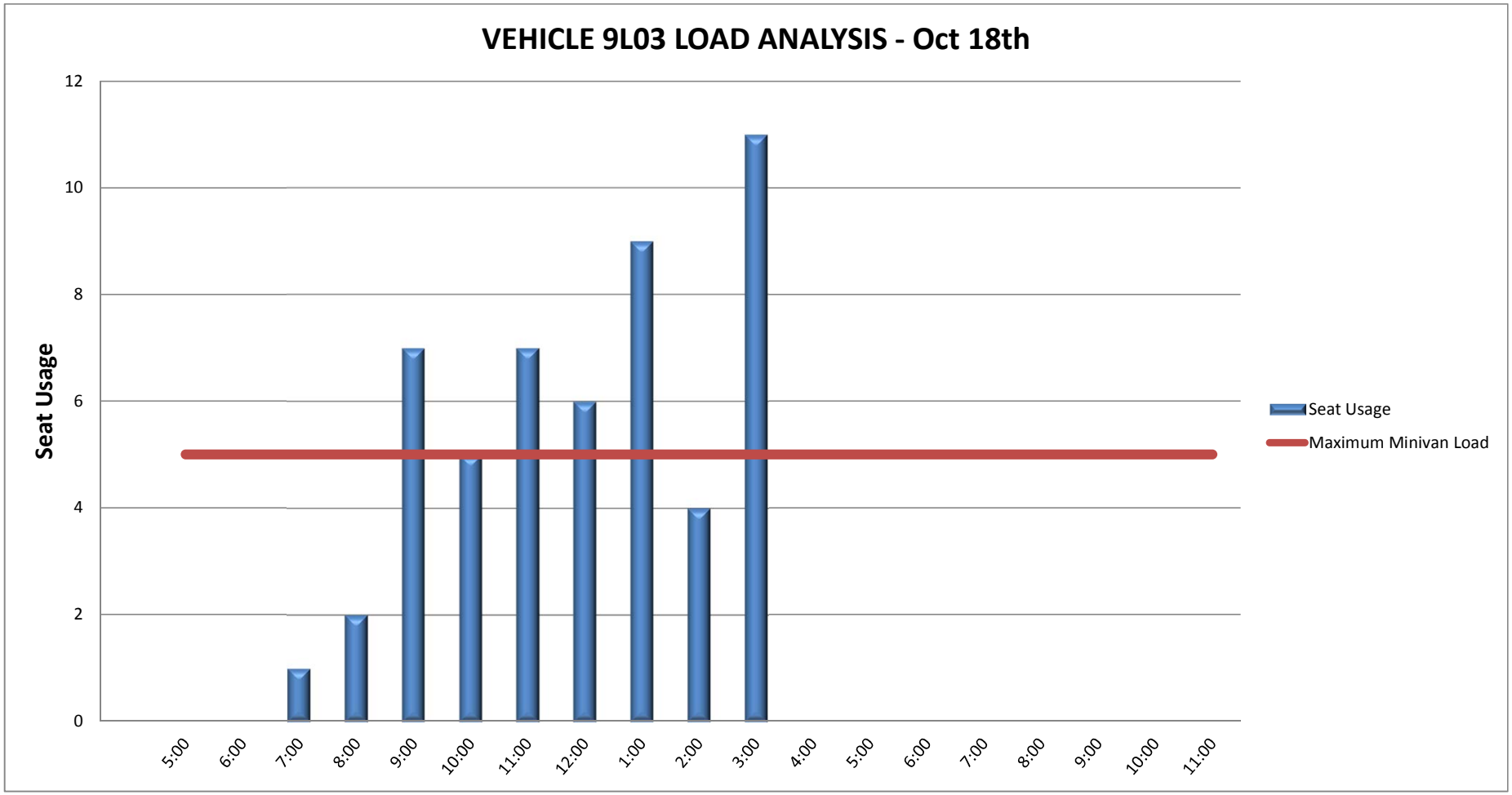

VEHICLE 5L05 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

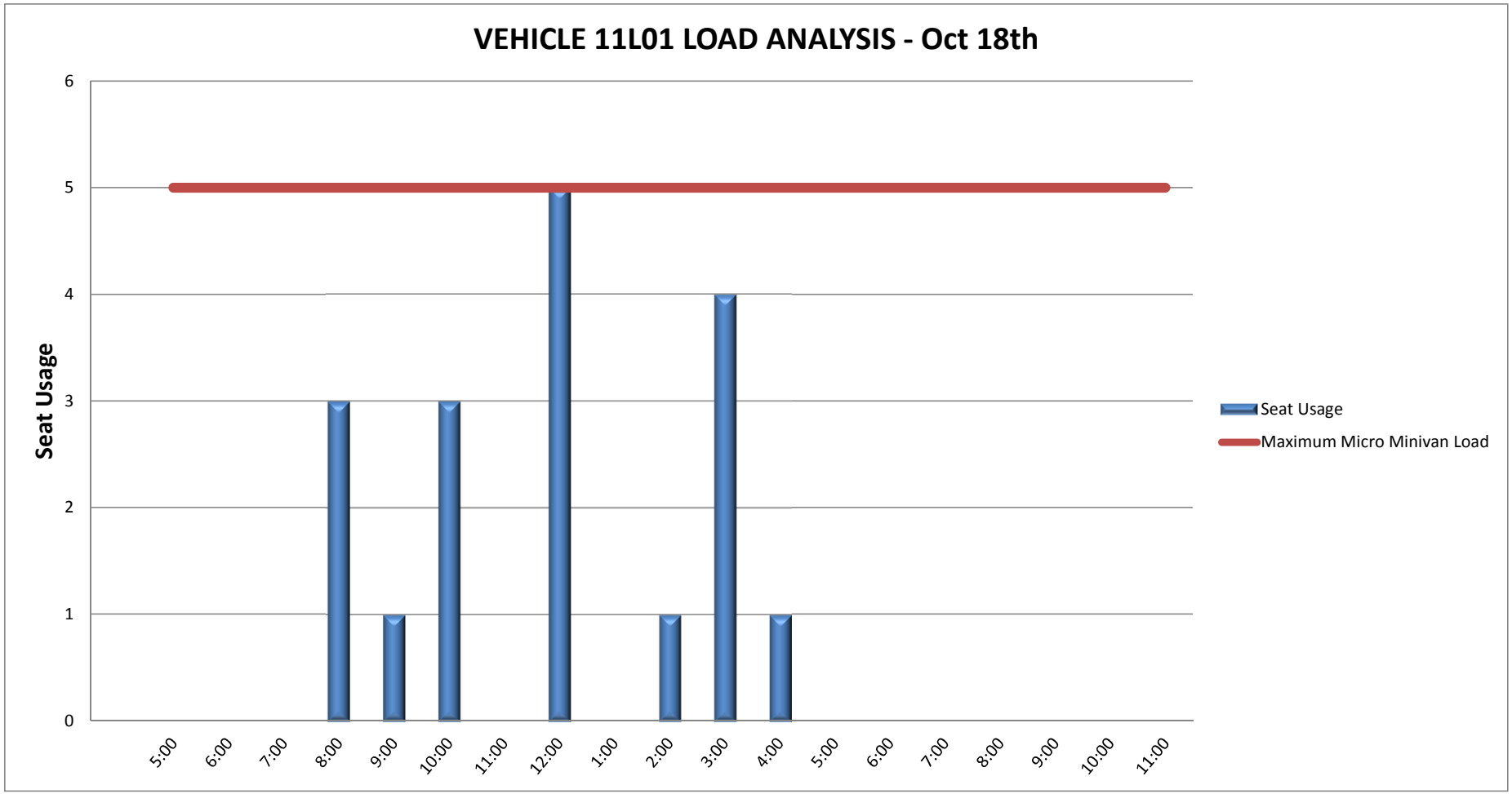

VEHICLE 5L06 LOAD ANALYSIS - Oct 18th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

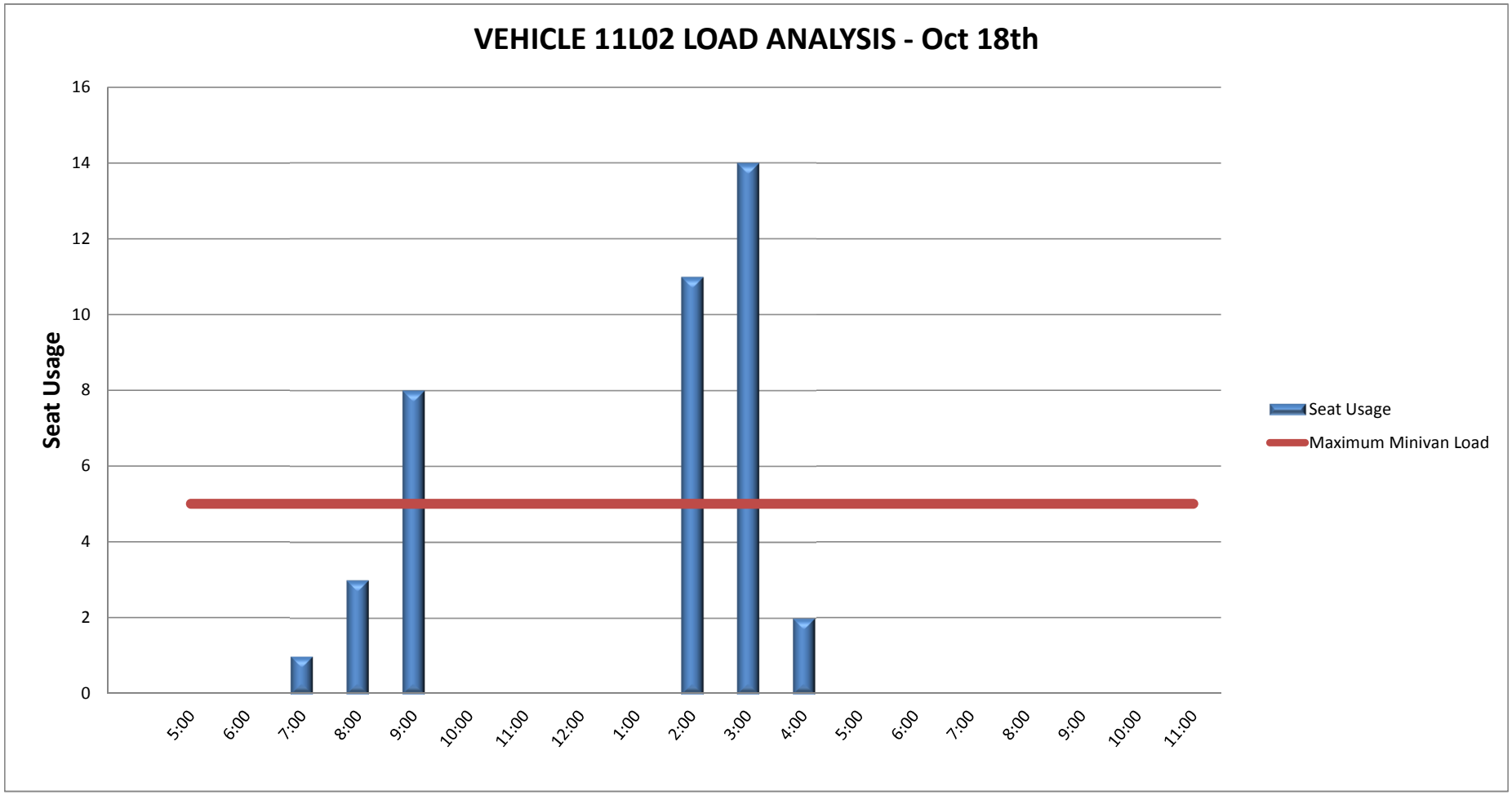

VEHICLE 7L01 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 9L01 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 9L02 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
7
8
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 9L03 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L01 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Micro Minivan Load


VEHICLE 11L02 LOAD ANALYSIS - Oct 18th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
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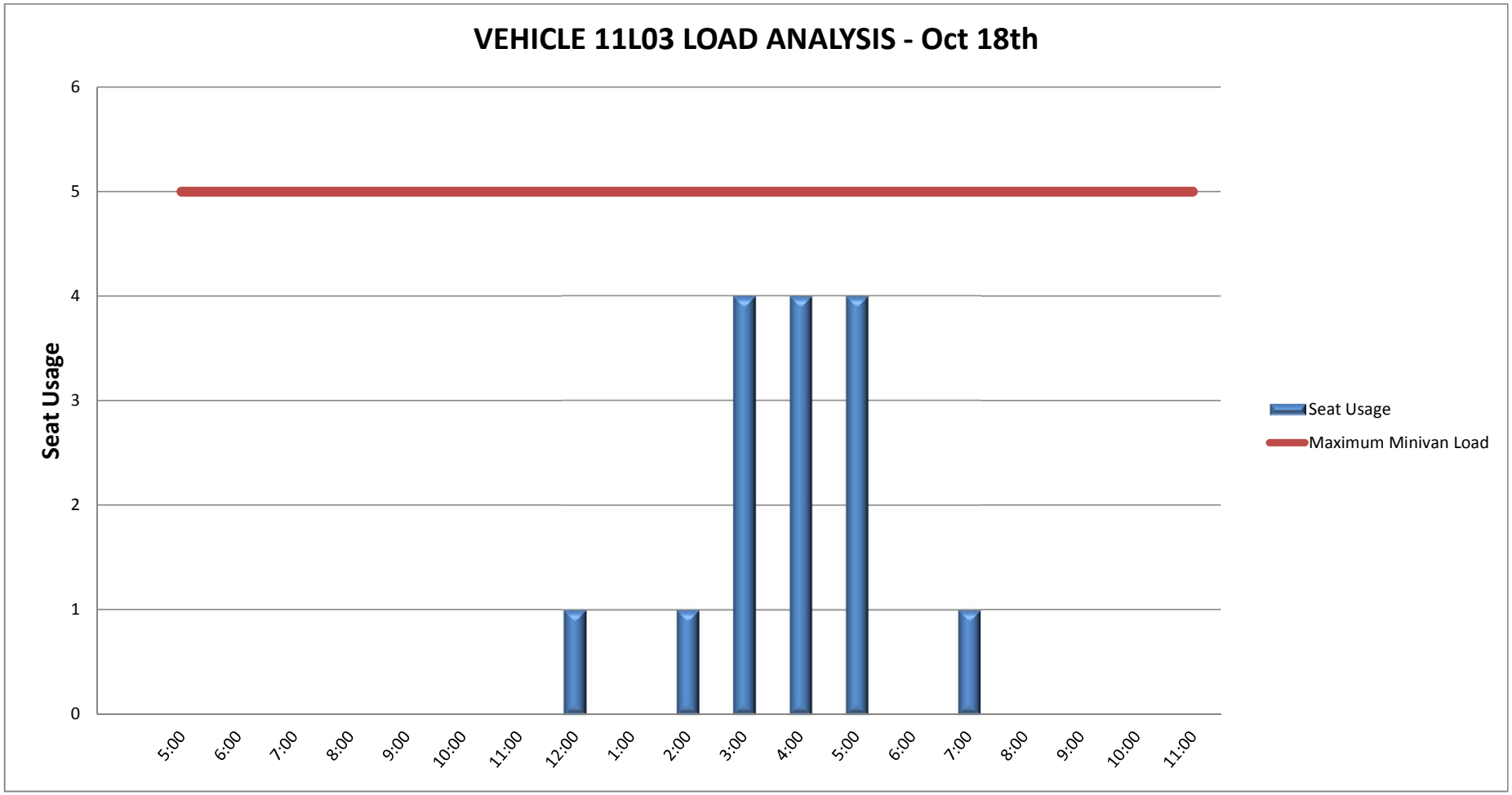
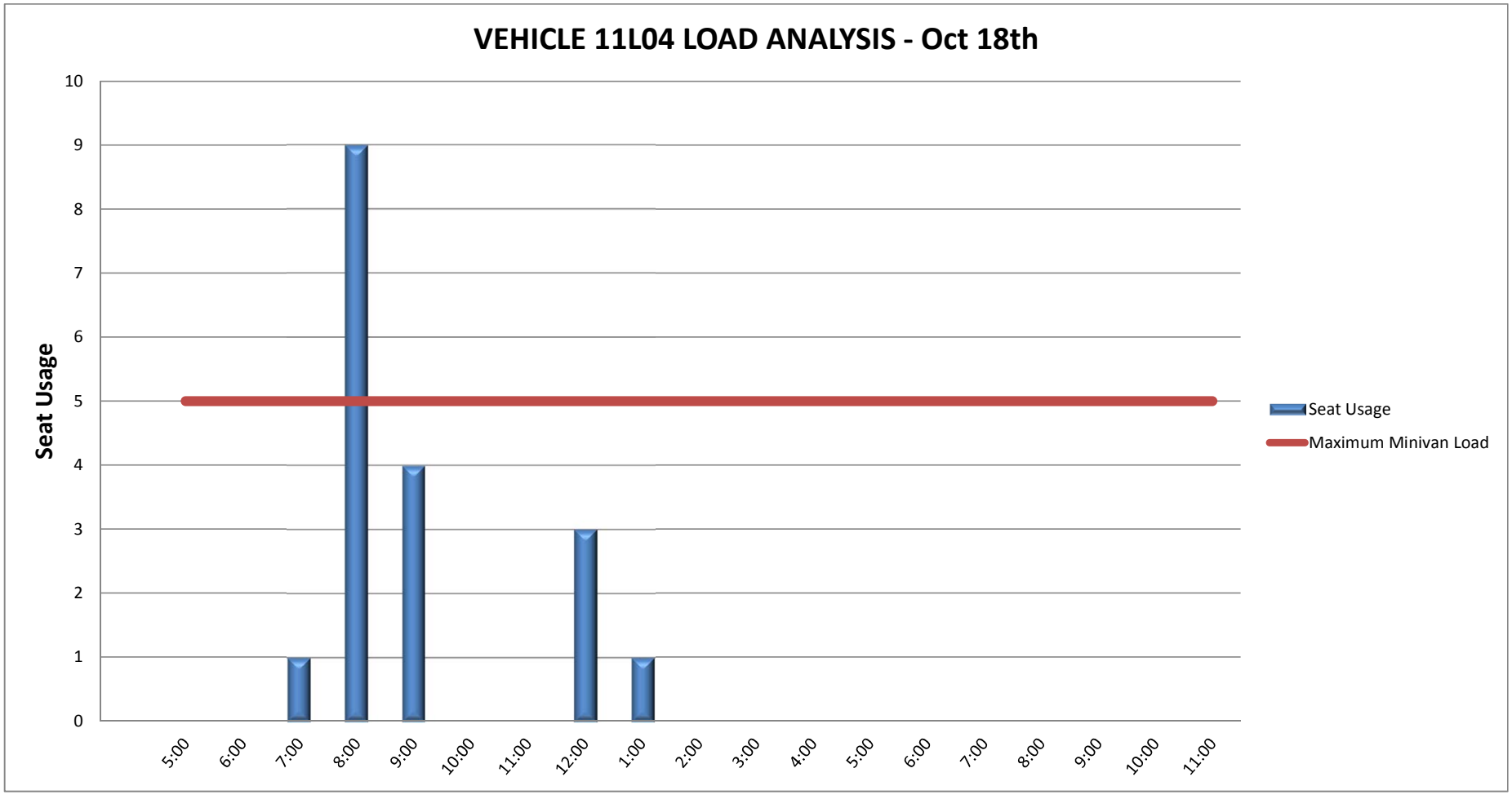
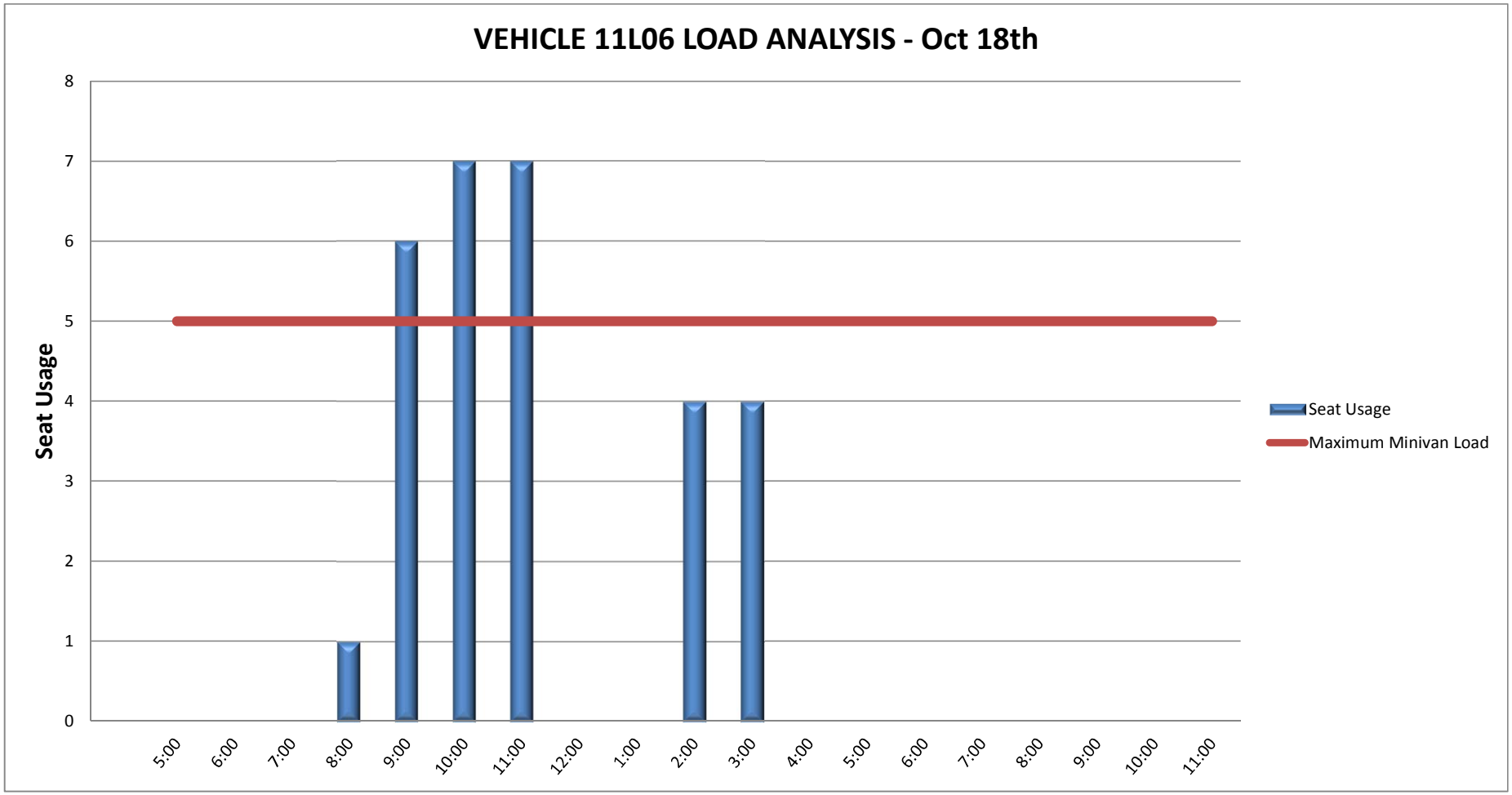
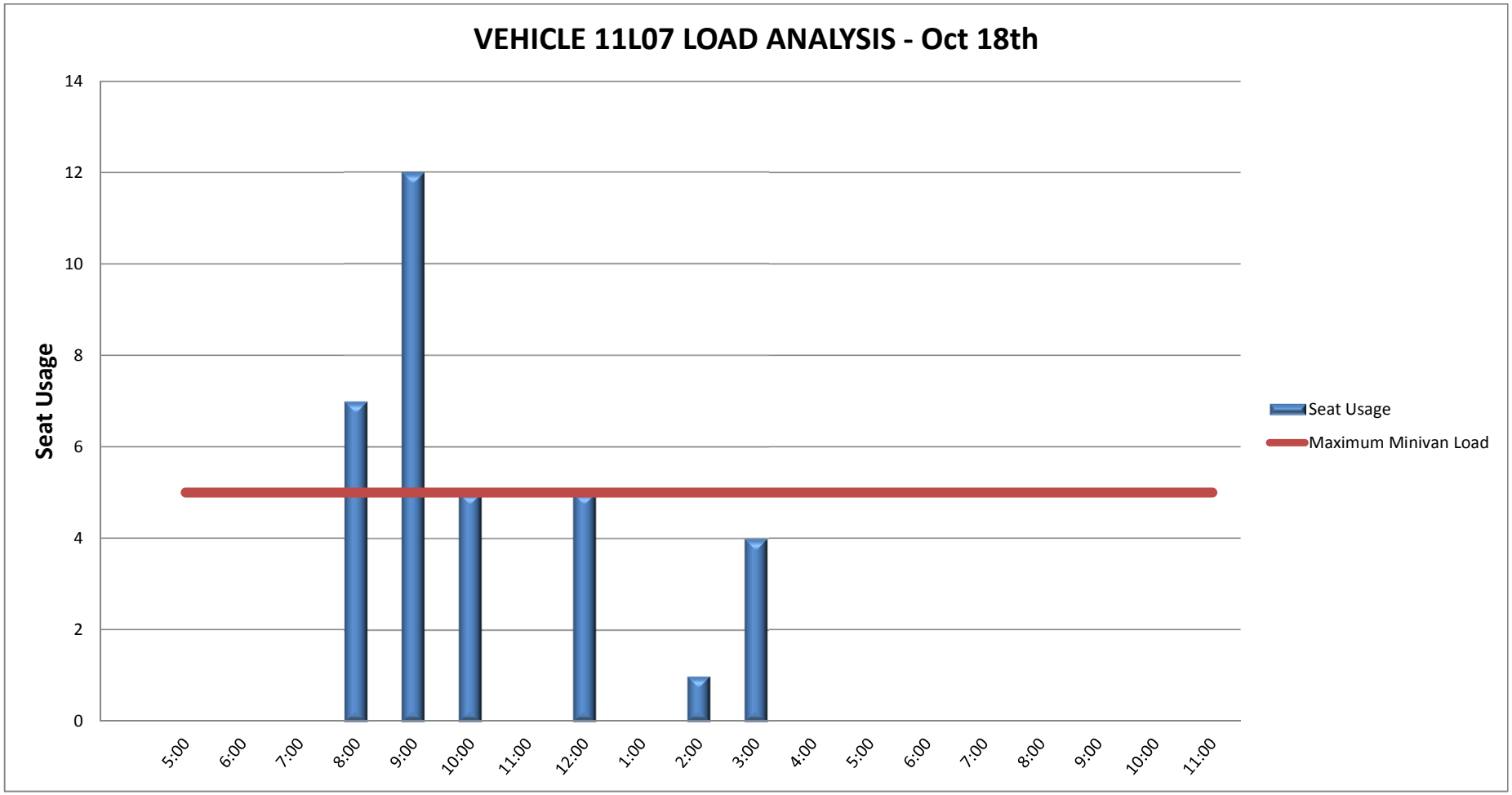
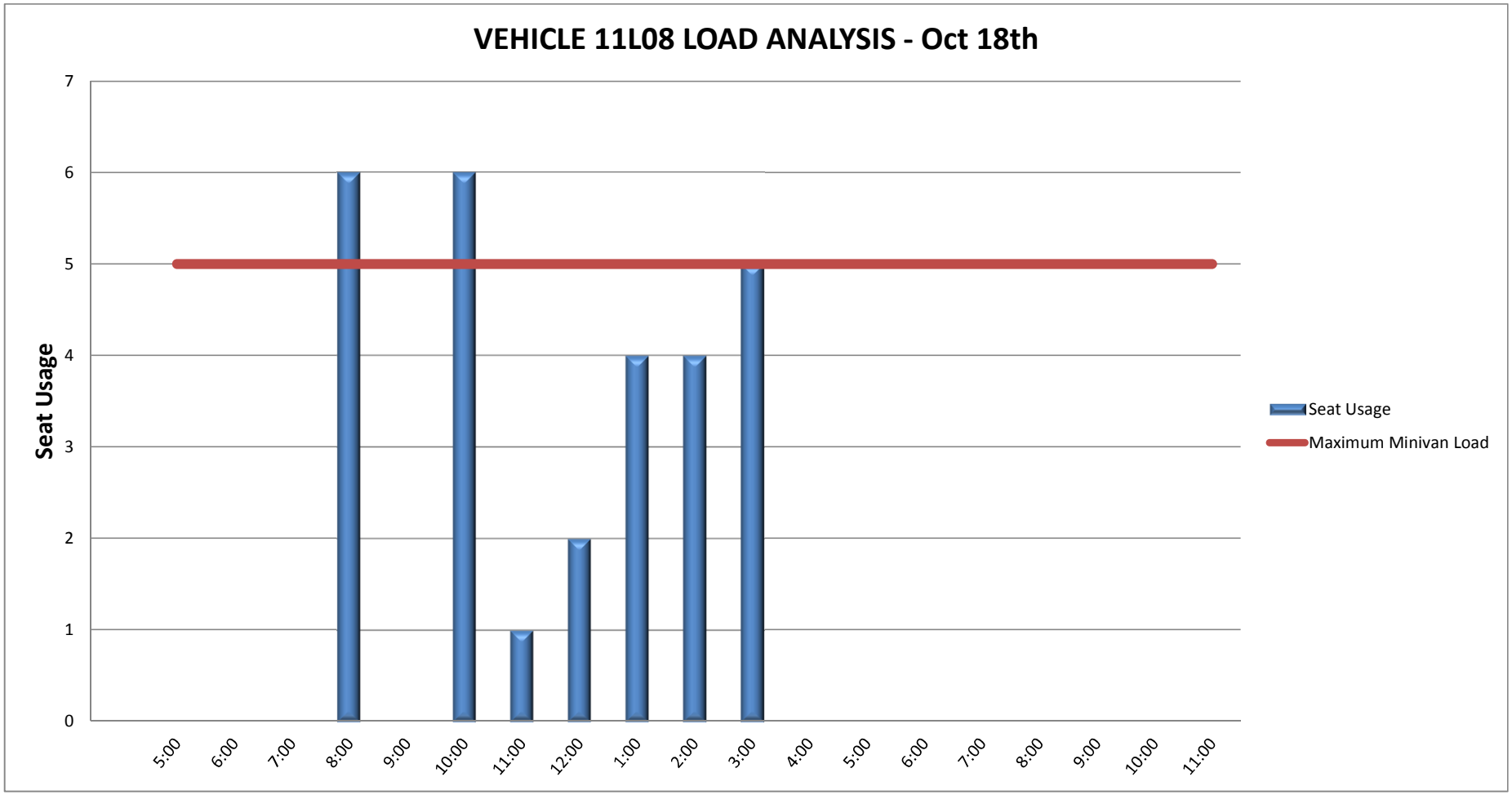
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

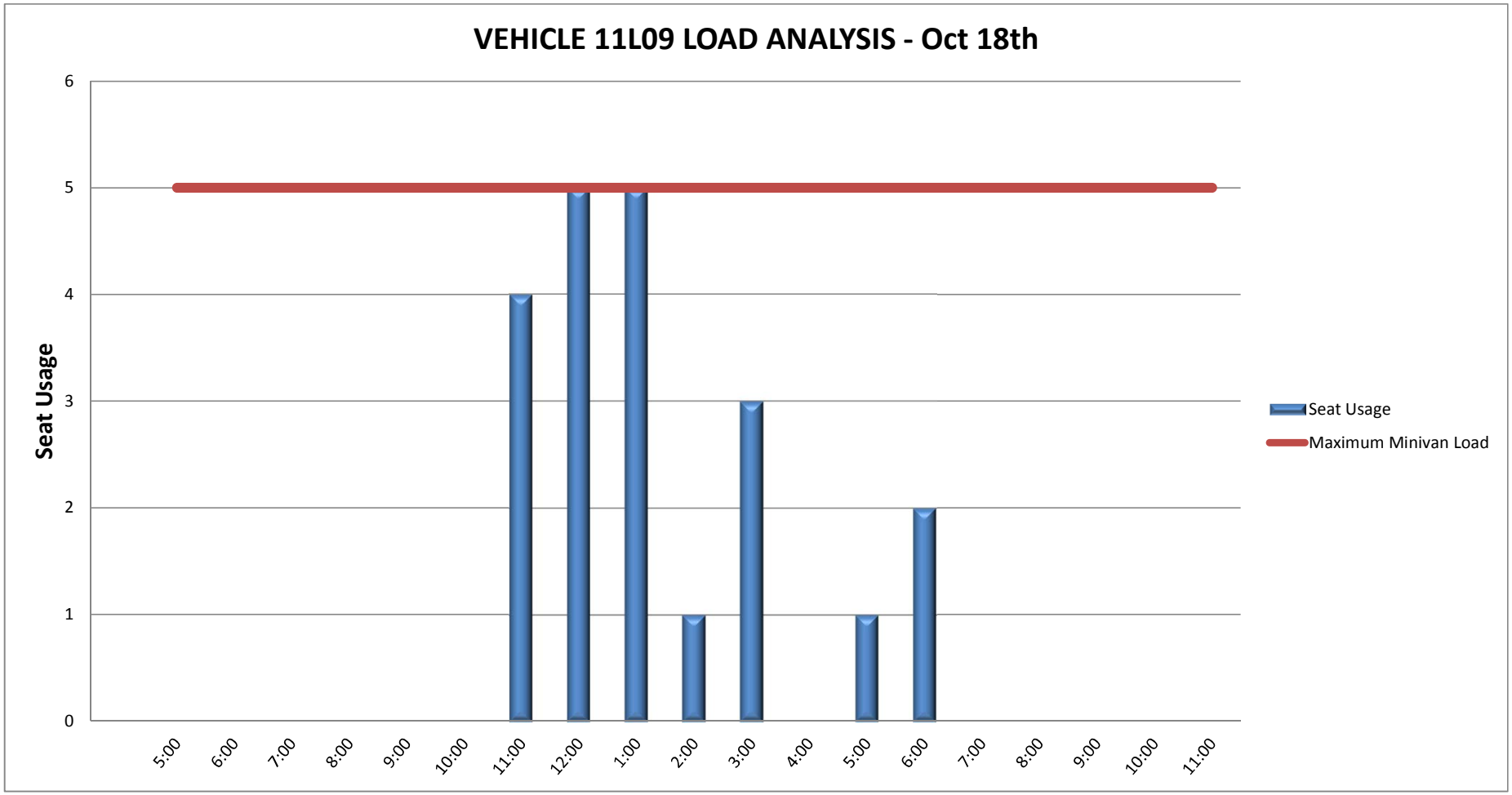

VEHICLE 11L03 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

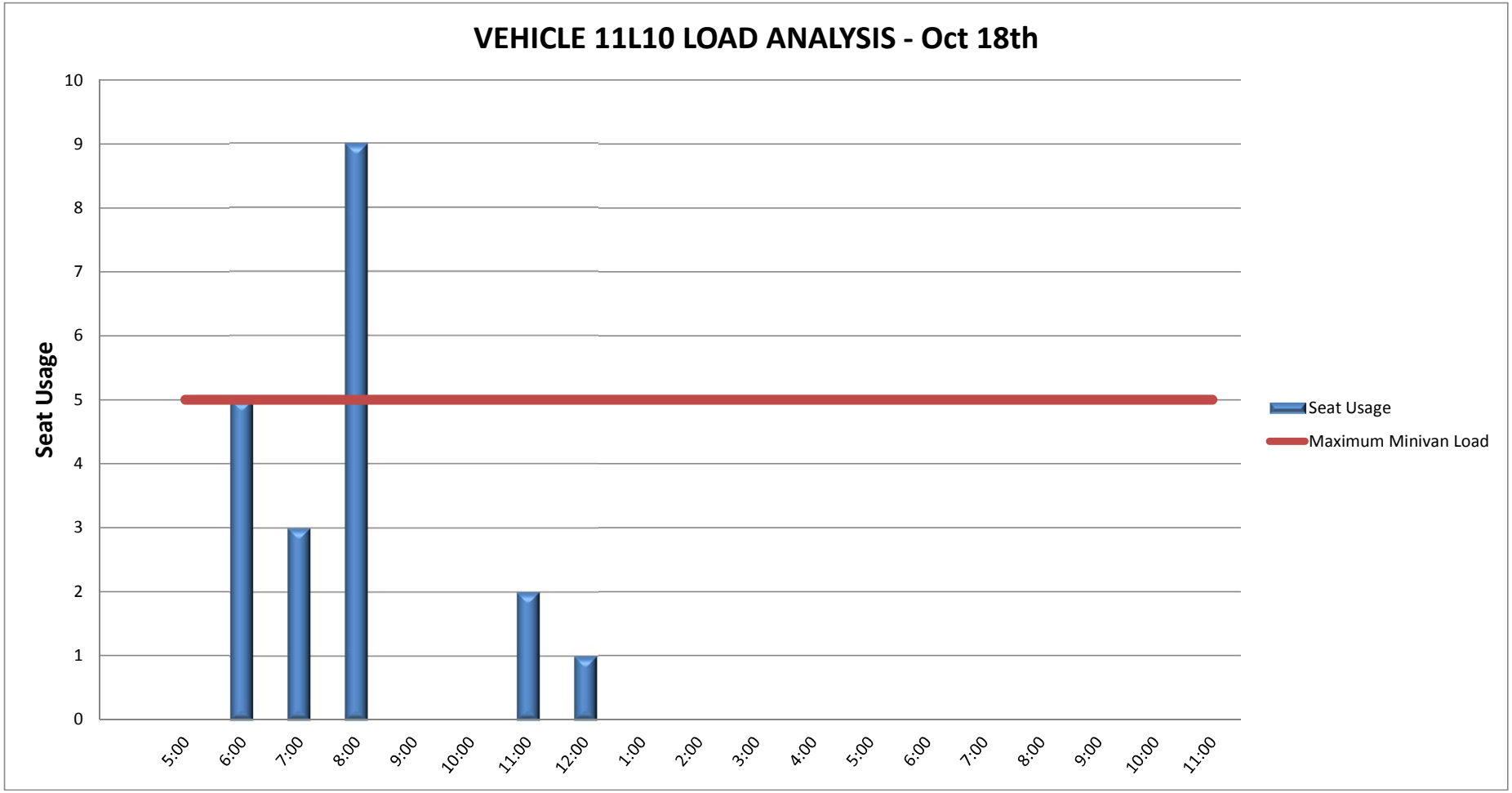

VEHICLE 11L04 LOAD ANALYSIS - Oct 18th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

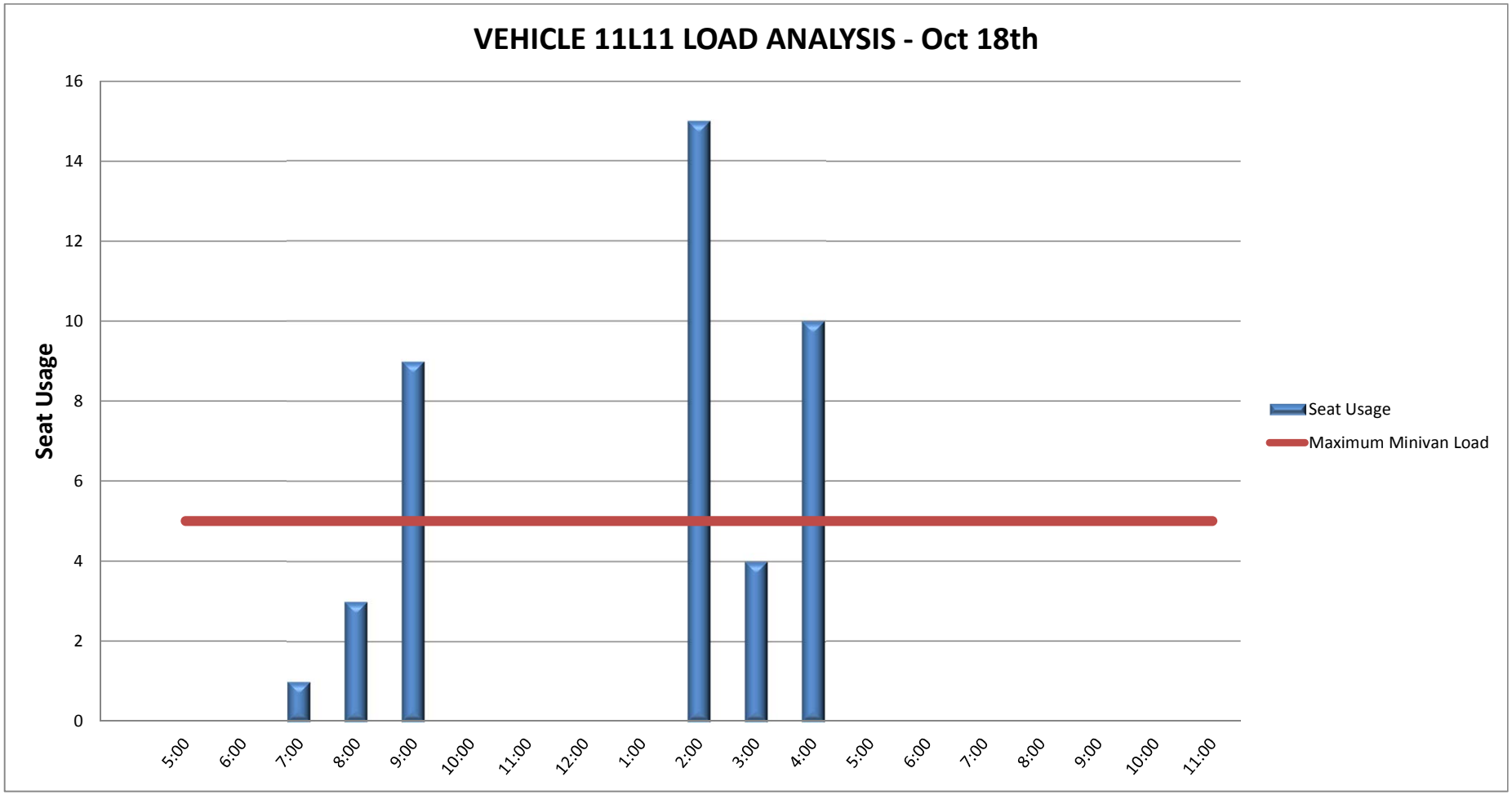

VEHICLE 11L06 LOAD ANALYSIS - Oct 18th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

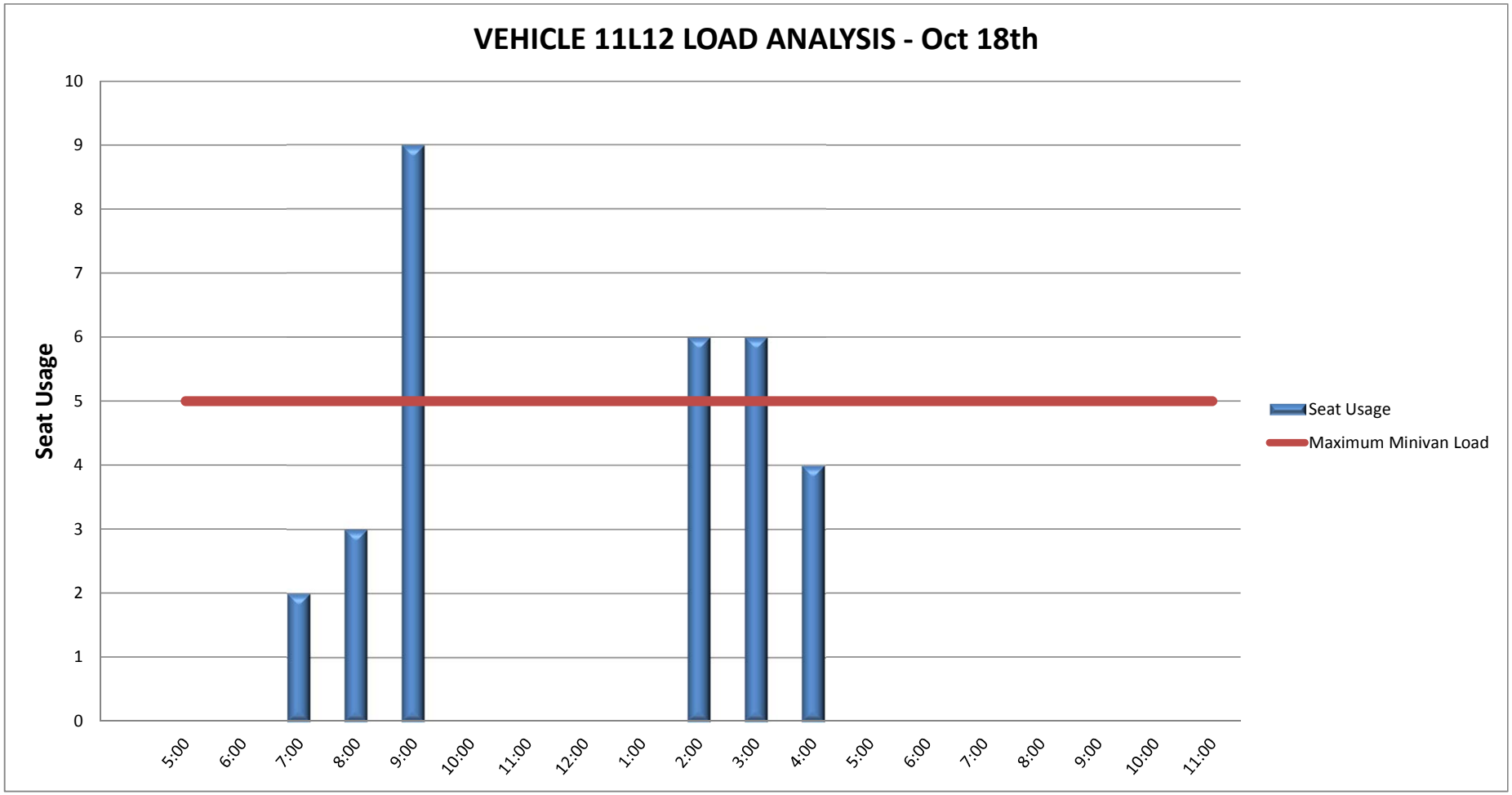

VEHICLE 11L07 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

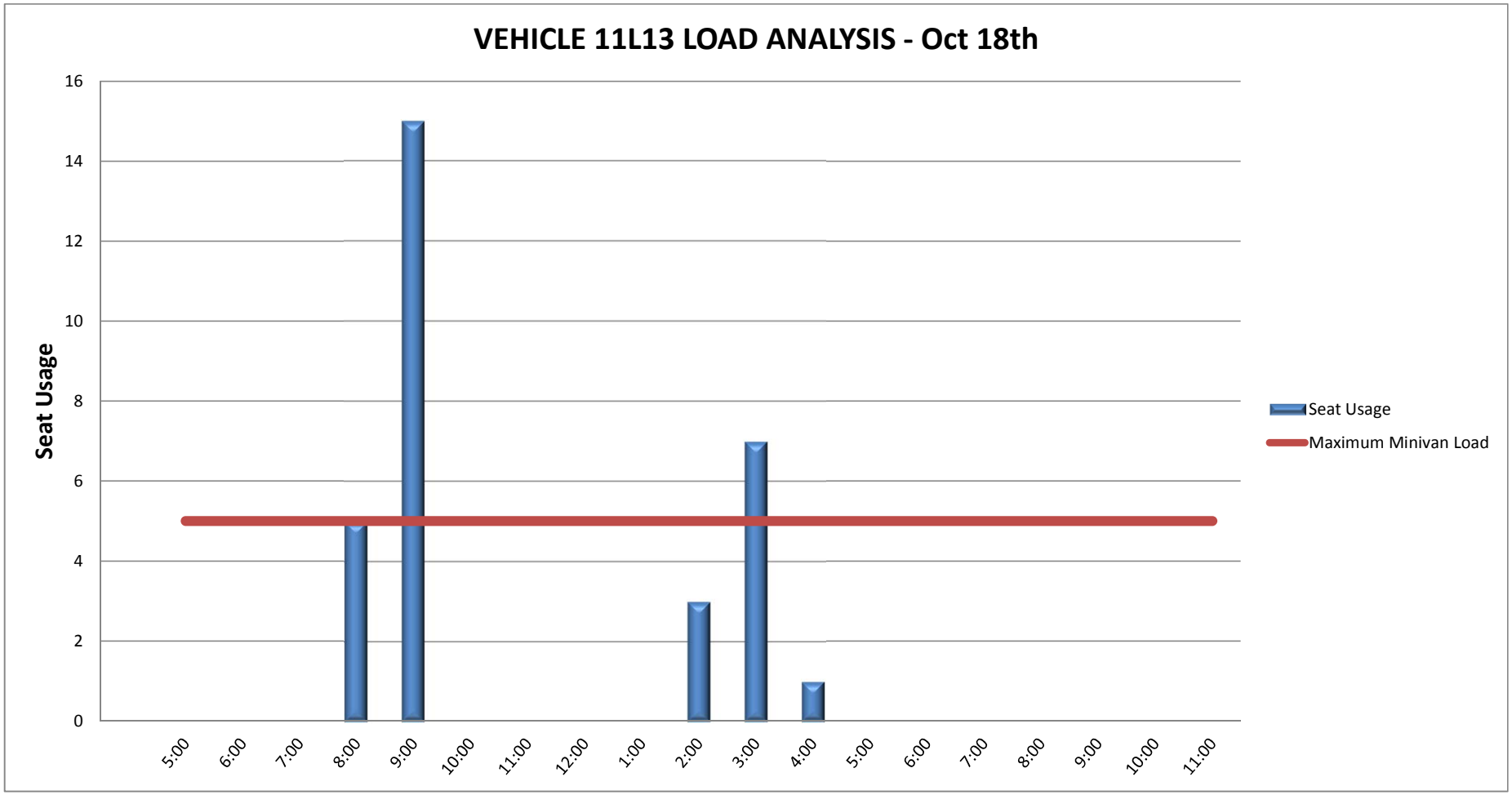

VEHICLE 11L08 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

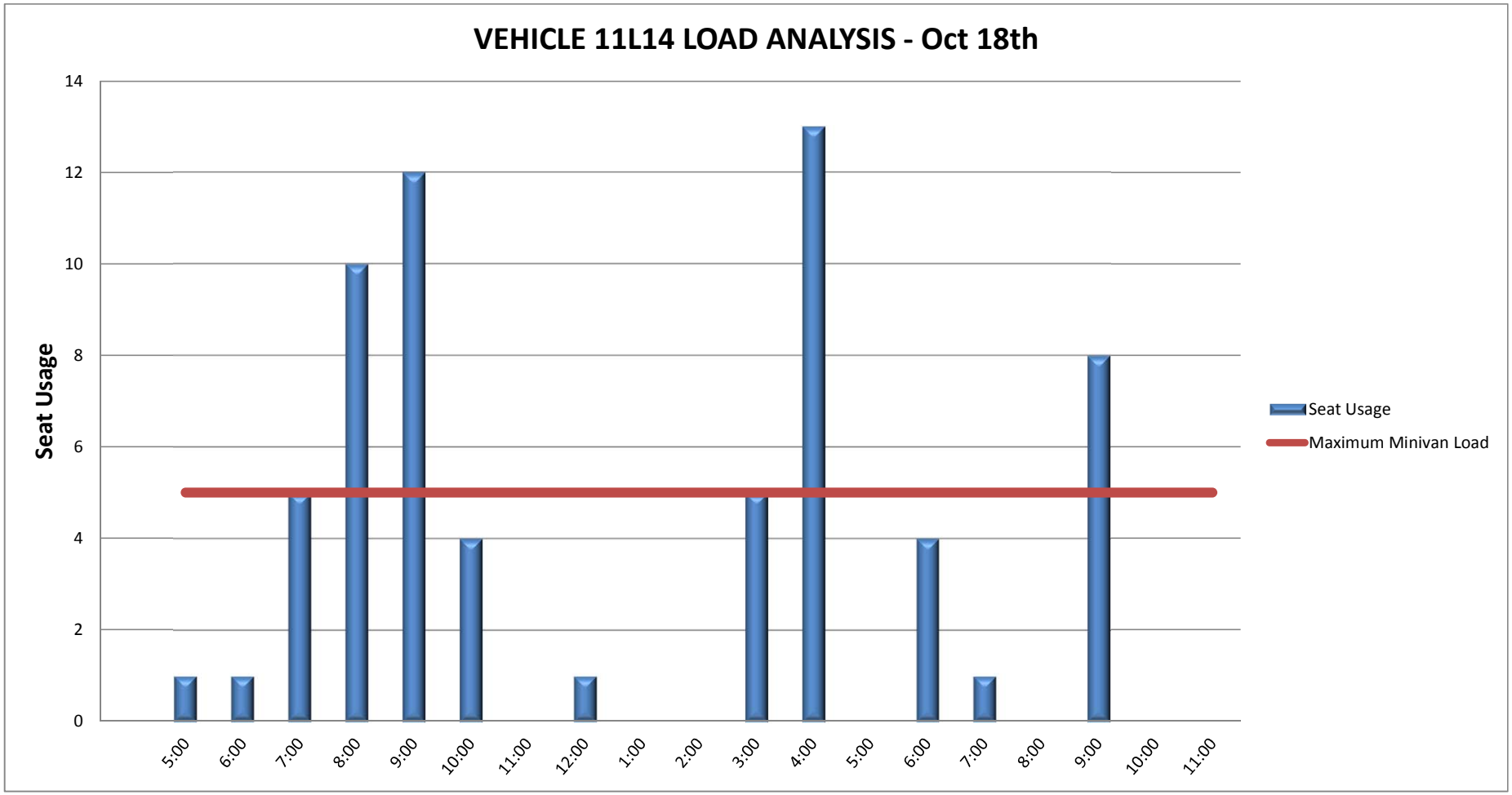

VEHICLE 11L09 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

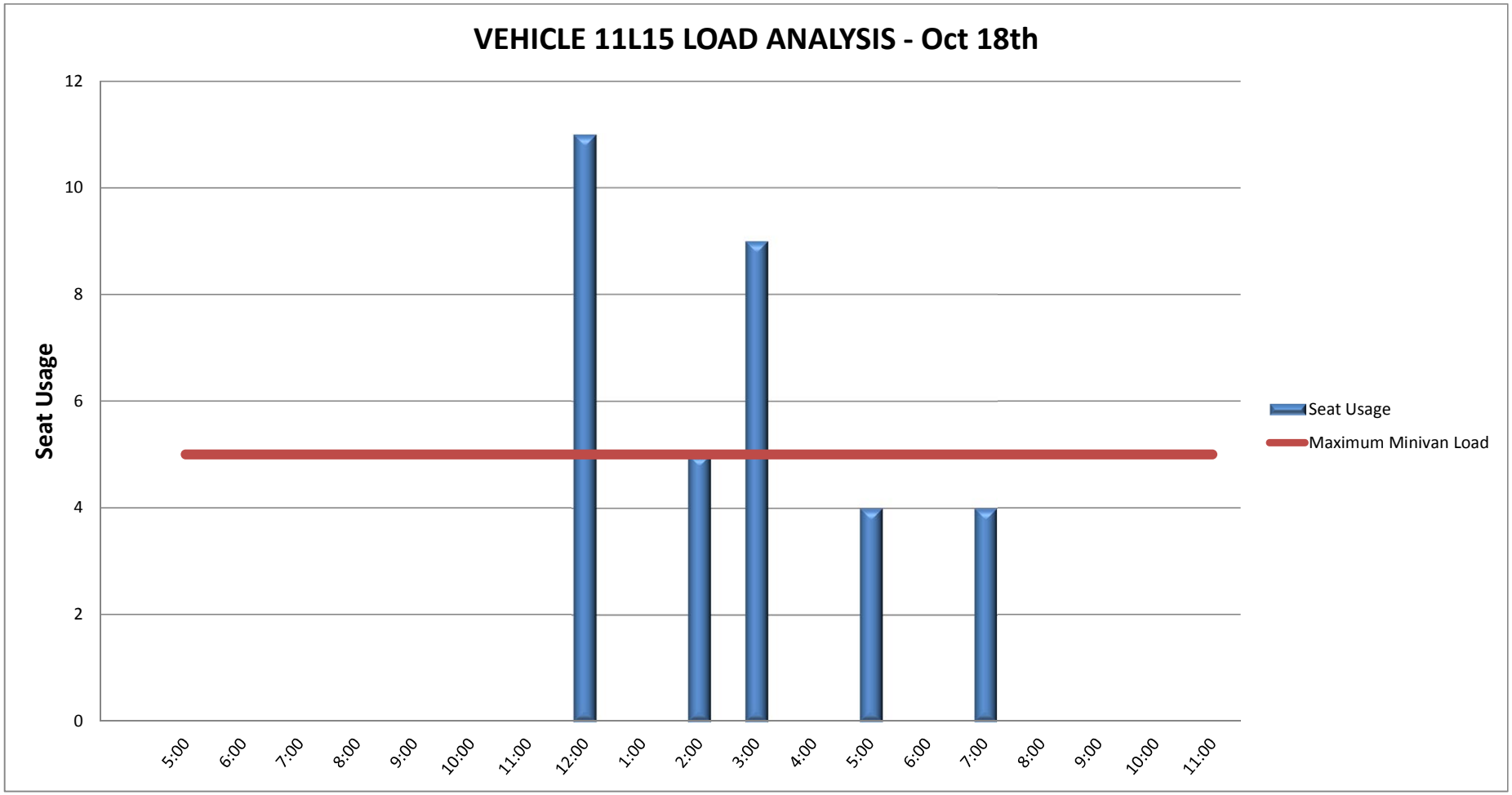

VEHICLE 11L10 LOAD ANALYSIS - Oct 18th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

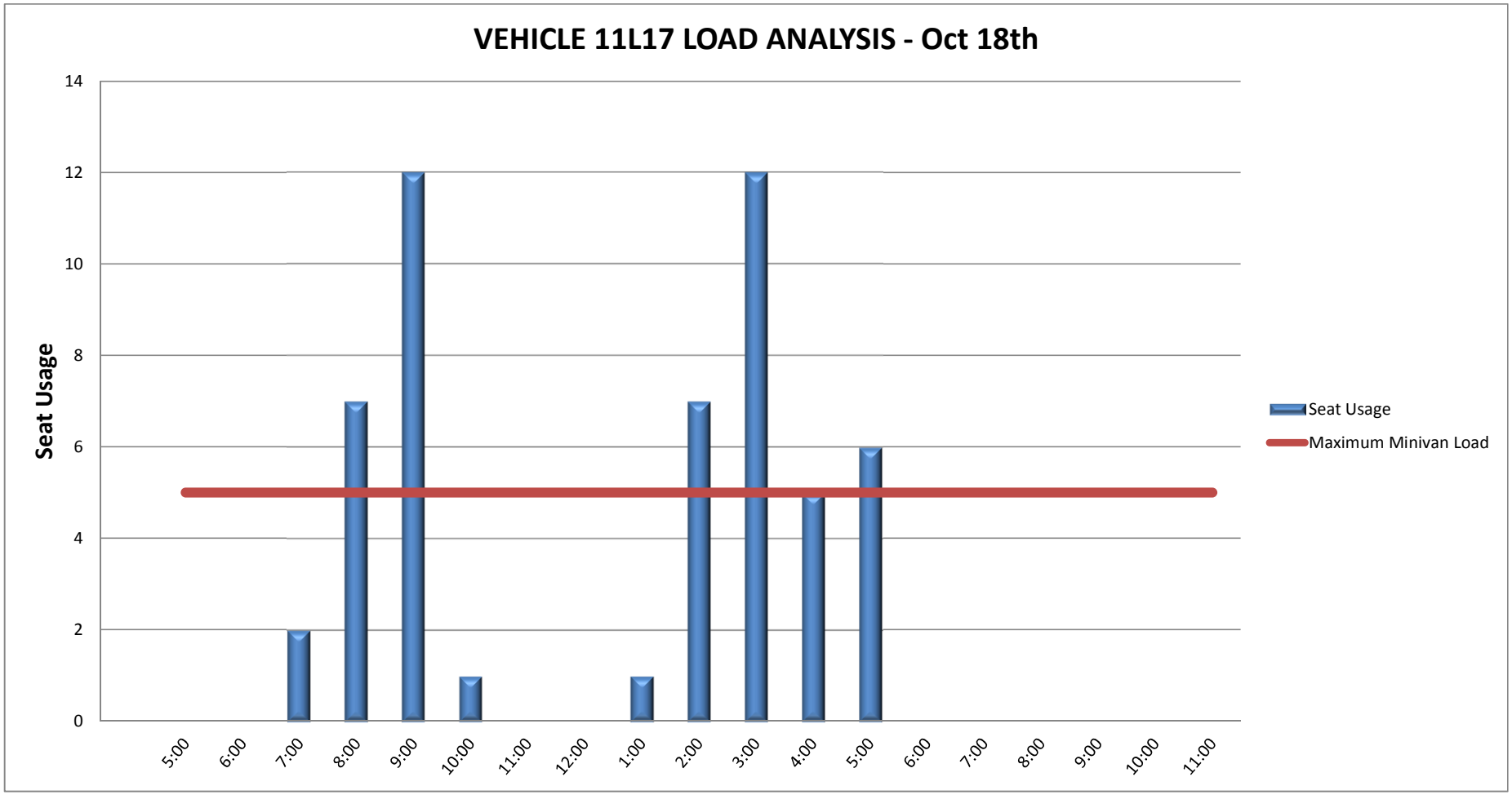

VEHICLE 11L11 LOAD ANALYSIS - Oct 18th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

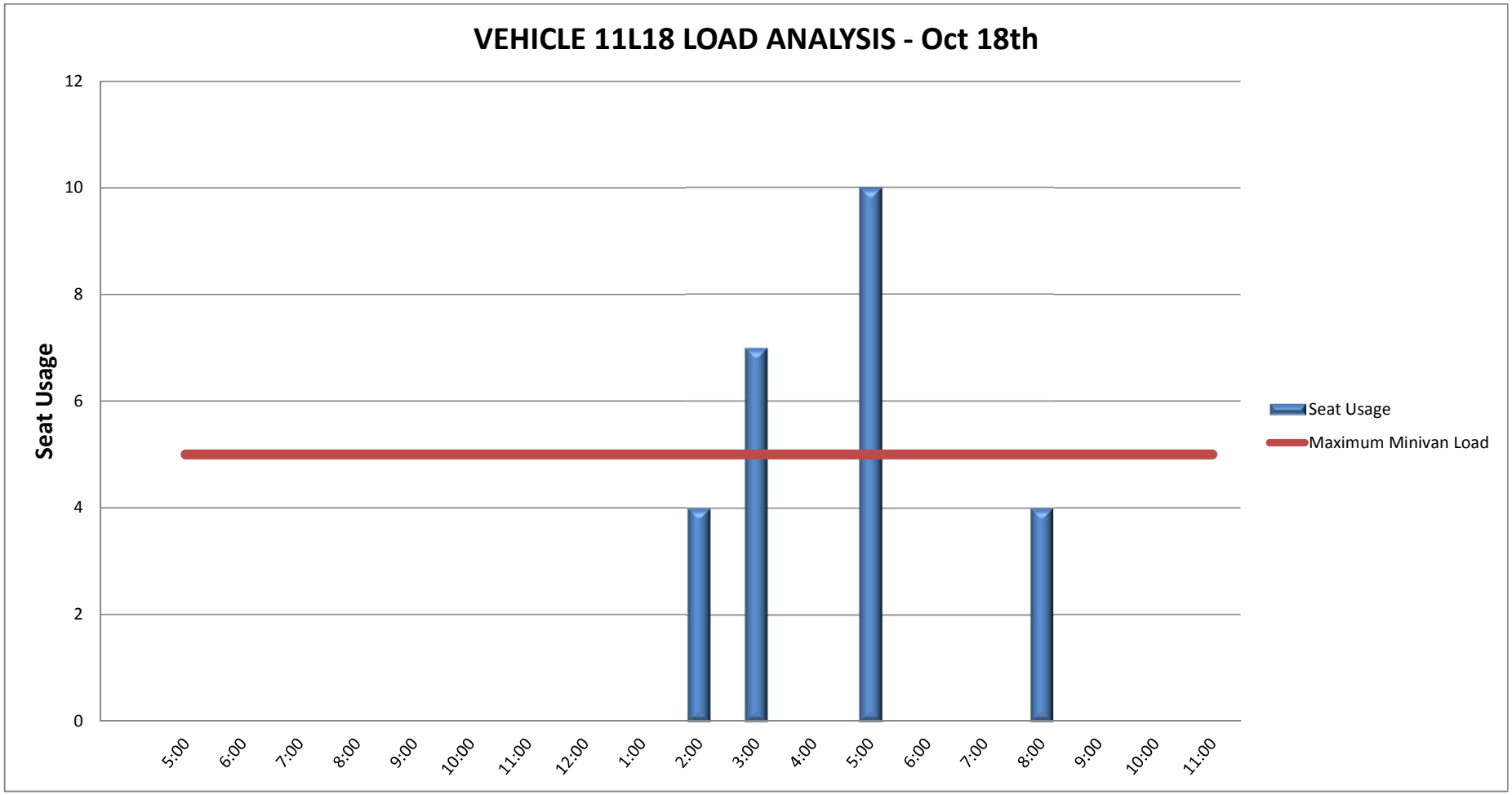

VEHICLE 11L12 LOAD ANALYSIS - Oct 18th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L13 LOAD ANALYSIS - Oct 18th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L14 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L15 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L17 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L18 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
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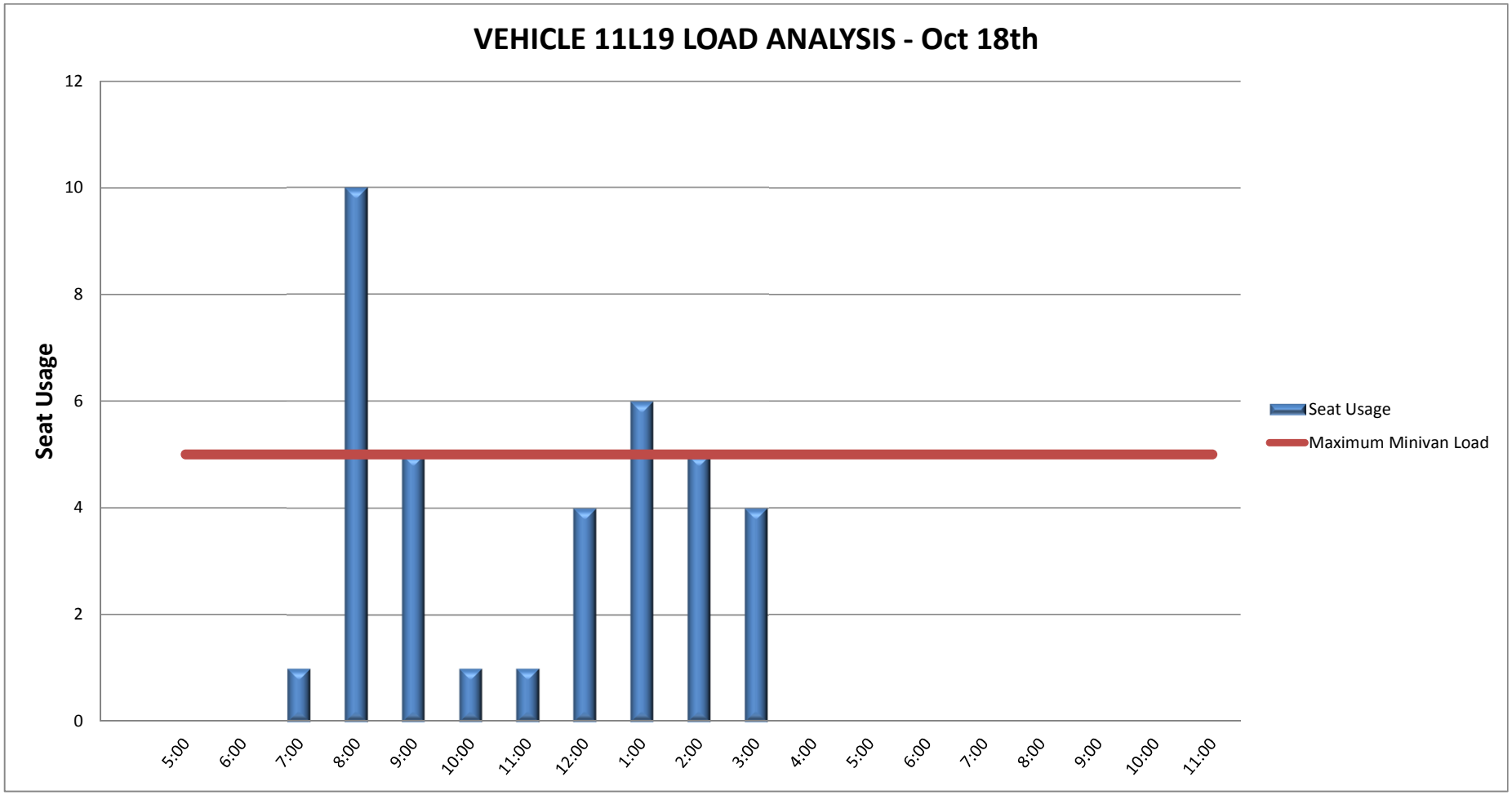
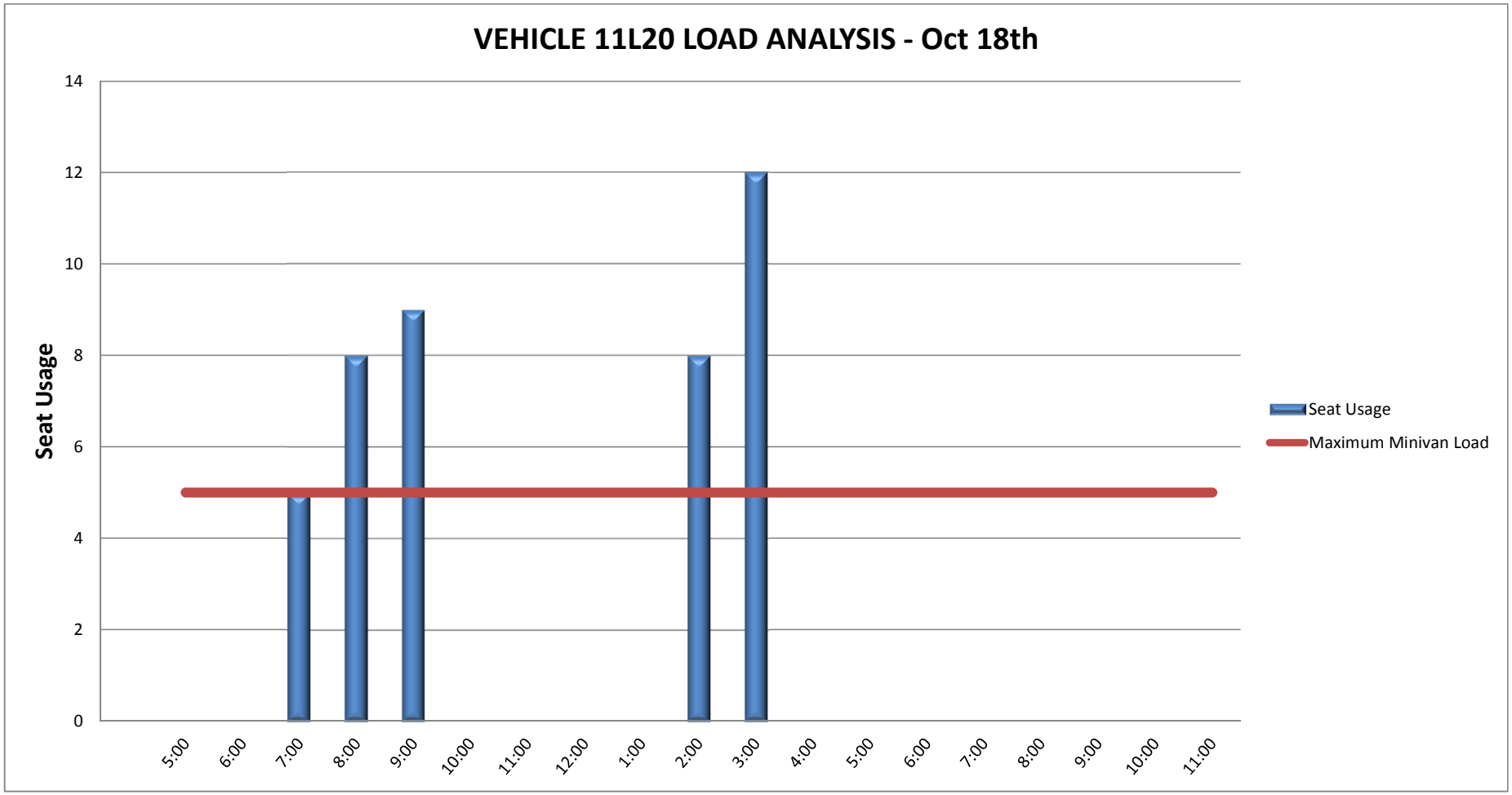
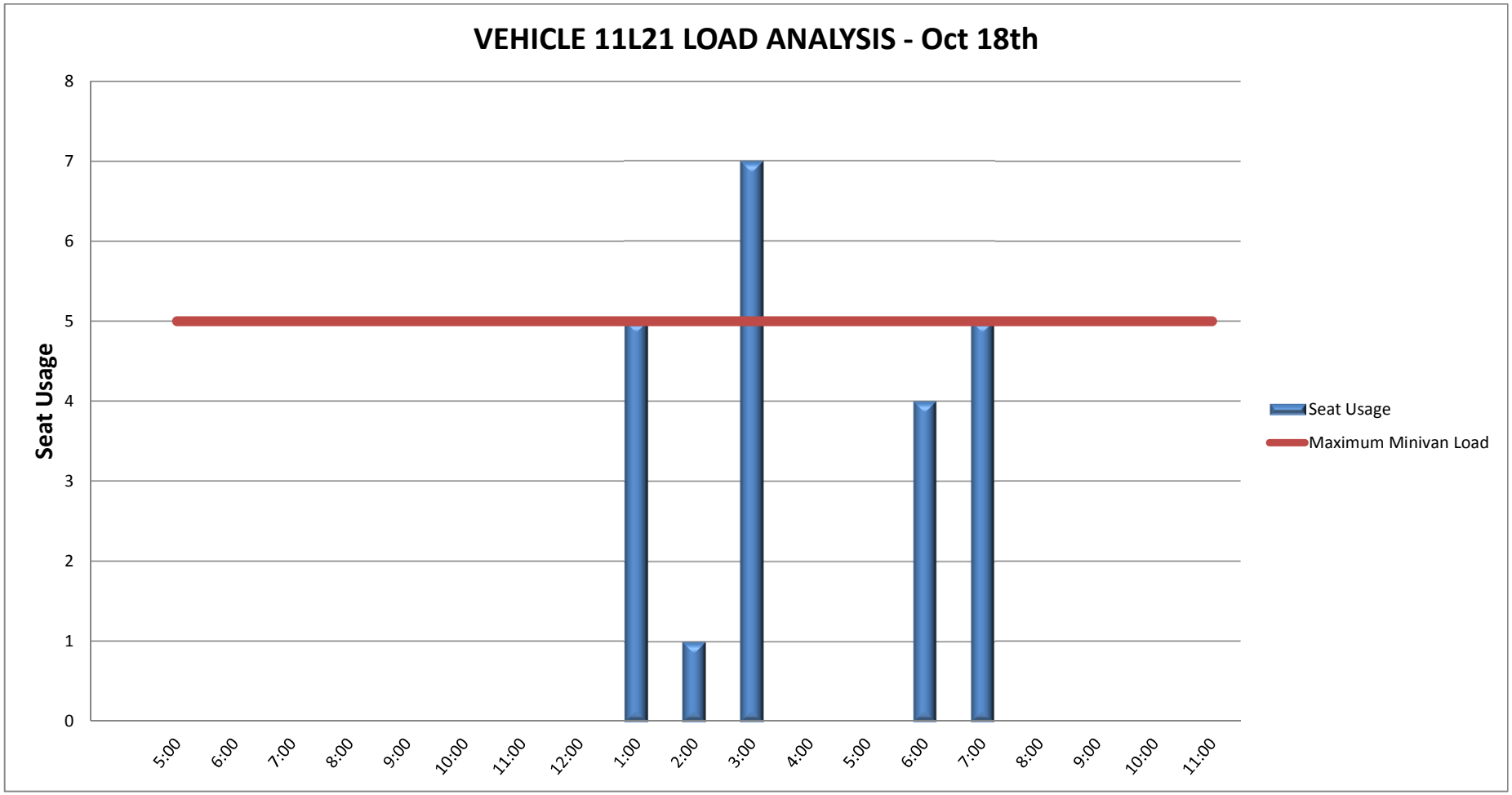
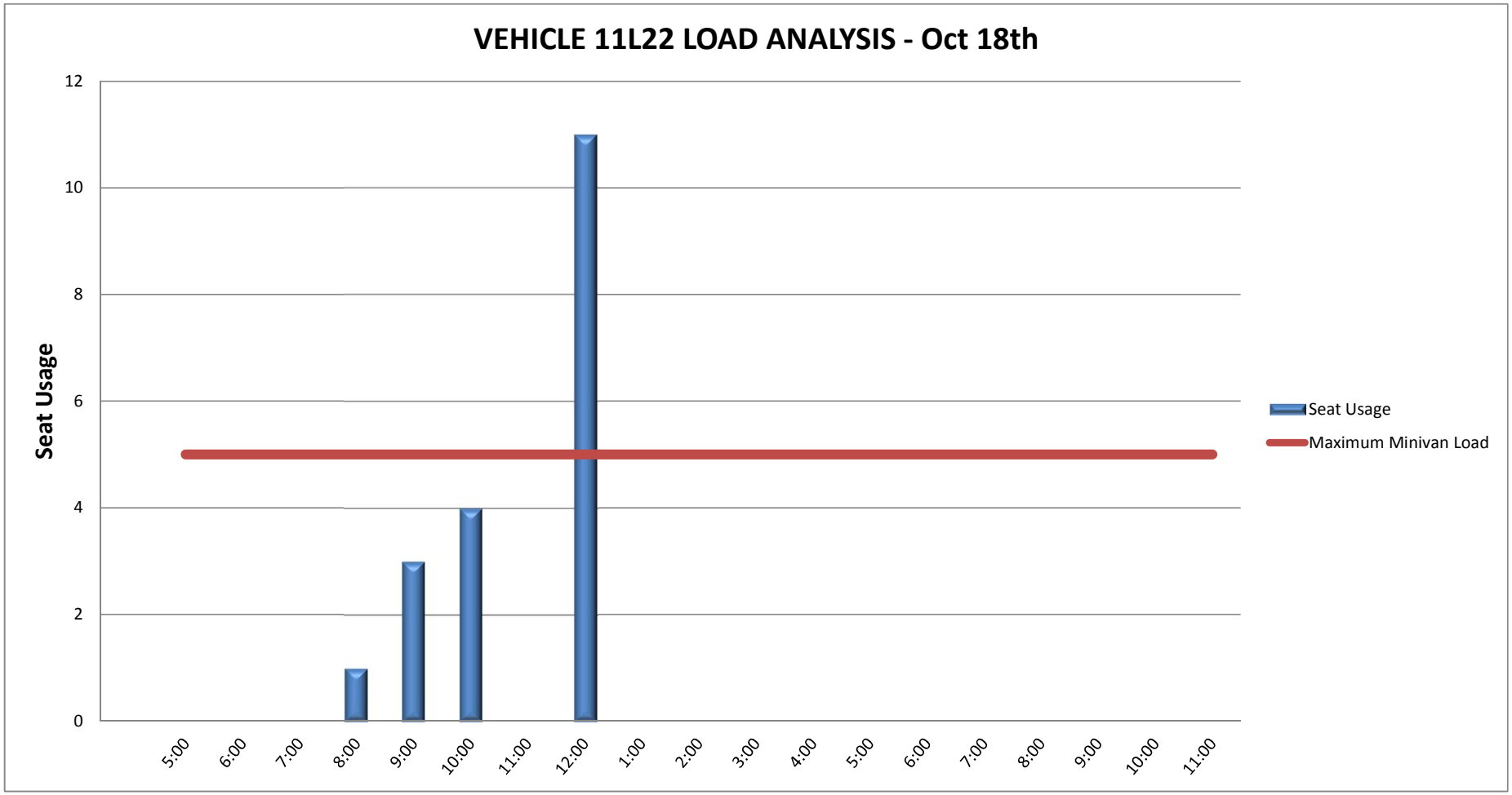
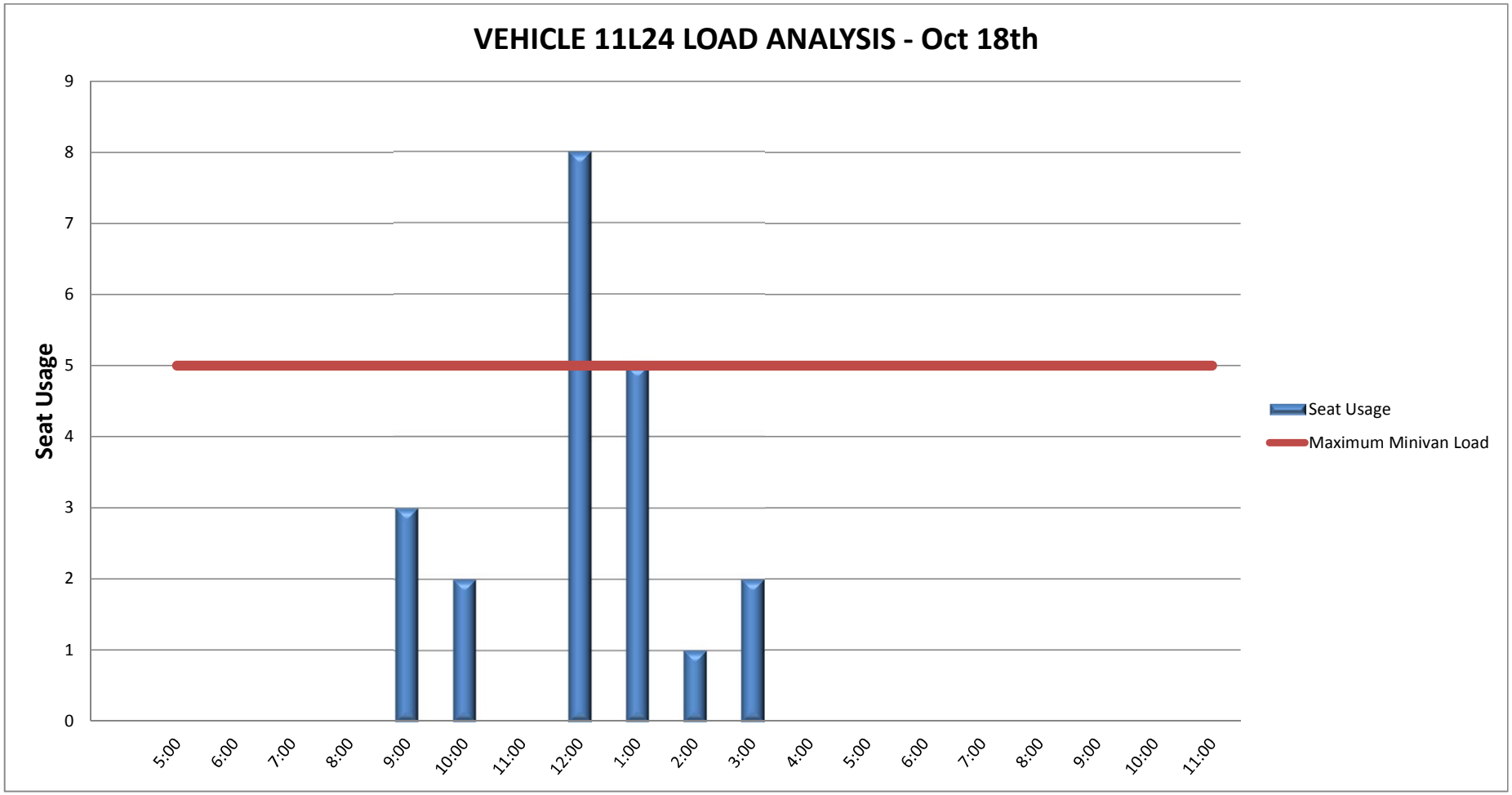
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

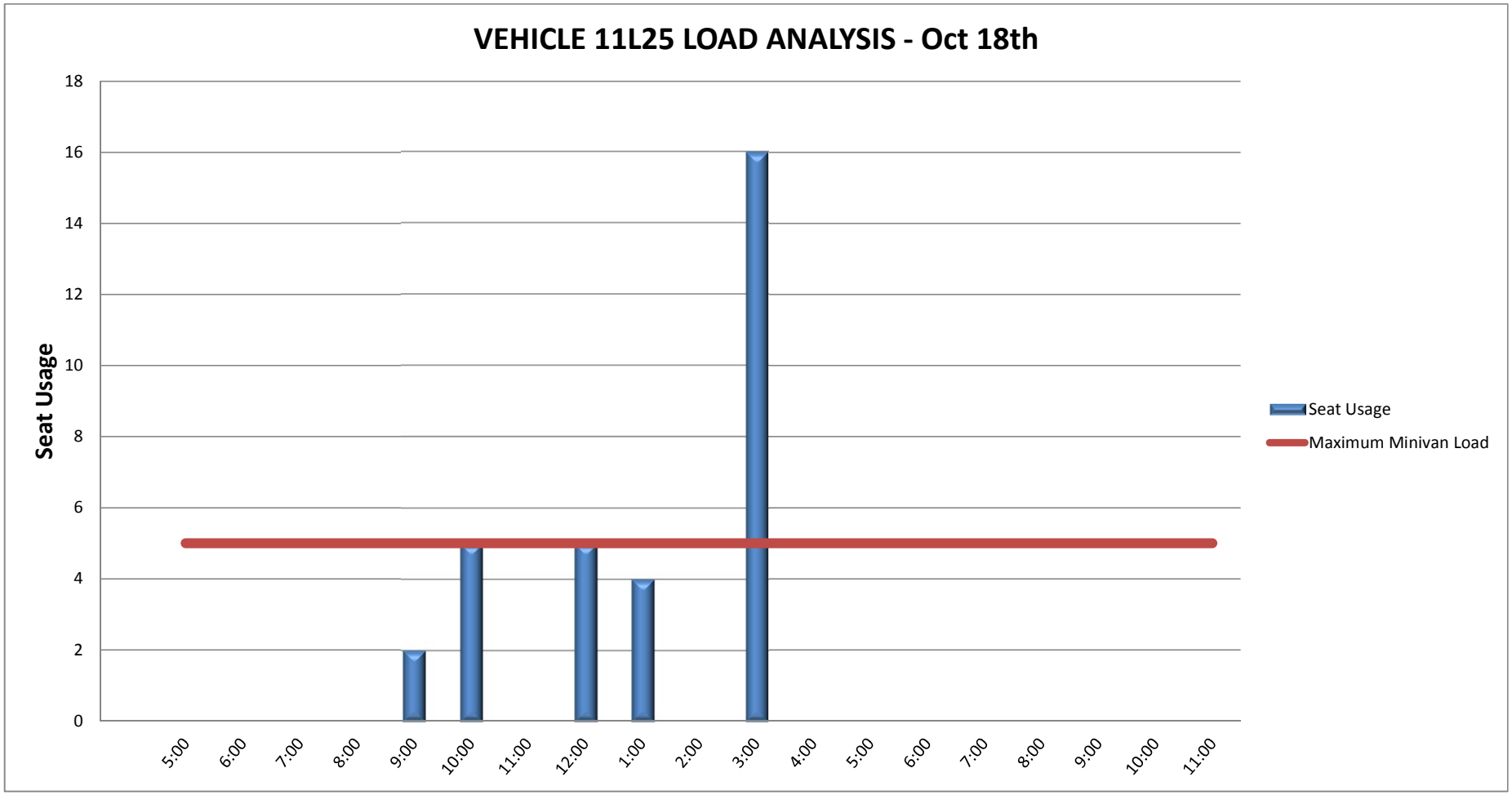

VEHICLE 11L19 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

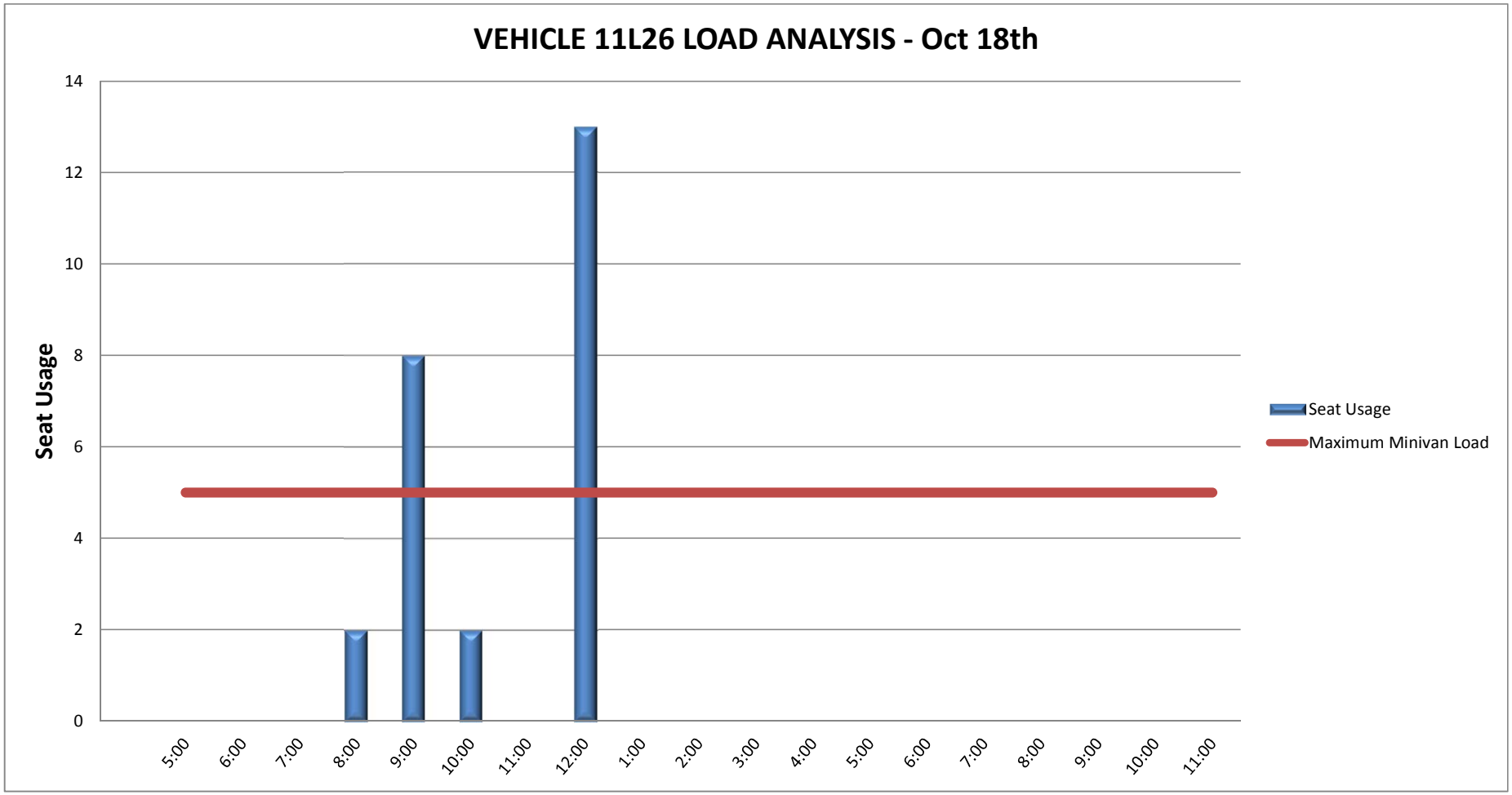

VEHICLE 11L20 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

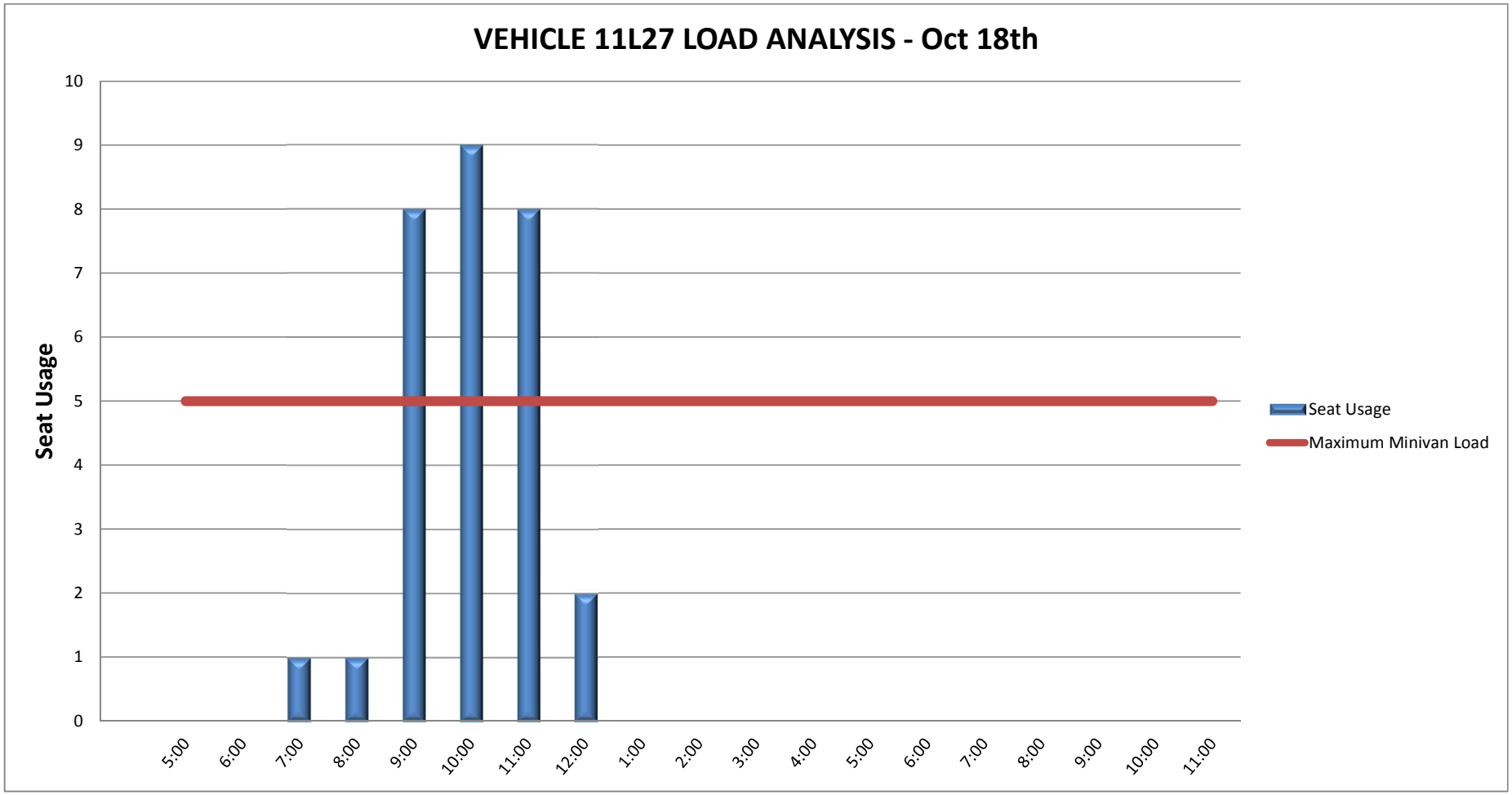

VEHICLE 11L21 LOAD ANALYSIS - Oct 18th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

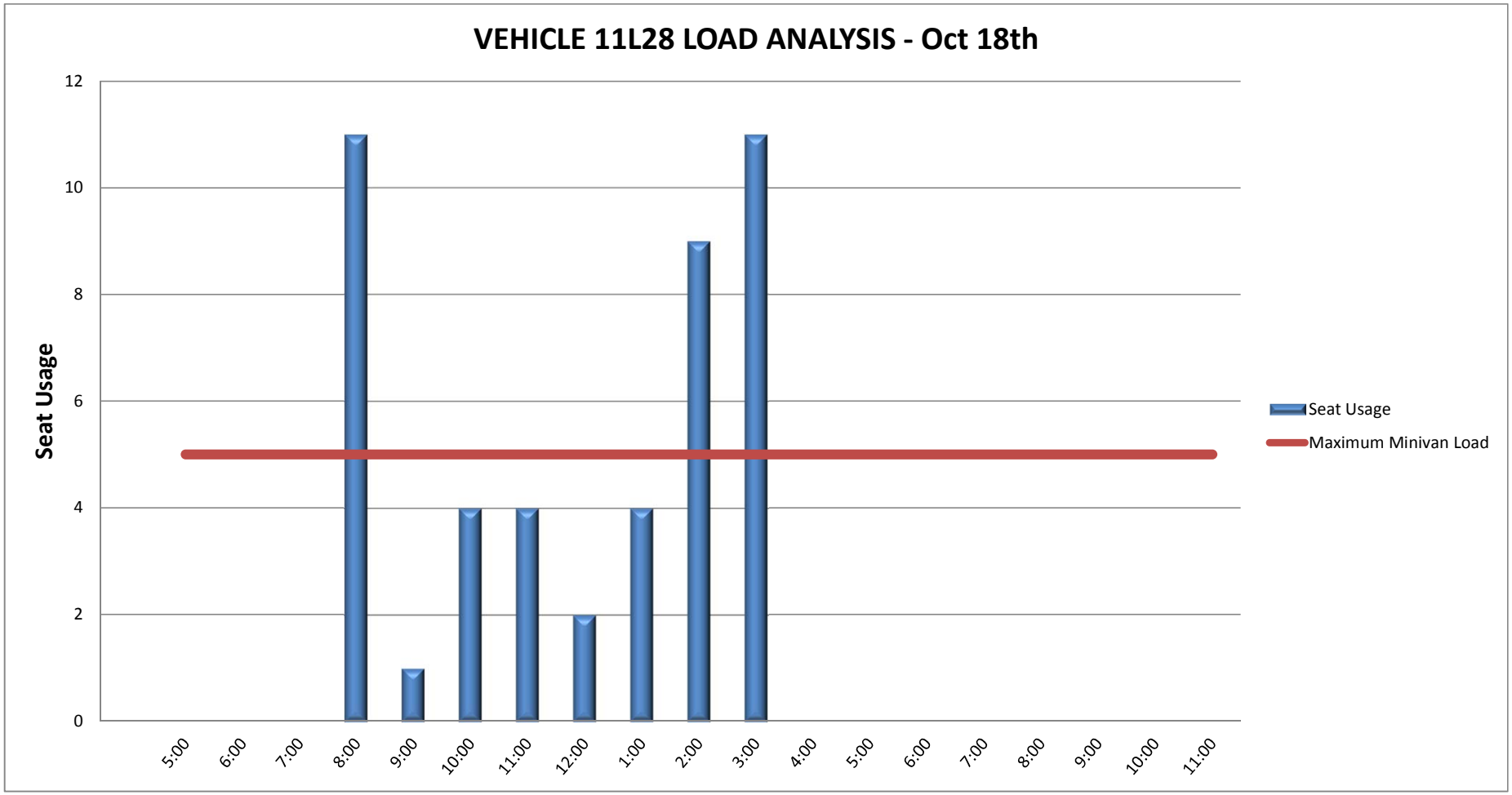

VEHICLE 11L22 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

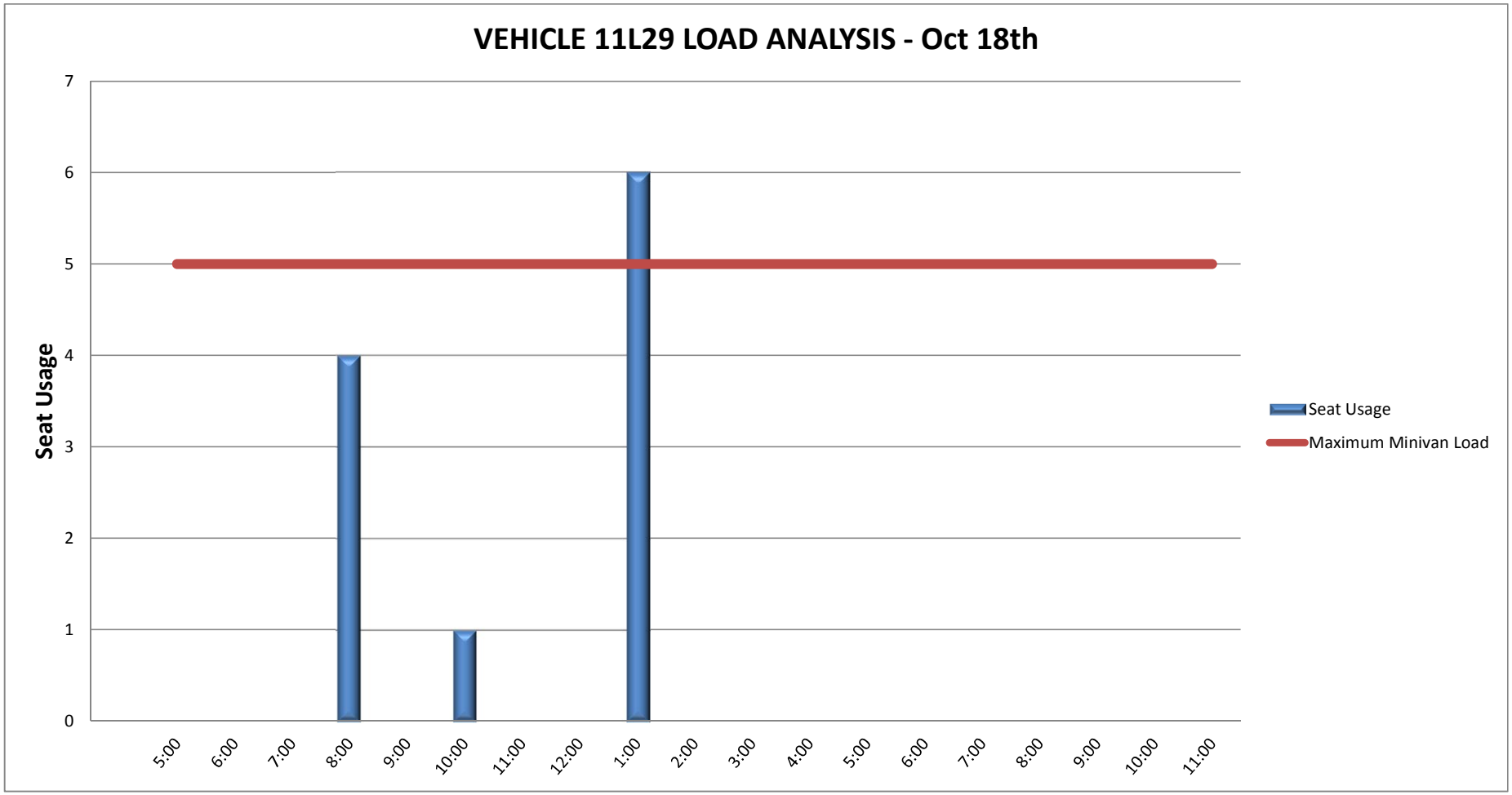

VEHICLE 11L24 LOAD ANALYSIS - Oct 18th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

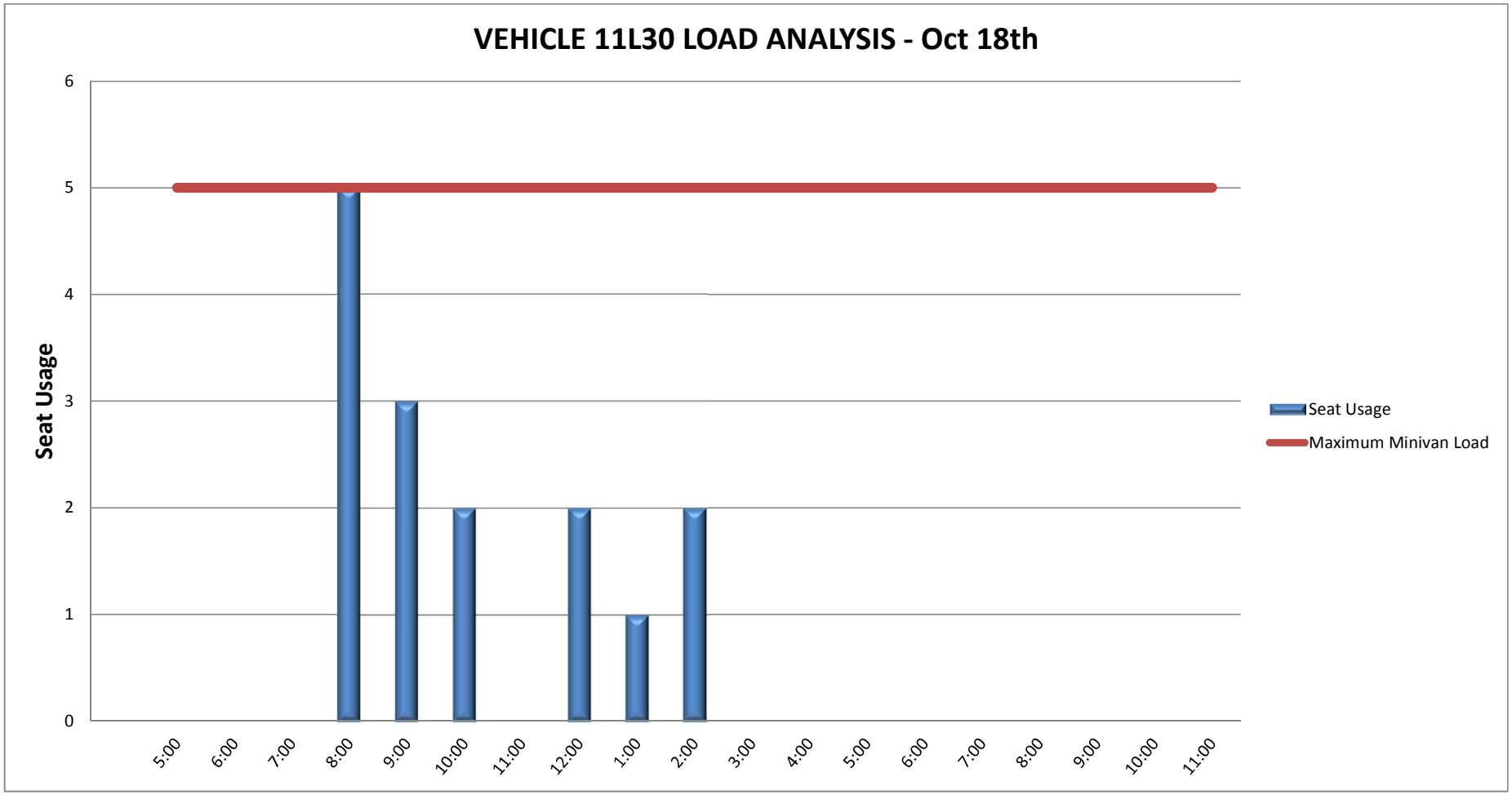

VEHICLE 11L25 LOAD ANALYSIS - Oct 18th
Seat Usage
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

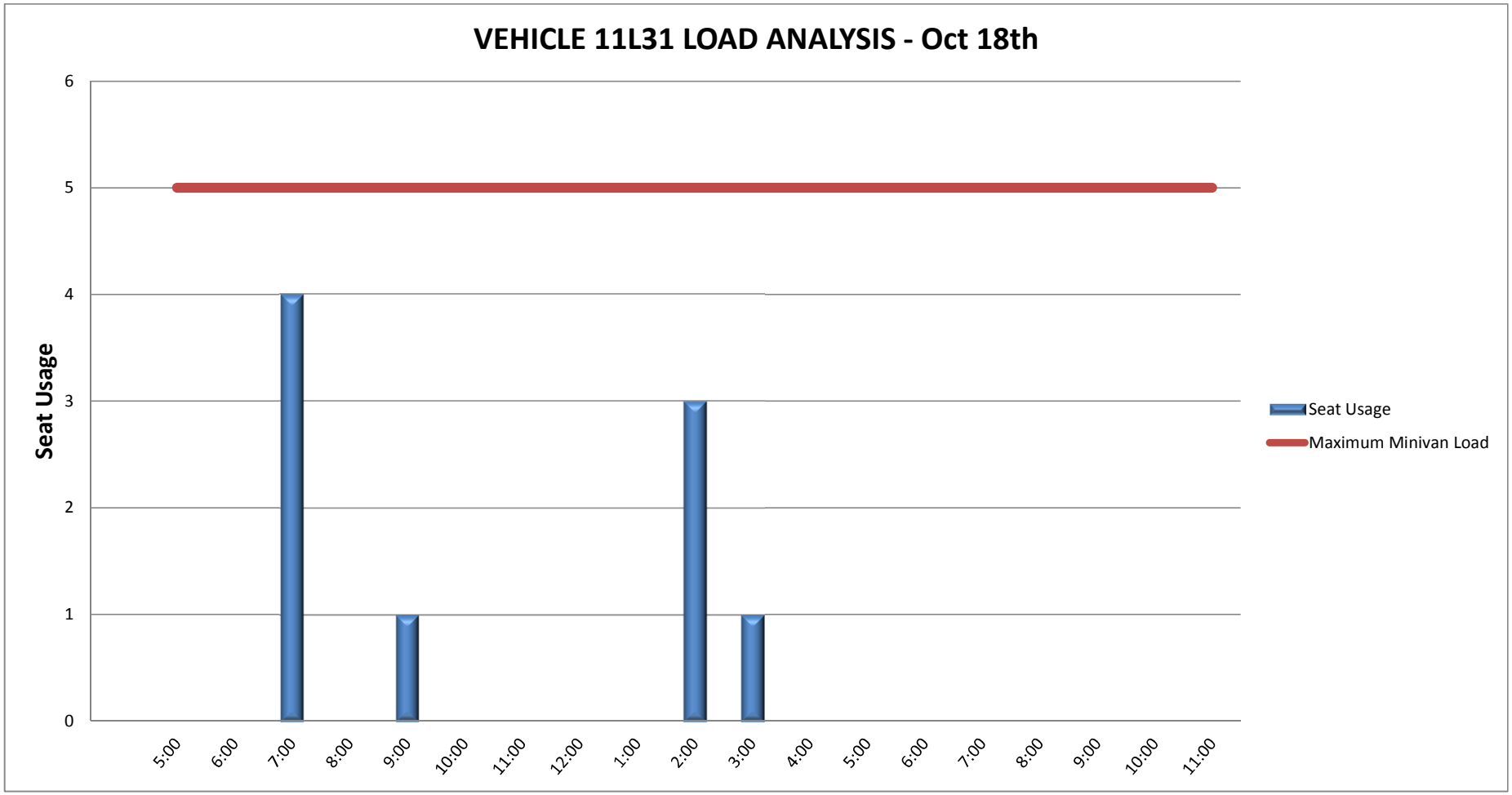

VEHICLE 11L26 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

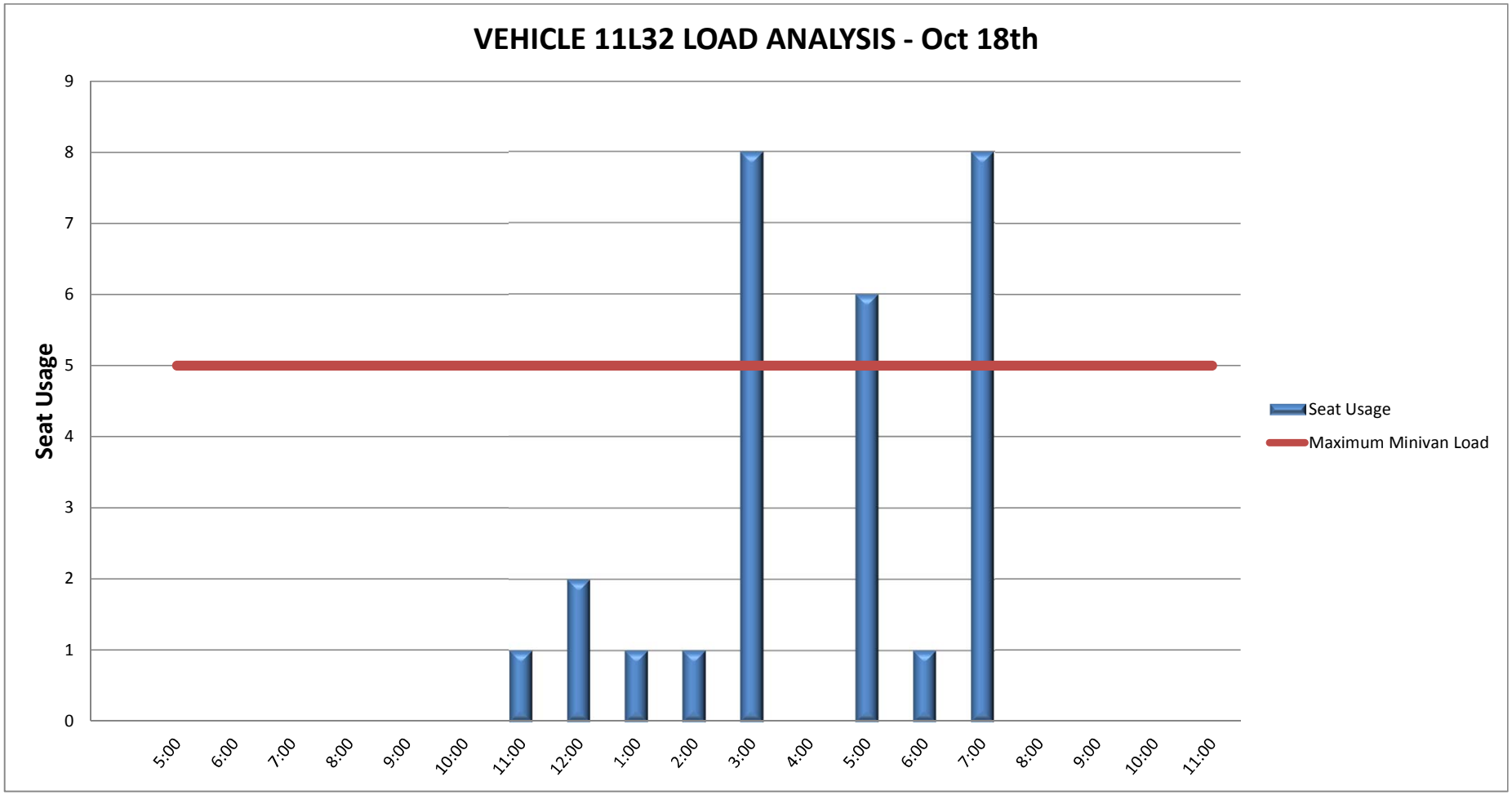

VEHICLE 11L27 LOAD ANALYSIS - Oct 18th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

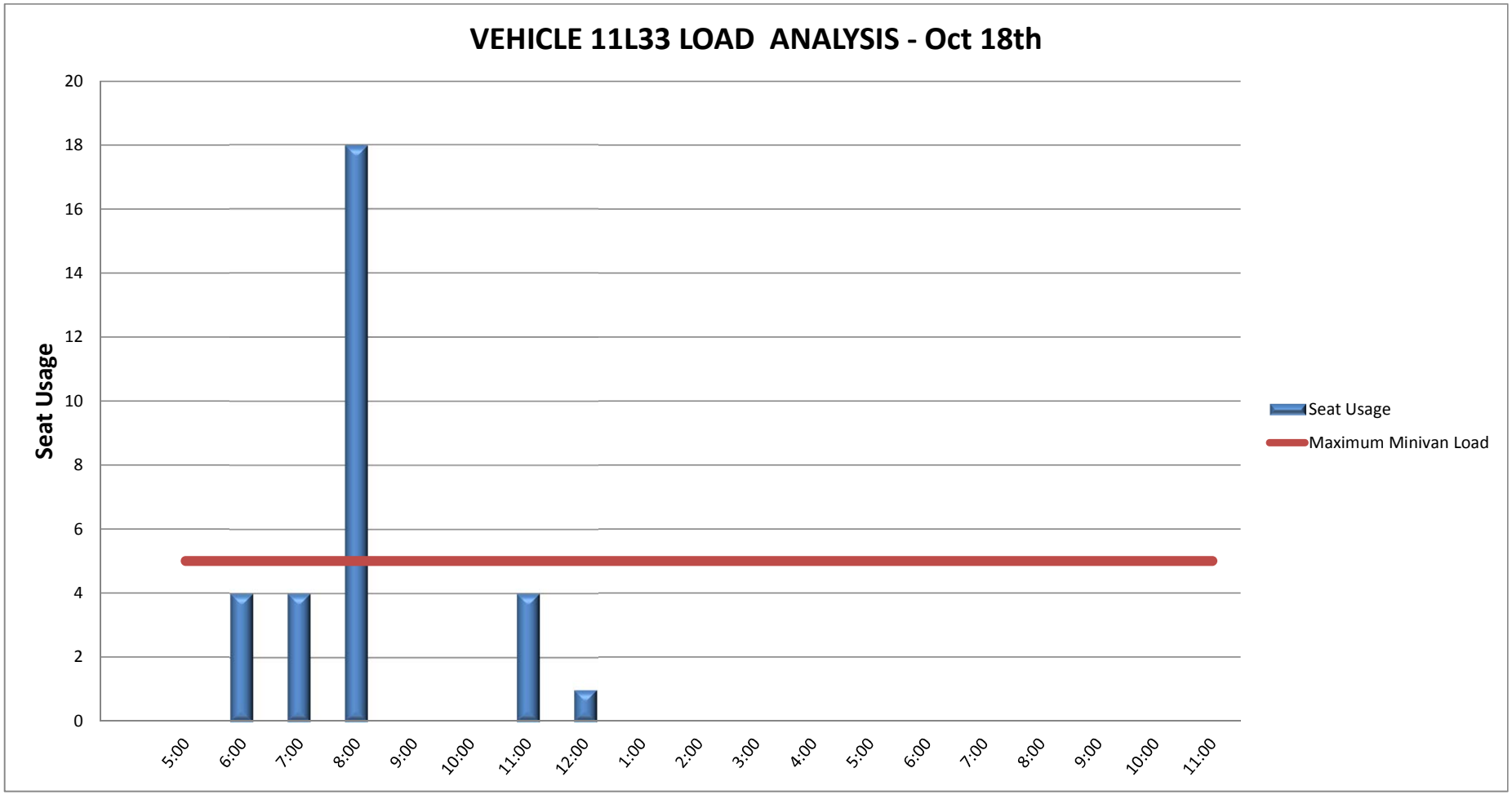

VEHICLE 11L28 LOAD ANALYSIS - Oct 18th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

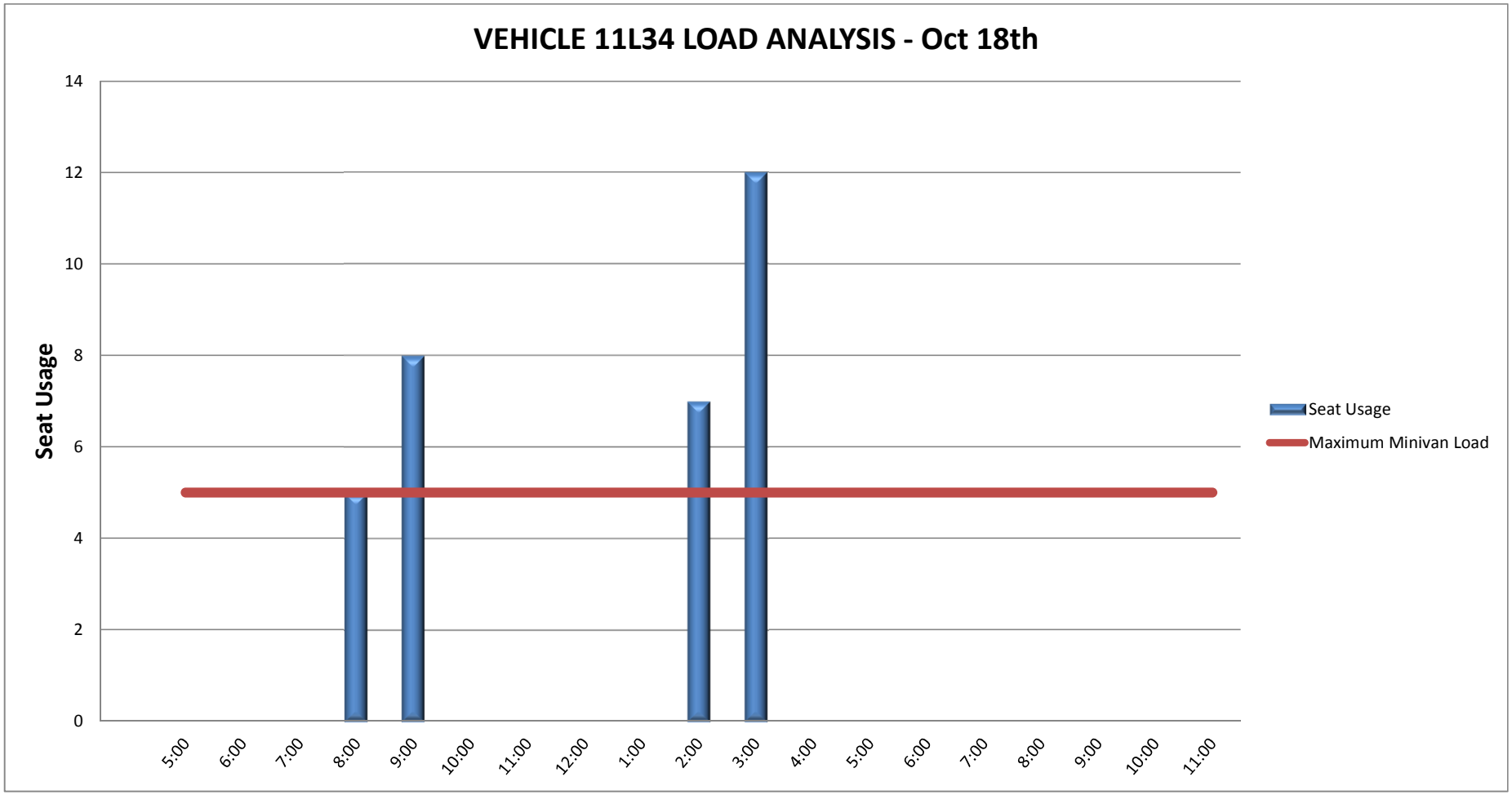

VEHICLE 11L29 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

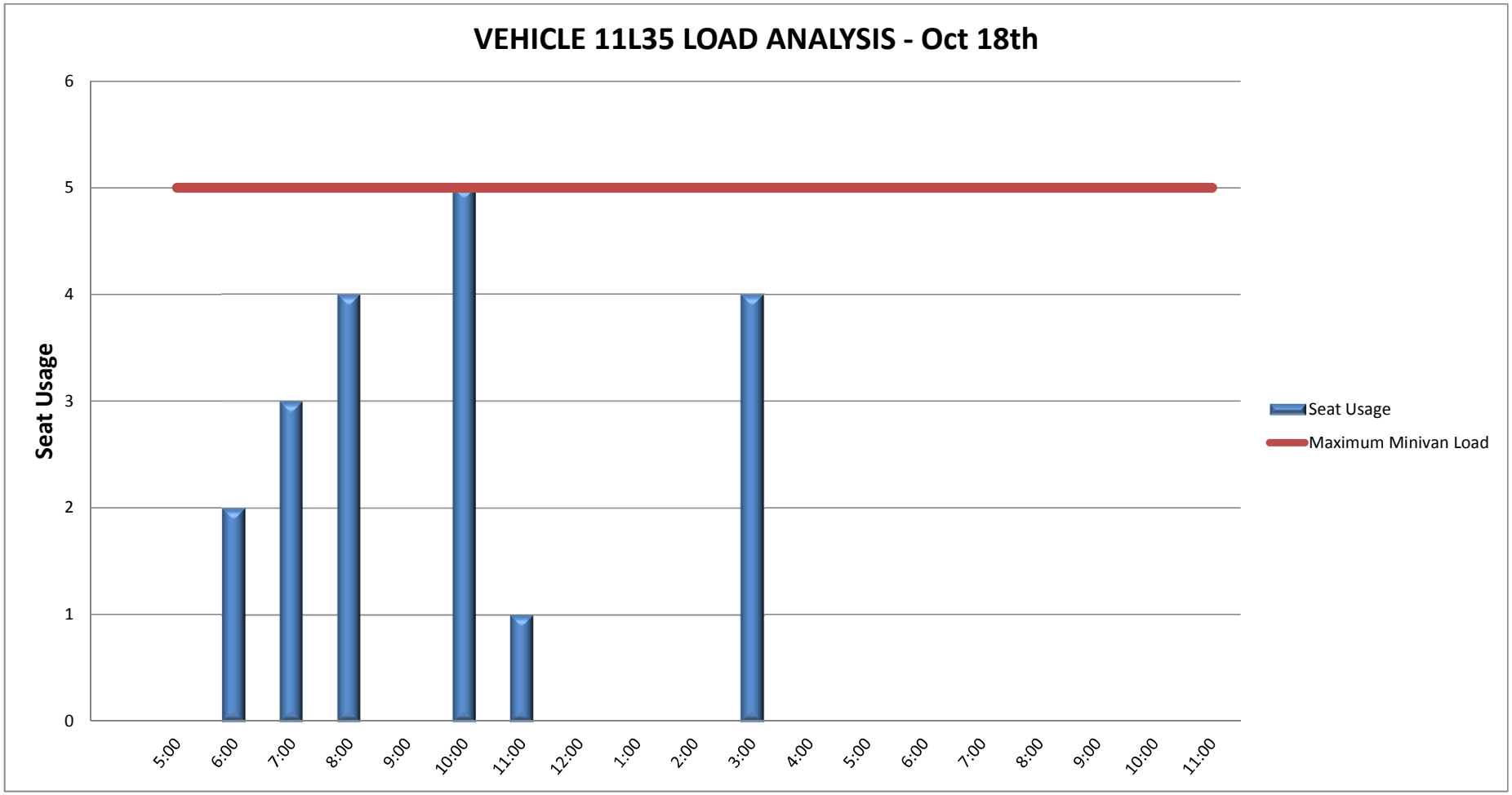

VEHICLE 11L30 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

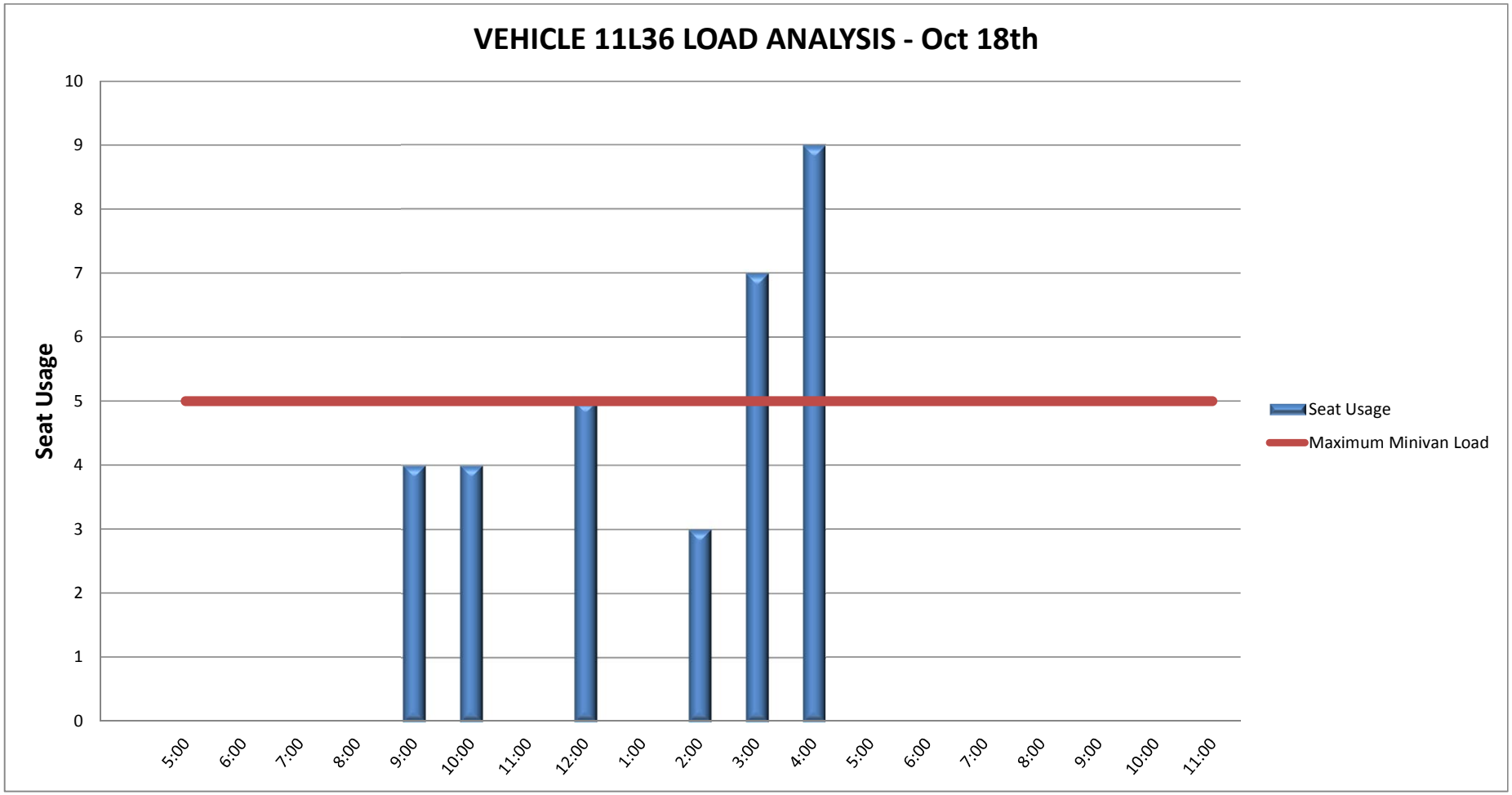

VEHICLE 11L31 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

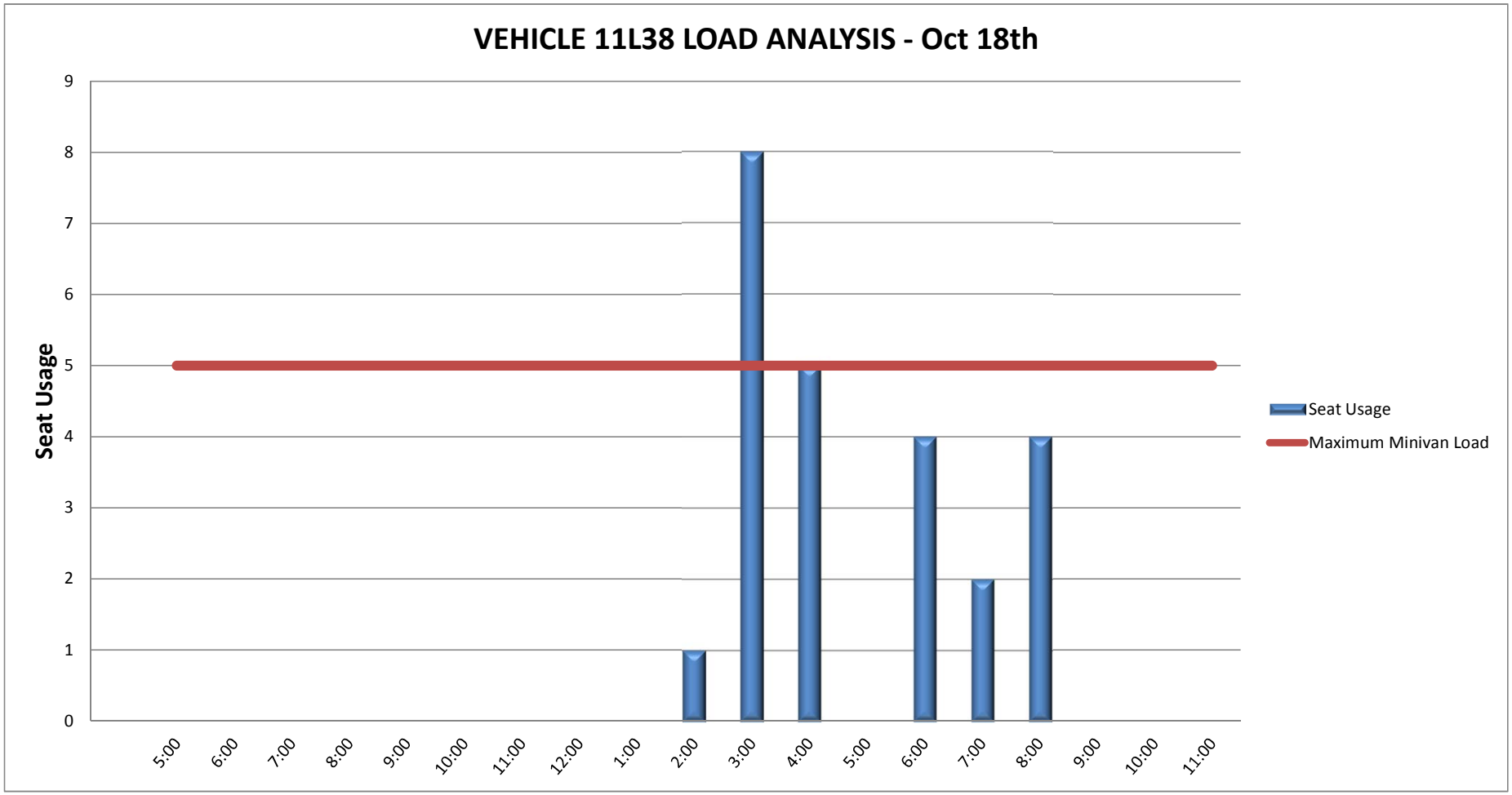

VEHICLE 11L32 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
7
8
9
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

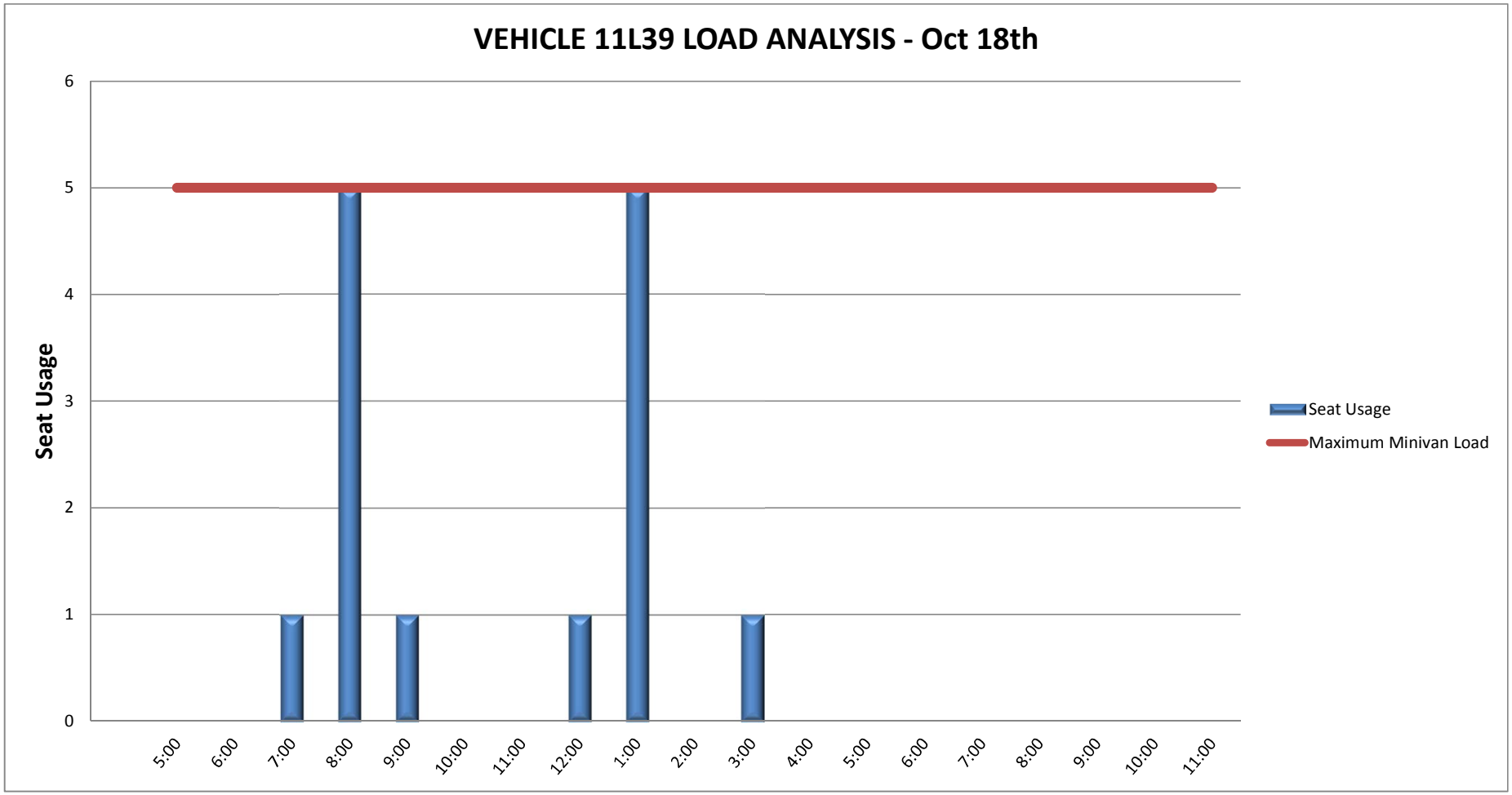

VEHICLE 11L33 LOAD ANALYSIS - Oct 18th
Seat Usage
20
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

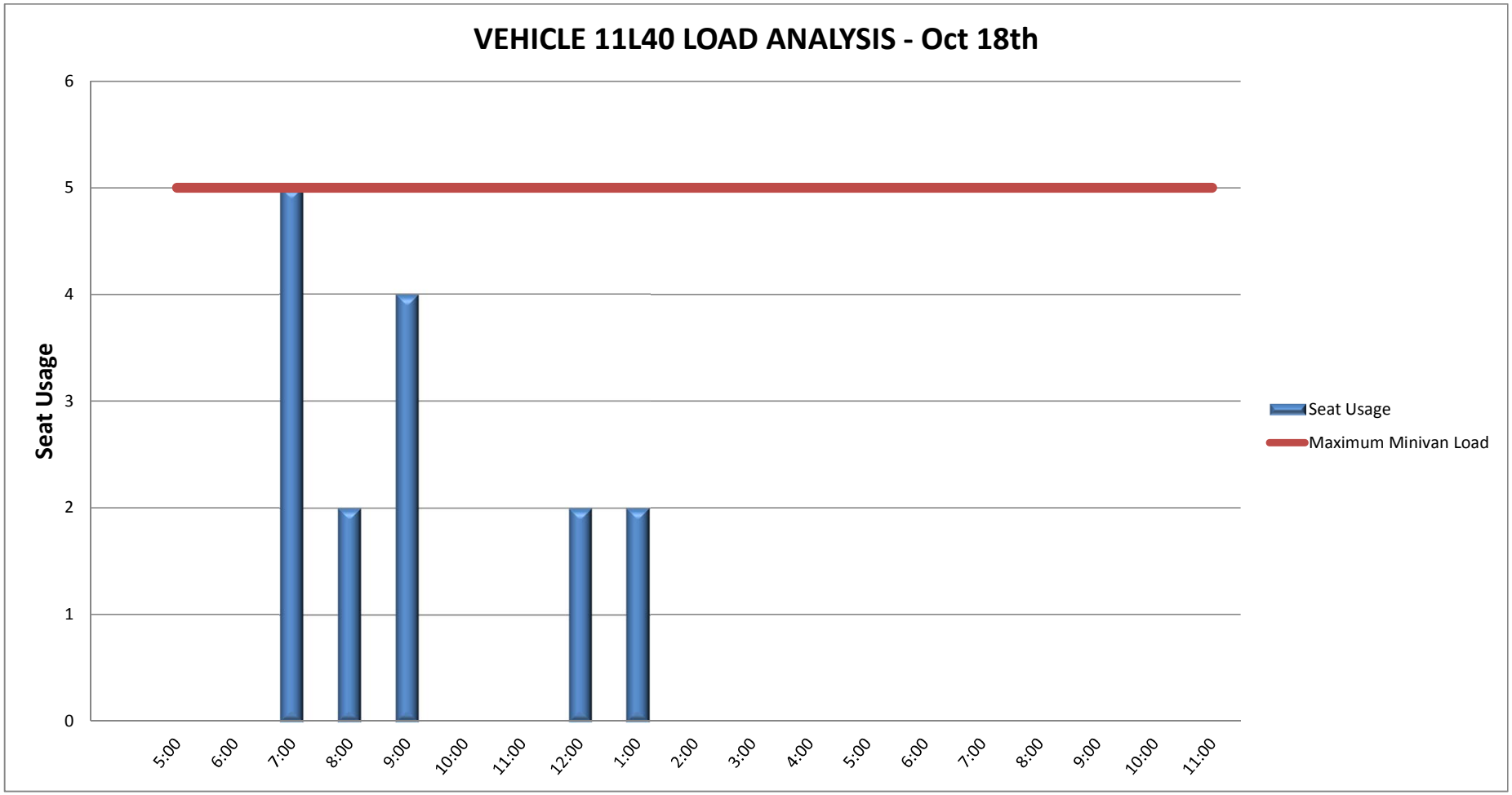

VEHICLE 11L34 LOAD ANALYSIS - Oct 18th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

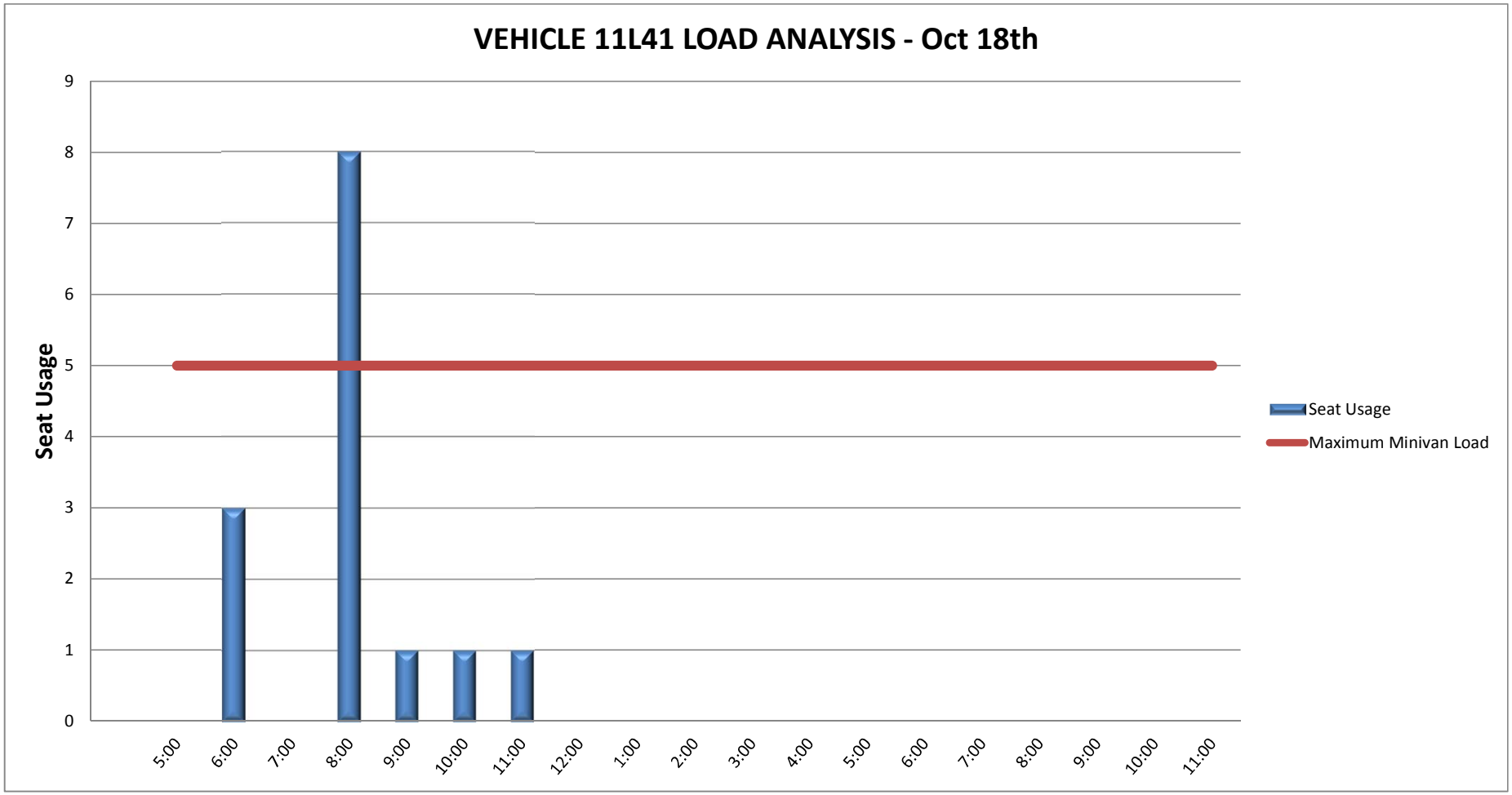

VEHICLE 11L35 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

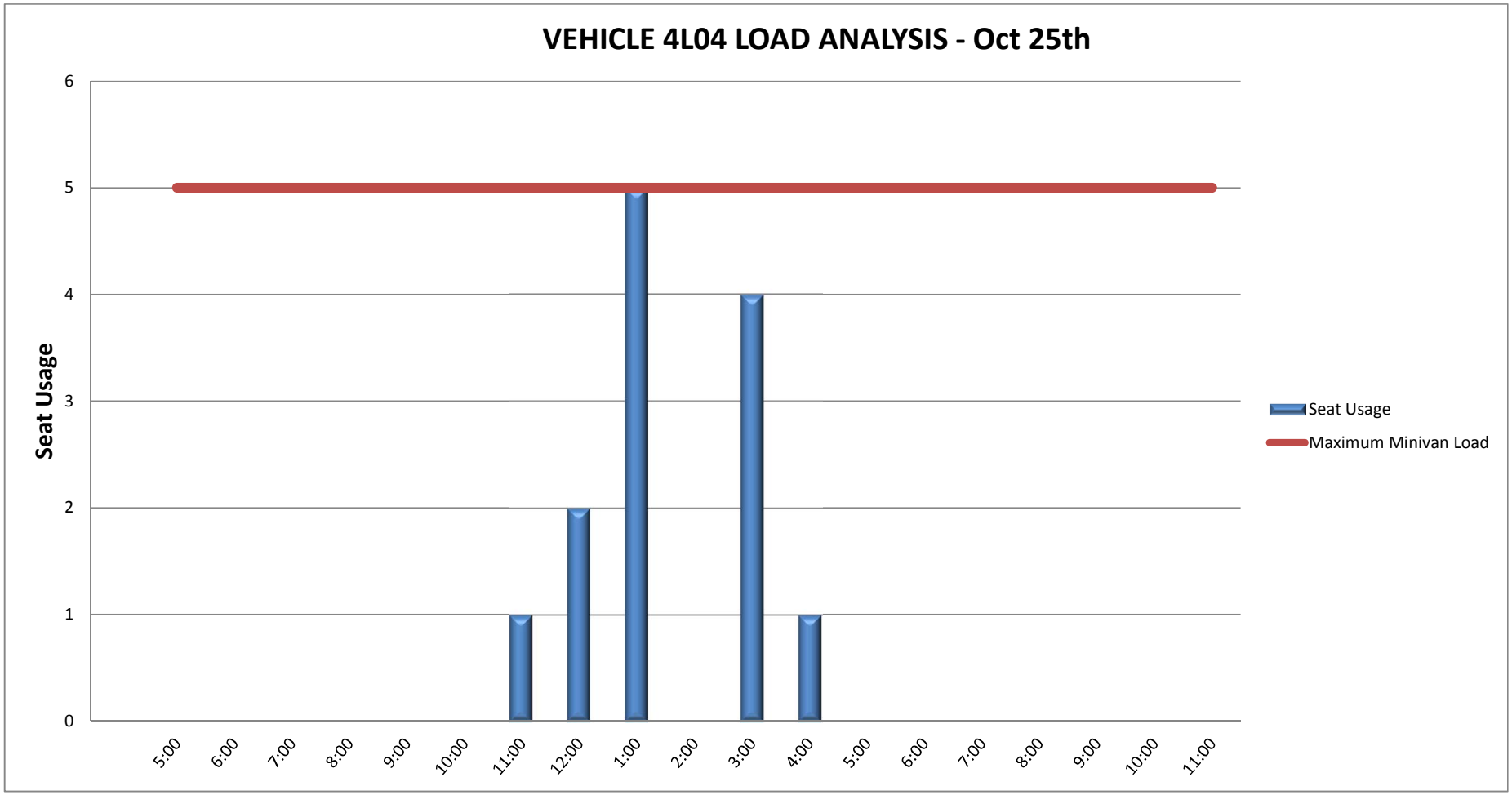

VEHICLE 11L36 LOAD ANALYSIS - Oct 18th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

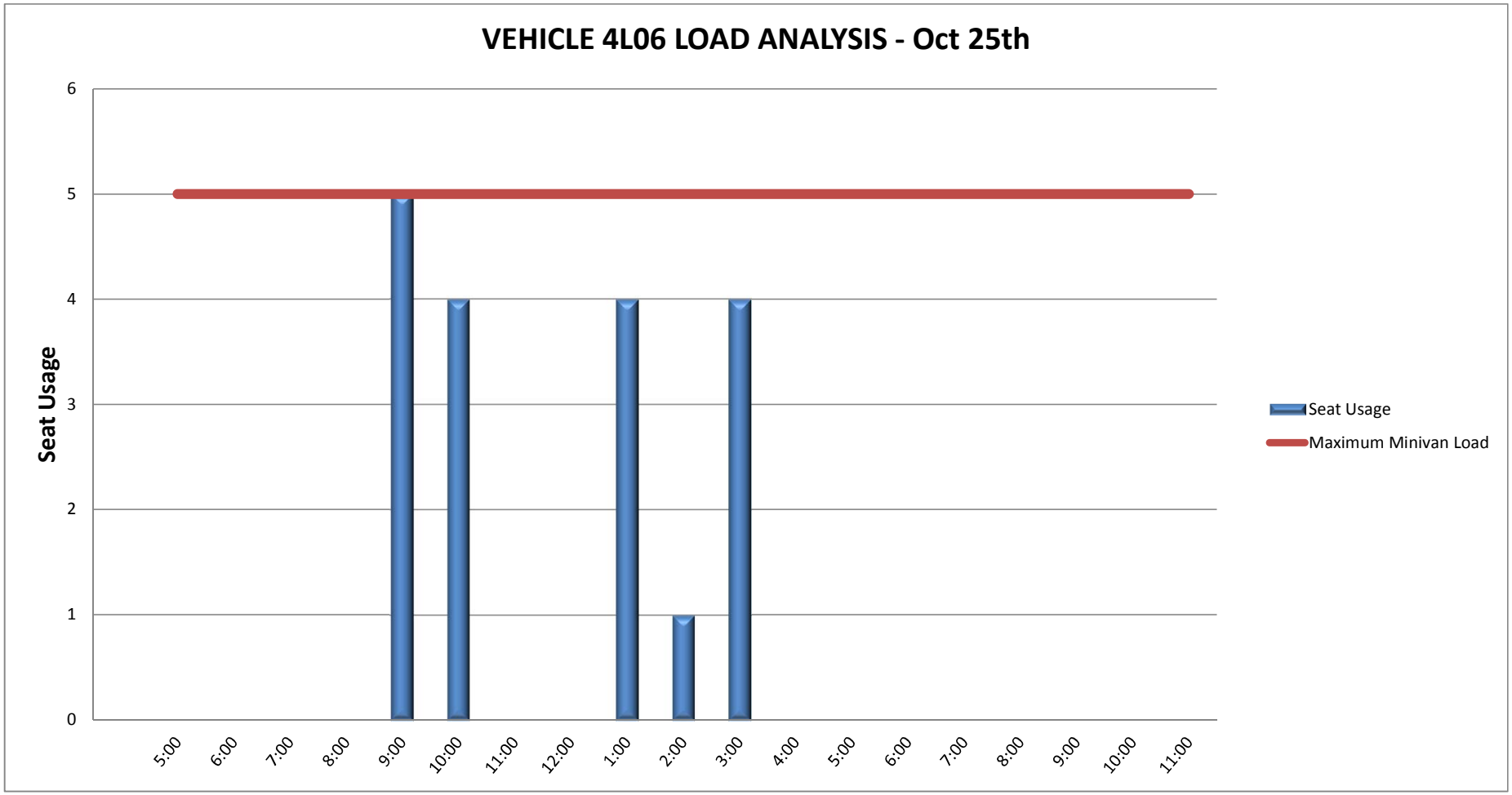

VEHICLE 11L38 LOAD ANALYSIS - Oct 18th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

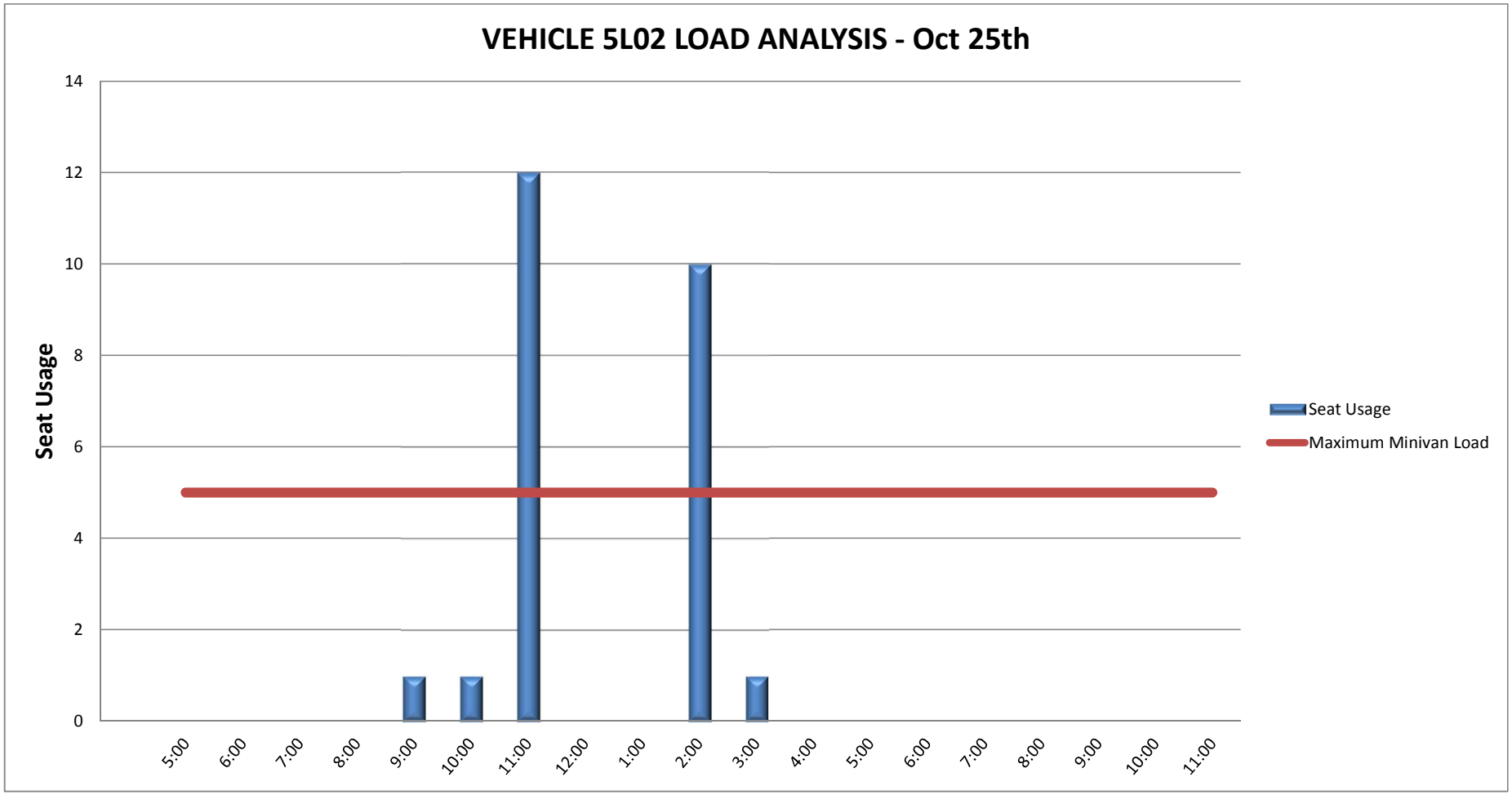

VEHICLE 11L39 LOAD ANALYSIS - Oct 18th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

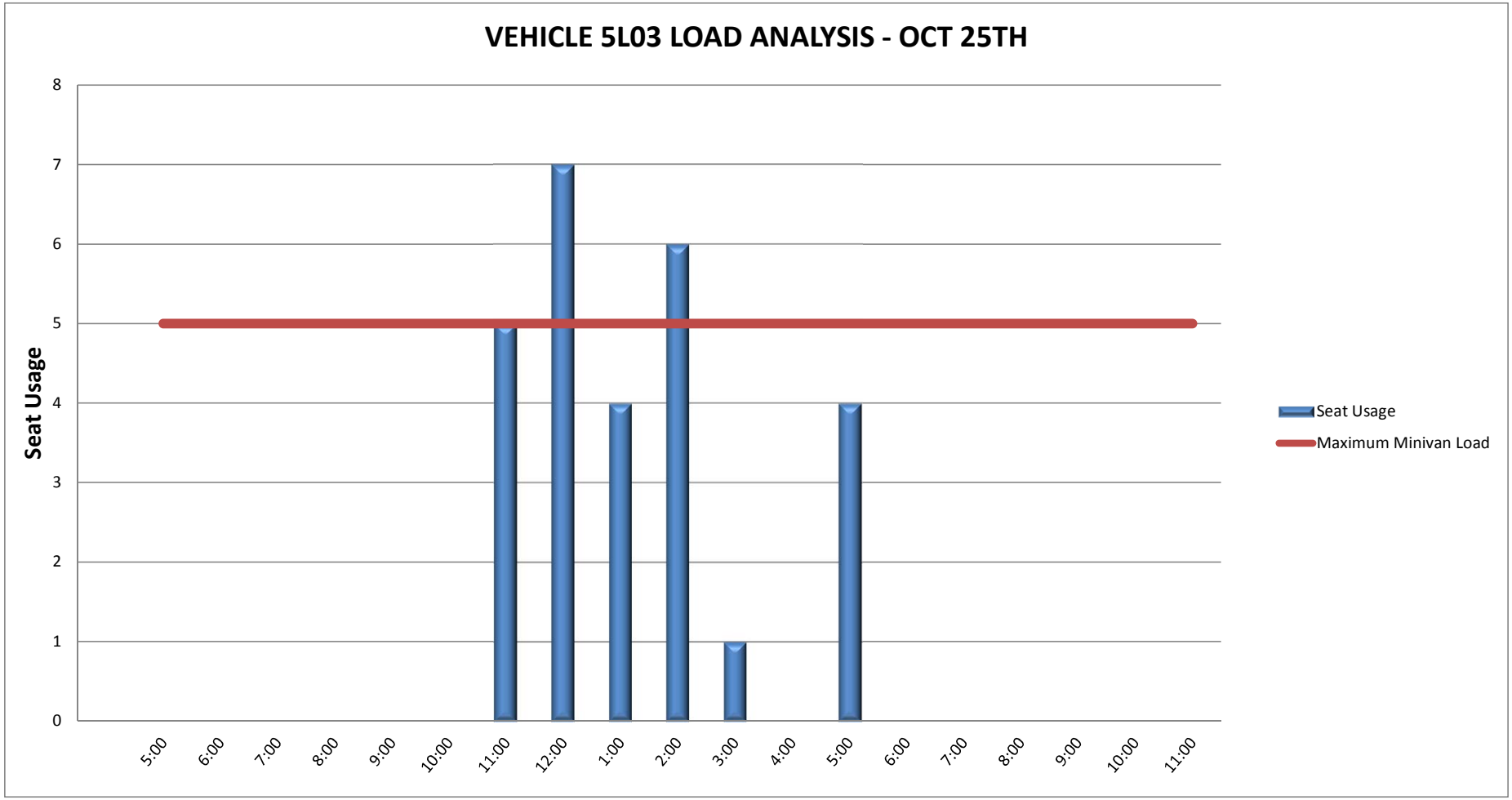

VEHICLE 11L40 LOAD ANALYSIS - Oct 18th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

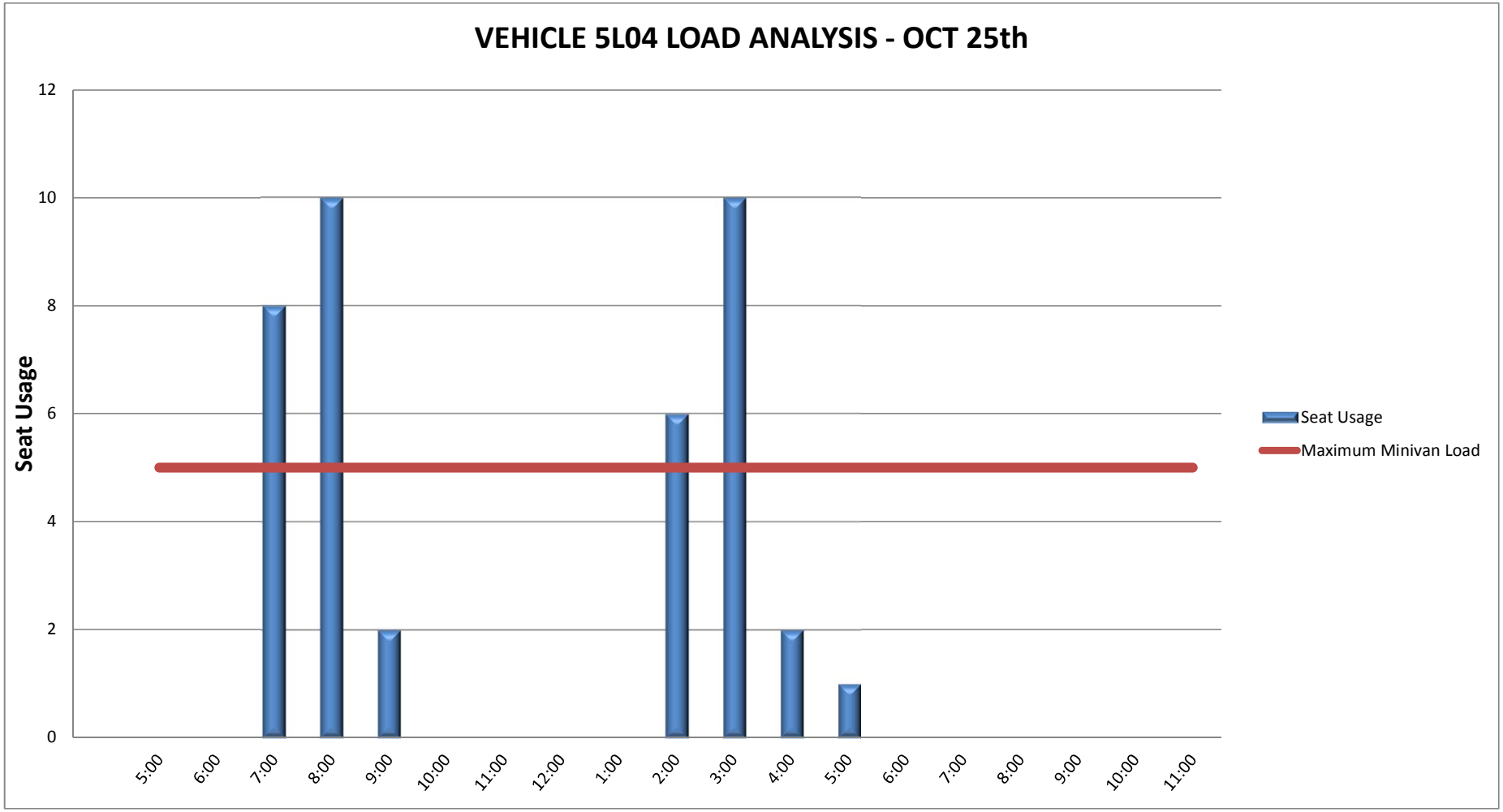

VEHICLE 11L41 LOAD ANALYSIS - Oct 18th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

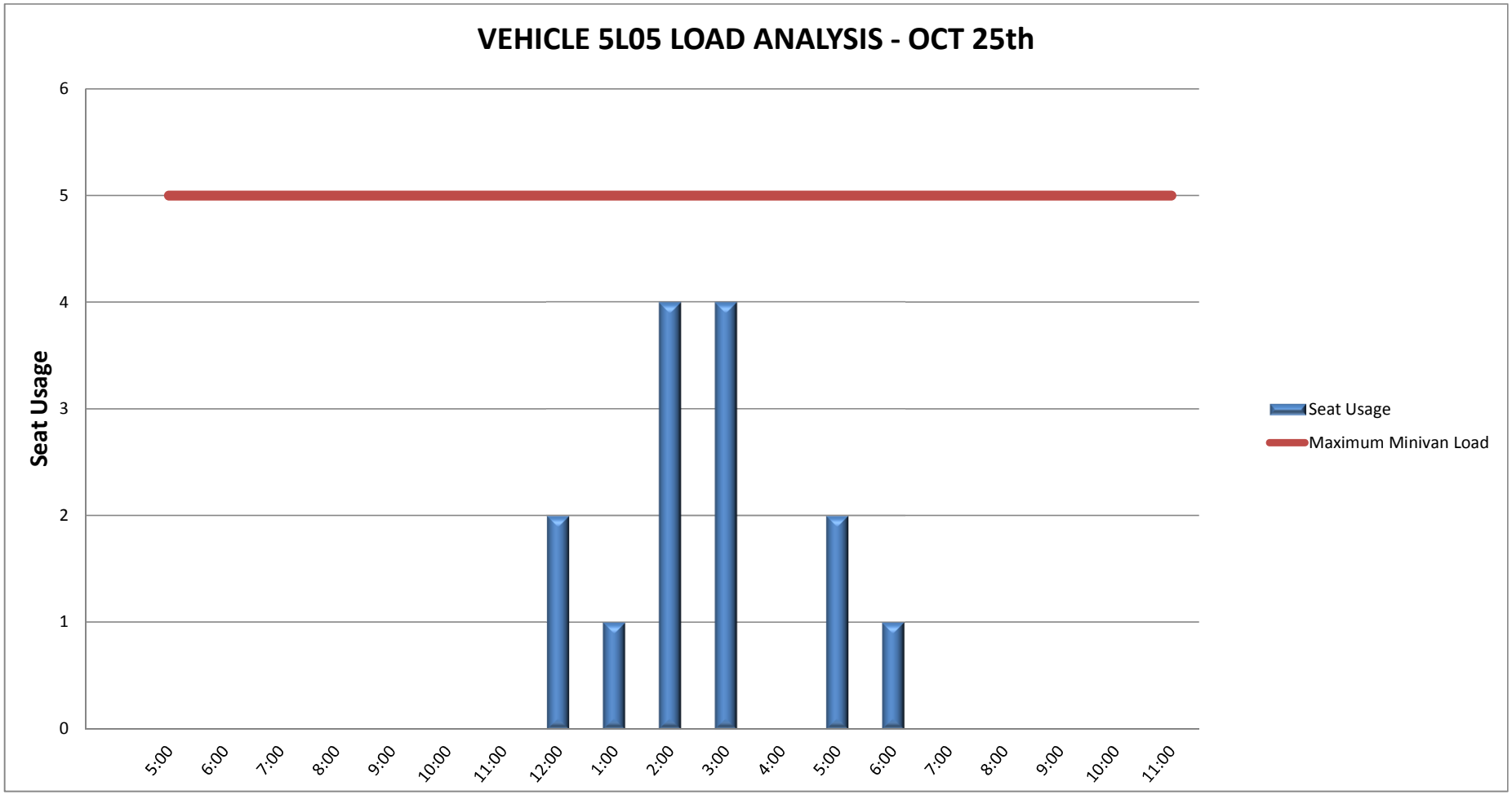

VEHICLE 4L04 LOAD ANALYSIS - Oct 25th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

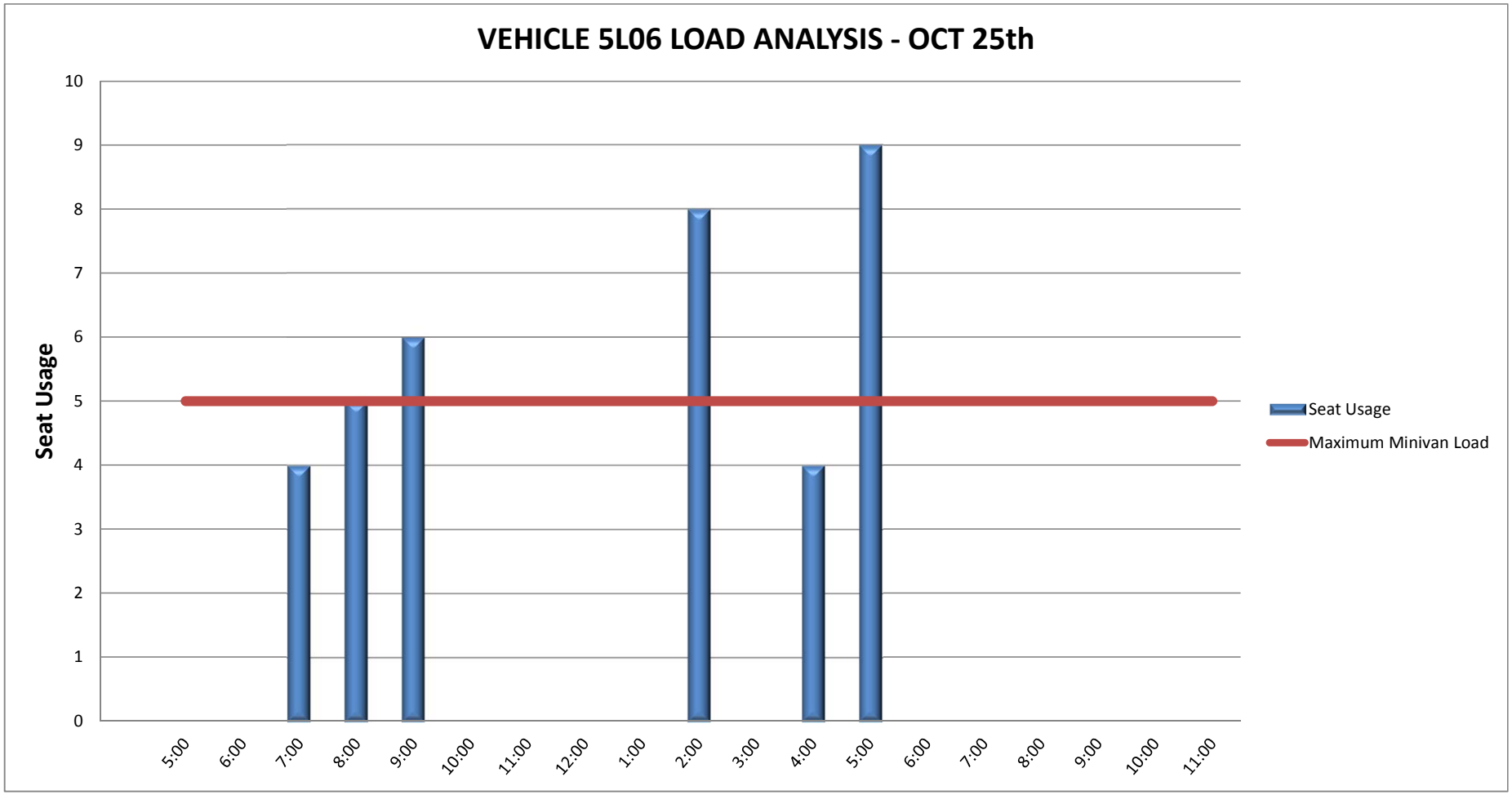

VEHICLE 4L06 LOAD ANALYSIS - Oct 25th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

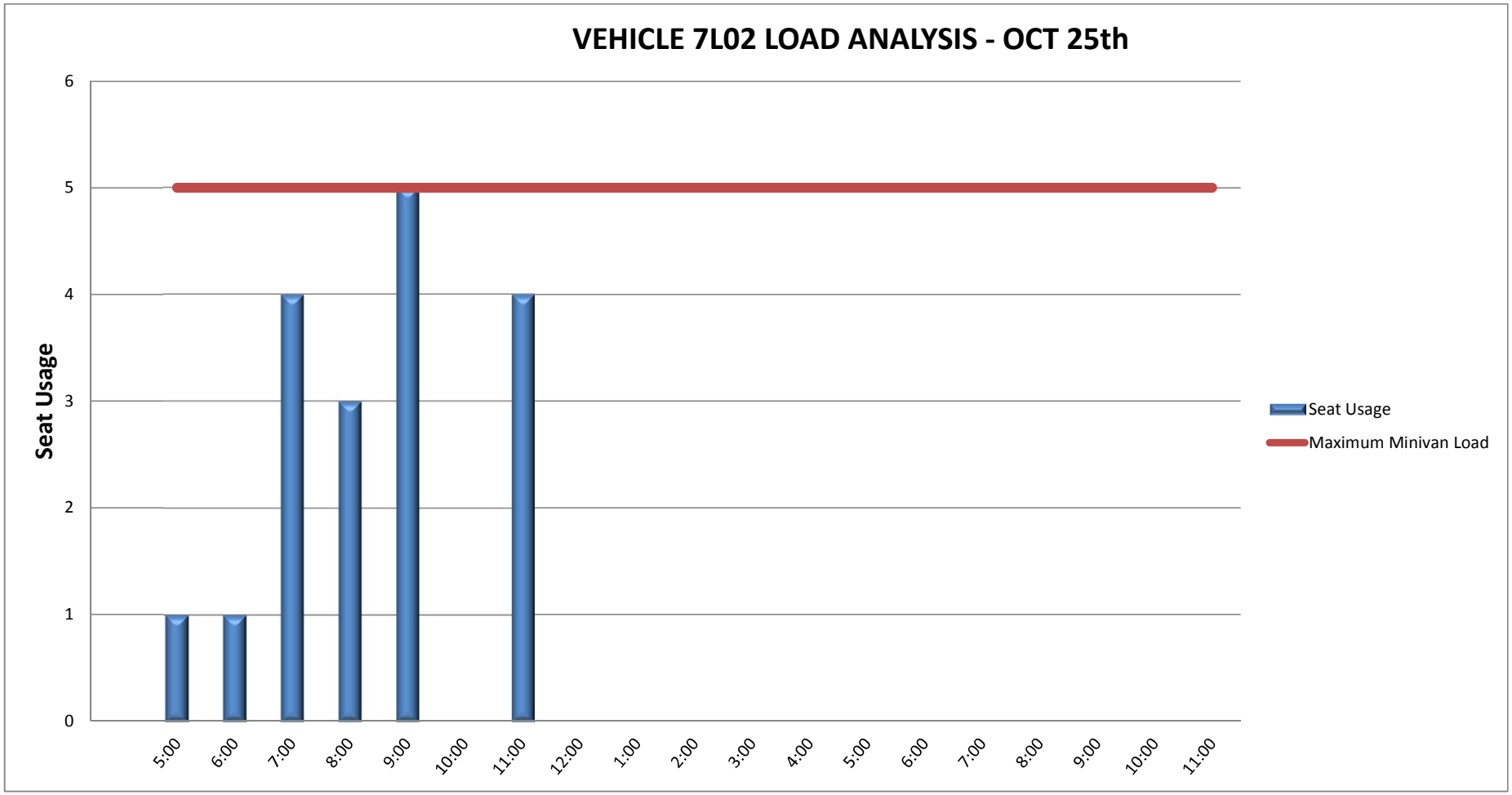

VEHICLE 5L02 LOAD ANALYSIS - Oct 25th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 5L03 LOAD ANALYSIS - OCT 25TH
Seat Usage
0
1
2
3
4
5
6
7
8
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 5L04 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 5L05 LOAD ANALYSIS - OCT 25th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 5L06 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 7L02 LOAD ANALYSIS - OCT 25th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
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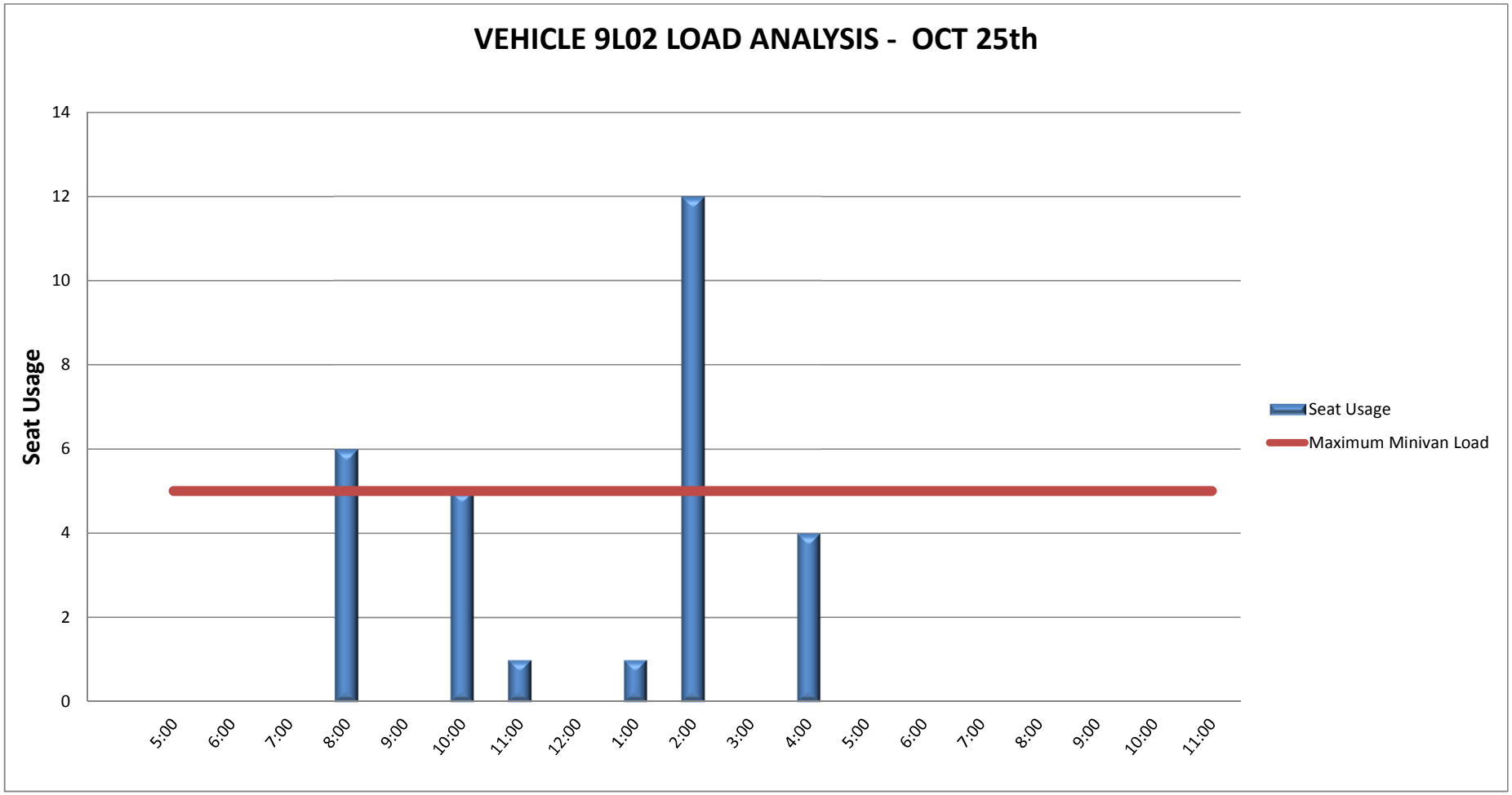
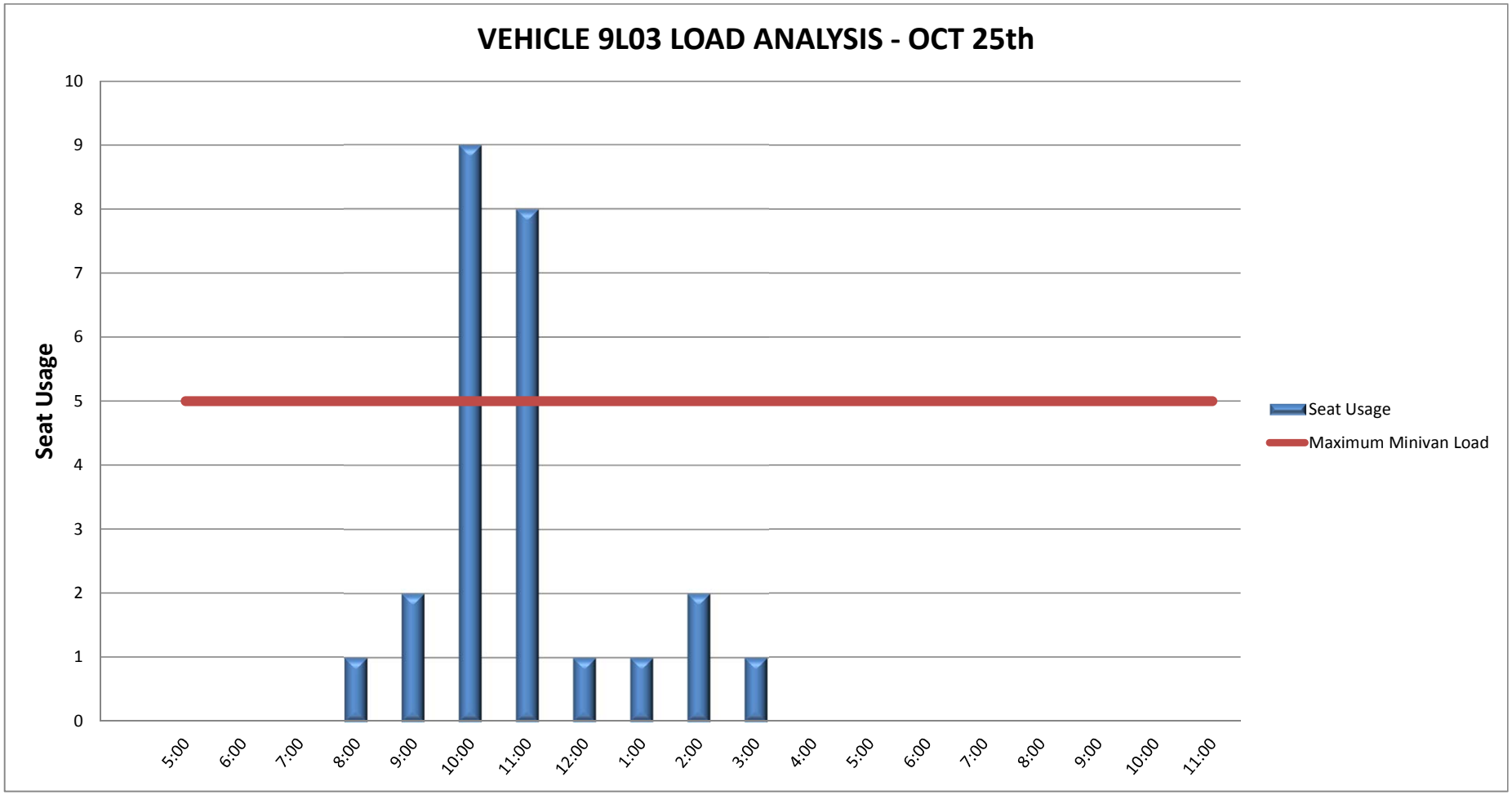
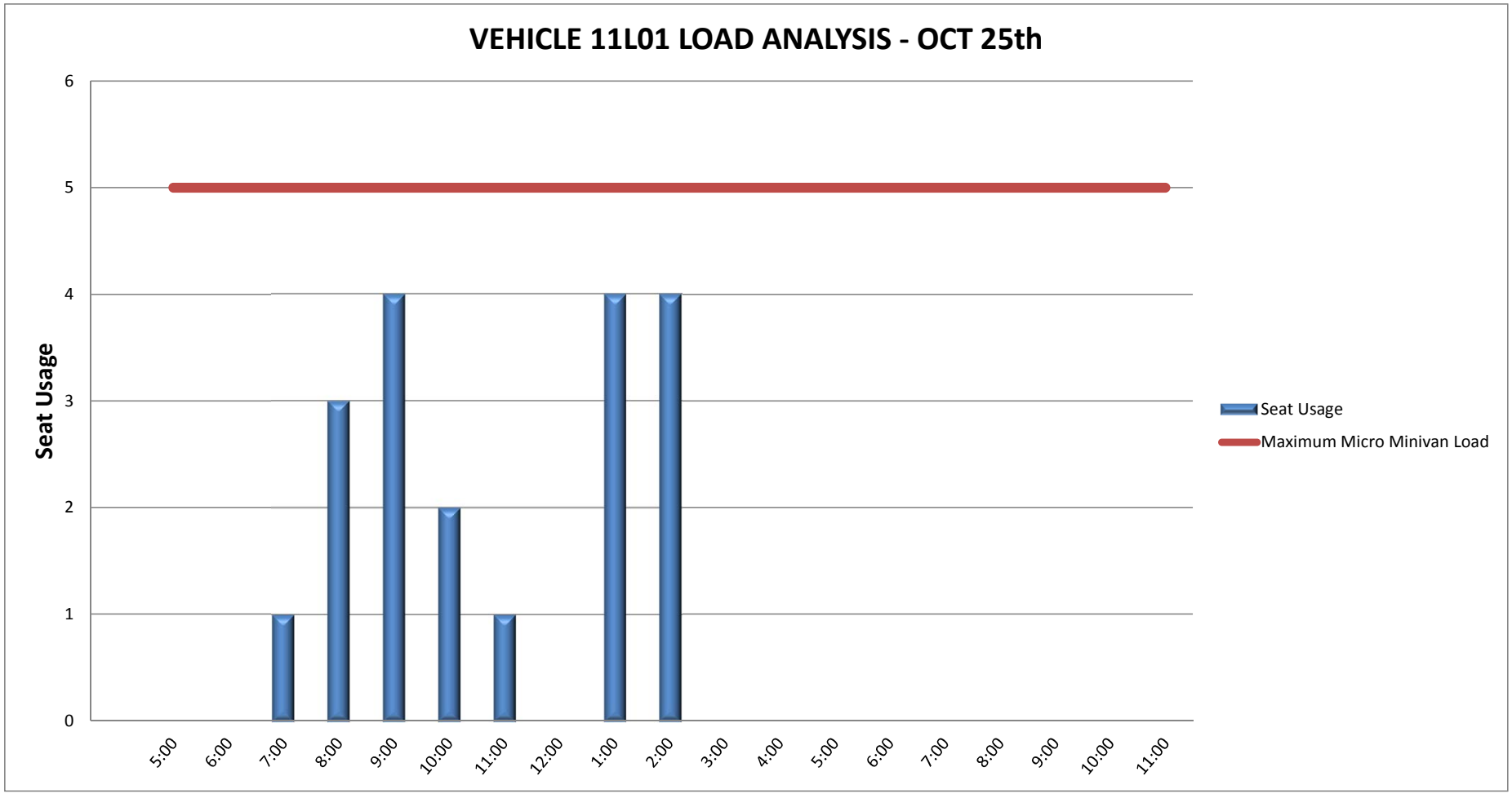
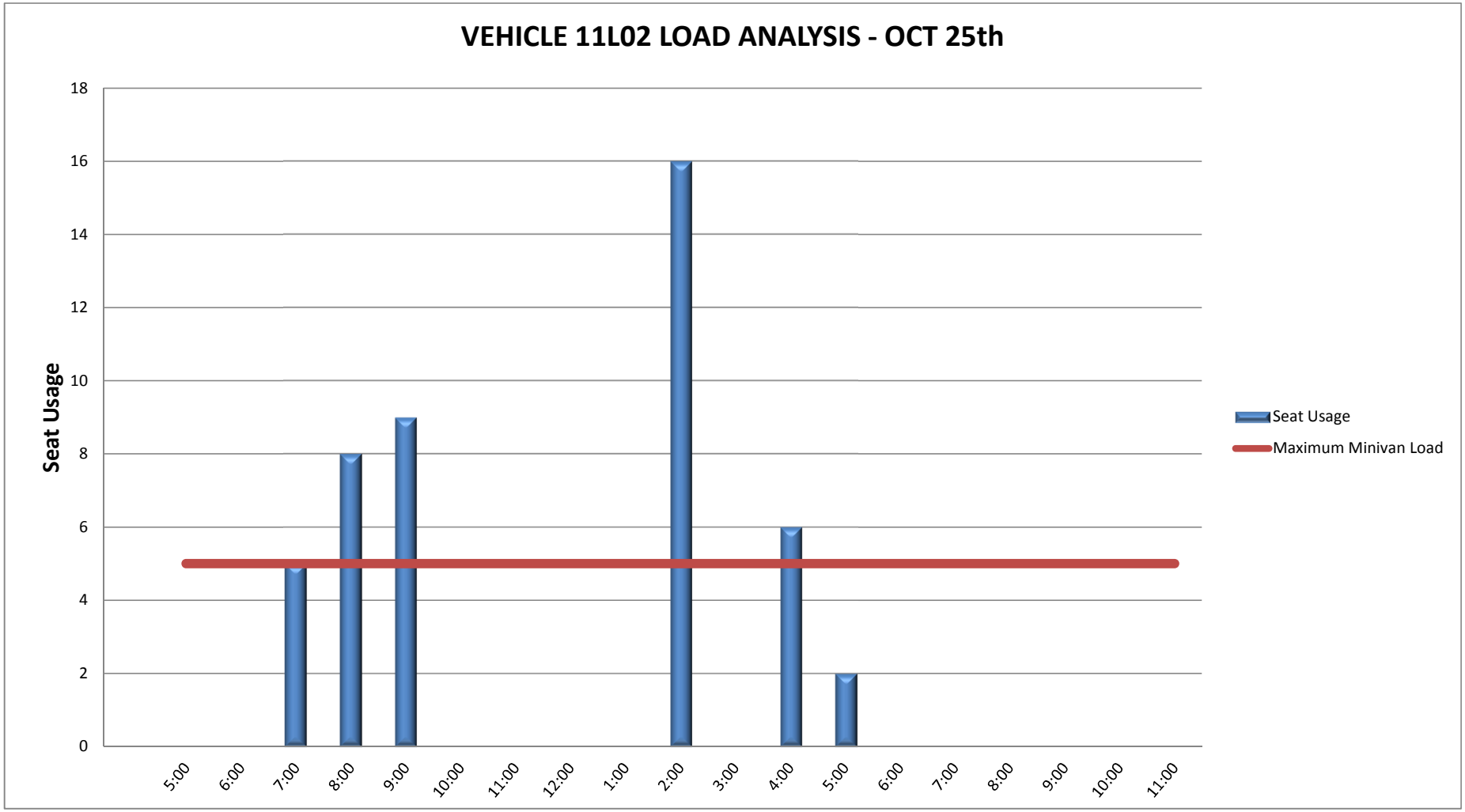
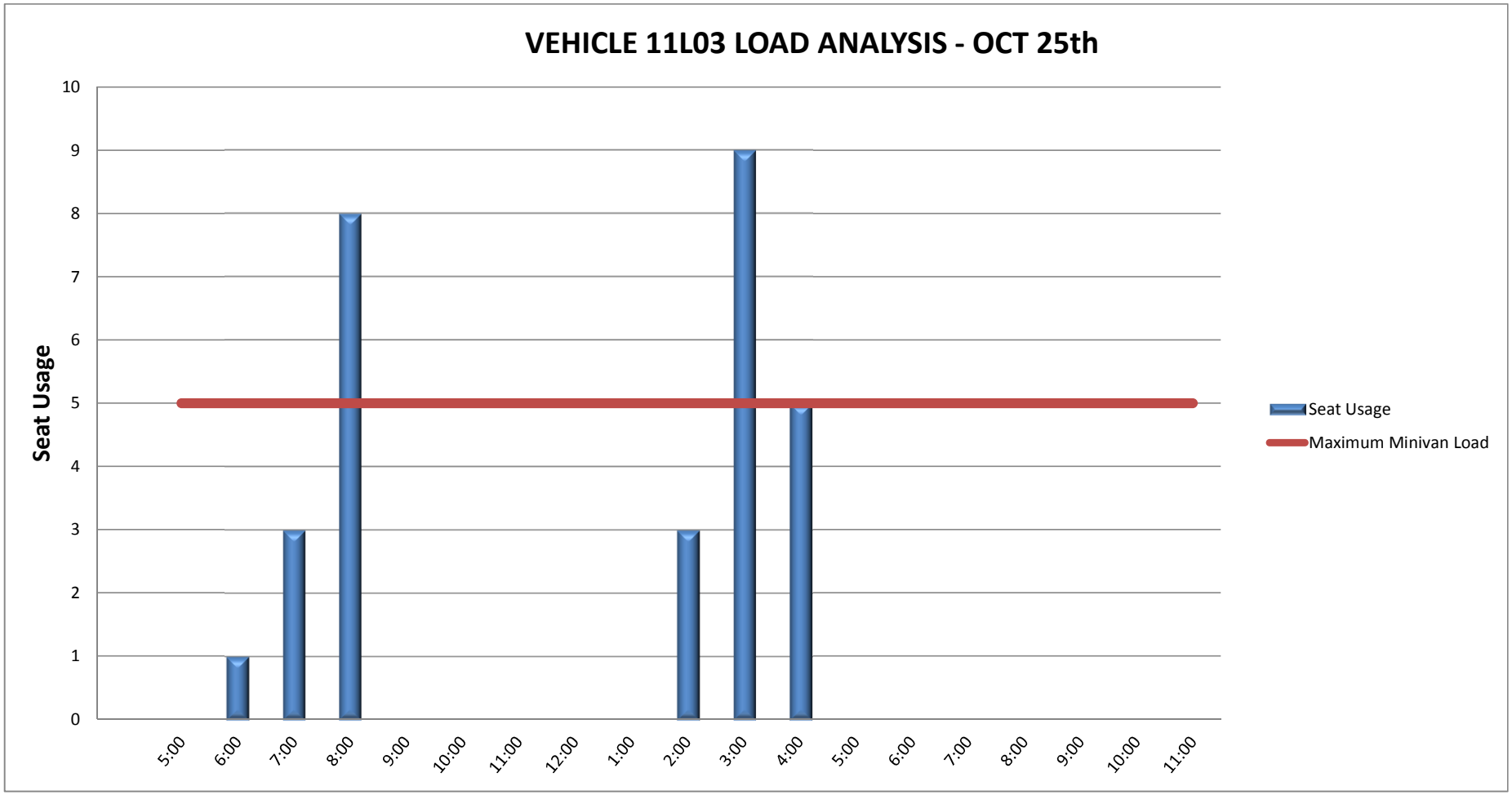
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

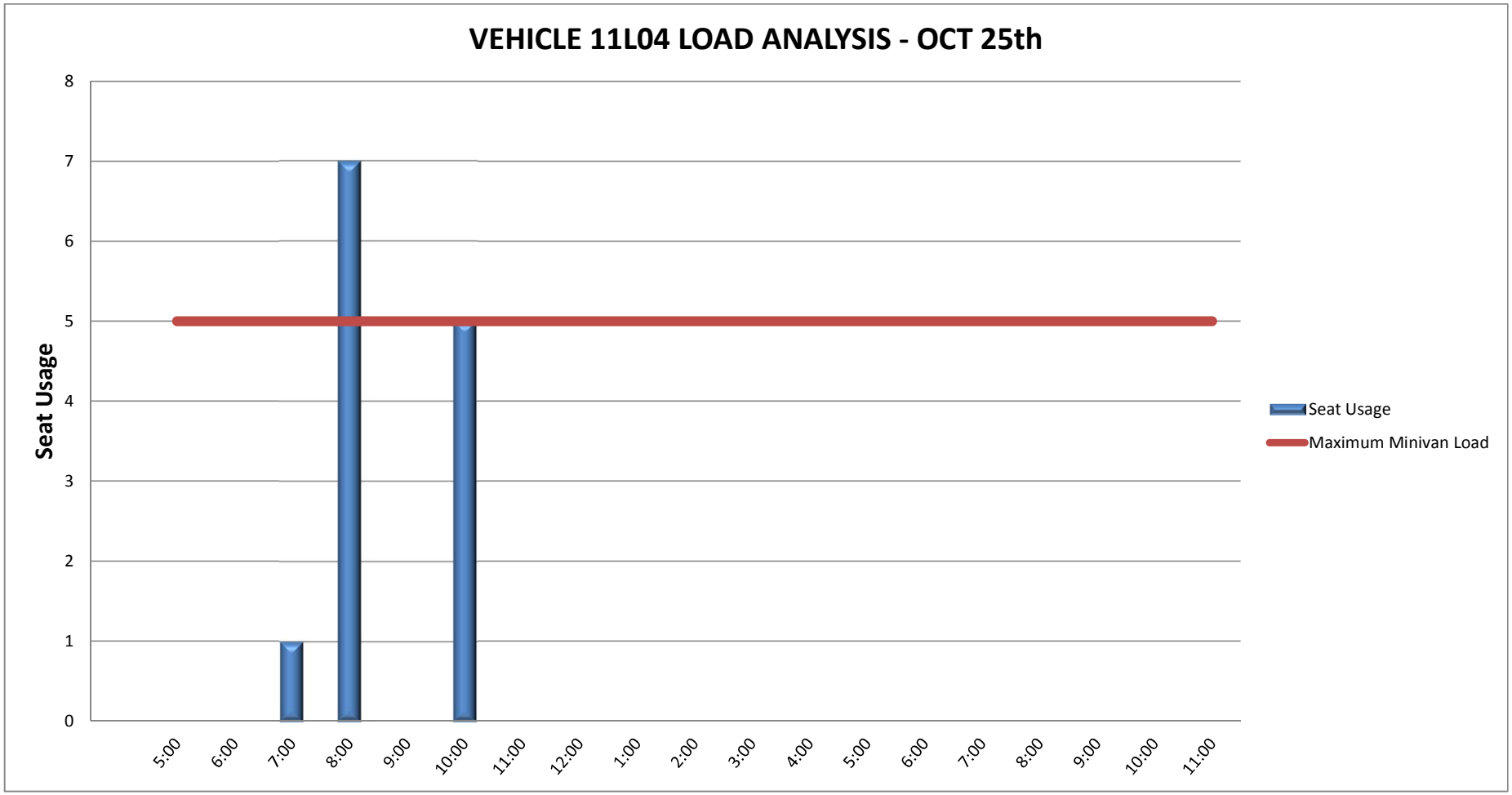

VEHICLE 9L02 LOAD ANALYSIS - OCT 25th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

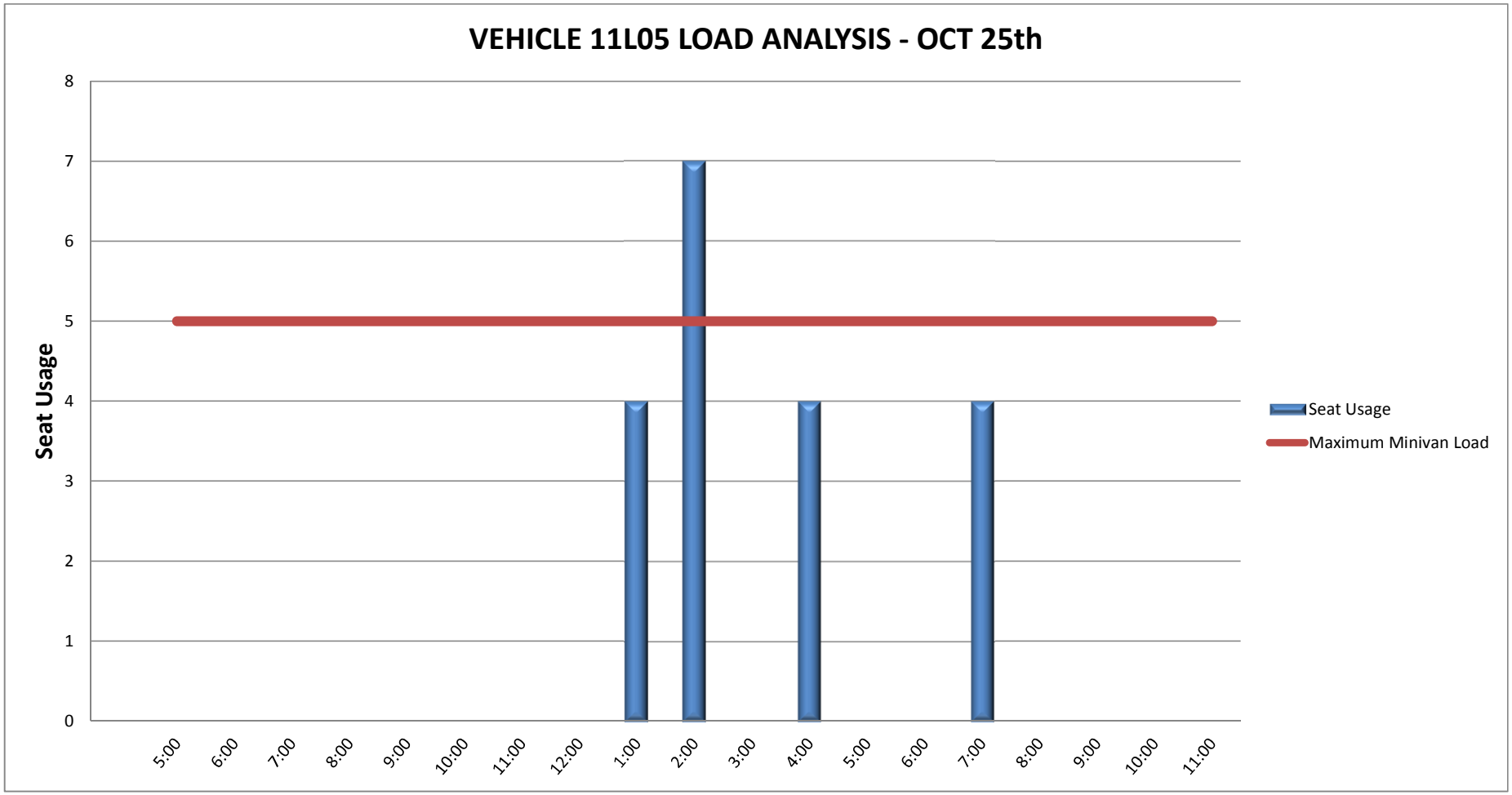

VEHICLE 9L03 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

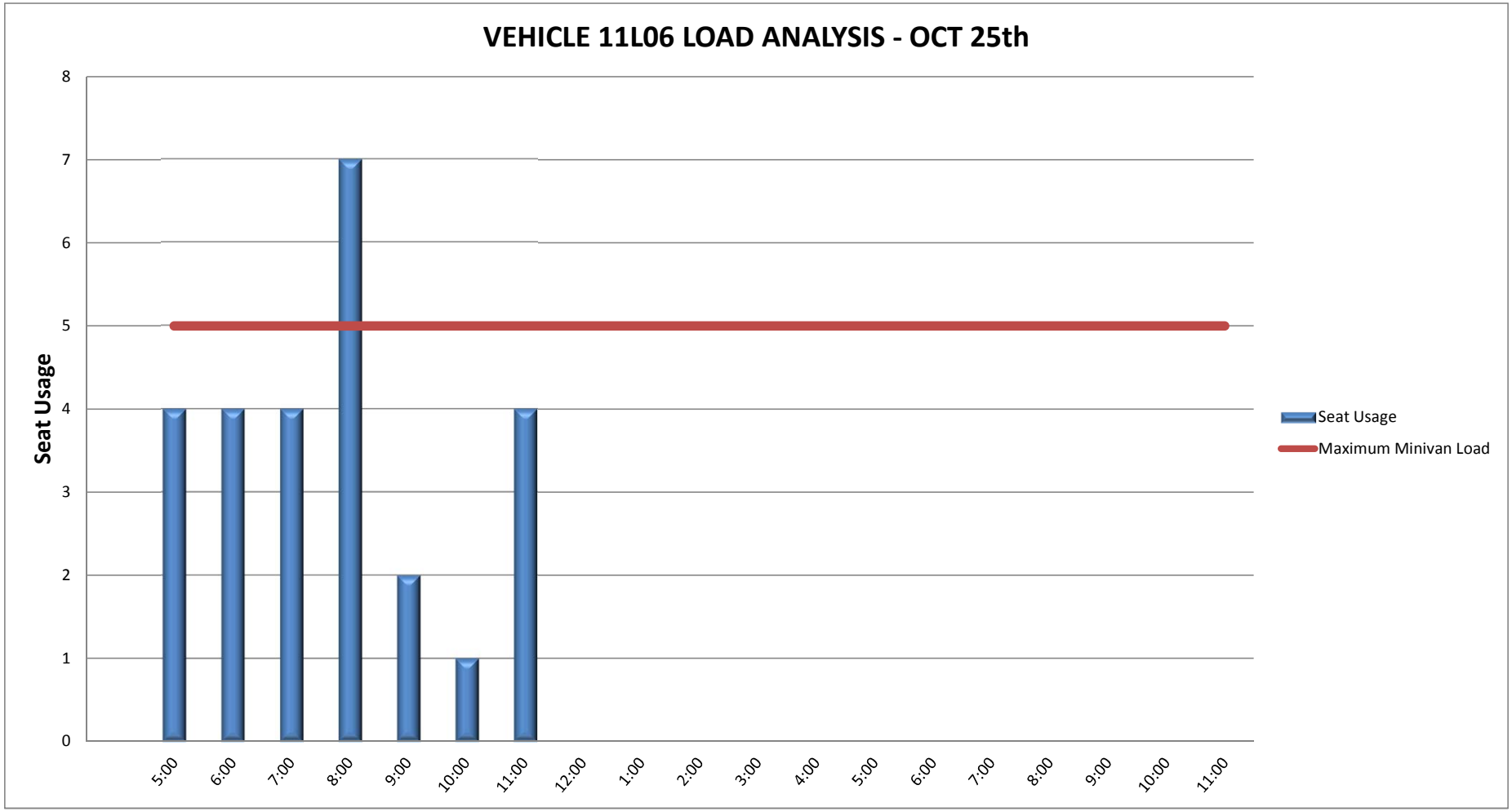

VEHICLE 11L01 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Micro Minivan Load

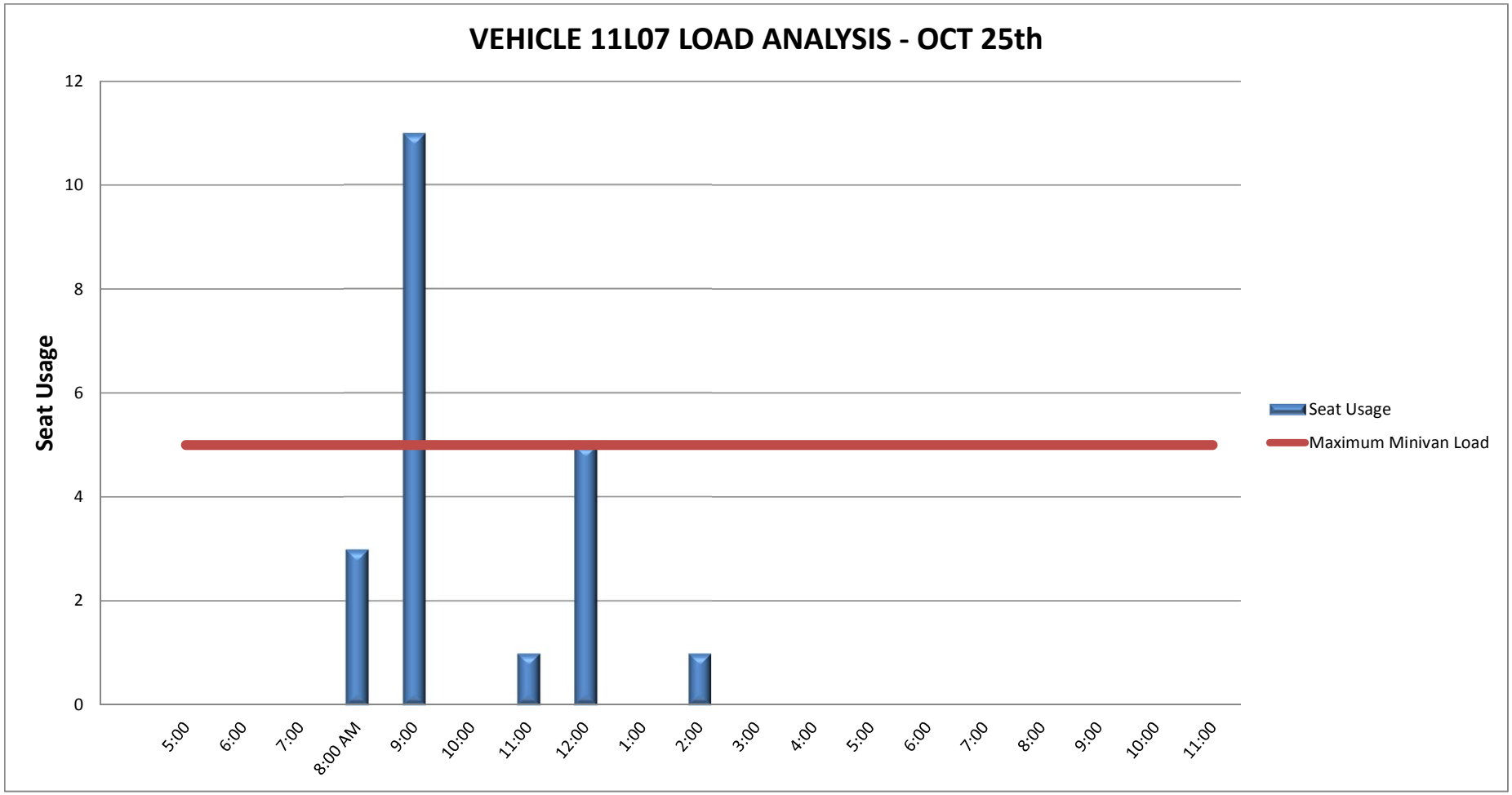

VEHICLE 11L02 LOAD ANALYSIS - OCT 25th
Seat Usage
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

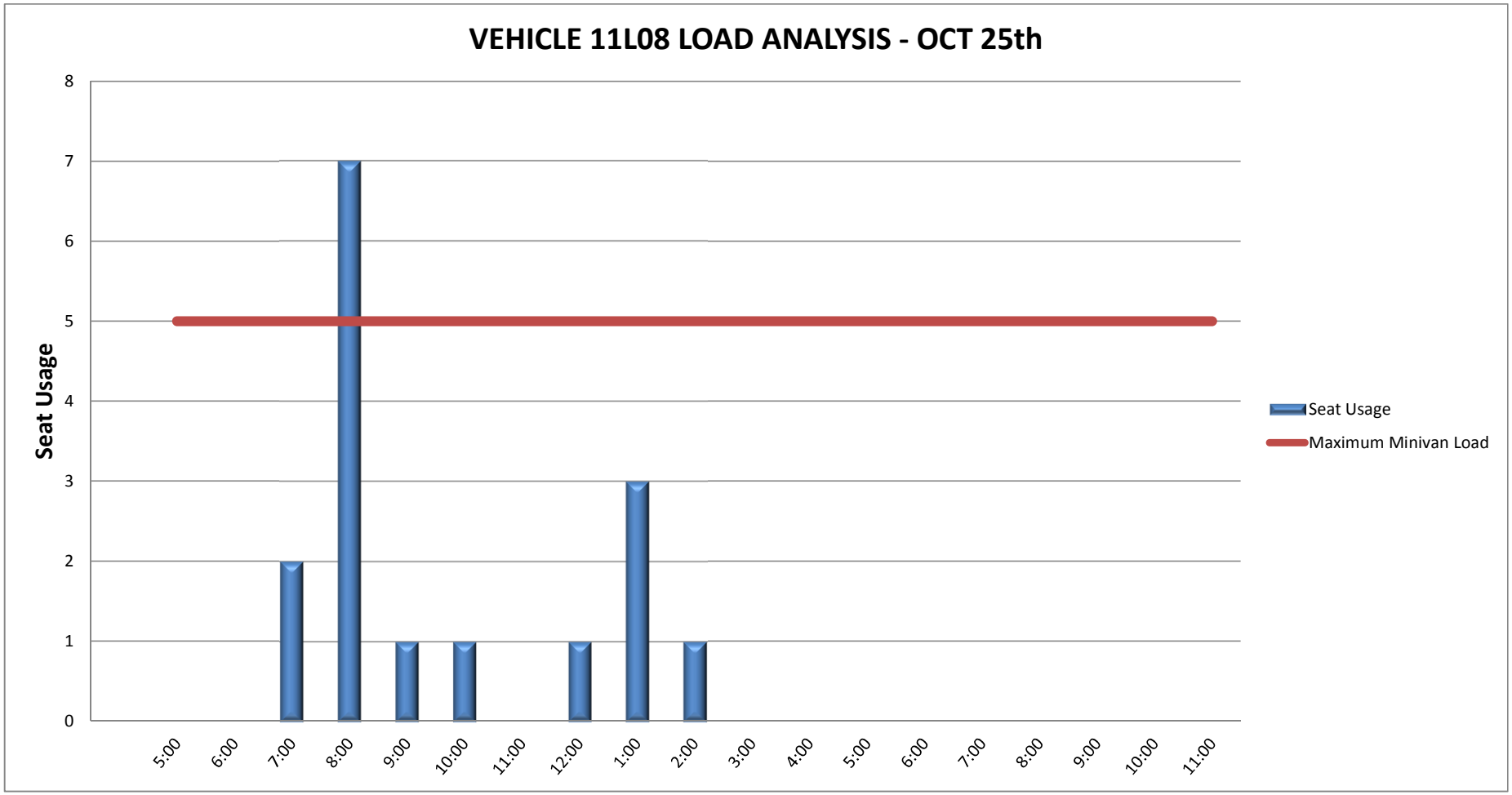

VEHICLE 11L03 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L04 LOAD ANALYSIS - OCT 25th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L05 LOAD ANALYSIS - OCT 25th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L06 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
8
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L07 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00 AM
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L08 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
8
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
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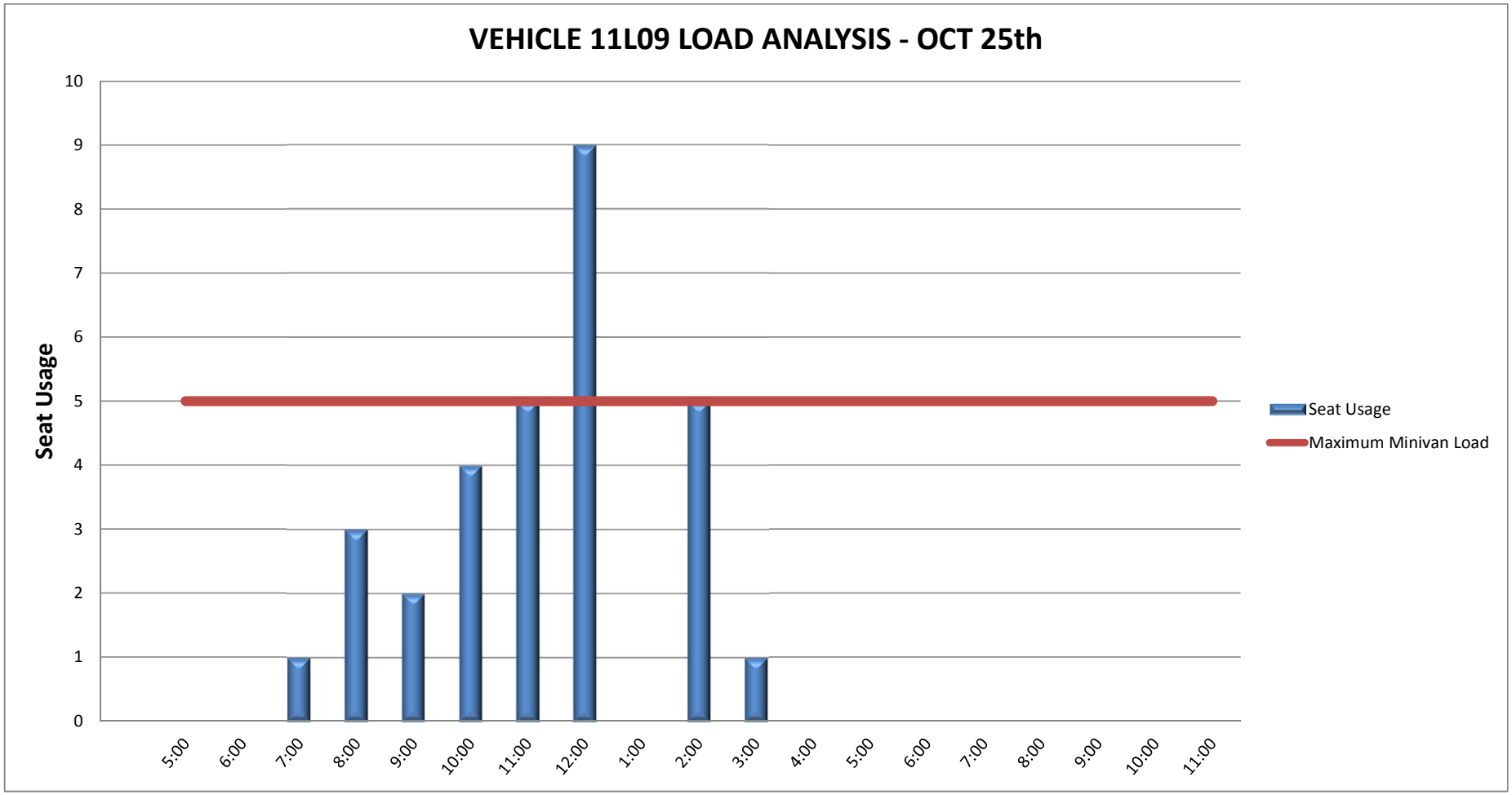
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L09 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
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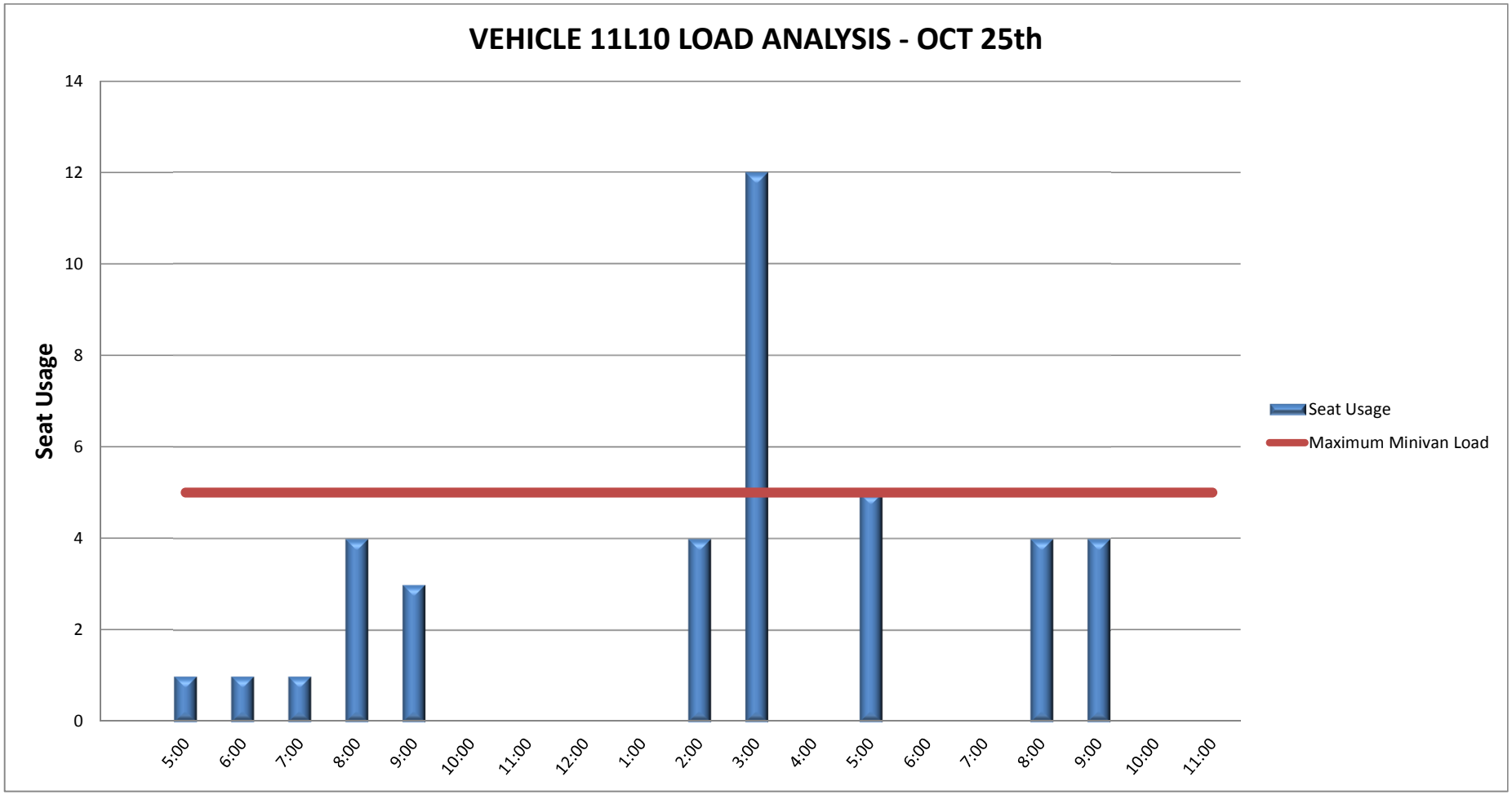
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L10 LOAD ANALYSIS - OCT 25th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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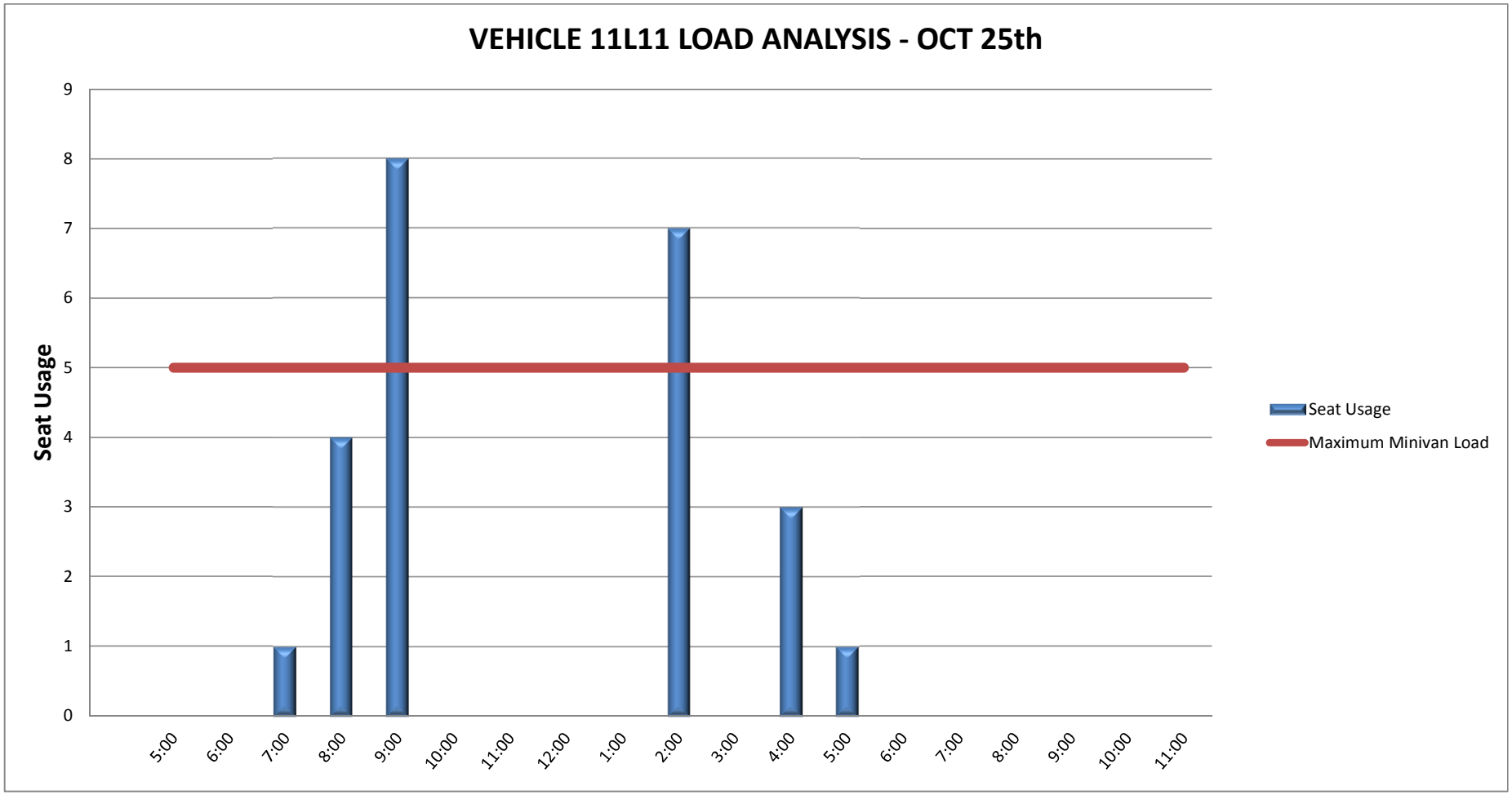
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L11 LOAD ANALYSIS - OCT 25th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
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8:00
9:00
10:00
11:00
12:00
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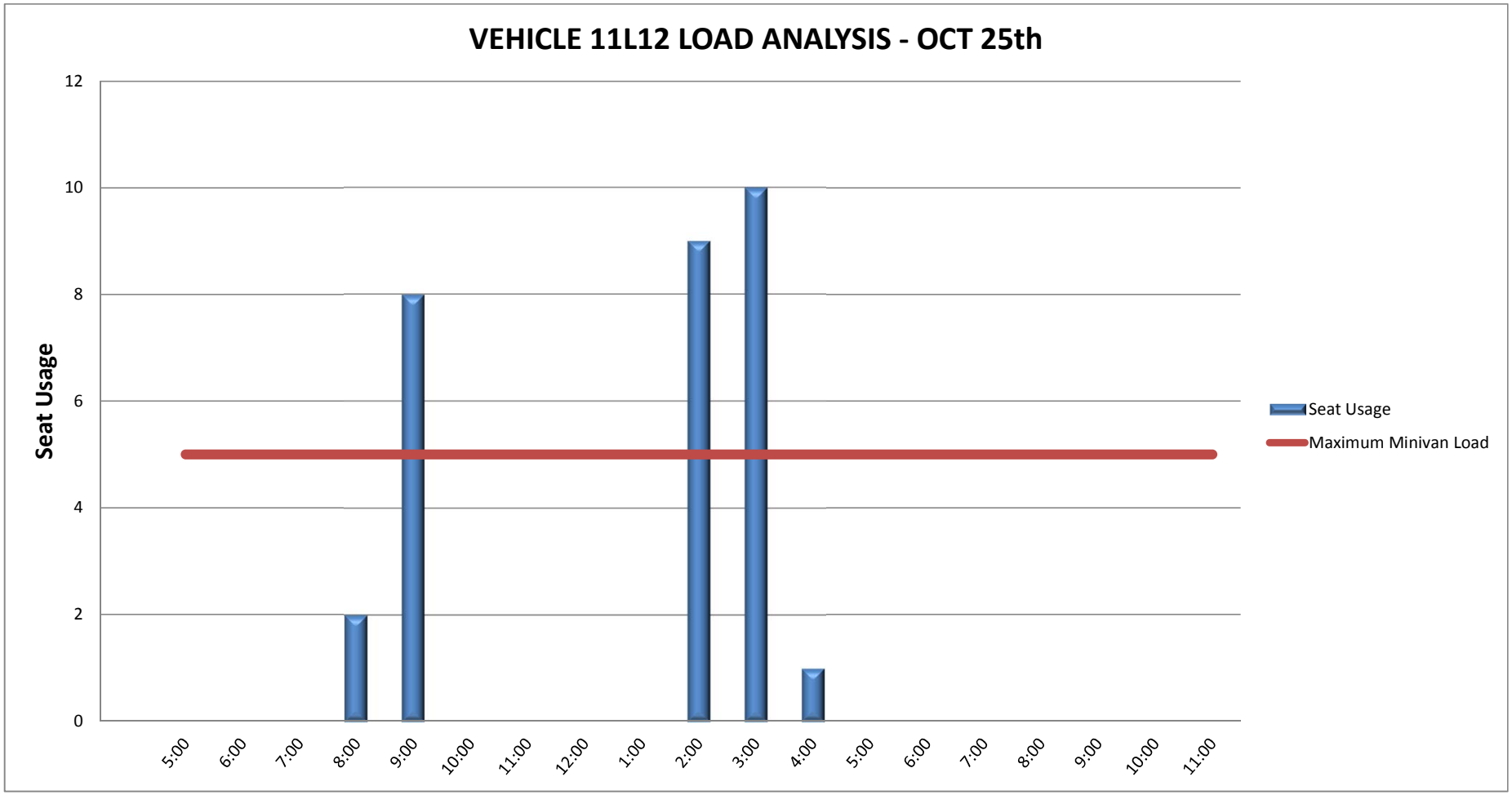
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L12 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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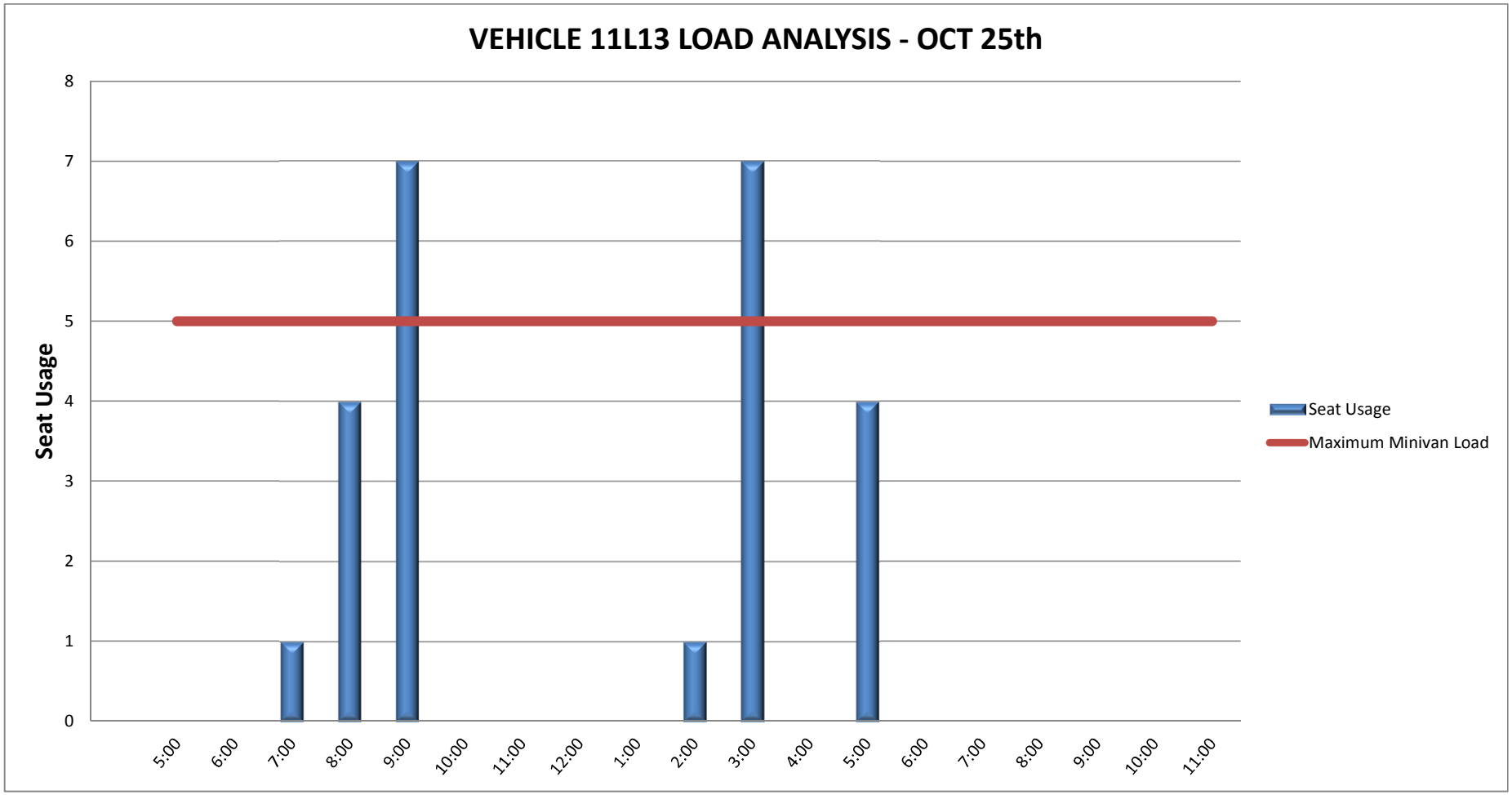
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L13 LOAD ANALYSIS - OCT 25th
Seat Usage
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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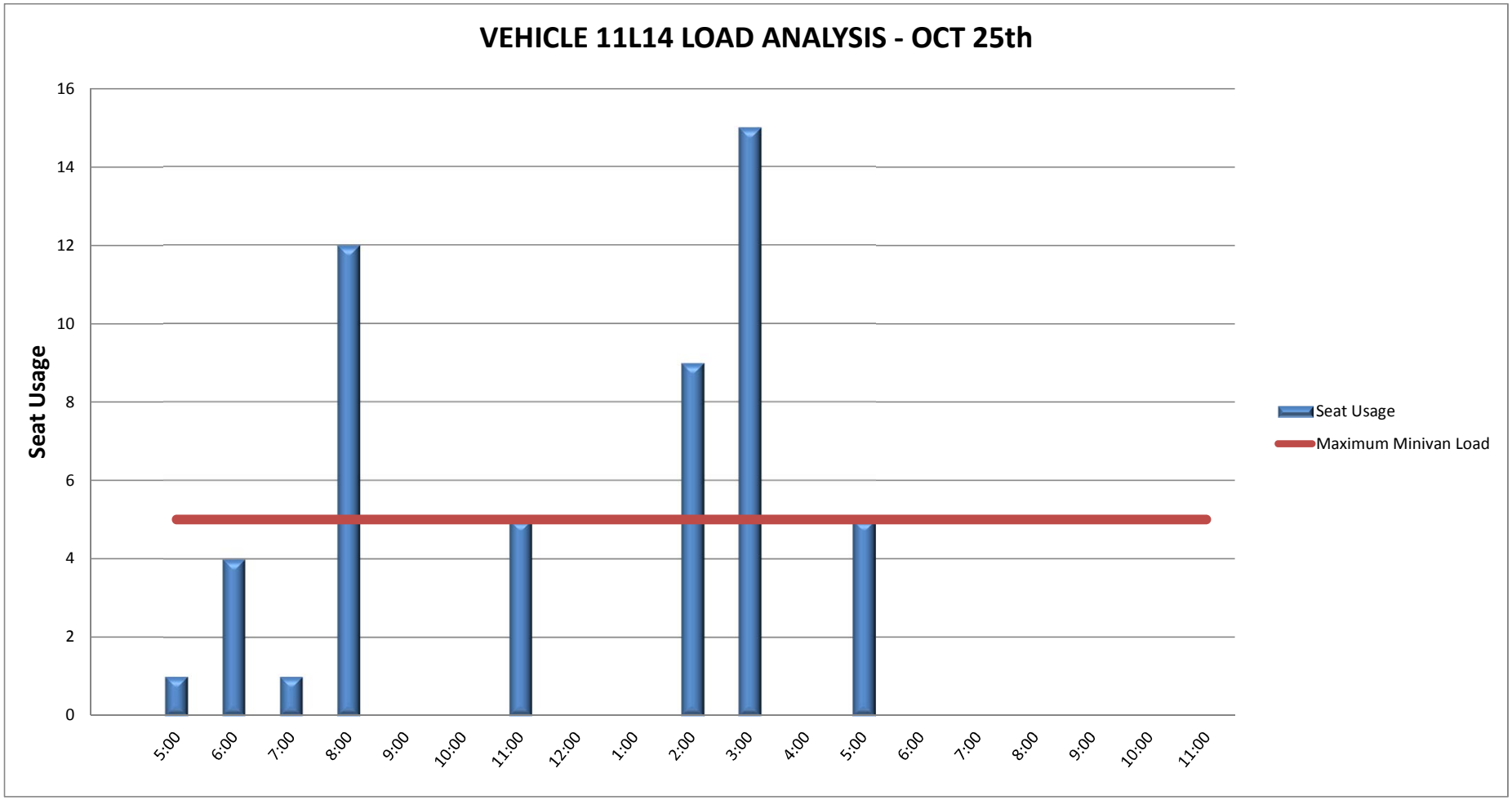
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L14 LOAD ANALYSIS - OCT 25th
Seat Usage
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
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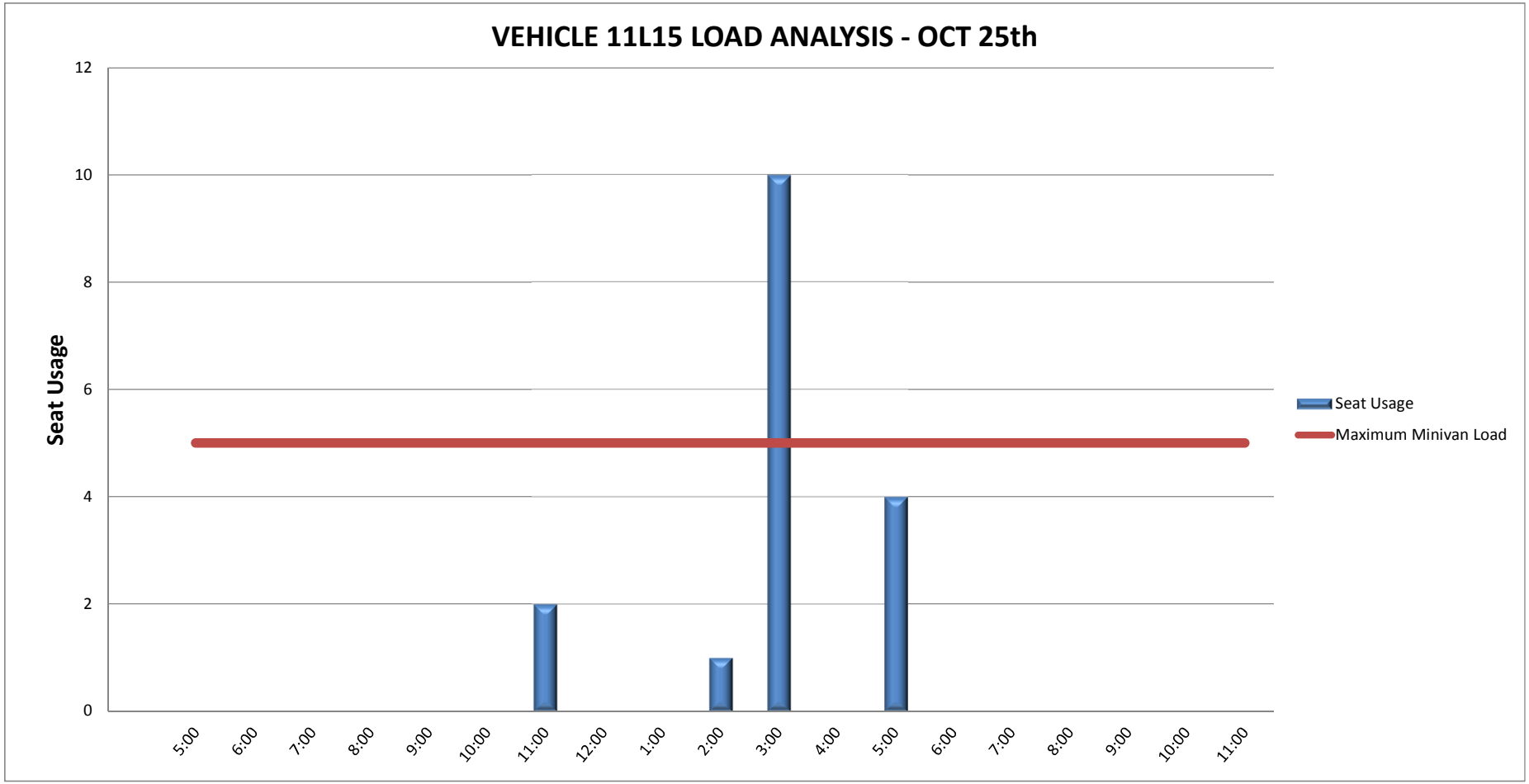
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L15 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
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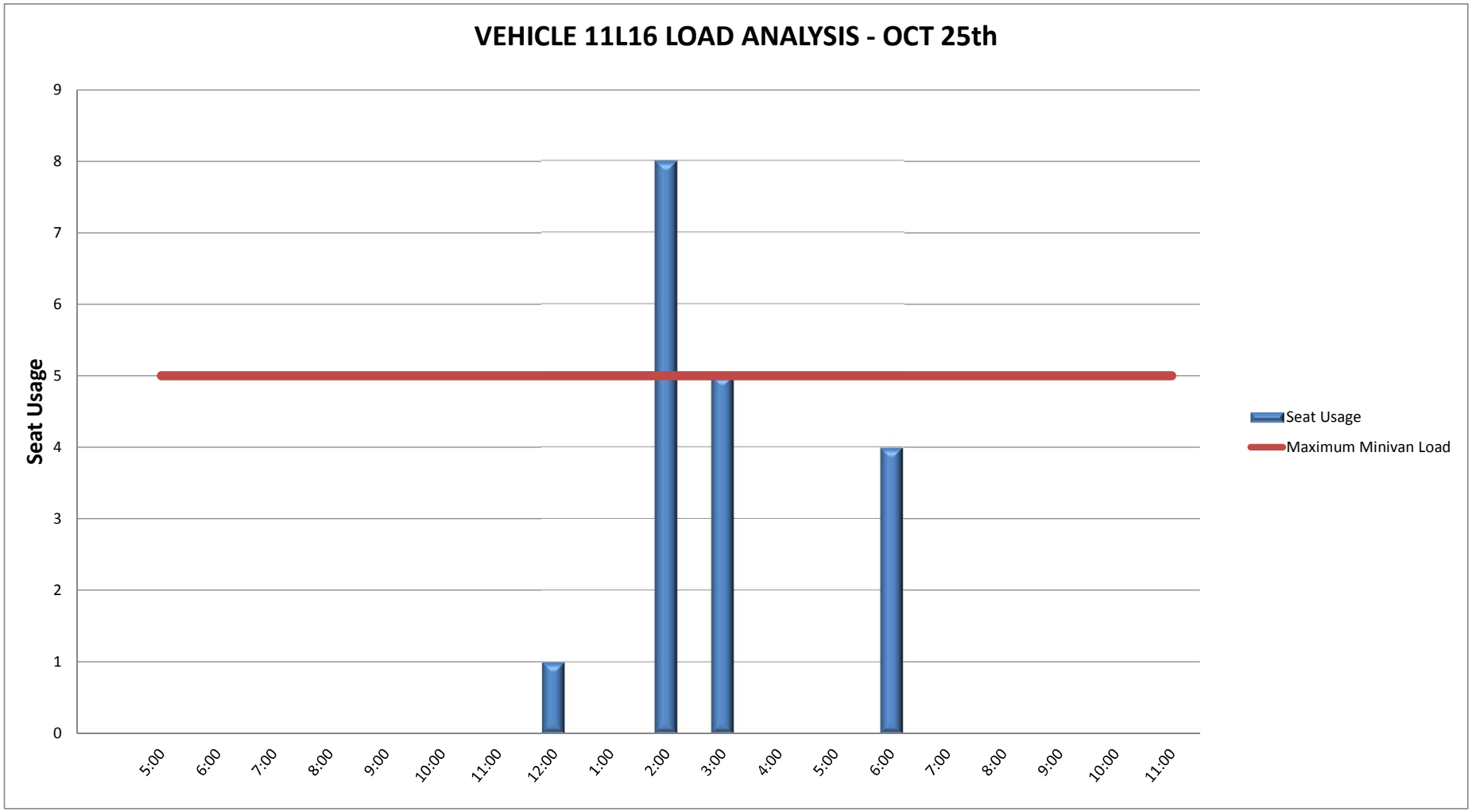
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L16 LOAD ANALYSIS - OCT 25th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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4:00
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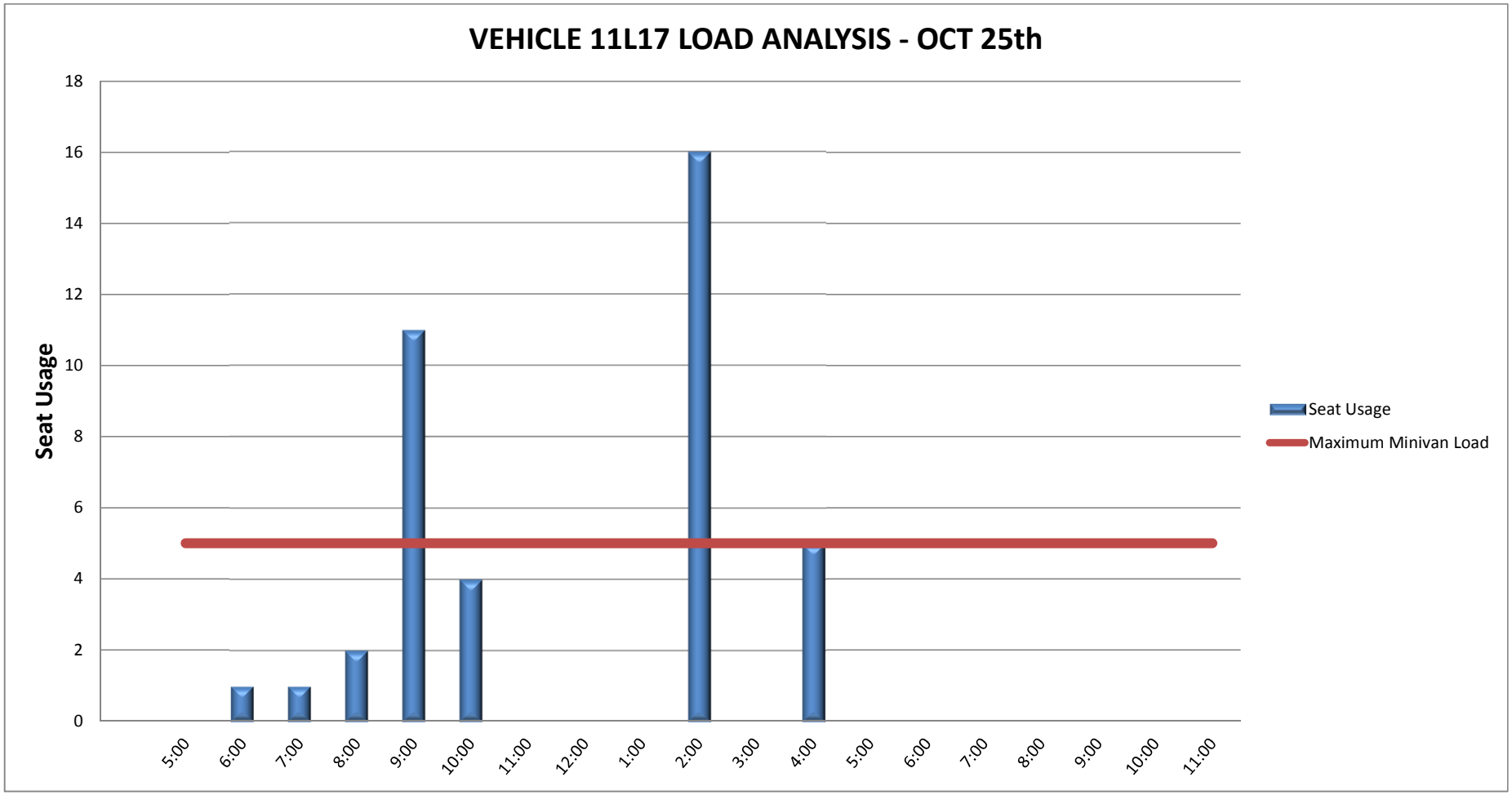
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L17 LOAD ANALYSIS - OCT 25th
Seat Usage
18
16
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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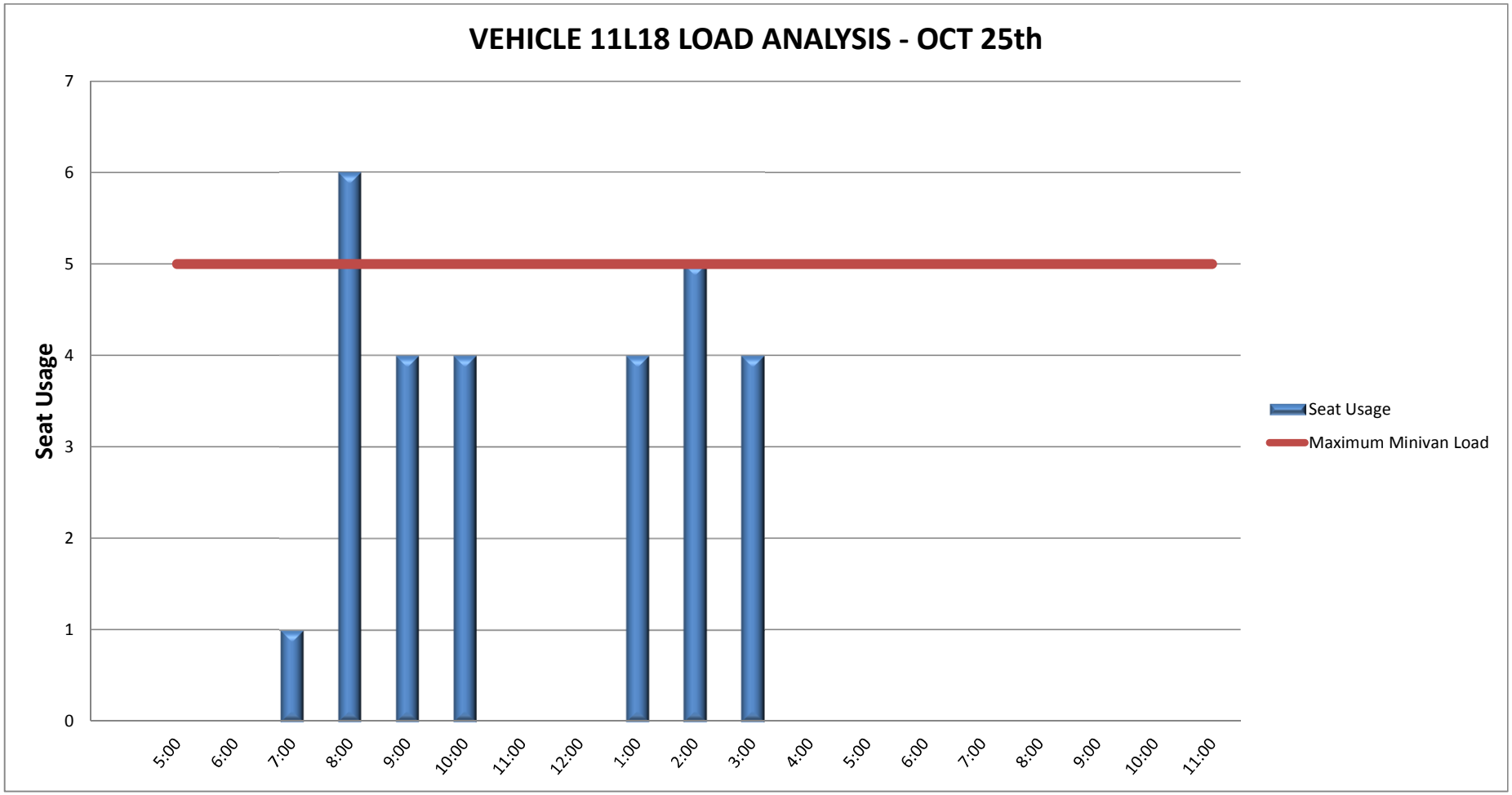
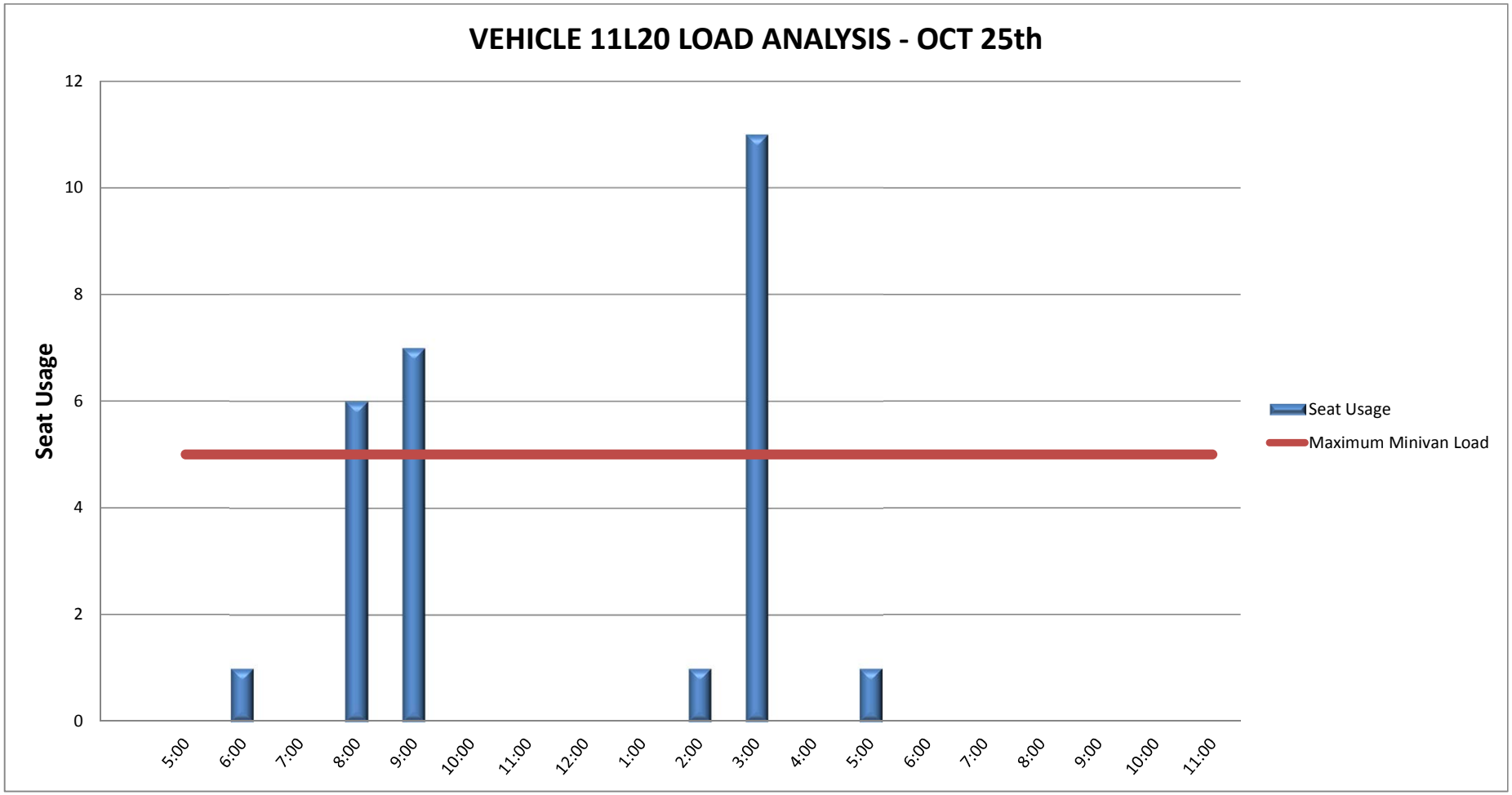
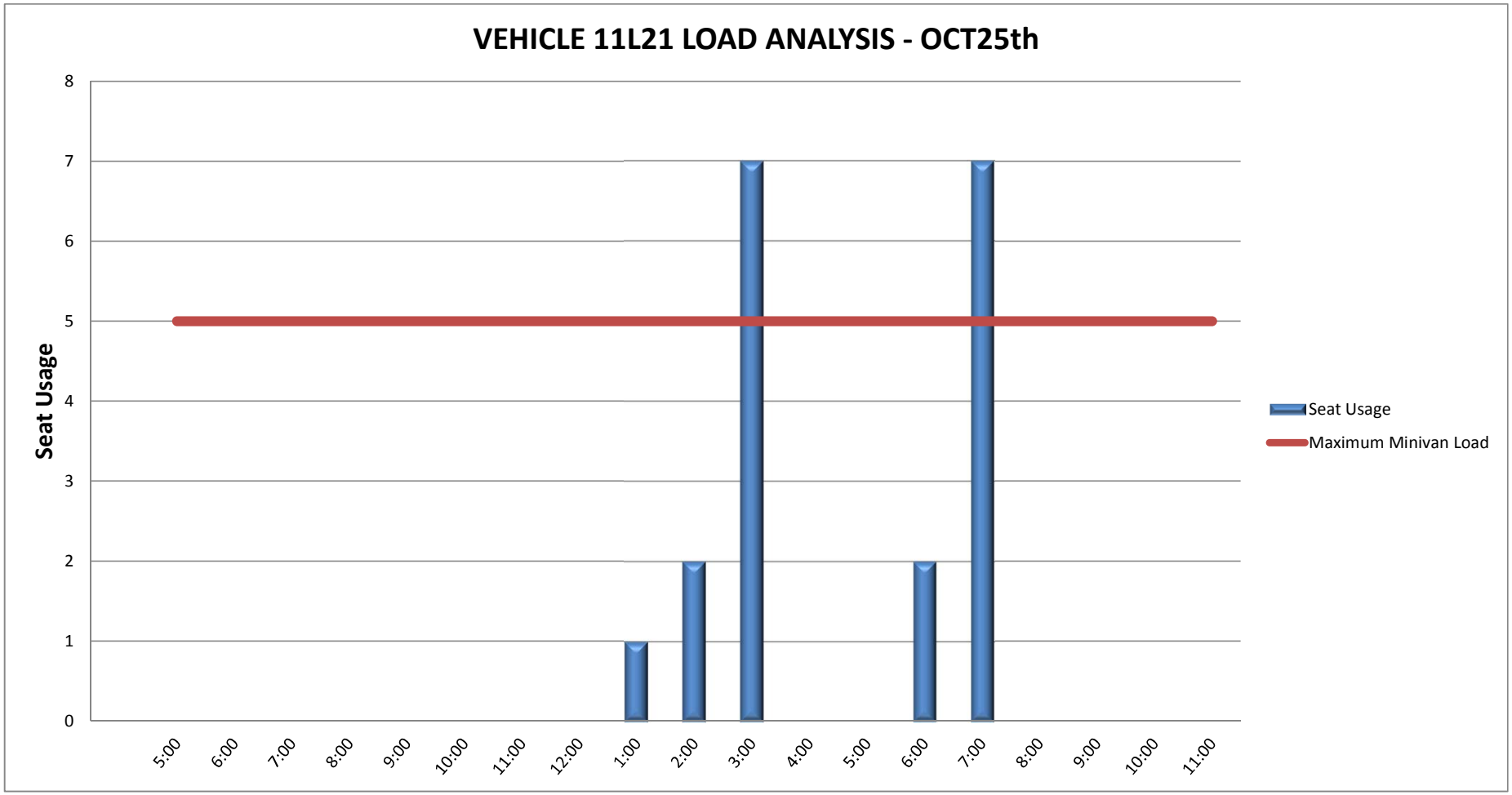
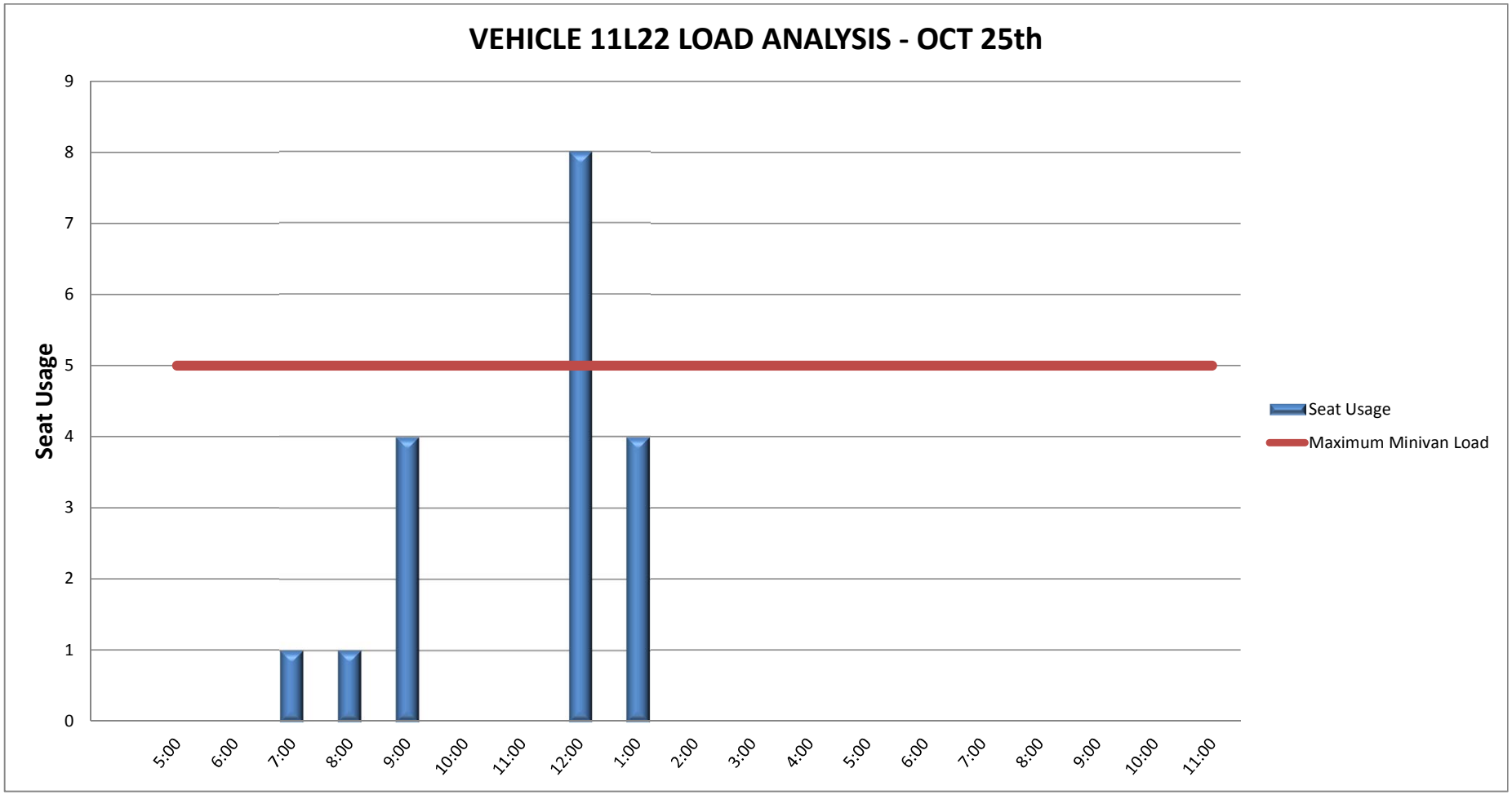
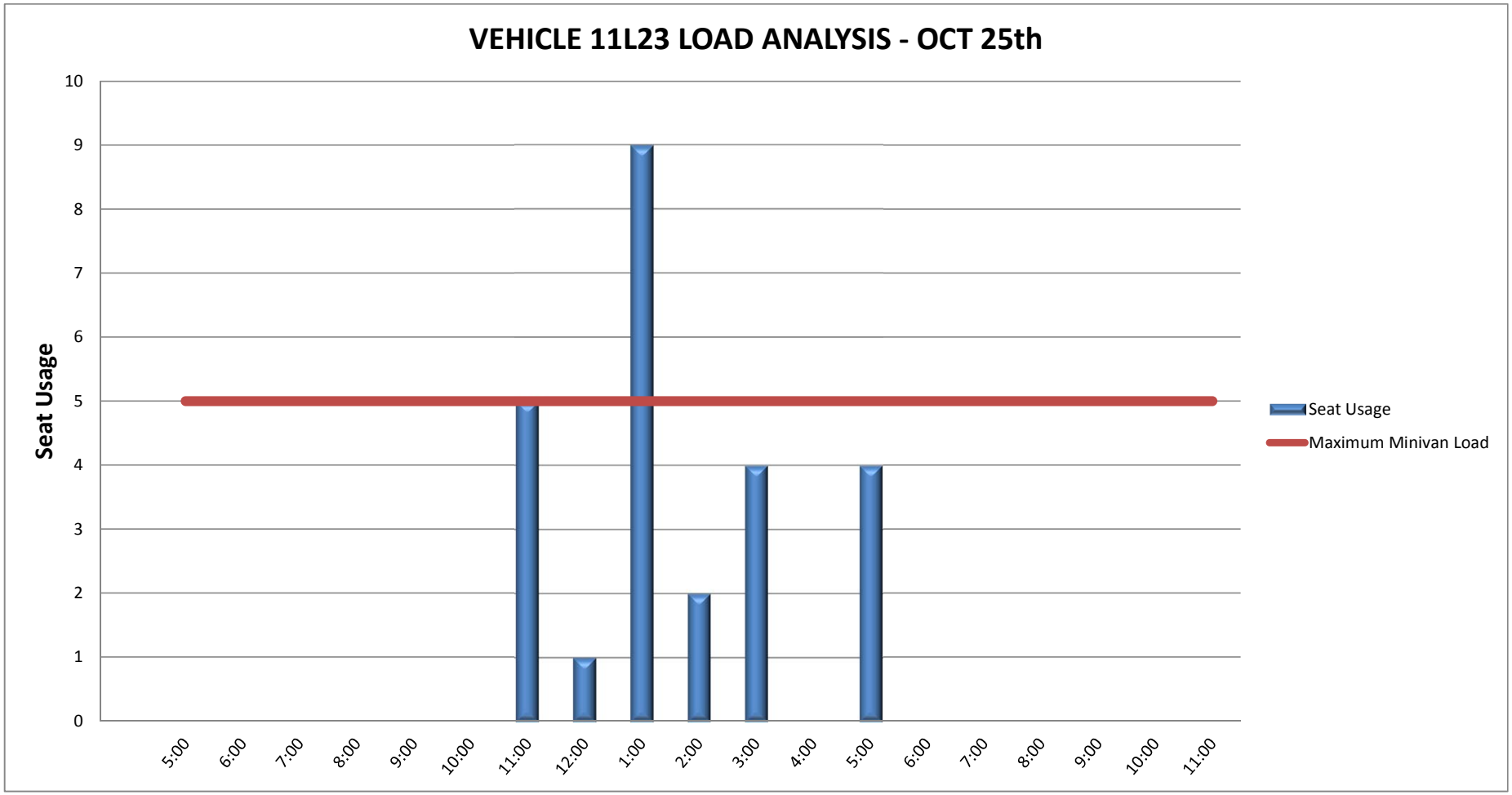
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

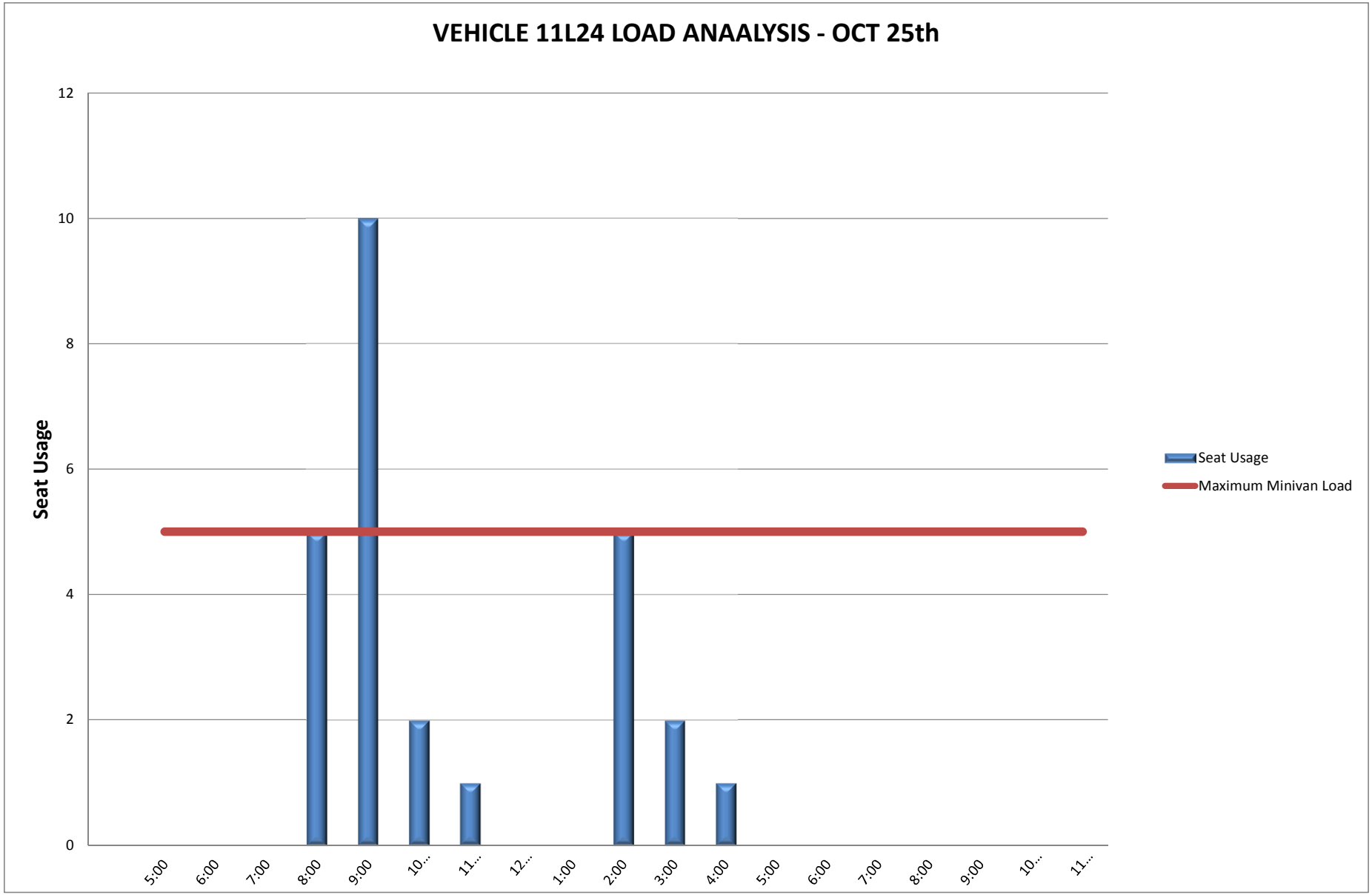

VEHICLE 11L18 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

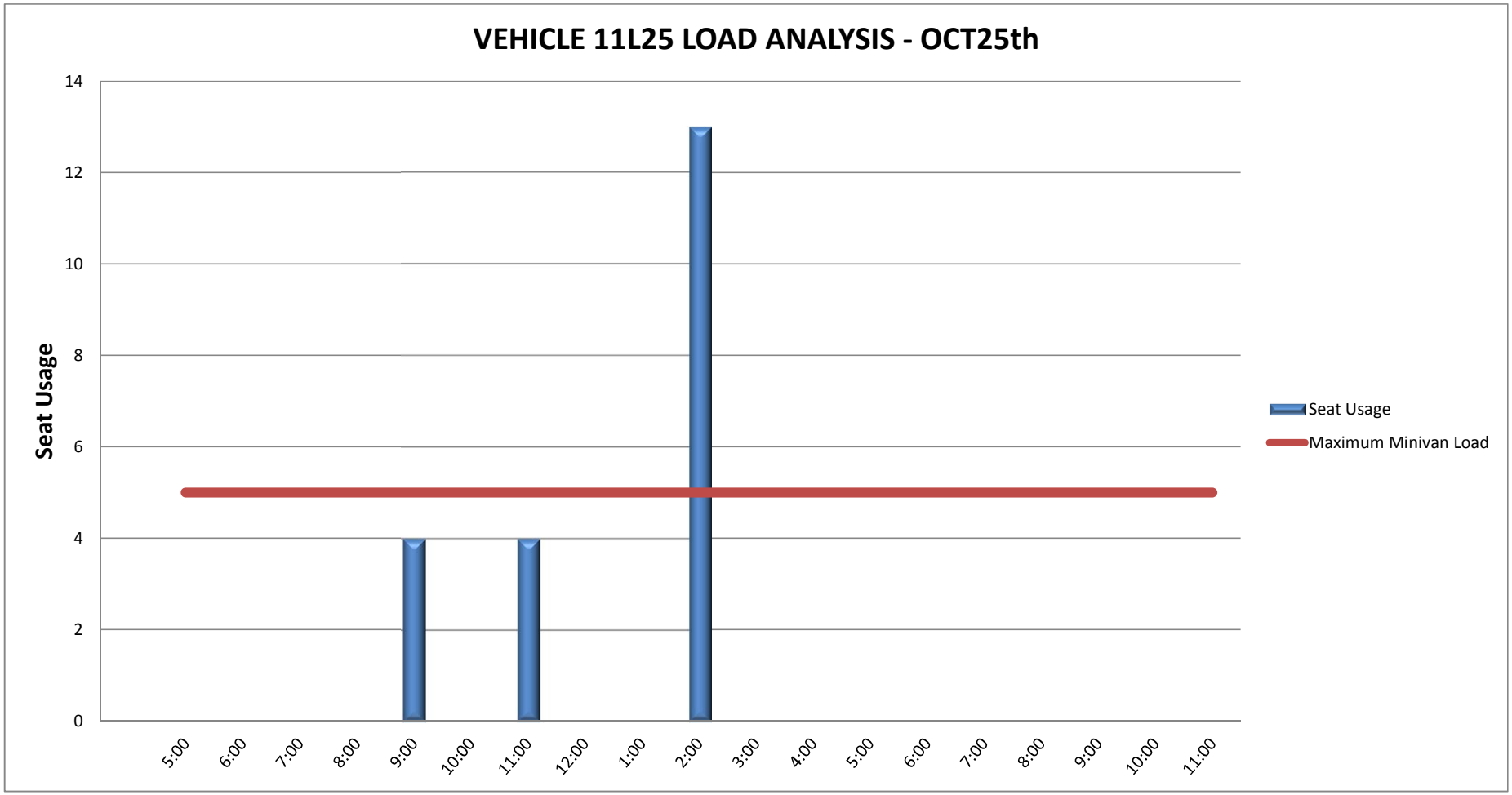

VEHICLE 11L20 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

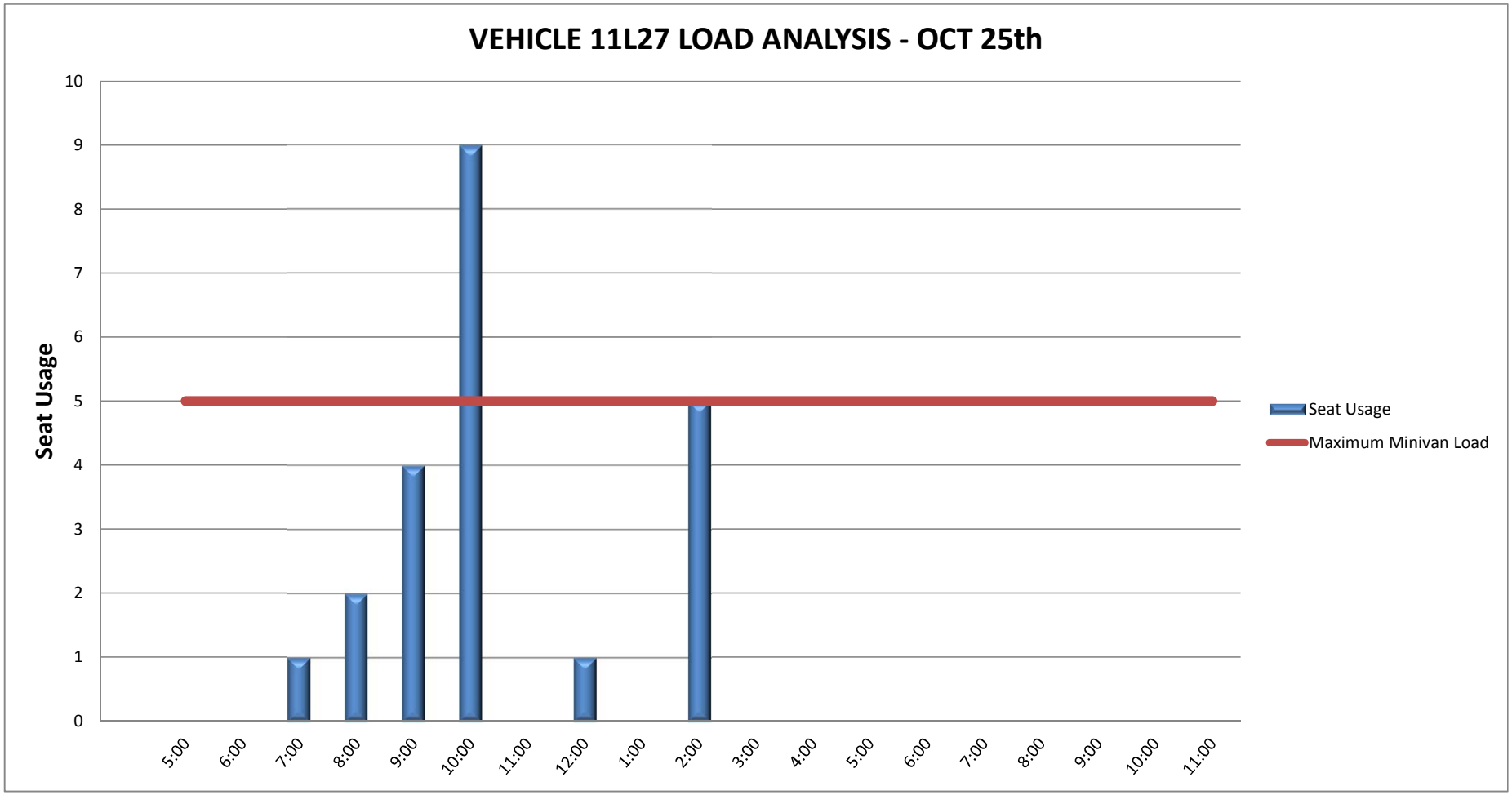

VEHICLE 11L21 LOAD ANALYSIS - OCT25th
Seat Usage
0
1
2
3
4
5
6
7
8
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

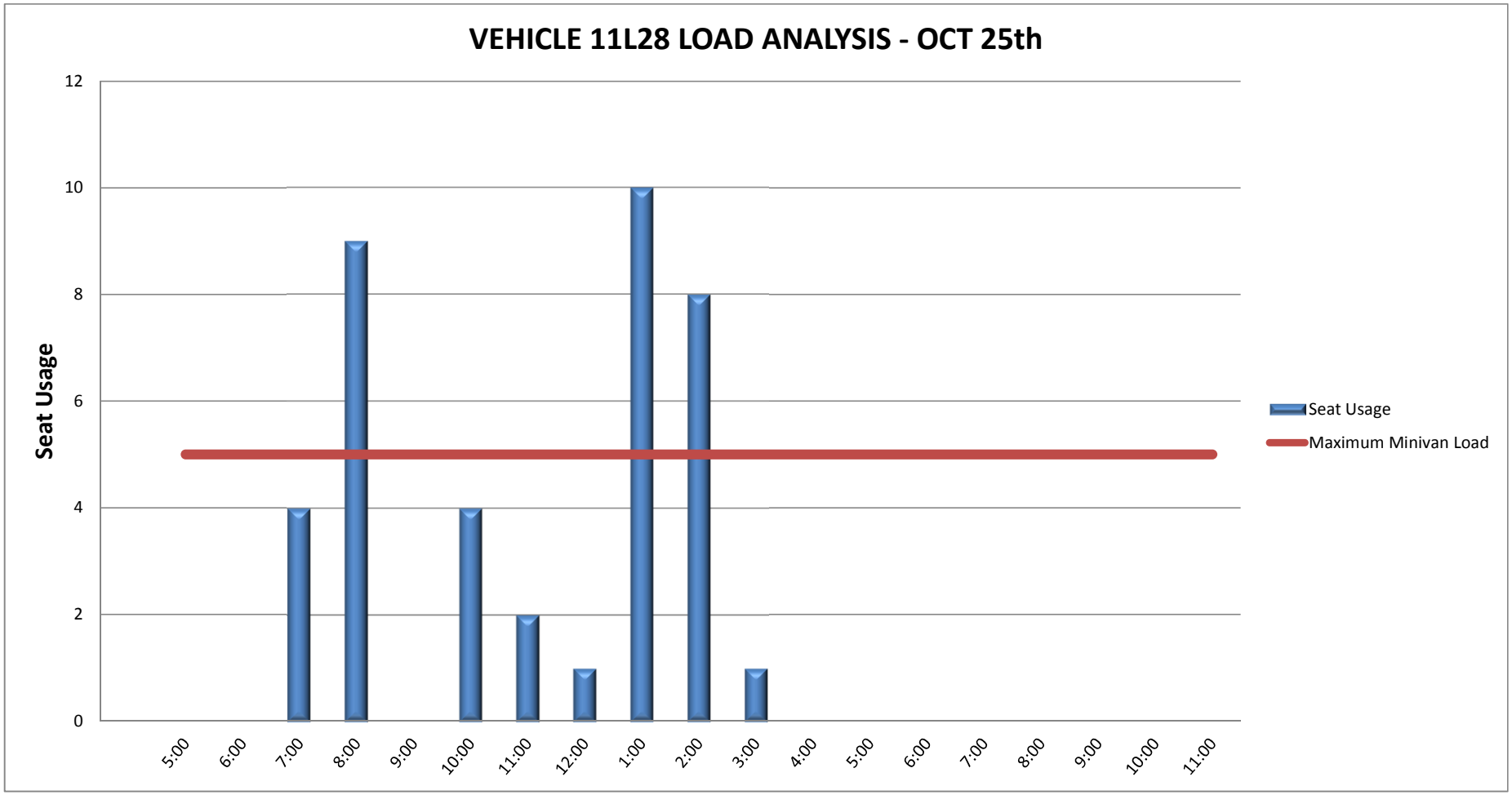

VEHICLE 11L22 LOAD ANALYSIS - OCT 25th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L23 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L24 LOAD ANAALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10...
11...
12...
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10...
11...
Seat Usage
Maximum Minivan Load


VEHICLE 11L25 LOAD ANALYSIS - OCT25th
Seat Usage
14
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L27 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L28 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
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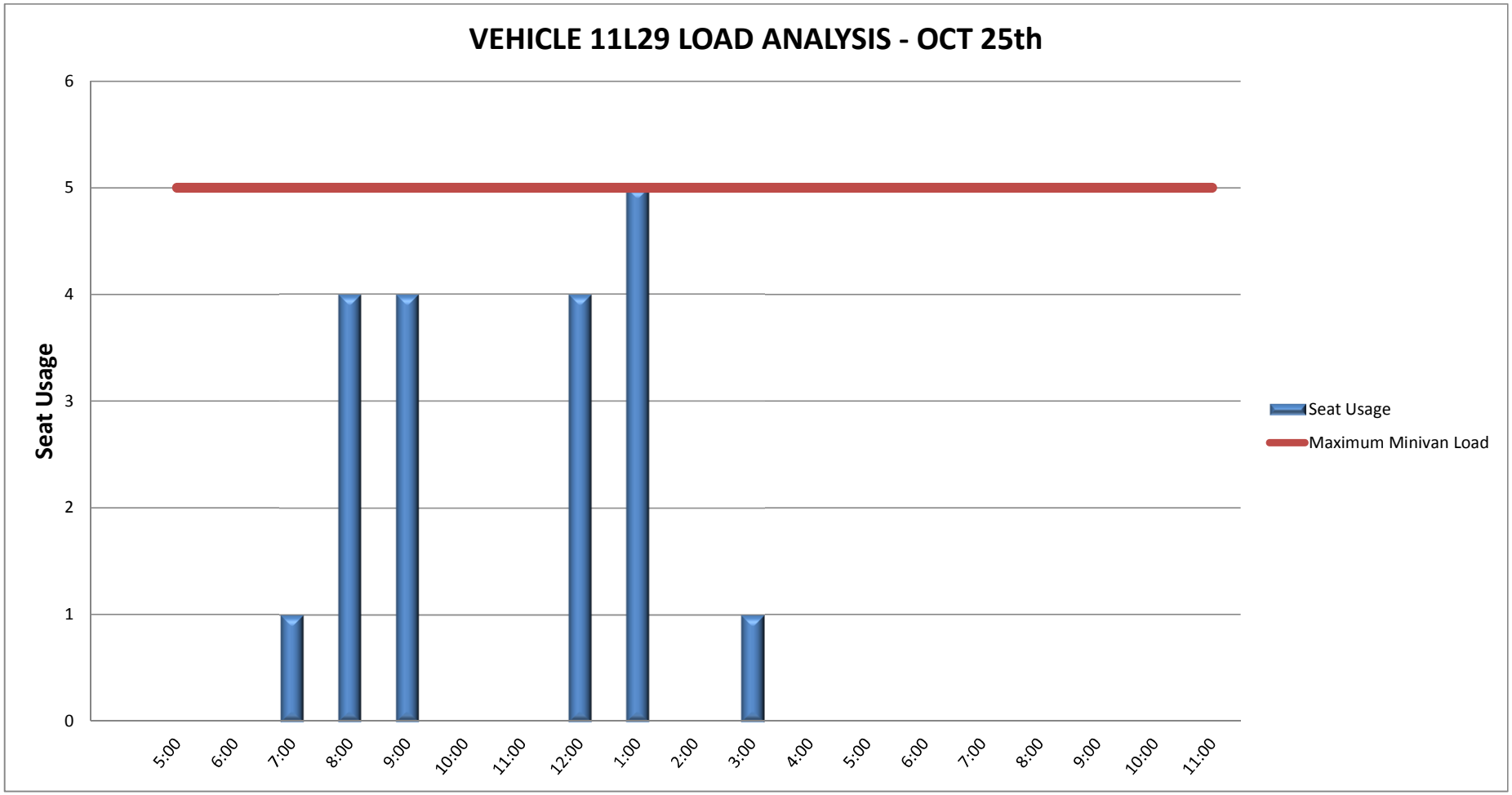
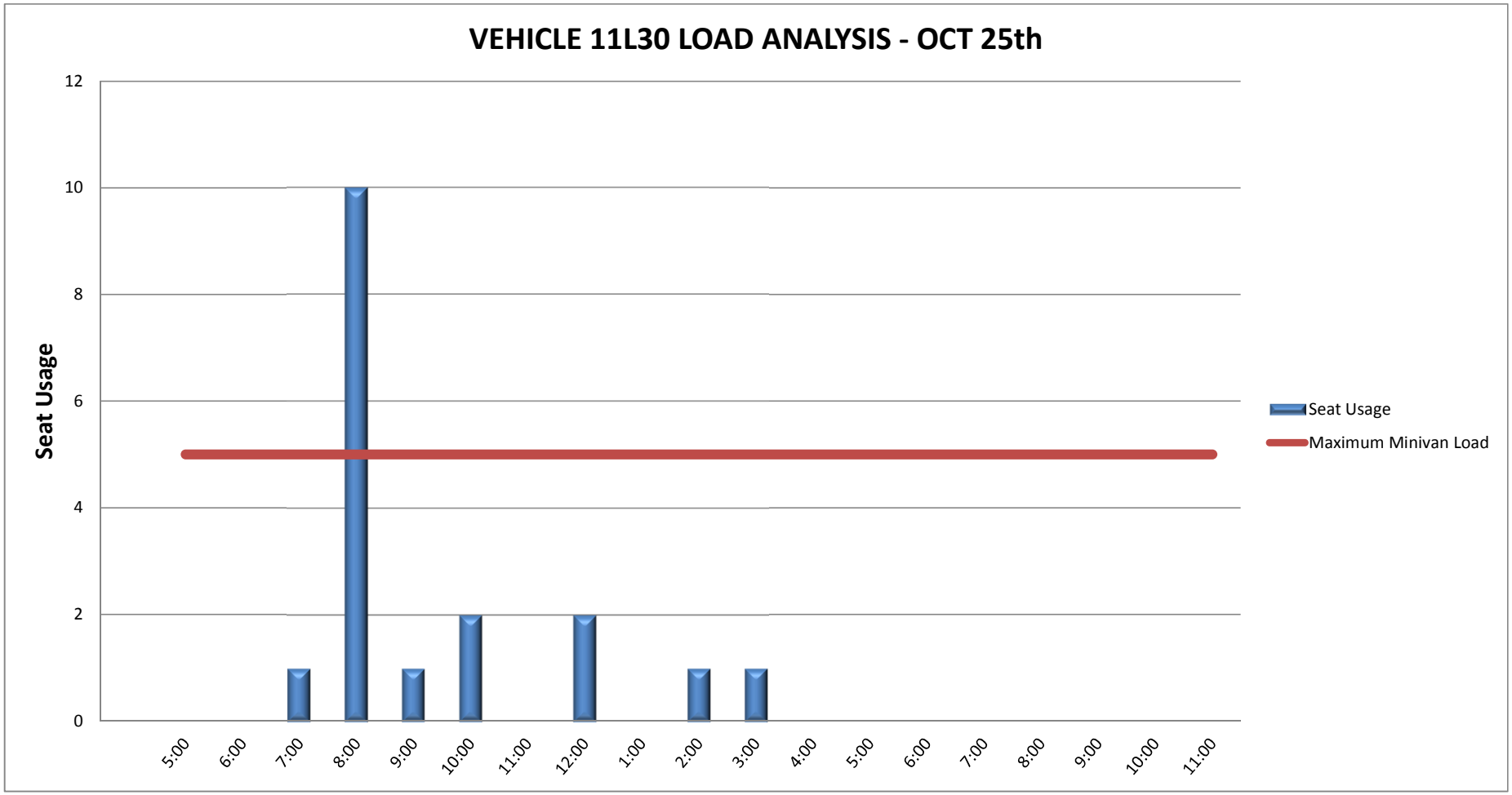
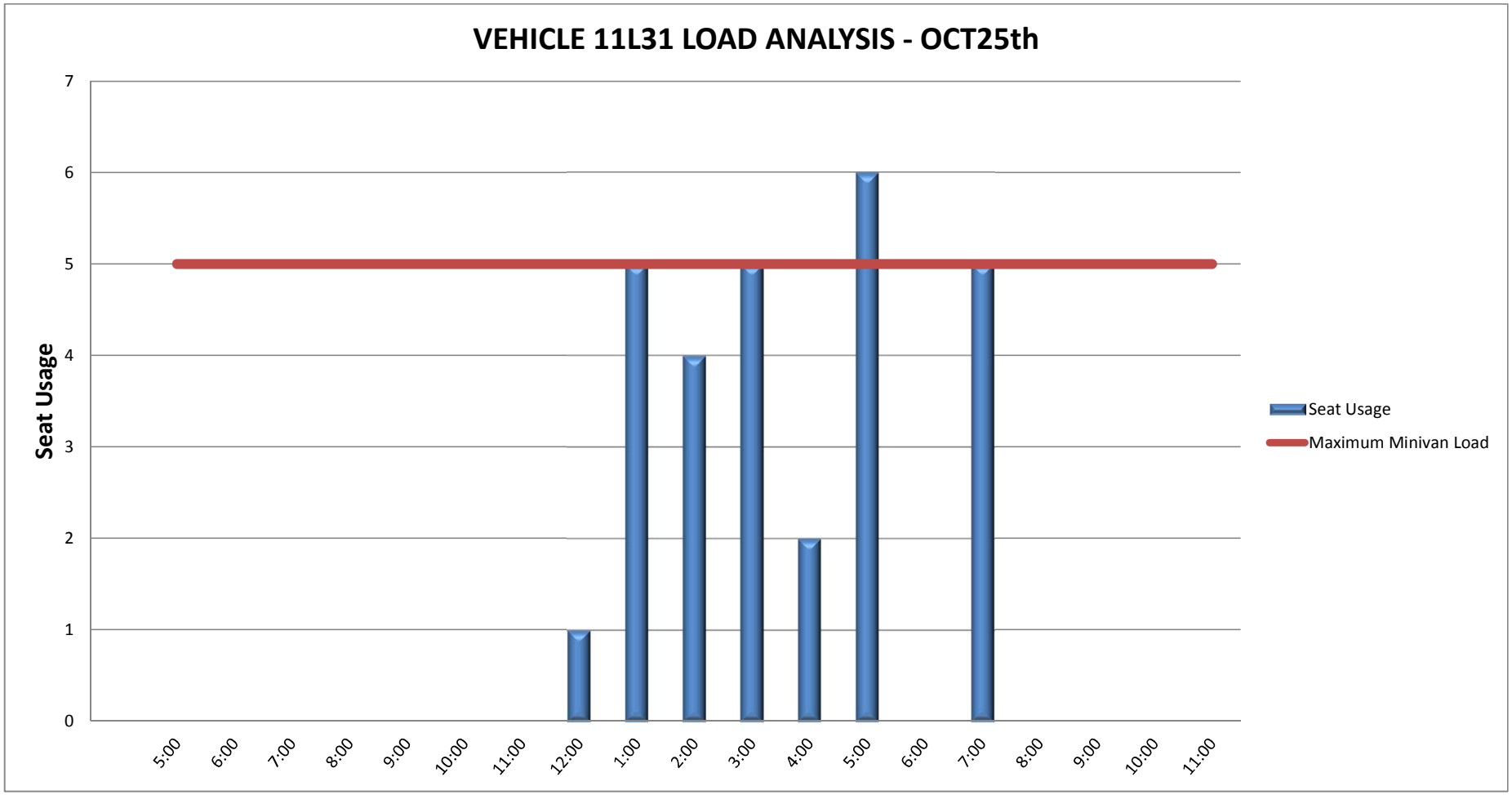
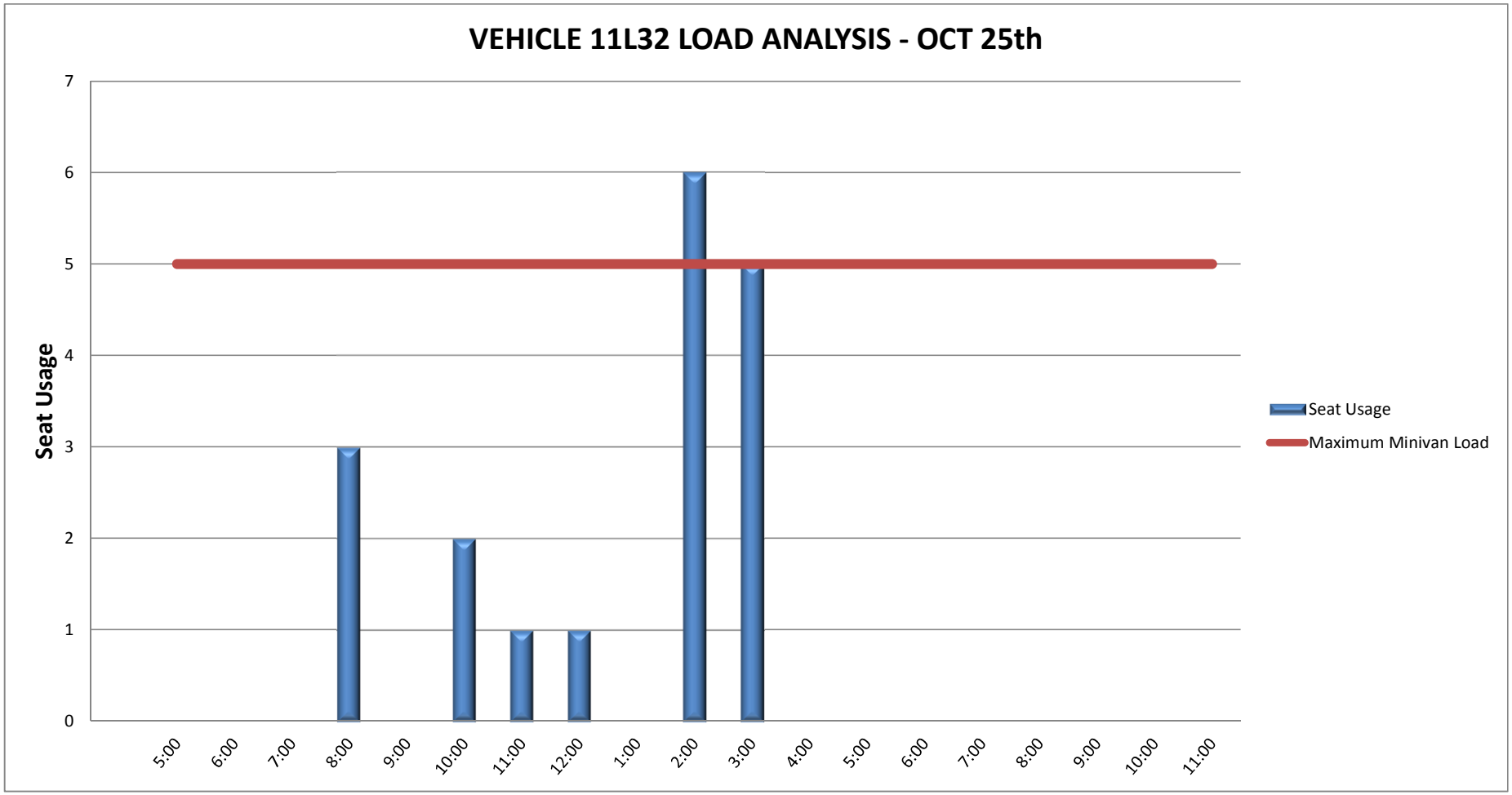
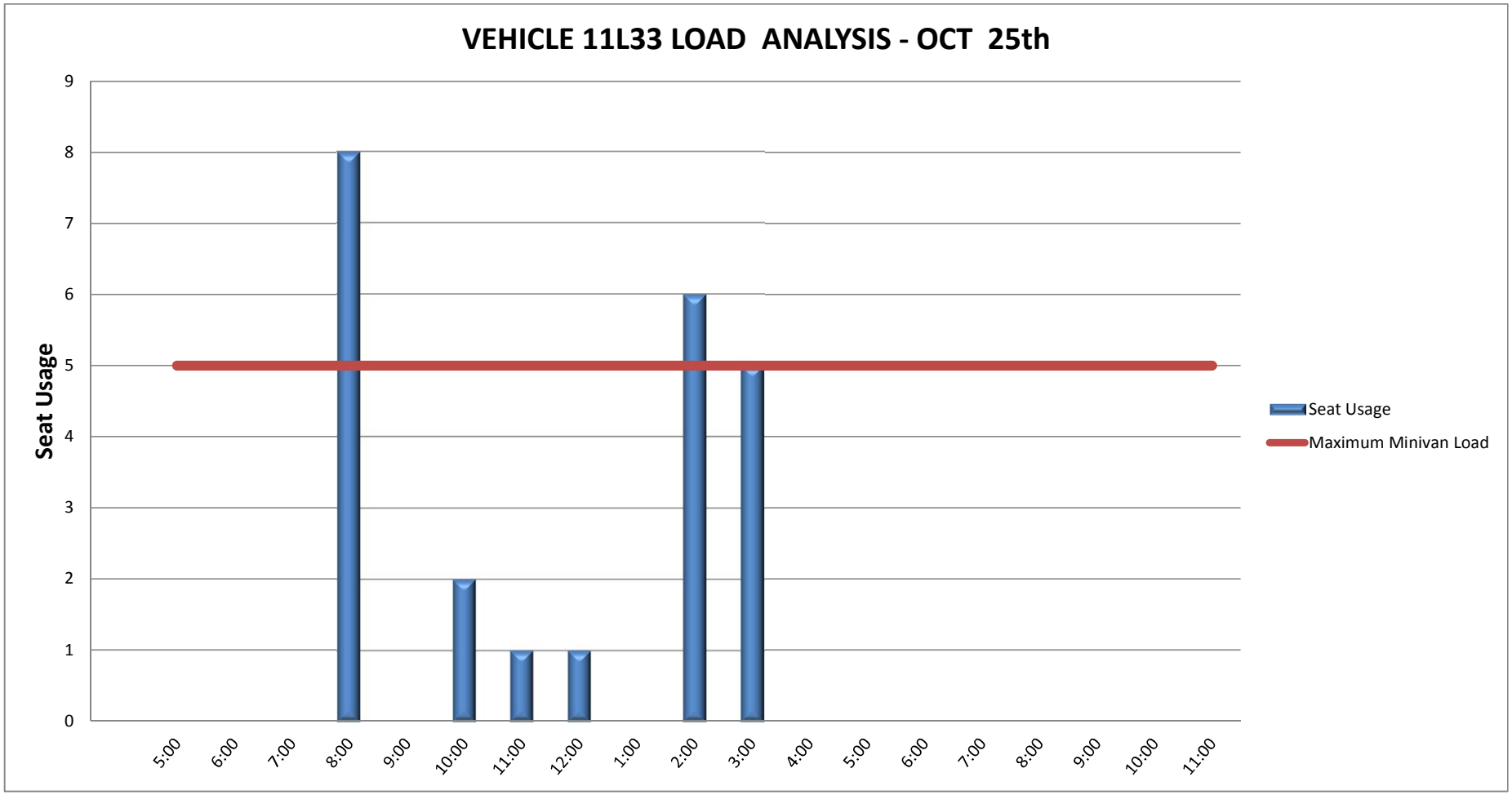
10:00
11:00
Seat Usage
Maximum Minivan Load

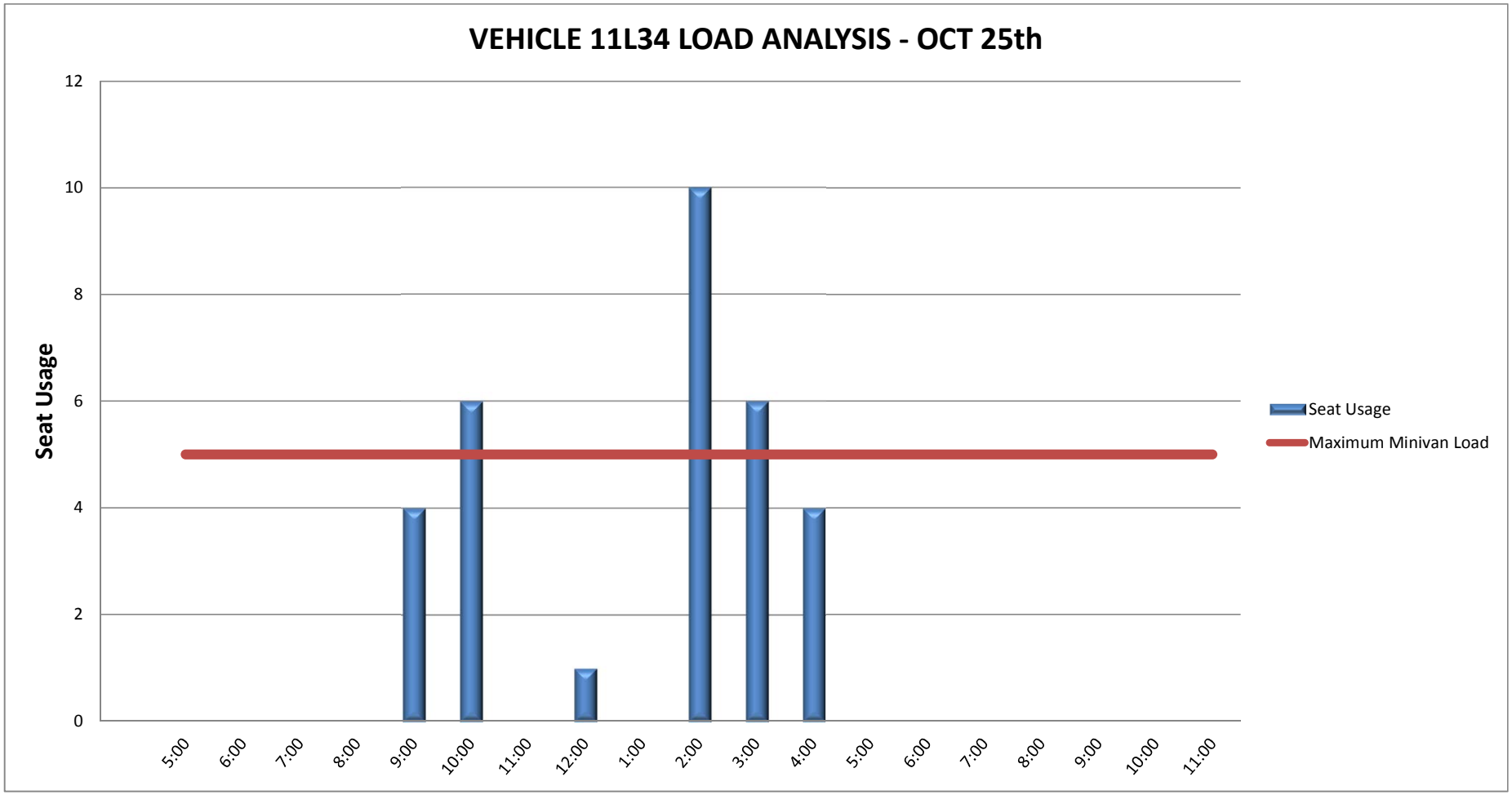

VEHICLE 11L29 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

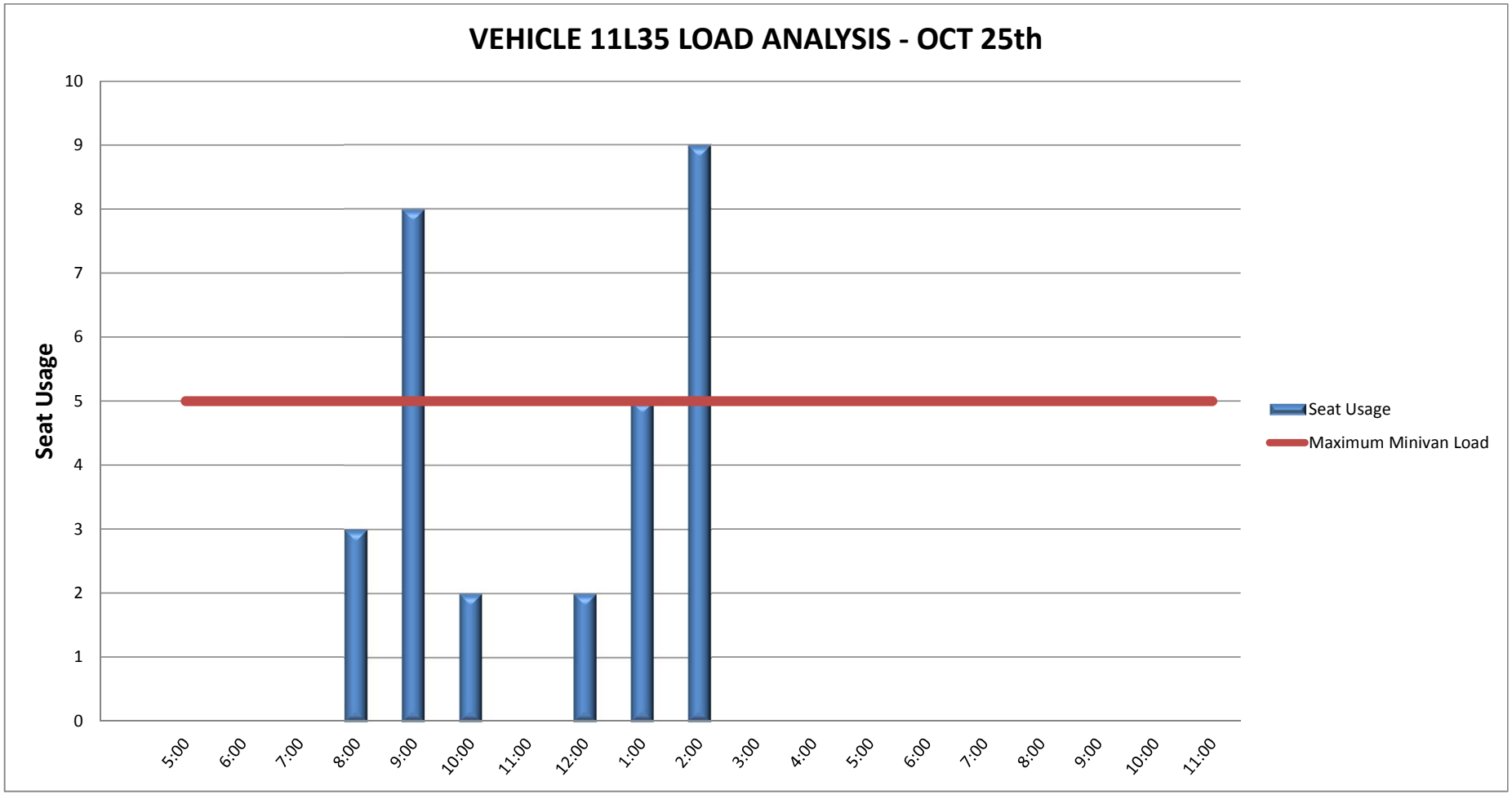

VEHICLE 11L30 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

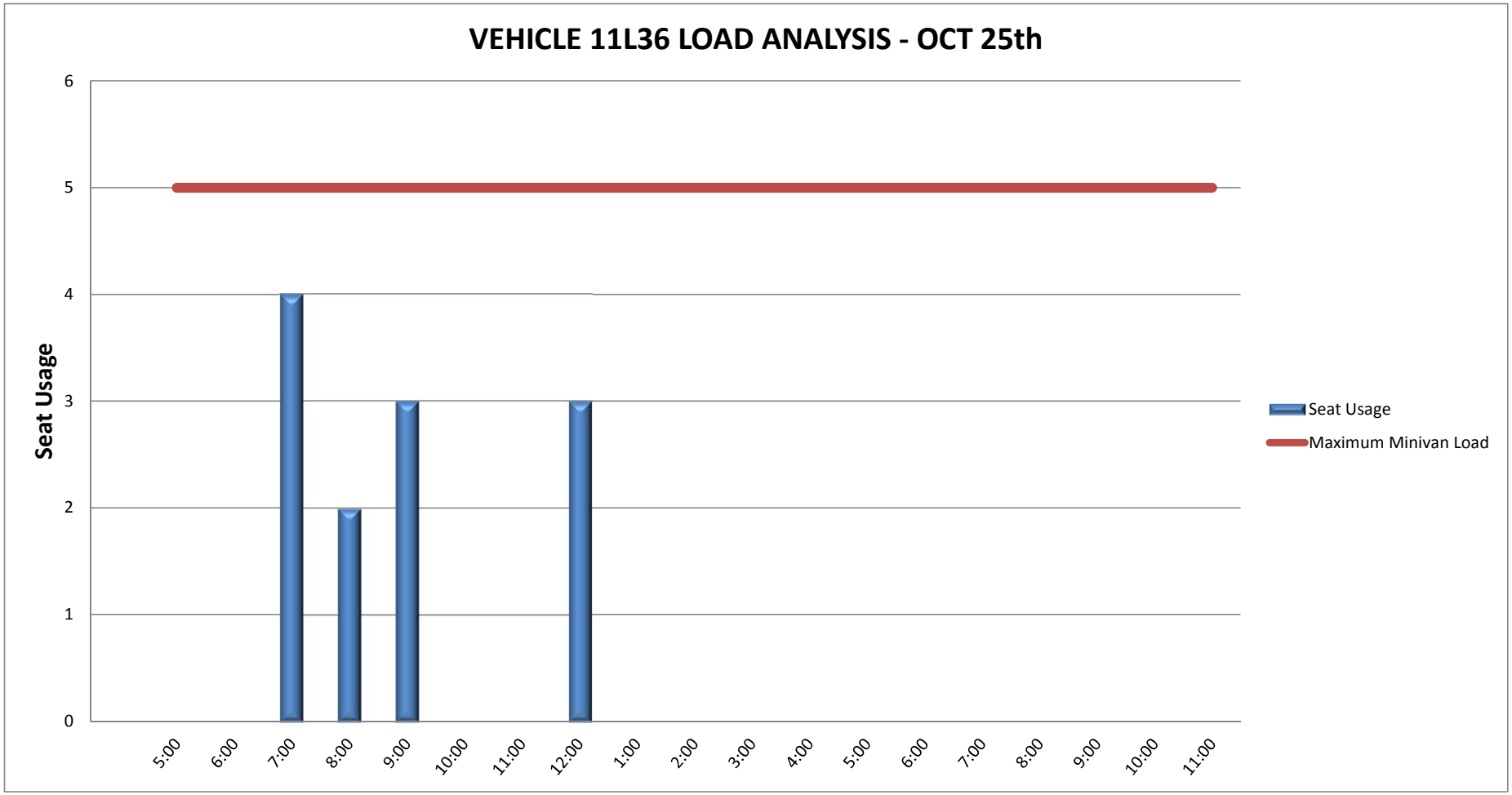

VEHICLE 11L31 LOAD ANALYSIS - OCT25th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

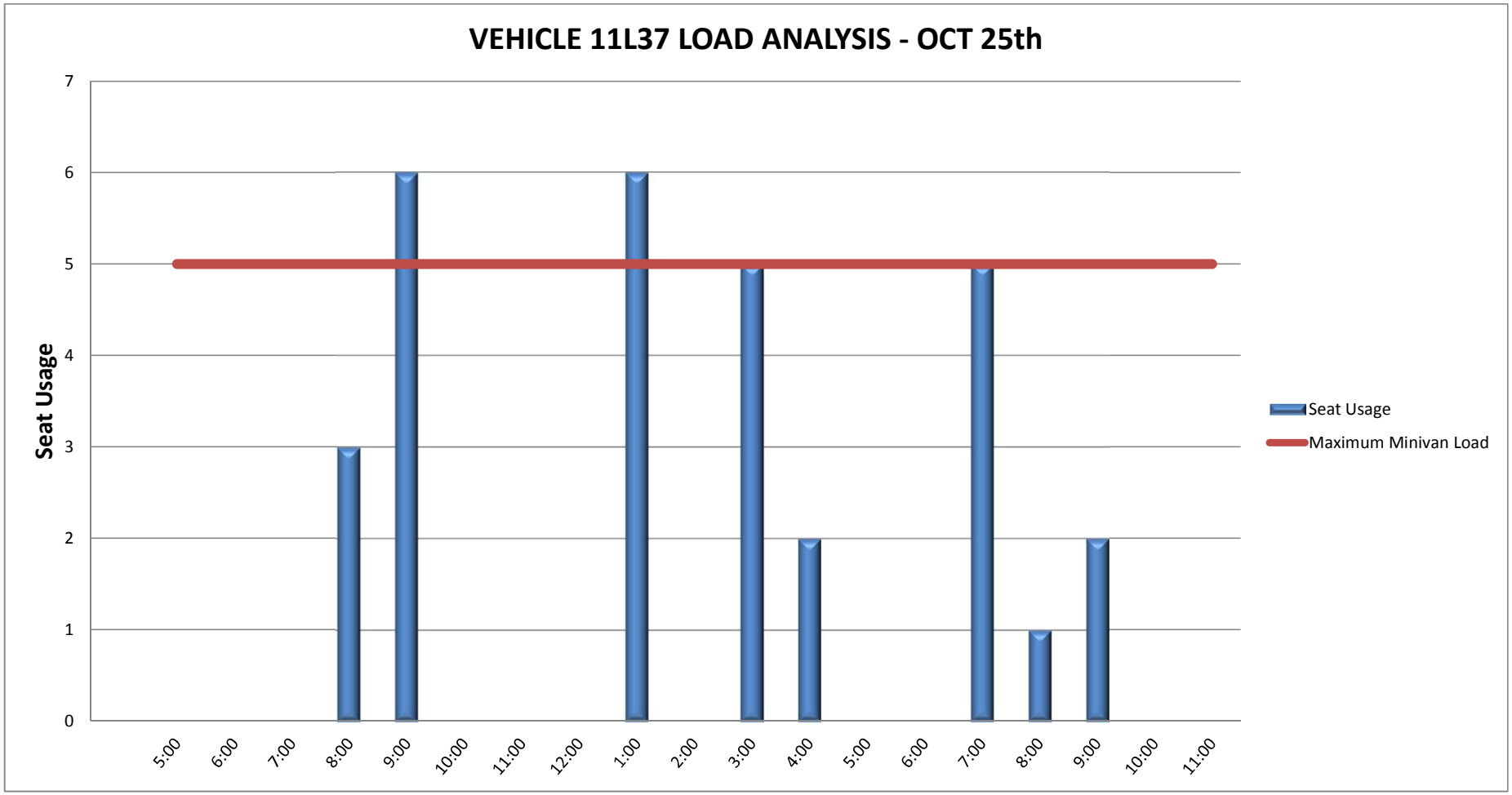

VEHICLE 11L32 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

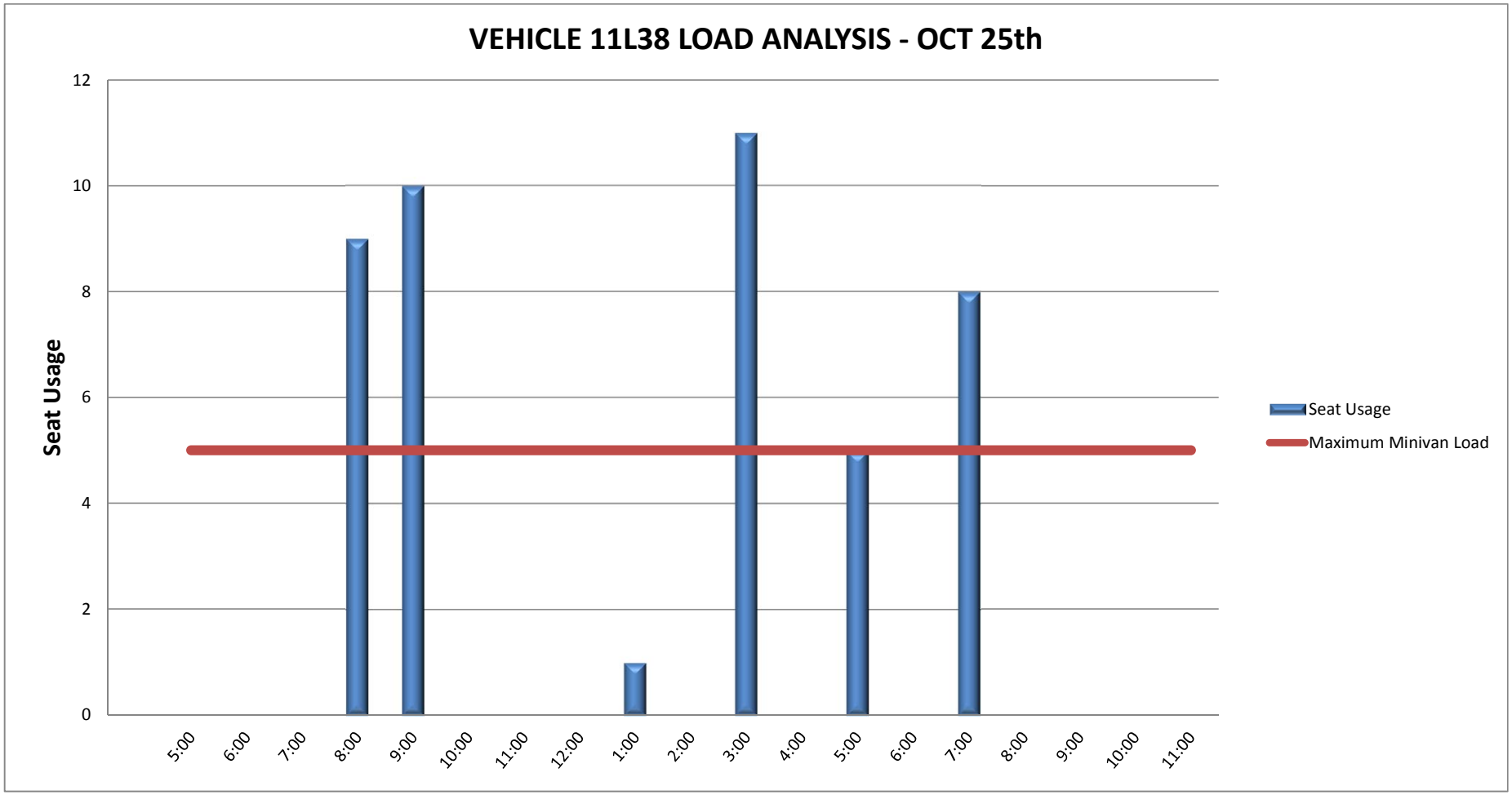

VEHICLE 11L33 LOAD ANALYSIS - OCT 25th
Seat Usage
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

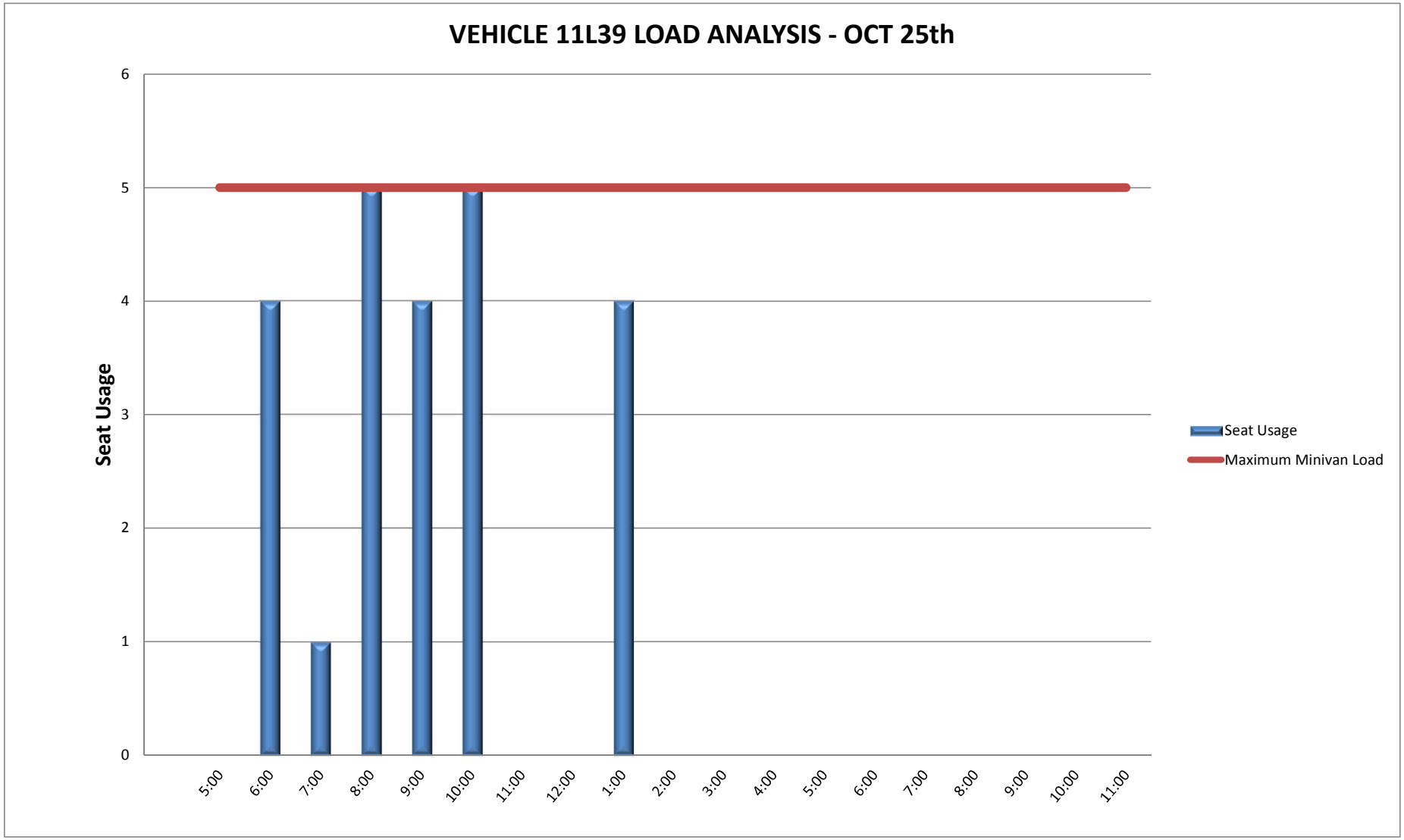

VEHICLE 11L34 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

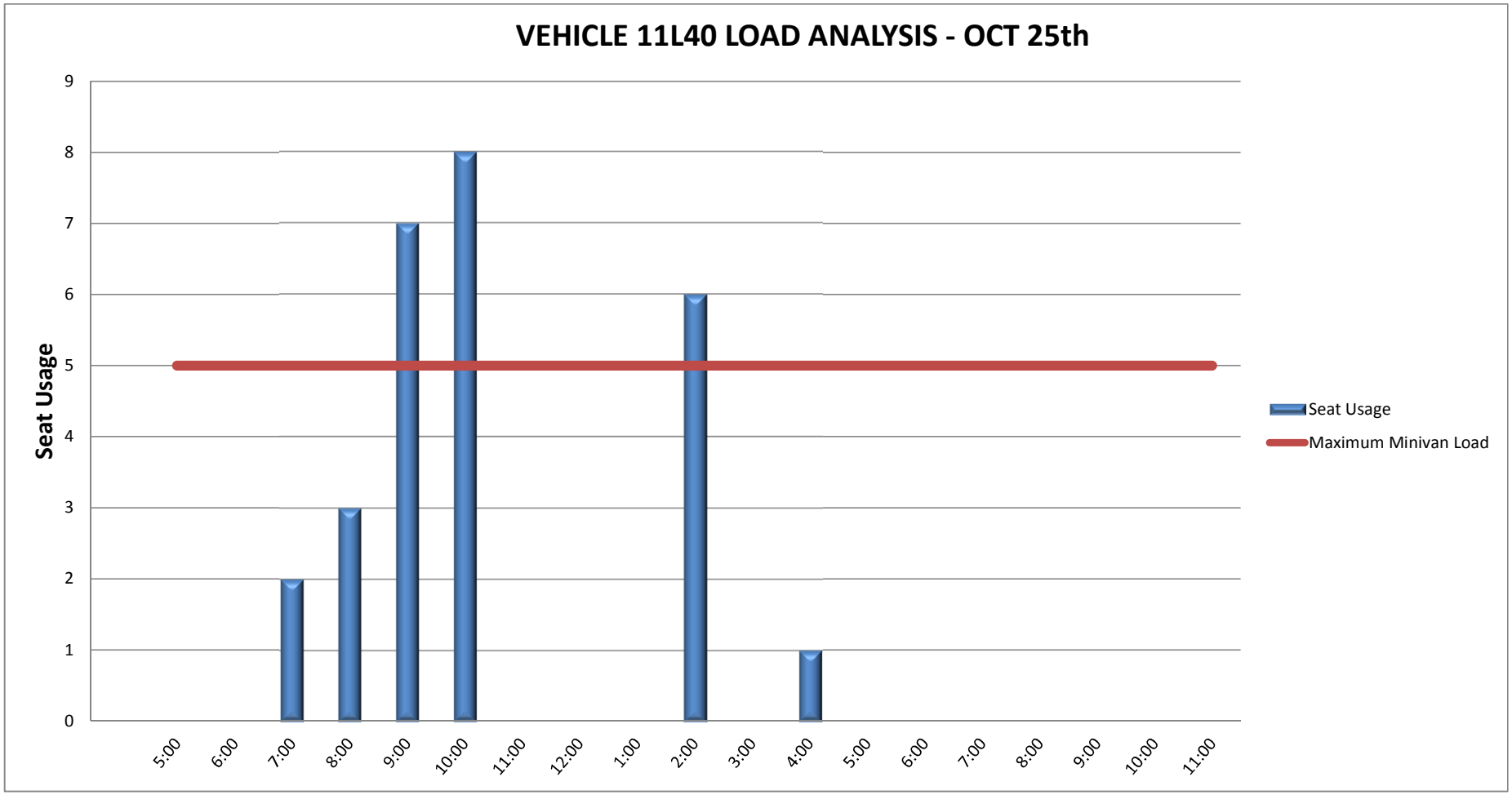

VEHICLE 11L35 LOAD ANALYSIS - OCT 25th
Seat Usage
10
9
8
7
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

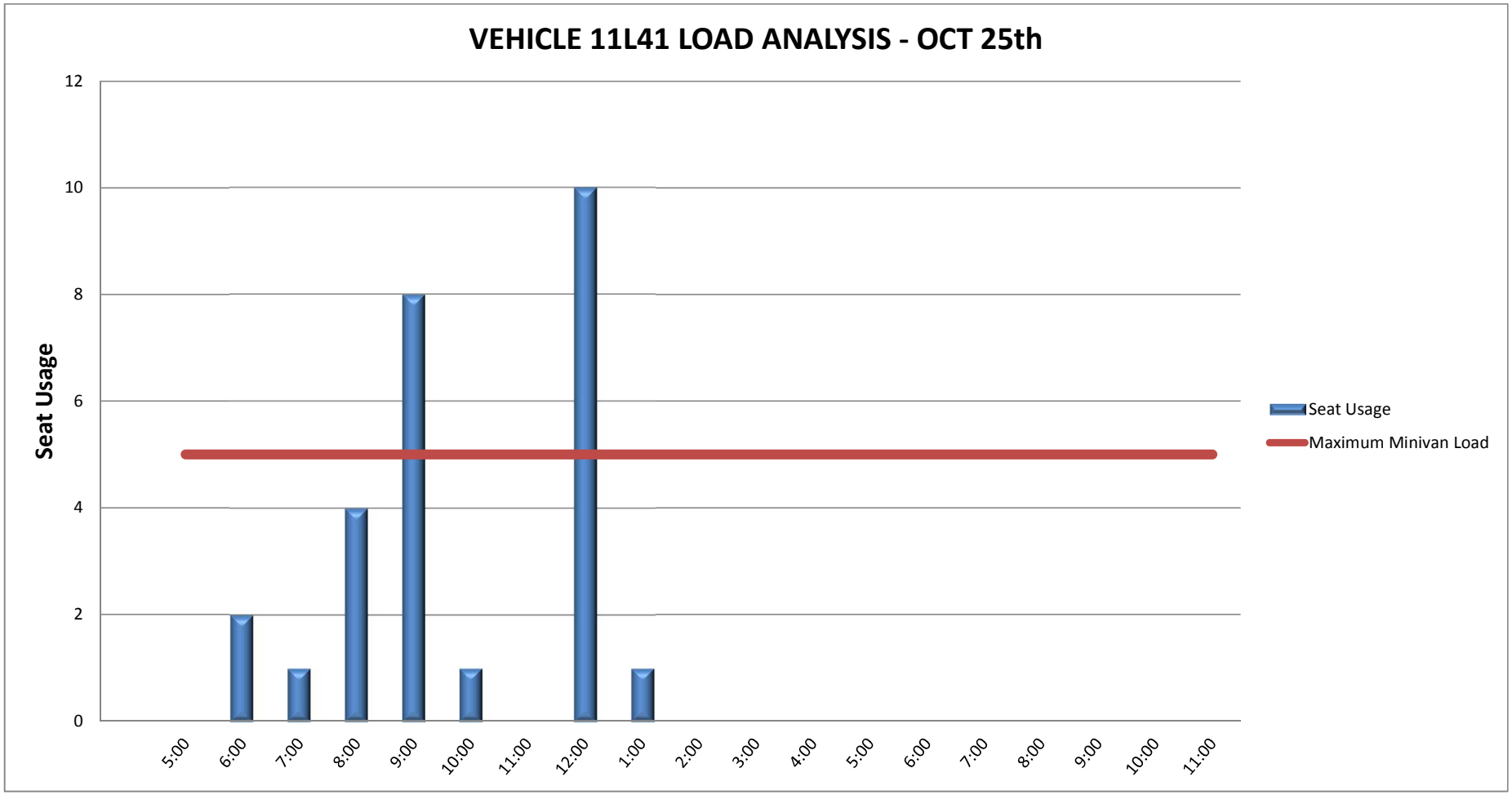

VEHICLE 11L36 LOAD ANALYSIS - OCT 25th
Seat Usage
6
5
4
3
2
1
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

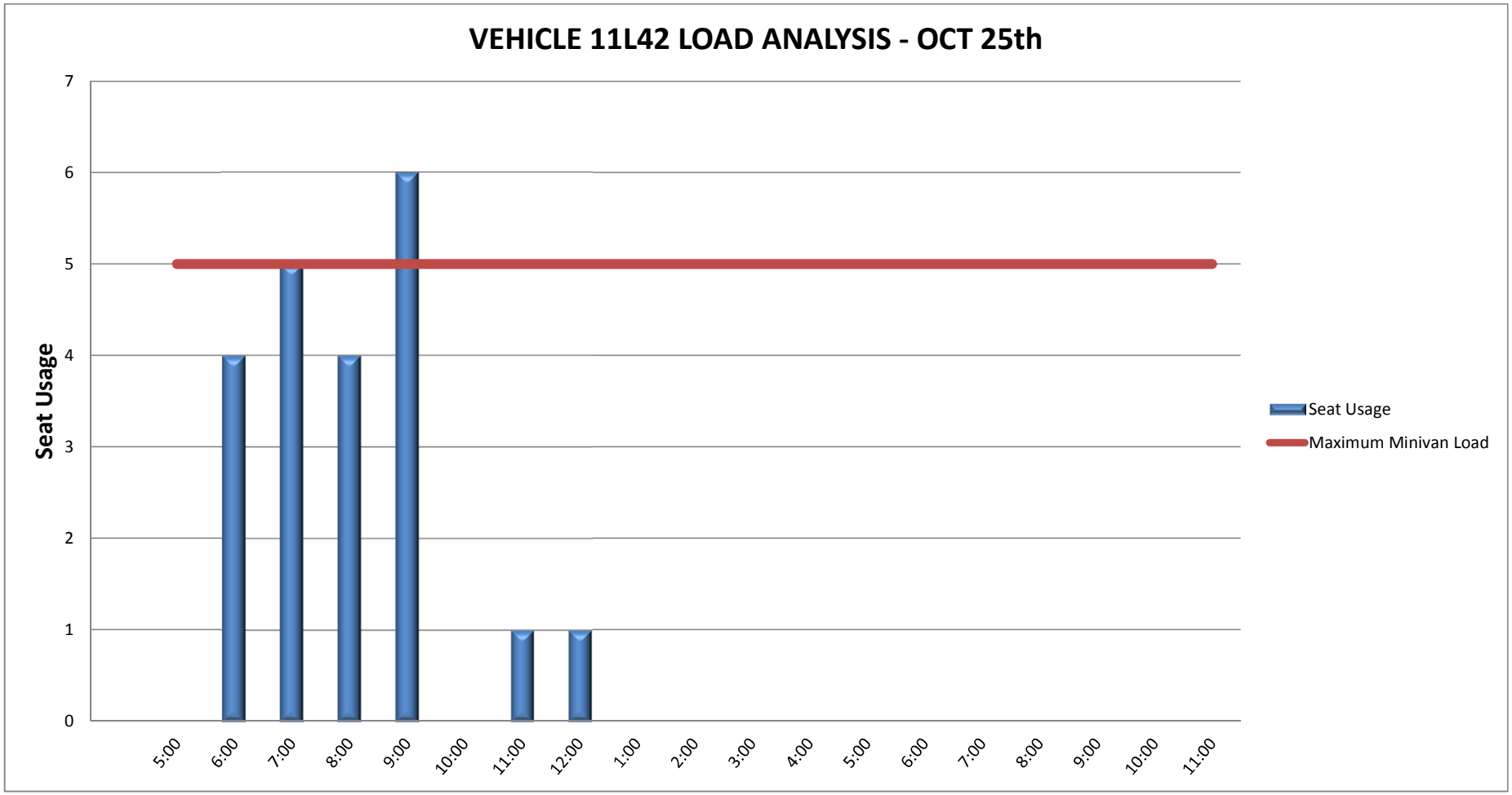

VEHICLE 11L37 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L38 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L39 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L40 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
8
9
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L41 LOAD ANALYSIS - OCT 25th
Seat Usage
12
10
8
6
4
2
0
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load


VEHICLE 11L42 LOAD ANALYSIS - OCT 25th
Seat Usage
0
1
2
3
4
5
6
7
5:00
6:00
7:00
8:00
9:00
10:00
11:00
12:00
1:00
2:00
3:00
4:00
5:00
6:00
7:00
8:00
9:00
10:00
11:00
Seat Usage
Maximum Minivan Load

The County Connection

Inter Office Memo

Agenda Item 7.a

TO: O&S Committee **DATE:** December 20, 2011

FROM: Anne Muzzini
Director of Planning & Marketing

SUBJ: **Fixed Route Reports**

Fixed Route Operating Reports for November 2011

1. Monthly Boarding's Data

The following represent the numbers that are most important to staff in evaluating the performance of the fixed route system.

	FY 2012		
Title	Current Month	YTD Avg	Annual Goal
Total Passengers	258,636		
Average Weekday	11,394	11,541	
Pass/Rev Hour	15.1	16.0	FY11 Goal > 17.0
Missed Trips	0.08%	0.09%	FY11 Goal < 0.25%
Miles between Road Calls	26,017	31,876	FY11 Goal > 18,000

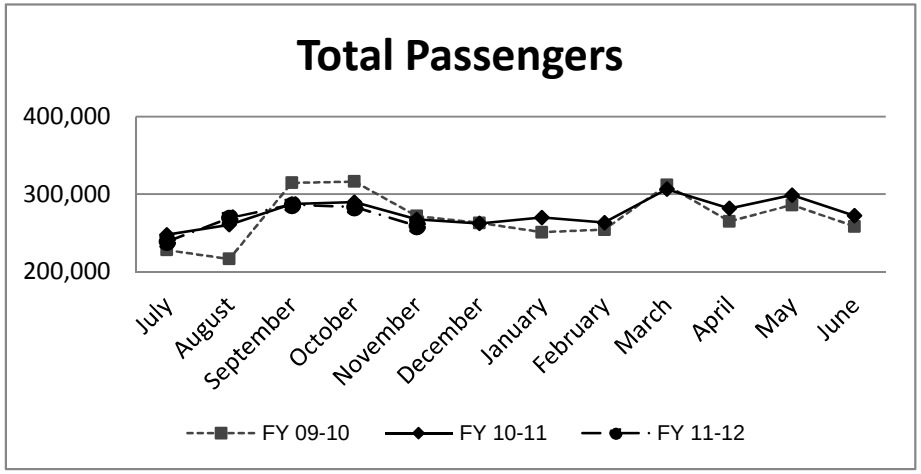
***** *Based on Standards from updated SRTP*

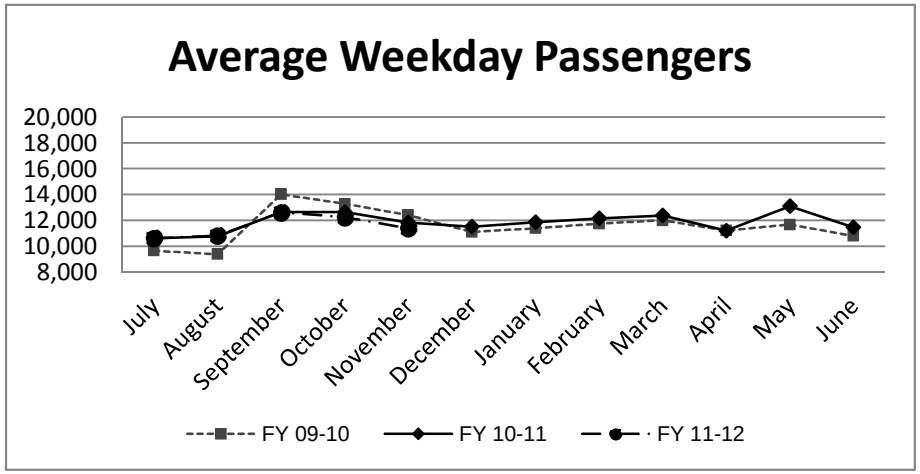
Analysis

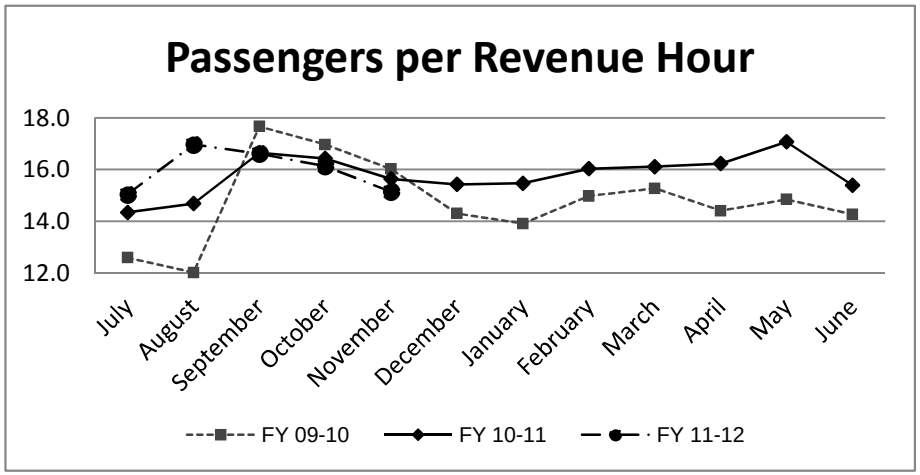
Average weekday ridership is lower in November (11,394 passengers) from October (12,246 passengers). School vacations are a contributing factor for the lower student passenger count. Average ridership this year is slightly lower compared to November of last year (11,835 passengers). Productivity in November is lower to 15.1 passengers per hour from the October level of 16 passengers per hour.

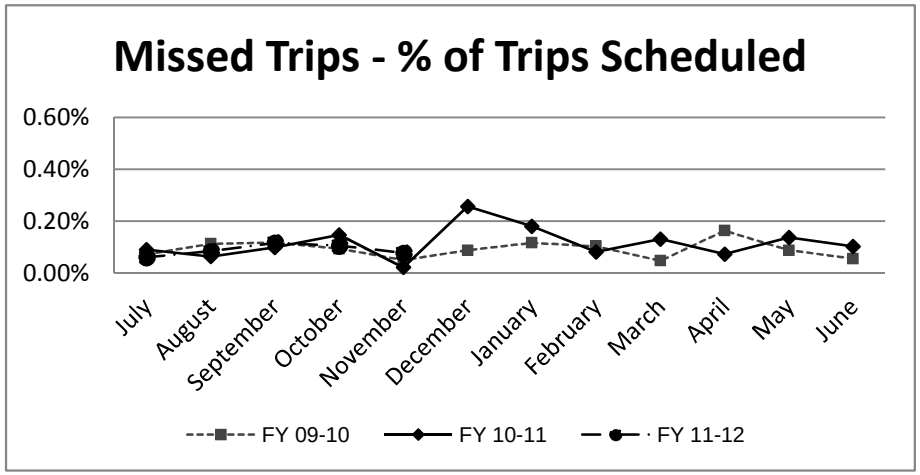
The percentage of missed trips was lower in November (0.08%) when compared to October's 0.11%. The YTD average is 0.09% missed trips.

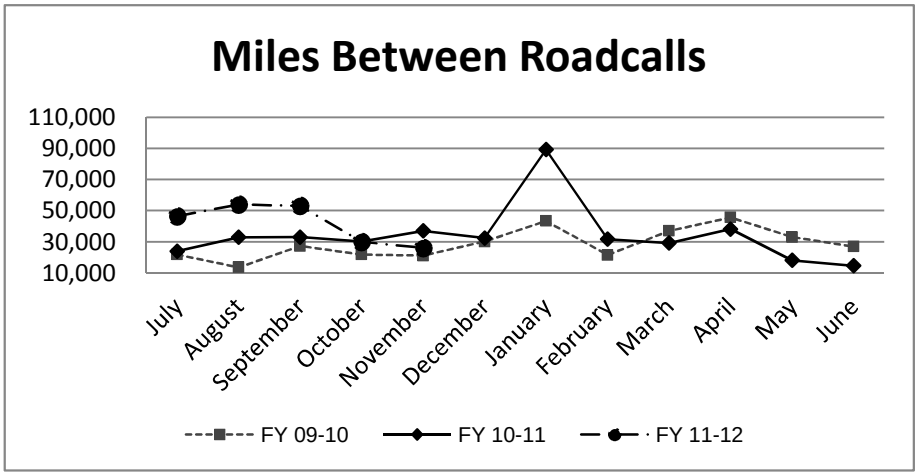
The number of miles between roadcalls was equal to 26,017 miles in November which is lower than the prior month when we experienced 29,899 miles between roadcalls. The year to date average is 31,876 miles between roadcalls.


Total Passengers
400,000
300,000
200,000
July
August
September
October
November
December
January
February
March
April
May
June
FY 09-10
FY 10-11
FY 11-12


Average Weekday Passengers
20,000
18,000
16,000
14,000
12,000
10,000
8,000
July
August
September
October
November
December
January
February
March
April
May
June
FY 09-10
FY 10-11
FY 11-12


Passengers per Revenue Hour
18.0
16.0
14.0
12.0
July
August
September
October
November
December
January
February
March
April
May
June
FY 09-10
FY 10-11
FY 11-12


Missed Trips - % of Trips Scheduled
0.60%
0.40%
0.20%
0.00%
July
August
September
October
November
December
January
February
March
April
May
June
FY 09-10
FY 10-11
FY 11-12


Miles Between Roadcalls
110,000
90,000
70,000
50,000
30,000
10,000
July
August
September
October
November
December
January
February
March
April
May
June
FY 09-10
FY 10-11
FY 11-12

TRANSPORTATION and MAINTANCE
Operation Data Summary

TRANSPORTATION	2010 October	2010 November	2010 December	2011 January	2011 February	2011 March	2011 April	2011 May	2011 June	2011 July	2011 August	2011 September	2011 October	2011 November	13-Month Totals
Number of Buses	131	131	131	131	131	131	131	131	131	121	121	121	121	121	127
Totals Hub Miles	271,831	258,784	259,176	267,614	252,745	291,732	266,823	270,960	262,262	231,807	269,721	264,940	269,092	260,169	3,697,656
Work Days	31	29	30	30	28	31	30	30	30	30	31	29	31	29	419
Revenue Hours	17,608	17,088	16,985	17,430	16,410	18,793	17,344	17,485	17,635	15,865	18,119	17,221	17,566	17,081	242,631
Operator Pay Hours	32,425	30,939	37,371	31,225	28,159	31,195	30,644	31,483	29,272	30,344	31,047	30,692	29,729	29,324	404,526
Number of Operators	163	162	162	165	165	165	162	166	165	165	162	162	162	162	163
Unscheduled Absences	**469**	**497**	**476**	**411**	**311**	**345**	**296**	**314**	**295**	**428**	**286**	**337**	**197**	**303**	**4,965**
FT Protection	74	23	29	45	30	18	20	53	42	60	67	42	34	53	590
Worker Comp.	164	144	164	115	80	82	84	88	90	61	74	82	109	115	1,452
Sick leave	231	330	283	251	201	245	192	173	163	307	145	213	54	135	2,923
Collision Accidents	7	4	8	7	5	8	6	7	5	6	6	7	5	6	87
Passenger Accidents	6	13	11	3	15	19	10	13	6	15	5	9	17	12	154
Total Chargeable Collisions	4	1	2	5	3	4	1	1	4	2	4	3	1	4	39
Chargeable/100K Miles	**1.47**	**0.38**	**0.77**	**1.86**	**1.18**	**1.37**	**0.37**	**0.36**	**1.52**	**0.86**	**1.48**	**1.13**	**0.37**	**1.53**	**1.05**
Number of Trips Scheduled	23,865	23,014	23,042	23,394	22,200	25,240	23,455	23,455	23,503	21,500	23,878	23,255	23,739	23,256	326,796
Number of Trips Missed	35	5	59	42	18	33	17	32	24	13	20	27	25	18	368
Of Trips Scheduled - % Missed	**0.15%**	**0.02%**	**0.26%**	**0.18%**	**0.08%**	**0.13%**	**0.07%**	**0.14%**	**0.10%**	**0.06%**	**0.08%**	**0.12%**	**0.11%**	**0.08%**	**0.11%**
Of Trips Missed - Mechanical	11	2	9	5	14	18	5	15	22	8	6	16	14	13	158
On Time Performance %	93%	86%	94%	97%	95%	97%	95%	93%	94%	93%	93%	91%	90%	95%	93%
MAINTENANCE															
A/C Operative - Avg. %	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Lifts Operative - Ave %	100%	100%	100%	100%	100%	100%	100%	99%	100%	100%	100%	100%	100%	100%	100%
PM Complete on Schedule	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Total Road Calls	10	10	12	5	10	15	10	19	26	7	8	12	9	14	167
Road Calls for Mechanical	9	7	8	3	8	10	7	15	18	5	5	5	6	10	116
Road Calls for Other	**1**	**3**	**4**	**2**	**2**	**5**	**3**	**4**	**8**	**2**	**3**	**7**	**3**	**4**	**51**
Miles Between Mechanical Road Calls															
Bus Numbers															
100 - 199	10,213	12,430	12,372	12,120	10,658	14,016	11,024	12,606	13,156	10,504	10,451	11,933	11,714	10,034	
200 - 299	15,935	26,521	14,141	31,605	31,656	8,026	27,689	29,211	17,089	30,673	32,912	33,165	11,770	28,653	
300 - 399	38,778	36,116	18,990	33,343	8,663	18,262	37,475	16,592	5,601	31,636	12,167	34,484	18,219	20,226	
400 - 499	33,258	30,574	30,446	30,764	26,112	36,547	33,259	35,114	12,787	25,113	31,447	8,414	31,903	30,953	
500 - 519	25,160	24,606	50,933	51,424	22,335	53,301	47,902	7,117	16,015	42,248	51,277	49,334	49,376	23,634	
900 - 939	25,561	78,204	79,192	89,906	84,529	25,028	43,507	45,641	87,974	77,156	90,065	87,870	90,495	23,475	*Bus add - 12/09*
2000 - 2099	17,866	18,114	12,960	12,864	13,372	11,726	13,806	11,722	3,881	14,477	17,068	14,499	13,855	8,910	
9800 - 9809	12,844	7,614	7,013	5,588	7,086	7,403	8,654	7,994	9,806						*Out of Service July 2011*
Fleet Avg.	30,203	36,969	32,397	89,205	31,593	29,173	38,118	18,064	14,570	46,361	53,944	52,988	29,899	26,017	31,876
Maintenance Pay Hours	4,437	4,064	4,008	4,229	3,673	4,196	4,154	4,067	3,897	3,976	4,093	3,744	4,086	4,160	56,784
No. Maint. Employees	25	25	25	24	24	25	26	25	24	25	23	24	22	27	25
Maint. Emps/100K Miles	**9**	**10**	**10**	**9**	**9**	**9**	**10**	**9**	**9**	**11**	**9**	**9**	**8**	**10**	**1**
Unscheduled Absences	0	2	2	2	2	4	5	1	0	1	2	3	1	3	2

Note: Some statistics may not be available (n/a) at this time. These will be brought current in future reports.

MONTHLY BOARDINGS
Operations Data Summary

Fixed Route Boardings		Passengers by Revenue Hrs/Miles			Service Days		Fiscal YTD Comparison Passenger Boardings	
November 2011 - Fixed Route Boardings	258,636	Revenue Hours -	November 11	17,081	Weekdays - November 11	21		
			November 10	17,088	November 10	21	**Fiscal 2012 YTD**	**1,335,844**
Bus Bridge	0	Revenue Miles -	November 11	191,017	Saturdays - November 11	4		
Special Event	0		November 10	190,053	November 10	4	**Fiscal 2011YTD**	**1,351,576**
					Sundays - November 11	4		
					November 10	4		
November 2011 Total Boardings	**258,636**	**Passengers per Mile**		**1.35**	**Total Days - 2011**	**29**	**YTD Trend**	**-1.2%**
November 2010 Total Boardings	**267,216**	**Passengers per Hour**		**15.14**	**2010**	**29**	**Monthly Trend**	**-3.2%**

Route	Destination Information	November 2011 Fixed Route Passenger Total: Weekday	Saturday	Sunday	Total	November 2011 Weekday Average	November 2011 Passengers per Revenue Hour
1	Rossmoor / Shadelands	7,458			**7,458**	355	13.8
2	Rudgear / Walnut Creek	1,265			**1,265**	60	7.2
4	Walnut Creek Downtown Shuttle	18,984	2,164	1,657	**22,805**	904	25.4
4H **	Walnut Creek Extended Holiday Service	82	62		**144**	4	13.0
5	Creekside / Walnut Creek	1,330			**1,330**	63	6.6
6	Lafayette / Moraga / Orinda	9,800	498	506	**10,805**	467	150.3
7	Shadelands / Pleasant Hill / Walnut Creek	4,297			**4,297**	205	6.4
9	DVC / Walnut Creek	11,825			**11,825**	563	13.8
10	Concord / Clayton Rd	20,532			**20,532**	978	25.2
11	Treat Blvd / Oak Grove	6,496			**6,496**	309	17.4
14	Monument Blvd	12,496			**12,496**	595	15.1
15	Treat Boulevard	9,900			**9,900**	471	16.5
16	Alhambra Ave / Monument Blvd	13,536			**13,536**	645	12.4
17	Olivera/Solano / Salvio / North Concord	4,266			**4,266**	203	10.9
18	Amtrak / Merello / Pleasant Hill	9,040			**9,040**	430	13.8
19	Amtrak / Pacheco Blvd / Concord	2,746			**2,746**	131	9.5
20	DVC / Concord	24,240			**24,240**	1,154	25.6
21	Walnut Creek / San Ramon Transit Center	12,355			**12,355**	588	12.4
25	Lafayette / Walnut Creek	1,175			**1,175**	56	4.9
28	North Concord / Martinez	6,248			**6,248**	298	9.9
35	Dougherty Valley	7,024			**7,024**	334	10.3
36	San Ramon / Dublin	4,783			**4,783**	228	8.5
91X	Concord Commuter Express	702			**702**	33	9.3
92X	Ace Shuttle Express	3,897			**3,897**	186	23.3
93X	Kirker Pass Express	4,163			**4,163**	198	16.3
95X	San Ramon / Danville Express	3,419			**3,419**	163	16.2
96X	Bishop Ranch Express	9,476			**9,476**	451	14.3
97X	Bishop Ranch Express	1,724			**1,724**	82	8.3
98X	Martinez Express	6,721			**6,721**	320	12.1
250 *	Gael Rail Service	115	119	79	**313**	16	5.7
260 *	Cal State East Bay / Concord Bart	72			**72**	4	1.1
301	Rossmoor / John Muir Medical Center		288	151	**439**	0	12.3
310	Concord Bart / Clayton Rd / Kirker Pass		1,627	1,190	**2,817**	0	52.3
311	Concord / Oak Grove / Treat Blvd / WC		800	626	**1,426**	0	23.6
314	Clayton Rd / Monument Blvd / PH		2,444	1,748	**4,192**	0	38.4
315	Concord / Willow Pass / Landana		330	212	**542**	0	20.3
316	Alhambra / Merello / Pleasant Hill		1,199	750	**1,949**	0	28.0
320	DVC / Concord		771	543	**1,314**	0	25.8
321	San Ramon / Walnut Creek		890	716	**1,606**	0	23.0
600's	Select Service	19,100			**19,100**	910	29.4
	TOTALS	**239,266**	**11,191**	**8,179**	**258,636**	**11,394**	**15.1**

** Data from Link* *** Seasonal Route*

Operations Data Summary

NOVEMBER 2011 PRODUCTIVITY

(sorted by Pass / Rev Hr - decending order)

Route	Destination Information	Total	Wkday Avg	Passenger / Rev Hr
6	Lafayette / Moraga / Orinda / Orinda Village	**10,805**	467	150
310	Concord Bart / Clayton Rd / Kirker Pass	**2,817**	0	52
314	Clayton Rd / Monument Blvd / Pleasant Hill	**4,192**	0	38
600's	Select Service	**19,100**	910	29
316	Alhambra / Merello / Pleasant Hill	**1,949**	0	28
320	DVC / Concord	**1,314**	0	26
20	DVC / Concord	**24,240**	1,154	26
4	Walnut Creek Downtown Shuttle	**22,805**	904	25
10	Concord / Clayton Rd	**20,532**	978	25
311	Concord / Oak Grove / Treat Blvd / Walnut Creek	**1,426**	0	24
92X	Ace Shuttle Express	**3,897**	186	23
321	San Ramon / Walnut Creek	**1,606**	0	23
315	Concord / Willow Pass / Landana	**542**	0	20
11	Treat Blvd / Oak Grove	**6,496**	309	17
15	Treat Boulevard	**9,900**	471	17
93X	Kirker Pass Express	**4,163**	198	16
95X	San Ramon / Danville Express	**3,419**	163	16
14	Monument Blvd	**12,496**	595	15
96X	Bishop Ranch Express	**9,476**	451	14
18	Amtrak / Merello / Pleasant Hill	**9,040**	430	14
1	Rossmoor / Shadelands	**7,458**	355	14
9	DVC / Walnut Creek	**11,825**	563	14
4H **	Walnut Creek Extended Holiday Service	**144**	4	13
21	Walnut Creek / San Ramon Transit Center	**12,355**	588	12
16	Alhambra Ave / Monument Blvd	**13,536**	645	12
301	Rossmoor / John Muir Medical Center	**439**	0	12
98X	Martinez Express	**6,721**	320	12
17	Olivera/Solano / Salvio / North Concord	**4,266**	203	11
35	Dougherty Valley	**7,024**	334	10
28	North Concord / Martinez	**6,248**	298	10
19	Amtrak / Pacheco Blvd / Concord	**2,746**	131	9
91X	Concord Commuter Express	**702**	33	9
36	San Ramon / Dublin	**4,783**	228	9
97X	Bishop Ranch Express	**1,724**	82	8
2	Rudgear / Walnut Creek	**1,265**	60	7
5	Creekside / Walnut Creek	**1,330**	63	7
7	Shadelands / Pleasant Hill / Walnut Creek	**4,297**	205	6
250 *	Gael Rail Service	**313**	16	6
25	Lafayette / Walnut Creek	**1,175**	56	5
260 *	Cal State East Bay / Concord Bart	**72**	4	1

NOTE: * Data comes from Link Operators ** These are seasonal routes

Operations Data Summary

AVERAGE WEEKDAY BOARDINGS TREND

Route	Destination Information	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11	Aug-11	Sep-11	Oct-11	Nov-11
1	Rossmoor / Shadelands	373	381	386	385	376	422	399	393	393	365	368	361	355
2	Rudgear / Walnut Creek	53	49	77	70	66	67	68	56	62	61	64	70	60
4	Walnut Creek Downtown Shuttle	956	973	879	872	863	920	909	948	993	949	960	905	904
4H **	Walnut Creek Extended Holiday Shuttle	35	48											4
5	Creekside / Walnut Creek	79	76	72	70	75	76	76	76	73	65	70	73	63
6	Lafayette / Moraga / Orinda	400	383	396	408	418	375	406	307	308	325	513	498	467
7	Shadelands / Pleasant Hill / Walnut Creek	217	208	229	223	216	220	226	231	233	224	217	210	205
9	DVC / Walnut Creek	589	567	571	595	625	591	679	658	589	610	602	602	563
10	Concord / Clayton Rd	970	940	994	1,005	1,001	1,046	1,112	1,034	948	941	1,079	1,046	978
11	Treat Blvd / Oak Grove	293	285	308	315	340	329	345	273	254	272	330	307	309
14	Monument Blvd	651	657	678	633	644	644	714	661	661	586	639	635	595
15	Treat Boulevard	497	486	481	532	563	557	589	488	462	420	519	502	471
16	Alhambra Ave / Monument Blvd	701	680	690	703	720	738	865	842	745	678	745	711	645
17	Olivera/Solano / Salvio / North Concord	296	291	287	287	294	275	285	243	248	228	247	228	203
18	Amtrak / Merello / Pleasant Hill	458	417	411	455	446	450	474	418	402	428	490	469	430
19	Amtrak / Pacheco Blvd / Concord	129	134	143	146	135	151	161	146	153	148	153	147	131
20	DVC / Concord	1,189	1,108	1,029	1,211	1,215	1,135	1,270	1,108	1,037	1,155	1,242	1,205	1,154
21	Walnut Creek / San Ramon Transit Center	616	616	604	603	620	629	695	656	598	571	633	626	588
25	Lafayette / Walnut Creek	47	38	55	46	45	49	52	53	54	47	54	56	56
28	North Concord / Martinez	316	274	304	332	332	287	324	302	271	294	323	287	298
35	Dougherty Valley	353	352	372	372	380	384	401	356	341	313	377	350	334
36	San Ramon / Dublin	260	257	259	257	255	262	263	249	244	227	261	274	228
91X	Concord Commuter Express	40	41	39	41	37	43	43	44	43	41	40	34	33
92X	Ace Shuttle Express	171	161	190	186	195	184	186	204	181	188	189	177	186
93X	Kirker Pass Express	175	194	181	184	224	223	217	202	178	196	198	207	198
95X	San Ramon / Danville Express	153	153	174	169	197	182	185	177	169	163	177	176	163
96X	Bishop Ranch Express	425	453	492	488	503	495	495	514	502	462	477	483	451
97X	Bishop Ranch Express	84	83	94	91	108	102	114	95	110	103	107	98	82
98X	Martinez Express	381	362	318	329	342	352	360	338	329	322	338	340	320
250 *	St Mary's College Gael Rail Shuttle	5	7	7	6	7	8	9			3	15	14	16
260 *	Cal State East Bay / Concord Bart												5	4
600's	Select Service	957	848	1,144	1,150	1,148	1,087	1,180	400	41	443	1,194	1,161	910
	TOTALS	**11,835**	**11,516**	**11,860**	**12,160**	**12,387**	**12,279**	**13,095**	**11,469**	**10,625**	**10,825**	**12,615**	**12,246**	**11,394**

NOTE: * Data comes from Link Operators ** These are seasonal routes

Operations Data Summary

AVERAGE WEEKEND BOARDINGS TREND

Route	Destination Information	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
	SATURDAY	*4 Days*	*5 Days*	*4 Days*	*4 Days*	*4 Days*	*5 Days*	*4 Days*	*4 Days*	*5 Days*
4	Walnut Creek Downtown Shuttle	542	574	571	533	473	600	540	513	568
4H **	Walnut Creek Extended Holiday Shuttle	12	61							
6	Lafayette / Moraga / Orinda	128	66	120	128	154	145	136	101	93
250 *	St Mary's College Gael Rail Shuttle	23	8	22	24	22	14	13		
301	Rossmoor / John Muir Medical Center	87	59	91	79	81	97	79	82	112
310	Concord Bart / Clayton Rd / Kirker Pass									0
311	Concord / Oak Grove / Treat Blvd / WC	226	208	201	191	182	218	236	218	229
314	Clayton Rd / Monument Blvd / PH	979	935	957	1,003	942	1,142	1,145	1,078	1,139
315	Concord / Willow Pass / Landana	56	53	73	82	82	93	79	57	78
316	Alhambra / Merello / Pleasant Hill	297	275	309	293	279	332	349	287	331
320	DVC / Concord	152	113	164	209	193	224	237	221	277
321	San Ramon / Walnut Creek	258	230	283	250	260	278	272	238	267
	TOTALS	**2,760**	**2,582**	**2,791**	**2,793**	**2,667**	**3,142**	**3,087**	**2,796**	**3,094**

Route	Destination Information	Nov-10	Dec-10	Jan-11	Feb-11	Mar-11	Apr-11	May-11	Jun-11	Jul-11
	SUNDAY	*4 Days*	*4 Days*	*5 Days*	*4 Days*	*4 Days*	*4 Days*	*5 Days*	*4 Days*	*5 Days*
4	Walnut Creek Downtown Shuttle	413	350	394	483	356	341	422	402	416
6	Lafayette / Moraga / Orinda	89	52	76	91	69	87	96	49	63
250 *	St Mary's College Gael Rail Shuttle	19	5	11	17	7	8	7		
301	Rossmoor / John Muir Medical Center	73	66	35	73	58	58	63	62	59
310	Concord Bart / Clayton Rd / Kirker Pass									
311	Concord / Oak Grove / Treat Blvd / WC	153	152	132	153	141	131	169	163	181
314	Clayton Rd / Monument Blvd / PH	668	695	687	766	633	763	807	767	770
315	Concord / Willow Pass / Landana	46	32	58	68	46	67	55	44	80
316	Alhambra / Merello / Pleasant Hill	195	177	203	212	202	197	265	215	227
320	DVC / Concord	94	114	125	142	128	142	148	138	141
321	San Ramon / Walnut Creek	159	177	159	184	164	176	205	178	187
	TOTALS	**1,909**	**1,817**	**1,879**	**2,190**	**1,805**	**1,971**	**2,237**	**2,017**	**2,123**

NOTE: * Data comes from Link Operators ** These are seasonal routes

Route Description Summary

Route #	Description
1	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center, N Wiget Ln, Shadelands Office Park
2	Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Miguel Dr, N & S California Blvd, BART Walnut Creek
4	BART Walnut Creek, N California Blvd, Locust St, Mt Diablo Blvd, Broadway Plaza, S Main St, Pringle Ave
4H	Walnut Creek Extended Holiday Service (November 27 thru December 31)
5	BART Walnut Creek, Rivieria Ave, Parkside Dr, N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, S Main St, Creekside Dr
6	BART Orinda, Orinda Village, Orinda Wy, Moraga Wy, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
7	BART Pleasant Hill, Treat Blvd, Bancroft Rd, Ygnacio Valley Rd, Shadelands Office Park, Marchbanks, BART Walnut Creek, Riviera Ave, Buena Vista, Geary Rd
9	DVC, Contra Costa Blvd, Ellinwood Wy, JFK University, Gregory Ln, Cleaveland Rd, Boyd Rd, W Hookston Rd, Patterson Blvd, Oak Park Blvd, Coggins Dr, BART Pleasant Hill, N Main St, N California Blvd, BART Walnut Creek
10	BART Concord, Clayton Rd, Center St, Marsh Creek Rd
11	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
14	BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
15	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd, Treat Blvd, BART Pleasant Hill, C Rd, N Civic Dr, Ygnacio Valley Rd, BART Walnut Creek
16	BART Concord, Oak St, Galindo St, Monument Blvd, Crescent Plaza, Cleaveland Rd, Gregory Ln, Pleasant Hill Rd, Alhambra Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
17	BART Concord, Grant St, East St, Solano Wy, Olivera Rd, Port Chicago Highway, BART North Concord
18	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Pleasant Hill Rd, Taylor Blvd, Morello Ave, Viking Dr, Contra Costa Blvd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Rd, Arnold Dr, Morello, Pacheco Blvd, Martinez Amtrak
19	BART Concord, Galindo St, Concord Ave, Bisso Ln, Stanwell Dr, John Glenn Dr, Galaxy Wy, Diamond Blvd, Contra Costa Blvd, Pacheco Blvd, Martinez Amtrak
20	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Sun Valley Blvd, Golf Club Rd, DVC
21	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Danville Park & Ride, Camino Ramon, Fostoria Wy, San Ramon Transit Center
25	BART Lafayette, Mt Diablo Blvd, Highway 24, Highway 680, BART Walnut Creek
28	BART North Concord, Port Chicago Highway, Bates Ave, Commercial Cir, Pike Ln, Arnold Industrial Wy, Marsh Dr, Contra Costa Blvd, Chilpancinc Pkwy, Old Quarry Rd, DVC, Highway 680, Highway 4, Center Ave, VA Clinic, Howe Rd, Pacheco Blvd, Martinez Amtrak
35	BART Dublin, Dublin Blvd, Dougherty Rd, Bollinger Canyon Rd, E Branch Pkwy, Windemere Pkwy, Sunset Dr, Bishop Dr, Executive Pkwy, San Ramon Transit Center
36	BART Dublin, Dublin Blvd, Village Pkwy, Alcosta Blvd, Fircrest Ln, San Ramon Valley Blvd, Tareyton Ave, Bollinger Canyon Rd, Crow Canyon Rd Executive Pkwy, San Ramon Transit Center
91X	BART Concord, Galindo St, Concord Ave, John Glenn Dr, Galaxy Wy, Chevron, Diamond Blvd, Willow Pass Rd, Gateway Blvd, Clayton Rd, Oak St
92X	Shadelands Office Park, Ygnacio Valley Rd, Highway 680, Danville Park & Ride, Crow Canyon Rd, Bishop Ranch 15, San Ramon Transit Center, Camino Ramon, ATT, Sunset Dr, Chevron, Ace Train Station Pleasanton
93X	BART Walnut Creek, Ygnacio Valley Rd, Shadelands Office Park, Oak Grove Rd, Kirker Pass Rode, Railroad Ave, Buchanan Rd, Somersville Rd, Fairview Dr, Delta Fair Blvd, Highway 4, Hillcrest Park & Ride
95X	BART Walnut Creek, Highway 680, Crow Canyon Pl, Fostoria Wy, Camino Ramon, San Ramon Transit Center

Route Description Summary

Route #	Description
96X	BART Walnut Creek, Highway 680, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15, Annab Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
97X	BART Dublin, Highway 680, Highway 580, Chevron, Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 6, San Ramon Transit Center, Bishop Ranch 15 Annabel Ln, Bishop Ranch 8, Bishop Dr, Sunset Dr
98X	BART Walnut Creek, N Main St, Highway 680, Sun Valley Blvd, Contra Costa Blvd, Concord Ave, Diamond Blvd., Highway 680, Highway 4, Alham Ave, Berrellesa St, Escobar St, Court St, Martinez Amtrak
250	St Mary's College, St Marys Rd, Moraga Rd, Mt Diablo Blvd, BART Lafayette
260	Cal State, East Bay, Concord Bart
301	Rossmoor Shopping Center, Tice Valley Blvd, Boulevard Wy, Oakland Blvd, Trinity Ave , BART Walnut Creek, Ygnacio Valley, Montego, John Muir Medical Center
310	Concord Bart, Clayton Rd, Kirker Pass
311	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, BART Pleasant Hill
314	Ayers Rd, Concord Blvd, Kirker Pass Rd, Clayton Rd, BART Concord, Oak St, Laguna St, Detroit Ave, Monument Blvd, Mohr Ln, David Ave, Cresce Plaza, Cleaveland Rd, Gregory Ln, Contra Costa Blvd, DVC
315	BART Concord, Port Chicago Highway, Salvio St, Parkside Dr, Willow Pass Rd, Landana Dr, West St, Clayton Rd
316	BART Pleasant Hill, Oak Rd, Buskirk Ave, Crescent Plaza, Gregory Ln, Contra Costa Blvd, Golf Club Rd, DVC, Old Quarry Rd, Pacheco Blvd, Muir Arnold Dr, Pacheco Blvd, Morrelo Ave, Martinez Amtrak, Berrellesa St, Alhambra Ave
320	BART Concord, Grant St, Concord Blvd, Clayton Rd, Gateway Blvd, Willow Pass Rd, Diamond Blvd, Concord Ave, Chilpancinco Pkwy, Old Quarry DVC
321	BART Walnut Creek, N & S California Blvd, Newell Ave, S Main St, Danville Blvd, Railroad Ave, San Ramon Valley Blvd, Camino Ramon, Fostoria Wy, San Ramon Transit Center- Shops at BR.
601	N Civic Dr, Parkside Dr, Riveria Ave, BART Walnut Creek, Trinity Ave, Oakland Blvd, Boulevard Wy, Tice Valley Blvd, Meadow Rd, Castle Hill Rd Danville Blvd, Hillgrade Ave,, Crest Ave, Rossmoor Shopping Center
602	Walnut Blvd, Oro Valley Cir, Mountain View Blvd, Rudgear Rd, Stewart Ave, Trotter Wy, Dapplegray Rd, Palmer Rd, Mountain View Blvd, San Mig Dr, N & S California Blvd, BART Walnut Creek
603	Camino Pablo, Moraga Rd, St Marys Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
605	N Civic Dr, N Broadway, Lincoln Ave, Mt Pisgah St, Newell Ave, Lilac Dr, S Main St, Creekside Dr
606	BART Orinda, Orinda Wy, Miner Rd, Honey Hill Rd, Via Las Cruces, Saint Stephens Dr, Orinda Woods Dr, Moraga Wy, Ivy Dr, Moraga Rd, St Mary Rd, St Mary's College, Mt Diablo Blvd, BART Lafayette
608	VA Clinic, Center Ave, Pacheco Blvd, Contra Costa Blvd, Chilpancinco Pkwy, Old Quarry Rd, DVC
609	BART Walnut Creek, Ygnacio Valley Rd, Marchbanks Dr, Walnut Ave
610	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirkwood Dr, Oakhurst Dr, Center St, Marsh Creek Rd, Mountaire Pkwy, Mountaire Cir
611	BART Concord, Port Chicago Highway, Salvio St, Mira Vista Terrace, Fry Wy, Clayton Rd, Market St, Meadow Ln, Oak Grove Rd, Treat Blvd, Bancr Rd, Minert Rd
612	BART Concord, Clayton Rd, Ayers Rd, Concord Blvd, Kirker Pass Rd, Washington Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr, Michig Blvd
613	Minert Rd, Oak Grove Rd, Monument Blvd, Detroit Ave, Laguna St, Oak St, BART Concord
614	BART Concord, Clayton Rd, Michigan Blvd, Pennsylvania Blvd, Pine Hollow Rd, El Camino Dr
615	Concord Blvd, Landana Dr., Willow Pass Rd., Parkside Dr., Salvio St., East St., clayton Rd., Oakland Ave., Mount Diablo St., BART Concord
616	Treat Blvd, Bancroft Rd, Minert Rd, Oak Grove Rd, Monument Blvd, San Miguel Rd, Galindo St, Oak St, BART Concord

Route Description Summary

Route #	Description
619	Minert Rd, Oak Grove Rd, Monument Blvd, Mohr Ln, David Ave, Bancroft Rd, Treat Blvd, BART Pleasant Hill
622	Pine Valley Rd, Broadmoor Dr, Montevideo Dr, Alcosta Blvd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara
623	Danville Blvd, Stone Valley Rd, Green Valley Rd, Diablo Rd, Hartz Ave, San Ramon Valley Blvd, Sycamore Valley Rd, Camino Tassajara, Tassajara Ranch Rd, Crow Canyon Rd, Anabel Ln
625	Rossmoor Shopping Center, Tice Valley Blvd, Olympic Blvd, Pleasant Hill Rd, Acalanes Ave, Stanley Blvd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
626	St Mary's College, St Marys Rd, Rohrer Dr, Moraga Rd, Mt Diablo Blvd, BART Lafayette, Happy Valley Rd, Upper Happy Valley Rd, El Nido Ranch Rd, Hidden Valley Rd, Acalanes Rd
627	BART North Concord, Port Chicago Highway, Bates Ave, Mason Cir
635	Bollinger Canyon Rd, Dougherty Rd, Crow Canyon Rd, Tassajara Ranch Rd, Camino Tassajara, Lusitano St, Charbray St
636	San Ramon Transit Center, Executive Pkwy, Crow Canyon Rd, Bollinger Canyon Rd, San Ramon Valley Blvd, Broadmoor Dr, Alcosta Blvd, Fircrest Village Pkwy, Dublin Blvd, BART Dublin

CCCTA LINK
MONTHLY OPERATING SUMMARY
NOVEMBER FY11/12

	SUMMARY	NOVEMBER FY 10/11	NOVEMBER FY 11/12	YTD FY 10/11	YTD FY 11/12
1	TOTAL CLIENTS	12,174	12,032	63,452	62,607
2	TOTAL ATTENDANTS	904	1,003	5,450	4,984
3	TOTAL COMPANIONS	65	67	300	395
4	TOTAL PASSENGERS	13,143	13,102	69,202	67,986
5	TOTAL SERVICE DAYS	29	29	152	148
6	VEHICLE REVENUE HOURS	6,552	6,382	34,486	32,881
7	VEHICLE SERVICE HOURS	7,968	7,883	41,870	40,266
8	VEHICLE NON REV HOURS	1,417	1,502	7,384	7,387
9	VEHICLE SERVICE MILES	123,165	119,522	654,860	628,996
10	VEHICLE REVENUE MILES	103,228	102,541	539,213	528,347
11	VEHICLE NON REV MILES	22,483	20,856	115,488	108,399
12	PASS. PER REVENUE HOUR	2.01	2.05	2.01	2.07
13	CLIENT PER REVENUE HOUR	1.86	1.89	1.84	1.90
14	PASS. PER SERVICE HOUR	1.65	1.66	1.65	1.69
15	PASS. PER SERVICE MILE	0.11	0.11	0.11	0.11
16	PASS. PER REVENUE MILE	0.13	0.13	0.13	0.13
17	TOTAL TRANSFER TRIPS	1,023	901	5,569	4,750
18	SAME DAY TRIPS	255	224	1,110	1,221
19	SUBSCRIPTION TRIPS	8,351	7,723	41,965	40,381
20	DEMAND	3,743	4,186	20,866	21,731
21	FAREBOX REVENUE	$13,910.00	$12,416.00	$72,778.50	$67,951.00
22	PREPAID CLIENTS	$26,484.00	$10,192.00	$134,666.50	$57,193.00
23	COLLECTED BILLING	$8,333.00	$18,186.00	$30,559.00	$119,940.00
24	TOTAL REVENUE COLLECTED	$48,727.00	$40,794.00	$238,004.00	$245,084.00
25	CHARGEABLE ACCIDENTS	0	0	0	2
26	SERVICE COMPLAINTS	0	0	0	3
27	SERVICE COMMENDATIONS	0	2	0	6
28	SERVICE DENIALS	0	0	0	0
29	ROAD CALLS	2	1	16	13
30	DRIVER TURNOVER	0.0	2	2.90	5
31	SCHEDULE ADHERENCE	95%	92%	94.3%	96%
32	WHEELCHAIR BOARDING'S	3,206	3,349	16,692	17,210
33	W/C LIFT AVAILABILITY	100%	100%	100%	100%
34	REGISTERED CLIENTS	9,630	9,442	N/A	N/A
35	UNDUPLICATED CLIENTS	1,098	1,040	N/A	N/A
36	NO-SHOWS	43	69	412	267
37	CANCELS	1,782	1,844	9,445	9,768
38	AVG. TRIP LENGTH (MILES)	9.4	9.1	9.5	9.3
39	AVG. SM BUSES IN SERVICE	3	8	3	8
40	AVG. BUSES IN SERVICE	48	55	48	55
41	TOTAL FUEL/GALLONS	16,411	16,227	91,728.5	89,042
42	FLEET M.P.G.	7.5	7.4	7.1	7.1