

FCMA Public Transportation Strategic Service Evaluation Project

Performance Evaluation

Task No. 1.1

Prepared for:



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Introduction

This report is an assessment of the performance of transit routes in the cities of Fresno and Clovis. Its primary objective is to evaluate transit routes based on well-established measures of transit service efficiency. This analysis helps identify routes that perform below average in terms of their productive hours of operation (revenue hours) as well as identifies the most and least efficient portions of individual routes (in terms of balancing bus capacity with passenger loads).

The automatic passenger counting system installed on approximately 75% of the FAX fixed route fleet, provides large amounts of data that, when paired with automatic vehicle locator (AVL) system, provides a robust set of data to analyze the geographic and temporal performance of the system.

A revenue/vehicle hours analysis provides one view of the relative performance of transit routes within an entire transit system in terms of operational efficiency. To provide a more robust analysis, this analysis is coupled with a systemwide analysis of passenger loads. Such an analysis measures the number of passengers on a route at any given time relative to the capacity of a bus. Peak bus loads near the capacity of an individual bus are indicative of a route that is well utilized – another measure of efficiency. However, passenger loads significantly higher or lower than capacity indicate an inefficient service.

This report also includes a mapping of passenger activity (ons and offs) of each bus stop in the FAX system for average weekdays, Saturdays and Sundays. These maps provide a visual reference of the most and least active areas on the system.

An appendix is included with this report that provides an analysis of the percent of stops not served within each route. Identifying underutilized stops within each route can help to identify inefficiencies within the transit network.

FAX Route Efficiency Performance Indicators – Weekday

One measure of transit service efficiency is the revenue/vehicle hours ratio. This ratio measures the percentage of time that a transit vehicle serves passengers (and collects revenue). A higher ratio is indicative of a route with more efficiently deployed service – as the bus spends more time serving passengers and less time deadheading, at layovers, or driving to and from its bus storage/maintenance facility. A lower ratio suggests routes that could benefit from scheduling or operational changes to reduce deadheading and non-revenue operation. Routes 32, 30, and 26 have the three highest revenue/vehicle hour ratios, respectively, and exceed the systemwide average ratio of 89.5 percent. Conversely, Routes 35, 9, and 33 are the least efficient routes in terms of their revenue/vehicle ratios, performing below the systemwide average ratio. Fifty seven percent of FAX routes perform below the system average on weekdays.

Table 1 shows the three highest and lowest performing routes in terms of revenue/vehicle hours ratio for the entire FAX system.

Table 1: Highest and Least Efficient FAX Routes by Revenue/Vehicle Hour (Weekday)

Route	Revenue/Vehicle Hours Ratio	Revenue/Vehicle Hour +/- Average
Route 32	94.8%	5.4%
Route 30	93.4%	3.9%
Route 26	92.9%	3.4%
Systemwide Average	89.5	
Route 35	86.8%	-2.7%
Route 9	86.5%	-3.0%
Route 33	82.1%	-7.4%

FAX Route Efficiency Performance Indicators – Weekend

The relative performance of FAX routes revenue hours/vehicle hours changes minimally from weekdays to weekends. Routes 32, 20 and 38 have the highest revenue/vehicle hours ratios and are above the average ratio. The three least efficient routes are the same as for weekdays, as Routes 35, 9, and 33 have the lowest ratio out all of the routes.

To improve efficiency of the revenue/vehicle hour ratio, some service changes can be explored such as interlining, removing interlining, changes in route, examination of layover per route. These measures help inform the development of network alternatives in Task 2.

Stageline Route Efficiency Performance Indicators – Weekday

Table 2 displays the operating efficiency of Stageline routes as measured by their respective revenue/vehicle ratios. Based on a systemwide ratio of 77.3 percent, Routes 10 and 50 perform above the system average. However, determining the efficiency of these routes is difficult because the system average is based on a limited amount of routes, two of which primarily operate only for a small number of hours per day. This skews the average to a much lower number of hours. If Routes 10 and 50 are compared to an average ratio two routes, they operate almost equally efficient. Efficiency of these routes may be more effectively determined by comparing this data with their performance in a load factor analysis.

Table 2: Stageline Route Efficiency Performance Indicators Weekday

Route	Revenue Hours	Vehicle (Platform) Hours	Revenue/Vehicle Hours Ratio	Revenue/Vehicle Hour +/- Average
Route 10	37.1	49.3	12.2	5.25
Route 50	36.7	48.5	11.8	4.85
Route 70	5.3	7.1	1.8	-5.15
Route 80	4.7	6.7	2.0	-4.95
Total	83.8	111.6		
Average			6.95	

FAX Passenger Load Summary - Systemwide

Based on a baseline average of max load factors for all weekday-operating FAX routes, about 57 percent of all routes exceed the systemwide average max load factor (130 percent). Routes 38, 26, 41 have the highest average max load factors, ranging from 159 percent to 223 percent. These routes, on average, are more highly patronized than all other routes in the system, which is one indicator of service efficiency. Routes 35, 33, and 58 are the least efficient routes in the system in terms of max load factors, ranging from 11 to 38 percent. This indicates that these routes are not well-utilized, since even the runs with highest loads fare well below the systemwide average. While some individual runs within a route may have load factors that are higher than those in higher ranking routes, these rankings are based on an average of the top three max load factors by route. Table 3 shows the three highest performing runs for each route in terms of peak passenger loads for the entire FAX system. The routes in the ranking column highlighted in red indicate routes that perform below the systemwide average max load factor.

Table 3: Route Performance by Peak Load Averages - Weekday

Rank (avg. of top 3 highest loads per route)	Route	Time	Direction	Peak Load Location	Average Max Load	Max Load Factor
1	Route 38	6:35 AM	North	B Shelter	87	223%
	Route 38	2:46 PM	South	Blackstone – El Paso	67	172%
	Route 38	2:26 PM	South	Blackstone – El Paso	67	172%
2	Route 26	1:35 PM	South	Nees – Blackstone	73	187%
	Route 26	5:50 AM	North	Shields - Brawley	70	179%
	Route 26	6:20 AM	North	Shields - Brawley	58	149%
3	Route 41	2:35 PM	North	Grand - Harding	72	185%
	Route 41	2:05 PM	North	Grand - Harding	64	164%
	Route 41	7:05 AM	South	Marks - Shaw	62	159%
4	Route 34	6:40 AM	North	Jensen – Cherry	67	172%
	Route 34	2:27 PM	South	First - Nees	63	162%
	Route 34	2:47 PM	South	First - Nees	62	159%
5	Route 9	6:40 AM	South	Brawley - Shields	65	167%
	Route 9	3:10 PM	North	Shaw/Cole	60	154%
	Route 9	2:08 PM	South	Brawley - Shields	59	151%
6	Route 30	3:04 PM	North	SE Crystal - Kearney	59	151%
	Route 30	11:52 AM	South	SW Blackstone - Nees	58	149%
	Route 30	12:24 PM	North	SE Crystal - Kearney	56	144%
7	Route 28	6:05 AM	South	NW Shaw - Cedar	58	149%
	Route 28	12:32 PM	South	Willow – Shaw	56	144%
	Route 28	8:30 AM	North	Kings Canyon - Winery	53	136%
8	Route 20	7:40 AM	South	Brawley - Walmart	54	138%
	Route 20	2:55 PM	North	L Shelter	53	136%
	Route 20	7:10 AM	South	Brawley - Walmart	52	133%
Average Max Load and Average Max Load Factor (all routes)					50	130%
9	Route 45	2:40 PM	North	Herndon - Milburn	58	149%
	Route 45	1:40 PM	North	Herndon - Milburn	47	121%
	Route 45	6:40 AM	North	Herndon - Milburn	40	103%
10	Route 32	1:58 PM	South	El Paso EB	48	123%
	Route 32	2:24 PM	North	North - Elm	47	121%

Rank (avg. of top 3 highest loads per route)	Route	Time	Direction	Peak Load Location	Average Max Load	Max Load Factor
	Route 32	11:54 AM	North	North - Elm	46	118%
11	Route 22	3:05 PM	South	West - Bullard	55	151%
	Route 22	8:05 AM	South	West - Bullard	42	108%
	Route 22	10:35 AM	South	West - Bullard	40	103%
12	Route 35	3:00 PM	North	Belmont - Clovis	38	97%
	Route 35	12:45 PM	South	NE Marks - Olive	35	90%
	Route 35	4:30 PM	North	Belmont - Clovis	32	82%
13	Route 33	8:30 AM	North	Maple - Butler	30	77%
	Route 33	7:30 AM	North	Maple - Butler	21	54%
	Route 33	12:30 PM	South	Belmont - Delno	19	49%
14	Route 58	8:02 AM	North	Champlain - Perrin	22	56%
	Route 58	7:32 AM	South	Maulpin - Peck	11	28%
	Route 58	6:32 AM	South	Maulpin - Peck	11	28%

FAX Estimated Average Weekday Boardings

Table 4 shows the estimated average boardings per hour by route and run. The number of boardings shown were calculated by taking the sum of their weekday "OnProj" boarding numbers (projected number of boardings based on actual boarding accounting for additional boardings on buses without APC equipment) by route and run, and divided those summed monthly boarding figures by 20 (weekdays/month) to get an approximate figure for projected daily boardings. To get to approximate hourly boarding, revenue hours were divided by route by the number of runs per route (to get "hours per run"). "Daily boardings" were then divided by the "hours per run" to get to the final figure, approximate "boardings per hour." The numbers in Table 4 can be read as "estimated average weekday boardings." The routes with below average boardings are highlighted in red.

Table 4: Estimated Average Weekday Boardings Per Hour by Route and Run

ROUTE	RUNDESC	Estimated Boardings Per Hour
9	BRAWLEY - SHIELDS 05:40	26
9	BRAWLEY - SHIELDS 06:10	33
9	BRAWLEY - SHIELDS 06:40	70
9	BRAWLEY - SHIELDS 07:08	53
9	BRAWLEY - SHIELDS 07:38	52
9	BRAWLEY - SHIELDS 08:08	62
9	BRAWLEY - SHIELDS 08:38	41
9	BRAWLEY - SHIELDS 09:08	53
9	BRAWLEY - SHIELDS 09:38	53
9	BRAWLEY - SHIELDS 10:08	59
9	BRAWLEY - SHIELDS 10:38	54
9	BRAWLEY - SHIELDS 11:08	62
9	BRAWLEY - SHIELDS 11:38	35
9	BRAWLEY - SHIELDS 12:08	57
9	BRAWLEY - SHIELDS 12:38	46
9	BRAWLEY - SHIELDS 13:08	51
9	BRAWLEY - SHIELDS 13:38	60
9	BRAWLEY - SHIELDS 14:08	68
9	BRAWLEY - SHIELDS 14:38	71
9	BRAWLEY - SHIELDS 15:08	74
9	BRAWLEY - SHIELDS 15:38	53
9	BRAWLEY - SHIELDS 16:08	58
9	BRAWLEY - SHIELDS 16:38	56
9	BRAWLEY - SHIELDS 17:08	50
9	BRAWLEY - SHIELDS 17:38	25
9	BRAWLEY - SHIELDS 18:08	33
9	BRAWLEY - SHIELDS 19:08	34
9	BRAWLEY - SHIELDS 20:08	29
9	BRAWLEY - SHIELDS 21:00	17
9	CEDAR - GETTYSBURG 20:10	21
9	CEDAR - GETTYSBURG 21:10	28
9	SHAW - CEDAR 06:15	25
9	SHAW - CEDAR 06:45	35
9	SHAWCOLE W/B 06:40	47
9	SHAWCOLE W/B 07:10	44

9	SHAWCOLE W/B 07:40	48
9	SHAWCOLE W/B 08:10	32
9	SHAWCOLE W/B 08:40	53
9	SHAWCOLE W/B 09:10	40
9	SHAWCOLE W/B 09:40	54
9	SHAWCOLE W/B 10:10	34
9	SHAWCOLE W/B 10:40	58
9	SHAWCOLE W/B 11:10	47
9	SHAWCOLE W/B 11:40	53
9	SHAWCOLE W/B 12:10	53
9	SHAWCOLE W/B 12:40	76
9	SHAWCOLE W/B 13:10	44
9	SHAWCOLE W/B 13:40	66
9	SHAWCOLE W/B 14:10	53
9	SHAWCOLE W/B 14:40	74
9	SHAWCOLE W/B 15:10	73
9	SHAWCOLE W/B 15:40	78
9	SHAWCOLE W/B 16:10	48
9	SHAWCOLE W/B 16:40	83
9	SHAWCOLE W/B 17:10	43
9	SHAWCOLE W/B 17:40	43
9	SHAWCOLE W/B 18:10	41
9	SHAWCOLE W/B 18:40	34
9	SHAWCOLE W/B 19:10	25
20	BRAWLEY - WALMART 05:40	21
20	BRAWLEY - WALMART 06:10	31
20	BRAWLEY - WALMART 06:40	46
20	BRAWLEY - WALMART 07:10	85
20	BRAWLEY - WALMART 07:40	80
20	BRAWLEY - WALMART 08:10	65
20	BRAWLEY - WALMART 08:40	48
20	BRAWLEY - WALMART 09:10	47
20	BRAWLEY - WALMART 09:40	44
20	BRAWLEY - WALMART 10:10	50
20	BRAWLEY - WALMART 10:40	44
20	BRAWLEY - WALMART 11:10	43
20	BRAWLEY - WALMART 11:40	37
20	BRAWLEY - WALMART 12:10	42

20	BRAWLEY - WALMART 12:40	44
20	BRAWLEY - WALMART 13:10	46
20	BRAWLEY - WALMART 13:40	41
20	BRAWLEY - WALMART 14:10	47
20	BRAWLEY - WALMART 14:40	41
20	BRAWLEY - WALMART 15:10	40
20	BRAWLEY - WALMART 15:40	45
20	BRAWLEY - WALMART 16:10	37
20	BRAWLEY - WALMART 16:40	25
20	BRAWLEY - WALMART 17:10	34
20	BRAWLEY - WALMART 17:40	24
20	BRAWLEY - WALMART 18:10	26
20	BRAWLEY - WALMART 18:55	32
20	BRAWLEY - WALMART 19:40	26
20	BRAWLEY - WALMART 20:25	23
20	BRAWLEY - WALMART 21:15	13
20	L SHELTER 05:40	14
20	L SHELTER 06:10	18
20	L SHELTER 06:25	20
20	L SHELTER 06:55	40
20	L SHELTER 07:25	57
20	L SHELTER 07:55	35
20	L SHELTER 08:25	35
20	L SHELTER 08:55	42
20	L SHELTER 09:25	32
20	L SHELTER 09:55	40
20	L SHELTER 10:25	55
20	L SHELTER 10:55	41
20	L SHELTER 11:25	48
20	L SHELTER 11:55	51
20	L SHELTER 12:25	49
20	L SHELTER 12:55	59
20	L SHELTER 13:25	58
20	L SHELTER 13:55	53
20	L SHELTER 14:25	62
20	L SHELTER 14:55	83
20	L SHELTER 15:25	63
20	L SHELTER 15:55	74

20	L SHELTER 16:25	71
20	L SHELTER 16:55	52
20	L SHELTER 17:25	49
20	L SHELTER 17:55	47
20	L SHELTER 18:55	47
20	L SHELTER 19:40	42
20	L SHELTER 20:25	31
20	L SHELTER 21:15	30
22	A SHELTER 05:55	10
22	A SHELTER 06:15	6
22	KINGS CANYON - CLOVIS 06:14	33
22	KINGS CANYON - CLOVIS 06:44	47
22	KINGS CANYON - CLOVIS 07:10	46
22	KINGS CANYON - CLOVIS 07:40	53
22	KINGS CANYON - CLOVIS 08:15	42
22	KINGS CANYON - CLOVIS 08:45	41
22	KINGS CANYON - CLOVIS 09:15	53
22	KINGS CANYON - CLOVIS 09:45	47
22	KINGS CANYON - CLOVIS 10:15	44
22	KINGS CANYON - CLOVIS 10:45	51
22	KINGS CANYON - CLOVIS 11:15	46
22	KINGS CANYON - CLOVIS 11:45	49
22	KINGS CANYON - CLOVIS 12:15	41
22	KINGS CANYON - CLOVIS 12:45	54
22	KINGS CANYON - CLOVIS 13:15	48
22	KINGS CANYON - CLOVIS 13:45	48
22	KINGS CANYON - CLOVIS 14:15	49
22	KINGS CANYON - CLOVIS 14:45	68
22	KINGS CANYON - CLOVIS 15:15	60
22	KINGS CANYON - CLOVIS 15:45	62
22	KINGS CANYON - CLOVIS 16:15	42
22	KINGS CANYON - CLOVIS 16:45	49
22	KINGS CANYON - CLOVIS 17:15	30
22	KINGS CANYON - CLOVIS 17:45	35
22	KINGS CANYON - CLOVIS 18:15	10
22	KINGS CANYON - CLOVIS 18:55	29
22	KINGS CANYON - CLOVIS 20:05	30
22	KINGS CANYON - CLOVIS 21:15	5

22	L SHELTER 05:55	6
22	L SHELTER 06:10	6
22	OLIVE - PALM 05:30	3
22	WEST - BULLARD 05:57	26
22	WEST - BULLARD 06:35	57
22	WEST - BULLARD 07:05	57
22	WEST - BULLARD 07:35	54
22	WEST - BULLARD 08:05	58
22	WEST - BULLARD 08:35	45
22	WEST - BULLARD 09:05	44
22	WEST - BULLARD 09:35	49
22	WEST - BULLARD 10:05	51
22	WEST - BULLARD 10:35	58
22	WEST - BULLARD 11:05	54
22	WEST - BULLARD 11:35	60
22	WEST - BULLARD 12:05	54
22	WEST - BULLARD 12:35	52
22	WEST - BULLARD 13:05	50
22	WEST - BULLARD 13:35	48
22	WEST - BULLARD 14:05	56
22	WEST - BULLARD 14:35	53
22	WEST - BULLARD 15:05	64
22	WEST - BULLARD 15:35	54
22	WEST - BULLARD 16:05	48
22	WEST - BULLARD 16:35	47
22	WEST - BULLARD 17:03	36
22	WEST - BULLARD 17:35	40
22	WEST - BULLARD 18:05	33
22	WEST - BULLARD 18:35	14
22	WEST - BULLARD 19:05	31
22	WEST - BULLARD 20:05	35
22	WEST - BULLARD 21:15	9
26	A SHELTER 05:55	4
26	A SHELTER 06:15	7
26	L SHELTER 06:10	32
26	L SHELTER 06:40	33
26	NEES - BLACKSTONE 06:05	27
26	NEES - BLACKSTONE 06:35	55

26	NEES - BLACKSTONE 07:05	50
26	NEES - BLACKSTONE 07:35	51
26	NEES - BLACKSTONE 08:05	42
26	NEES - BLACKSTONE 08:35	51
26	NEES - BLACKSTONE 09:05	44
26	NEES - BLACKSTONE 09:35	51
26	NEES - BLACKSTONE 10:05	45
26	NEES - BLACKSTONE 10:35	45
26	NEES - BLACKSTONE 11:05	61
26	NEES - BLACKSTONE 11:35	58
26	NEES - BLACKSTONE 12:05	48
26	NEES - BLACKSTONE 12:35	63
26	NEES - BLACKSTONE 13:05	70
26	NEES - BLACKSTONE 13:35	81
26	NEES - BLACKSTONE 14:05	76
26	NEES - BLACKSTONE 14:35	65
26	NEES - BLACKSTONE 15:05	83
26	NEES - BLACKSTONE 15:35	50
26	NEES - BLACKSTONE 16:05	54
26	NEES - BLACKSTONE 16:35	48
26	NEES - BLACKSTONE 17:05	42
26	NEES - BLACKSTONE 17:35	10
26	NEES - BLACKSTONE 18:05	42
26	NEES - BLACKSTONE 18:35	5
26	NEES - BLACKSTONE 19:30	35
26	NEES - BLACKSTONE 20:30	13
26	NEES - BLACKSTONE 21:30	4
26	SHIELDS - BRAWLEY 05:30	44
26	SHIELDS - BRAWLEY 05:50	67
26	SHIELDS - BRAWLEY 06:20	78
26	SHIELDS - BRAWLEY 06:50	76
26	SHIELDS - BRAWLEY 07:20	52
26	SHIELDS - BRAWLEY 07:50	48
26	SHIELDS - BRAWLEY 08:20	48
26	SHIELDS - BRAWLEY 08:50	54
26	SHIELDS - BRAWLEY 09:20	52
26	SHIELDS - BRAWLEY 09:50	59
26	SHIELDS - BRAWLEY 10:20	58

26	SHIELDS - BRAWLEY 10:50	58
26	SHIELDS - BRAWLEY 11:20	57
26	SHIELDS - BRAWLEY 11:50	60
26	SHIELDS - BRAWLEY 12:20	51
26	SHIELDS - BRAWLEY 12:50	56
26	SHIELDS - BRAWLEY 13:20	80
26	SHIELDS - BRAWLEY 13:50	61
26	SHIELDS - BRAWLEY 14:20	63
26	SHIELDS - BRAWLEY 14:50	63
26	SHIELDS - BRAWLEY 15:20	57
26	SHIELDS - BRAWLEY 15:50	50
26	SHIELDS - BRAWLEY 16:20	47
26	SHIELDS - BRAWLEY 16:50	39
26	SHIELDS - BRAWLEY 17:20	35
26	SHIELDS - BRAWLEY 17:50	22
26	SHIELDS - BRAWLEY 18:20	32
26	SHIELDS - BRAWLEY 19:20	34
26	SHIELDS - BRAWLEY 20:15	19
26	SHIELDS - BRAWLEY 21:20	6
28	A SHELTER 05:45	9
28	A SHELTER 06:05	11
28	A SHELTER 06:25	12
28	KINGS CANYON - WINERY 06:25	32
28	KINGS CANYON - WINERY 06:45	39
28	KINGS CANYON - WINERY 07:05	45
28	KINGS CANYON - WINERY 07:30	46
28	KINGS CANYON - WINERY 07:50	48
28	KINGS CANYON - WINERY 08:10	42
28	KINGS CANYON - WINERY 08:30	58
28	KINGS CANYON - WINERY 08:50	48
28	KINGS CANYON - WINERY 09:18	63
28	KINGS CANYON - WINERY 09:45	67
28	KINGS CANYON - WINERY 10:05	51
28	KINGS CANYON - WINERY 10:30	66
28	KINGS CANYON - WINERY 10:50	60
28	KINGS CANYON - WINERY 11:10	55
28	KINGS CANYON - WINERY 11:30	65
28	KINGS CANYON - WINERY 11:50	55

28	KINGS CANYON - WINERY 12:10	54
28	KINGS CANYON - WINERY 12:30	59
28	KINGS CANYON - WINERY 12:50	55
28	KINGS CANYON - WINERY 13:10	56
28	KINGS CANYON - WINERY 13:30	54
28	KINGS CANYON - WINERY 13:50	53
28	KINGS CANYON - WINERY 14:10	66
28	KINGS CANYON - WINERY 14:30	85
28	KINGS CANYON - WINERY 14:50	63
28	KINGS CANYON - WINERY 15:10	59
28	KINGS CANYON - WINERY 15:30	58
28	KINGS CANYON - WINERY 15:50	58
28	KINGS CANYON - WINERY 16:10	60
28	KINGS CANYON - WINERY 16:30	45
28	KINGS CANYON - WINERY 16:50	51
28	KINGS CANYON - WINERY 17:10	40
28	KINGS CANYON - WINERY 17:30	38
28	KINGS CANYON - WINERY 17:50	23
28	KINGS CANYON - WINERY 18:10	24
28	KINGS CANYON - WINERY 18:40	35
28	KINGS CANYON - WINERY 19:21	36
28	KINGS CANYON - WINERY 20:25	43
28	KINGS CANYON - WINERY 21:15	4
28	L SHELTER 05:55	8
28	L SHELTER 06:15	13
28	NW SHAW - CEDAR 05:45	27
28	NW SHAW - CEDAR 06:05	70
28	WILLOW - SHAW 06:15	55
28	WILLOW - SHAW 06:35	53
28	WILLOW - SHAW 06:55	85
28	WILLOW - SHAW 07:20	68
28	WILLOW - SHAW 07:40	57
28	WILLOW - SHAW 08:07	91
28	WILLOW - SHAW 08:27	61
28	WILLOW - SHAW 08:52	79
28	WILLOW - SHAW 09:12	72
28	WILLOW - SHAW 09:32	70
28	WILLOW - SHAW 09:52	73

28	WILLOW - SHAW 10:12	60
28	WILLOW - SHAW 10:32	67
28	WILLOW - SHAW 10:52	69
28	WILLOW - SHAW 11:12	63
28	WILLOW - SHAW 11:32	81
28	WILLOW - SHAW 11:52	63
28	WILLOW - SHAW 12:12	76
28	WILLOW - SHAW 12:32	75
28	WILLOW - SHAW 12:52	41
28	WILLOW - SHAW 13:12	66
28	WILLOW - SHAW 13:32	68
28	WILLOW - SHAW 13:52	74
28	WILLOW - SHAW 14:12	83
28	WILLOW - SHAW 14:32	86
28	WILLOW - SHAW 14:52	75
28	WILLOW - SHAW 15:12	80
28	WILLOW - SHAW 15:32	71
28	WILLOW - SHAW 15:52	61
28	WILLOW - SHAW 16:12	50
28	WILLOW - SHAW 16:32	49
28	WILLOW - SHAW 16:52	50
28	WILLOW - SHAW 17:12	54
28	WILLOW - SHAW 17:32	40
28	WILLOW - SHAW 17:52	37
28	WILLOW - SHAW 18:12	22
28	WILLOW - SHAW 18:32	20
28	WILLOW - SHAW 18:52	54
28	WILLOW - SHAW 19:55	48
28	WILLOW - SHAW 20:40	31
30	BLACKSTONE - SHAW 07:09	37
30	L SHELTER 05:45	15
30	NW EL DORADO - E ST 05:42	2
30	NW EL DORADO - E ST 06:12	4
30	NW EL DORADO - E ST 06:32	3
30	SE CRYSTAL - KEARNEY 05:54	27
30	SE CRYSTAL - KEARNEY 06:24	48
30	SE CRYSTAL - KEARNEY 06:44	42
30	SE CRYSTAL - KEARNEY 07:04	45

30	SE CRYSTAL - KEARNEY 07:24	49
30	SE CRYSTAL - KEARNEY 07:44	47
30	SE CRYSTAL - KEARNEY 08:04	48
30	SE CRYSTAL - KEARNEY 08:24	45
30	SE CRYSTAL - KEARNEY 08:44	53
30	SE CRYSTAL - KEARNEY 09:04	48
30	SE CRYSTAL - KEARNEY 09:24	67
30	SE CRYSTAL - KEARNEY 09:44	59
30	SE CRYSTAL - KEARNEY 10:04	55
30	SE CRYSTAL - KEARNEY 10:24	63
30	SE CRYSTAL - KEARNEY 10:44	59
30	SE CRYSTAL - KEARNEY 11:04	47
30	SE CRYSTAL - KEARNEY 11:24	68
30	SE CRYSTAL - KEARNEY 11:44	45
30	SE CRYSTAL - KEARNEY 12:04	53
30	SE CRYSTAL - KEARNEY 12:24	66
30	SE CRYSTAL - KEARNEY 12:44	46
30	SE CRYSTAL - KEARNEY 13:04	53
30	SE CRYSTAL - KEARNEY 13:24	63
30	SE CRYSTAL - KEARNEY 13:44	49
30	SE CRYSTAL - KEARNEY 14:04	49
30	SE CRYSTAL - KEARNEY 14:24	61
30	SE CRYSTAL - KEARNEY 14:44	67
30	SE CRYSTAL - KEARNEY 15:04	59
30	SE CRYSTAL - KEARNEY 15:24	60
30	SE CRYSTAL - KEARNEY 15:44	53
30	SE CRYSTAL - KEARNEY 16:04	46
30	SE CRYSTAL - KEARNEY 16:24	41
30	SE CRYSTAL - KEARNEY 16:44	42
30	SE CRYSTAL - KEARNEY 17:04	28
30	SE CRYSTAL - KEARNEY 17:24	32
30	SE CRYSTAL - KEARNEY 17:44	21
30	SE CRYSTAL - KEARNEY 18:04	21
30	SE CRYSTAL - KEARNEY 18:24	3
30	SE CRYSTAL - KEARNEY 18:54	35
30	SE CRYSTAL - KEARNEY 19:54	41
30	SE CRYSTAL - KEARNEY 21:10	0
30	SW BLACKSTONE - NEES 05:52	27

30	SW BLACKSTONE - NEES 06:14	22
30	SW BLACKSTONE - NEES 06:34	29
30	SW BLACKSTONE - NEES 07:10	44
30	SW BLACKSTONE - NEES 07:32	61
30	SW BLACKSTONE - NEES 07:52	40
30	SW BLACKSTONE - NEES 08:12	52
30	SW BLACKSTONE - NEES 08:32	46
30	SW BLACKSTONE - NEES 08:52	35
30	SW BLACKSTONE - NEES 09:12	48
30	SW BLACKSTONE - NEES 09:32	54
30	SW BLACKSTONE - NEES 09:52	45
30	SW BLACKSTONE - NEES 10:12	58
30	SW BLACKSTONE - NEES 10:32	44
30	SW BLACKSTONE - NEES 10:52	58
30	SW BLACKSTONE - NEES 11:12	54
30	SW BLACKSTONE - NEES 11:32	49
30	SW BLACKSTONE - NEES 11:52	69
30	SW BLACKSTONE - NEES 12:12	64
30	SW BLACKSTONE - NEES 12:32	52
30	SW BLACKSTONE - NEES 12:52	59
30	SW BLACKSTONE - NEES 13:12	42
30	SW BLACKSTONE - NEES 13:32	63
30	SW BLACKSTONE - NEES 13:52	48
30	SW BLACKSTONE - NEES 14:12	55
30	SW BLACKSTONE - NEES 14:32	70
30	SW BLACKSTONE - NEES 14:52	61
30	SW BLACKSTONE - NEES 15:12	54
30	SW BLACKSTONE - NEES 15:32	57
30	SW BLACKSTONE - NEES 15:52	53
30	SW BLACKSTONE - NEES 16:12	68
30	SW BLACKSTONE - NEES 16:32	49
30	SW BLACKSTONE - NEES 16:52	42
30	SW BLACKSTONE - NEES 17:12	39
30	SW BLACKSTONE - NEES 17:44	53
30	SW BLACKSTONE - NEES 18:14	45
30	SW BLACKSTONE - NEES 18:44	45
30	SW BLACKSTONE - NEES 19:14	37
30	SW BLACKSTONE - NEES 20:08	46

30	SW BLACKSTONE - NEES 21:08	21
32	B SHELTER 06:05	2
32	B SHELTER 06:35	5
32	EL PASO EB 06:10	31
32	EL PASO EB 06:40	36
32	EL PASO EB 07:10	43
32	EL PASO EB 07:40	40
32	EL PASO EB 08:10	40
32	EL PASO EB 08:40	45
32	EL PASO EB 09:00	38
32	EL PASO EB 09:25	53
32	EL PASO EB 09:50	58
32	EL PASO EB 10:28	66
32	EL PASO EB 10:58	62
32	EL PASO EB 11:28	60
32	EL PASO EB 11:58	57
32	EL PASO EB 12:28	62
32	EL PASO EB 12:58	63
32	EL PASO EB 13:28	59
32	EL PASO EB 13:58	70
32	EL PASO EB 14:28	77
32	EL PASO EB 14:58	64
32	EL PASO EB 15:28	63
32	EL PASO EB 15:58	52
32	EL PASO EB 16:28	48
32	EL PASO EB 16:58	40
32	EL PASO EB 17:28	37
32	EL PASO EB 17:58	19
32	EL PASO EB 18:25	35
32	EL PASO EB 19:30	32
32	EL PASO EB 20:05	22
32	EL PASO EB 21:06	12
32	L SHELTER 05:54	9
32	NORTH - ELM 05:51	22
32	NORTH - ELM 06:21	37
32	NORTH - ELM 06:51	50
32	NORTH - ELM 07:21	54
32	NORTH - ELM 07:51	61

32	NORTH - ELM 08:21	49
32	NORTH - ELM 08:51	61
32	NORTH - ELM 09:24	66
32	NORTH - ELM 09:54	59
32	NORTH - ELM 10:24	63
32	NORTH - ELM 10:54	55
32	NORTH - ELM 11:24	58
32	NORTH - ELM 11:54	60
32	NORTH - ELM 12:24	58
32	NORTH - ELM 12:54	60
32	NORTH - ELM 13:24	59
32	NORTH - ELM 13:54	56
32	NORTH - ELM 14:24	66
32	NORTH - ELM 14:54	60
32	NORTH - ELM 15:24	54
32	NORTH - ELM 15:54	54
32	NORTH - ELM 16:24	46
32	NORTH - ELM 16:54	40
32	NORTH - ELM 17:24	26
32	NORTH - ELM 17:54	25
32	NORTH - ELM 18:21	24
32	NORTH - ELM 18:51	25
32	NORTH - ELM 19:51	28
32	NORTH - ELM 20:41	17
33	BELMONT - DELNO 06:00	10
33	BELMONT - DELNO 06:30	42
33	BELMONT - DELNO 07:00	42
33	BELMONT - DELNO 07:30	35
33	BELMONT - DELNO 08:00	37
33	BELMONT - DELNO 08:30	31
33	BELMONT - DELNO 09:00	34
33	BELMONT - DELNO 09:30	29
33	BELMONT - DELNO 10:00	33
33	BELMONT - DELNO 10:30	33
33	BELMONT - DELNO 11:00	34
33	BELMONT - DELNO 11:30	15
33	BELMONT - DELNO 12:00	29
33	BELMONT - DELNO 12:30	40

33	BELMONT - DELNO 13:00	42
33	BELMONT - DELNO 13:30	48
33	BELMONT - DELNO 14:00	43
33	BELMONT - DELNO 14:30	42
33	BELMONT - DELNO 15:00	44
33	BELMONT - DELNO 15:30	49
33	BELMONT - DELNO 16:00	39
33	BELMONT - DELNO 16:30	33
33	BELMONT - DELNO 17:00	44
33	BELMONT - DELNO 17:30	26
33	BELMONT - DELNO 18:00	26
33	BELMONT - DELNO 18:30	22
33	BELMONT - DELNO 19:00	16
33	MAPLE - BUTLER 06:00	12
33	MAPLE - BUTLER 06:30	24
33	MAPLE - BUTLER 07:00	52
33	MAPLE - BUTLER 07:30	58
33	MAPLE - BUTLER 08:00	40
33	MAPLE - BUTLER 08:30	40
33	MAPLE - BUTLER 09:00	20
33	MAPLE - BUTLER 09:30	36
33	MAPLE - BUTLER 10:00	31
33	MAPLE - BUTLER 10:30	36
33	MAPLE - BUTLER 11:00	36
33	MAPLE - BUTLER 11:30	33
33	MAPLE - BUTLER 12:00	28
33	MAPLE - BUTLER 12:30	32
33	MAPLE - BUTLER 13:00	34
33	MAPLE - BUTLER 13:30	27
33	MAPLE - BUTLER 14:00	35
33	MAPLE - BUTLER 14:30	34
33	MAPLE - BUTLER 15:00	52
33	MAPLE - BUTLER 15:30	33
33	MAPLE - BUTLER 16:00	44
33	MAPLE - BUTLER 16:30	38
33	MAPLE - BUTLER 17:00	25
33	MAPLE - BUTLER 17:30	27
33	MAPLE - BUTLER 18:00	14

33	MAPLE - BUTLER 18:30	19
33	MAPLE - BUTLER 19:30	22
34	B SHELTER 06:00	2
34	B SHELTER 06:20	3
34	B SHELTER 06:40	7
34	FIRST - NEES 06:07	32
34	FIRST - NEES 06:27	34
34	FIRST - NEES 06:47	37
34	FIRST - NEES 07:05	41
34	FIRST - NEES 07:27	44
34	FIRST - NEES 07:47	25
34	FIRST - NEES 08:07	32
34	FIRST - NEES 08:27	44
34	FIRST - NEES 08:47	32
34	FIRST - NEES 09:07	45
34	FIRST - NEES 09:27	42
34	FIRST - NEES 09:47	43
34	FIRST - NEES 10:07	50
34	FIRST - NEES 10:27	37
34	FIRST - NEES 10:47	43
34	FIRST - NEES 11:07	53
34	FIRST - NEES 11:27	42
34	FIRST - NEES 11:47	52
34	FIRST - NEES 12:07	50
34	FIRST - NEES 12:27	40
34	FIRST - NEES 12:47	48
34	FIRST - NEES 13:07	42
34	FIRST - NEES 13:27	44
34	FIRST - NEES 13:47	60
34	FIRST - NEES 14:07	45
34	FIRST - NEES 14:27	74
34	FIRST - NEES 14:47	89
34	FIRST - NEES 15:07	76
34	FIRST - NEES 15:27	58
34	FIRST - NEES 15:47	48
34	FIRST - NEES 16:07	49
34	FIRST - NEES 16:27	56
34	FIRST - NEES 16:47	38

34	FIRST - NEES 17:07	52
34	FIRST - NEES 17:27	40
34	FIRST - NEES 18:07	55
34	FIRST - NEES 18:40	36
34	FIRST - NEES 19:20	34
34	FIRST - NEES 20:00	36
34	FIRST - NEES 21:05	19
34	JENSEN - CHERRY 06:20	47
34	JENSEN - CHERRY 06:40	71
34	JENSEN - CHERRY 07:00	75
34	JENSEN - CHERRY 07:20	40
34	JENSEN - CHERRY 07:40	48
34	JENSEN - CHERRY 08:00	43
34	JENSEN - CHERRY 08:20	40
34	JENSEN - CHERRY 08:40	45
34	JENSEN - CHERRY 09:00	38
34	JENSEN - CHERRY 09:20	43
34	JENSEN - CHERRY 09:40	61
34	JENSEN - CHERRY 10:00	45
34	JENSEN - CHERRY 10:20	60
34	JENSEN - CHERRY 10:40	52
34	JENSEN - CHERRY 11:00	33
34	JENSEN - CHERRY 11:20	57
34	JENSEN - CHERRY 11:40	37
34	JENSEN - CHERRY 12:00	42
34	JENSEN - CHERRY 12:20	63
34	JENSEN - CHERRY 12:40	36
34	JENSEN - CHERRY 13:00	53
34	JENSEN - CHERRY 13:20	50
34	JENSEN - CHERRY 13:40	40
34	JENSEN - CHERRY 14:00	54
34	JENSEN - CHERRY 14:20	41
34	JENSEN - CHERRY 14:40	51
34	JENSEN - CHERRY 15:00	55
34	JENSEN - CHERRY 15:20	42
34	JENSEN - CHERRY 15:40	53
34	JENSEN - CHERRY 16:00	46
34	JENSEN - CHERRY 16:20	45

34	JENSEN - CHERRY 16:40	42
34	JENSEN - CHERRY 17:00	36
34	JENSEN - CHERRY 17:20	32
34	JENSEN - CHERRY 17:40	34
34	JENSEN - CHERRY 18:00	22
34	JENSEN - CHERRY 18:20	5
34	JENSEN - CHERRY 18:40	38
34	JENSEN - CHERRY 19:45	35
34	JENSEN - CHERRY 20:40	20
34	JENSEN - CHERRY 21:05	1
34	L SHELTER 05:50	15
34	L SHELTER 06:20	26
35	BELMONT - CLOVIS 06:00	42
35	BELMONT - CLOVIS 06:30	40
35	BELMONT - CLOVIS 07:00	55
35	BELMONT - CLOVIS 07:30	52
35	BELMONT - CLOVIS 08:00	42
35	BELMONT - CLOVIS 08:30	32
35	BELMONT - CLOVIS 09:00	46
35	BELMONT - CLOVIS 09:30	36
35	BELMONT - CLOVIS 10:00	35
35	BELMONT - CLOVIS 10:30	49
35	BELMONT - CLOVIS 11:00	49
35	BELMONT - CLOVIS 11:30	37
35	BELMONT - CLOVIS 12:00	62
35	BELMONT - CLOVIS 12:30	43
35	BELMONT - CLOVIS 13:00	44
35	BELMONT - CLOVIS 13:30	61
35	BELMONT - CLOVIS 14:00	47
35	BELMONT - CLOVIS 14:30	54
35	BELMONT - CLOVIS 15:00	91
35	BELMONT - CLOVIS 15:30	51
35	BELMONT - CLOVIS 16:00	44
35	BELMONT - CLOVIS 16:30	58
35	BELMONT - CLOVIS 17:00	45
35	BELMONT - CLOVIS 17:30	33
35	BELMONT - CLOVIS 18:00	41
35	BELMONT - CLOVIS 18:30	27

35	BELMONT - CLOVIS 19:00	29
35	BELMONT - CLOVIS 20:00	25
35	BELMONT - CLOVIS 20:45	18
35	BELMONT - CLOVIS 21:25	16
35	NE MARKS - OLIVE 05:45	15
35	NE MARKS - OLIVE 06:15	29
35	NE MARKS - OLIVE 06:45	48
35	NE MARKS - OLIVE 07:15	56
35	NE MARKS - OLIVE 07:45	37
35	NE MARKS - OLIVE 08:15	46
35	NE MARKS - OLIVE 08:45	33
35	NE MARKS - OLIVE 09:15	33
35	NE MARKS - OLIVE 09:45	51
35	NE MARKS - OLIVE 10:15	35
35	NE MARKS - OLIVE 10:45	44
35	NE MARKS - OLIVE 11:15	58
35	NE MARKS - OLIVE 11:45	45
35	NE MARKS - OLIVE 12:15	38
35	NE MARKS - OLIVE 12:45	56
35	NE MARKS - OLIVE 13:15	44
35	NE MARKS - OLIVE 13:45	46
35	NE MARKS - OLIVE 14:15	74
35	NE MARKS - OLIVE 14:45	54
35	NE MARKS - OLIVE 15:15	56
35	NE MARKS - OLIVE 15:45	65
35	NE MARKS - OLIVE 16:15	44
35	NE MARKS - OLIVE 16:45	40
35	NE MARKS - OLIVE 17:15	50
35	NE MARKS - OLIVE 17:45	24
35	NE MARKS - OLIVE 18:15	29
35	NE MARKS - OLIVE 19:15	31
35	NE MARKS - OLIVE 19:55	23
35	NE MARKS - OLIVE 20:45	20
35	NE MARKS - OLIVE 21:17	11
38	B SHELTER 05:45	41
38	B SHELTER 06:15	61
38	B SHELTER 06:35	102
38	B SHELTER 06:55	82

38	B SHELTER 07:15	46
38	B SHELTER 07:35	45
38	B SHELTER 07:55	48
38	B SHELTER 08:15	46
38	B SHELTER 08:35	42
38	B SHELTER 08:55	34
38	B SHELTER 09:15	36
38	B SHELTER 09:35	53
38	B SHELTER 09:55	38
38	B SHELTER 10:15	47
38	B SHELTER 10:30	29
38	B SHELTER 10:55	49
38	B SHELTER 11:15	40
38	B SHELTER 11:35	41
38	B SHELTER 11:55	45
38	B SHELTER 12:15	41
38	B SHELTER 12:35	59
38	B SHELTER 12:55	43
38	B SHELTER 13:15	43
38	B SHELTER 13:35	44
38	B SHELTER 13:55	53
38	B SHELTER 14:15	61
38	B SHELTER 14:35	54
38	B SHELTER 14:55	48
38	B SHELTER 15:15	59
38	B SHELTER 15:35	66
38	B SHELTER 15:55	46
38	B SHELTER 16:15	43
38	B SHELTER 16:35	39
38	B SHELTER 16:55	39
38	B SHELTER 17:15	36
38	B SHELTER 17:35	25
38	B SHELTER 17:55	29
38	B SHELTER 18:15	26
38	B SHELTER 19:15	47
38	B SHELTER 20:15	40
38	B SHELTER 20:45	15
38	BLACKSTONE - EL PASO 05:46	32

38	BLACKSTONE - EL PASO 06:06	28
38	BLACKSTONE - EL PASO 06:26	46
38	BLACKSTONE - EL PASO 06:46	45
38	BLACKSTONE - EL PASO 07:06	53
38	BLACKSTONE - EL PASO 07:26	34
38	BLACKSTONE - EL PASO 07:46	39
38	BLACKSTONE - EL PASO 08:06	49
38	BLACKSTONE - EL PASO 08:26	30
38	BLACKSTONE - EL PASO 08:46	30
38	BLACKSTONE - EL PASO 09:06	35
38	BLACKSTONE - EL PASO 09:26	30
38	BLACKSTONE - EL PASO 09:46	35
38	BLACKSTONE - EL PASO 10:06	30
38	BLACKSTONE - EL PASO 10:26	31
38	BLACKSTONE - EL PASO 10:46	36
38	BLACKSTONE - EL PASO 11:06	49
38	BLACKSTONE - EL PASO 11:26	38
38	BLACKSTONE - EL PASO 11:46	38
38	BLACKSTONE - EL PASO 12:06	45
38	BLACKSTONE - EL PASO 12:26	41
38	BLACKSTONE - EL PASO 12:46	38
38	BLACKSTONE - EL PASO 13:06	35
38	BLACKSTONE - EL PASO 13:26	47
38	BLACKSTONE - EL PASO 13:46	63
38	BLACKSTONE - EL PASO 14:06	70
38	BLACKSTONE - EL PASO 14:26	83
38	BLACKSTONE - EL PASO 14:46	75
38	BLACKSTONE - EL PASO 15:06	69
38	BLACKSTONE - EL PASO 15:26	64
38	BLACKSTONE - EL PASO 15:46	46
38	BLACKSTONE - EL PASO 16:06	44
38	BLACKSTONE - EL PASO 16:26	38
38	BLACKSTONE - EL PASO 16:46	41
38	BLACKSTONE - EL PASO 17:06	57
38	BLACKSTONE - EL PASO 17:26	30
38	BLACKSTONE - EL PASO 17:46	33
38	BLACKSTONE - EL PASO 18:06	21
38	BLACKSTONE - EL PASO 18:46	47

38	BLACKSTONE - EL PASO 19:36	32
38	BLACKSTONE - EL PASO 20:38	38
41	GRAND - HARDING 05:55	34
41	GRAND - HARDING 06:25	53
41	GRAND - HARDING 06:50	71
41	GRAND - HARDING 07:20	52
41	GRAND - HARDING 07:55	55
41	GRAND - HARDING 08:35	72
41	GRAND - HARDING 09:05	46
41	GRAND - HARDING 09:35	48
41	GRAND - HARDING 10:05	49
41	GRAND - HARDING 10:35	66
41	GRAND - HARDING 11:05	52
41	GRAND - HARDING 11:35	64
41	GRAND - HARDING 12:05	57
41	GRAND - HARDING 12:35	60
41	GRAND - HARDING 13:05	58
41	GRAND - HARDING 13:35	68
41	GRAND - HARDING 14:05	80
41	GRAND - HARDING 14:35	106
41	GRAND - HARDING 15:05	75
41	GRAND - HARDING 15:35	66
41	GRAND - HARDING 16:05	61
41	GRAND - HARDING 16:35	59
41	GRAND - HARDING 17:05	48
41	GRAND - HARDING 17:35	38
41	GRAND - HARDING 18:30	52
41	GRAND - HARDING 19:05	27
41	GRAND - HARDING 19:54	32
41	GRAND - HARDING 20:49	11
41	MARKS - SHAW 05:40	20
41	MARKS - SHAW 06:10	51
41	MARKS - SHAW 06:40	66
41	MARKS - SHAW 07:05	80
41	MARKS - SHAW 07:35	48
41	MARKS - SHAW 08:05	37
41	MARKS - SHAW 08:35	41
41	MARKS - SHAW 09:05	47

41	MARKS - SHAW 09:35	42
41	MARKS - SHAW 10:05	52
41	MARKS - SHAW 10:35	47
41	MARKS - SHAW 11:05	42
41	MARKS - SHAW 11:35	52
41	MARKS - SHAW 12:05	61
41	MARKS - SHAW 12:35	56
41	MARKS - SHAW 13:05	55
41	MARKS - SHAW 13:35	59
41	MARKS - SHAW 14:05	69
41	MARKS - SHAW 14:35	69
41	MARKS - SHAW 15:05	77
41	MARKS - SHAW 15:35	63
41	MARKS - SHAW 16:05	52
41	MARKS - SHAW 16:35	53
41	MARKS - SHAW 17:05	39
41	MARKS - SHAW 17:35	37
41	MARKS - SHAW 18:10	11
41	MARKS - SHAW 18:40	39
41	MARKS - SHAW 19:40	37
41	MARKS - SHAW 20:15	25
41	MARKS - SHAW 21:15	4
41	SHIELDS - WEST 06:00	2
41	SHIELDS - WEST 06:30	3
45	HERNDON - MILBURN 06:40	51
45	HERNDON - MILBURN 07:40	31
45	HERNDON - MILBURN 08:40	37
45	HERNDON - MILBURN 09:40	31
45	HERNDON - MILBURN 10:40	27
45	HERNDON - MILBURN 11:40	37
45	HERNDON - MILBURN 12:40	35
45	HERNDON - MILBURN 13:40	33
45	HERNDON - MILBURN 14:40	81
45	HERNDON - MILBURN 15:40	42
45	HERNDON - MILBURN 16:40	29
45	HERNDON - MILBURN 17:40	24
45	HERNDON - MILBURN 18:40	20
45	HERNDON - MILBURN 19:40	16

45	MANCHESTER TRANSIT CENTER EB 06:35	5
45	SHIELDS - STANFORD 06:03	33
45	SHIELDS - STANFORD 07:01	40
45	SHIELDS - STANFORD 08:05	24
45	SHIELDS - STANFORD 09:05	26
45	SHIELDS - STANFORD 10:05	27
45	SHIELDS - STANFORD 11:05	26
45	SHIELDS - STANFORD 12:05	32
45	SHIELDS - STANFORD 13:05	33
45	SHIELDS - STANFORD 14:05	30
45	SHIELDS - STANFORD 15:05	39
45	SHIELDS - STANFORD 16:05	47
45	SHIELDS - STANFORD 17:05	25
45	SHIELDS - STANFORD 18:05	21
45	SHIELDS - STANFORD 19:05	15
58	CHAMPLAIN - PERRIN 07:02	13
58	CHAMPLAIN - PERRIN 08:02	22
58	CHAMPLAIN - PERRIN 09:02	15
58	CHAMPLAIN - PERRIN 10:02	13
58	CHAMPLAIN - PERRIN 11:02	23
58	CHAMPLAIN - PERRIN 12:02	14
58	CHAMPLAIN - PERRIN 13:02	19
58	CHAMPLAIN - PERRIN 14:02	42
58	CHAMPLAIN - PERRIN 15:27	17
58	CHAMPLAIN - PERRIN 16:27	9
58	CHAMPLAIN - PERRIN 17:27	13
58	CHAMPLAIN - PERRIN 18:27	3
58	EL PASO WB 06:20	0
58	MAULPIN - PECK 06:32	14
58	MAULPIN - PECK 07:32	23
58	MAULPIN - PECK 08:32	9
58	MAULPIN - PECK 09:32	6
58	MAULPIN - PECK 10:32	19
58	MAULPIN - PECK 11:32	13
58	MAULPIN - PECK 12:32	16
58	MAULPIN - PECK 13:32	11
58	MAULPIN - PECK 14:57	17
58	MAULPIN - PECK 15:57	11

58	MAULPIN - PECK 16:57	15
58	MAULPIN - PECK 17:57	7
Average		44

Conclusion

This report provides an understanding of the efficiency achieved by current transit routes in the cities of Fresno and Clovis. Efficiency, in this analysis, is measured in terms of the percentage of time that a bus route spends serving passengers compared to time spent traveling to and from a maintenance/storage facility, layovers, or deadheading (the revenue/vehicle hour ratio). The other measure of efficiency employed in this analysis, the maximum load factor, compares maximum load factors for individual runs by route. By comparing routes through two measures of efficiency, this analysis provides a more detailed view of efficiency for each route in the system. FCOG could use this analysis to identify specific areas in its system where it could add or reduce resources and also to maximize the productive use and deployment of individual routes. This could be justified based on the performance of each route in the system against the measures of efficiency used in this analysis. These indicators will be helpful in developing the network alternatives in Task 2.

Appendix - Percent of Bus Stops Not Served Within Individual Routes

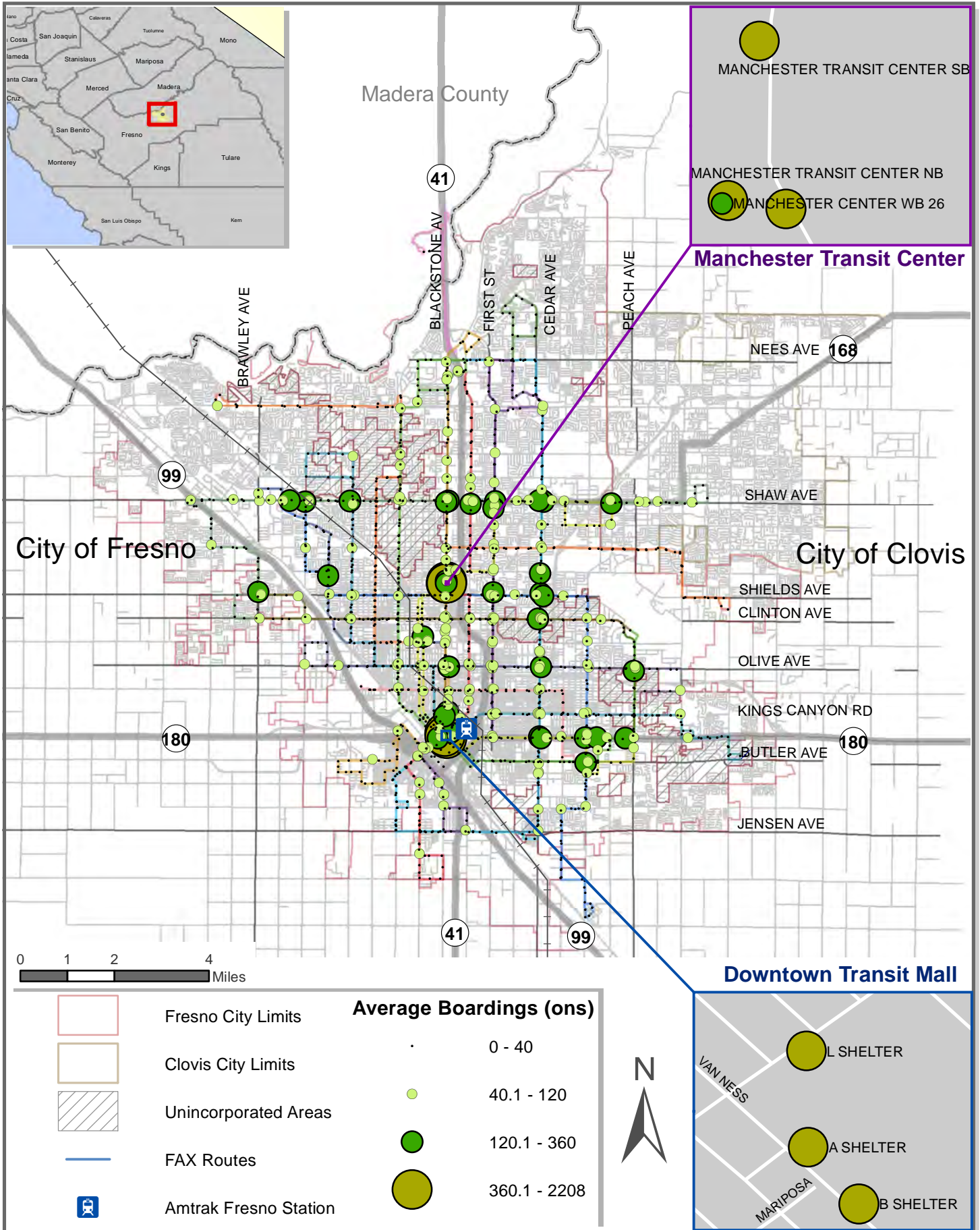
Table A-1 Percent of Stops Not Served

Route	North	South
9	24.7%	23.1%
20	20.3%	23.8%
22	31.8%	14.9%
26	33.9%	34.0%
28	34.9%	27.7%
30	27.6%	19.9%
32	23.6%	16.8%
33	49.9%	48.6%
34	24.3%	23.1%
35	30.3%	39.3%
38	28.2%	29.3%
41	26.7%	29.5%
45	34.1%	48.8%
58	45.4%	64.1%

Table A-1 shows the percentage of stops not served by route and direction, based on weekday averages for stops serviced over the course of a month. Routes shaded in orange and red have many stops that are scheduled but not serviced.

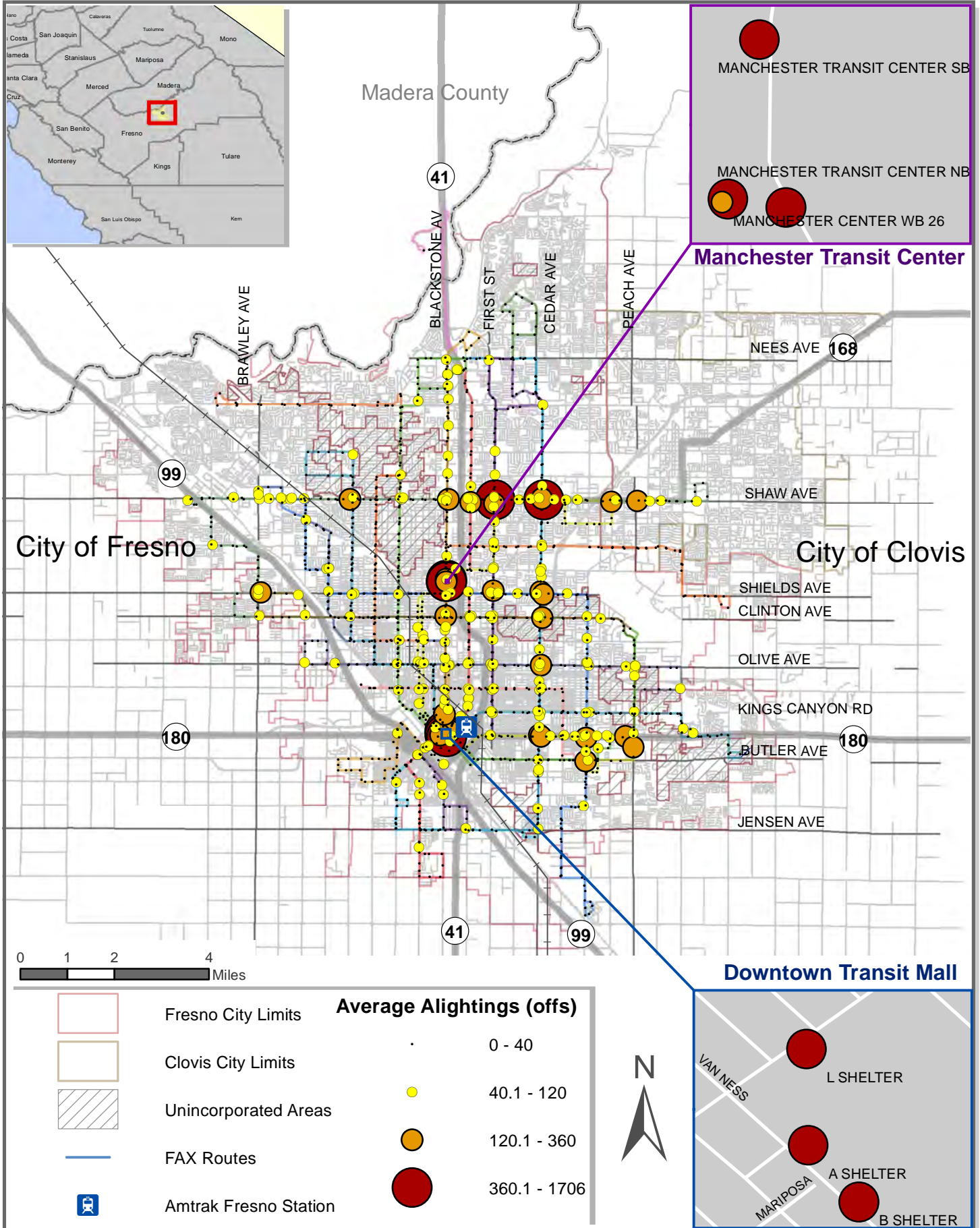
Average Weekday Boardings (ons)

ITEM I G 5



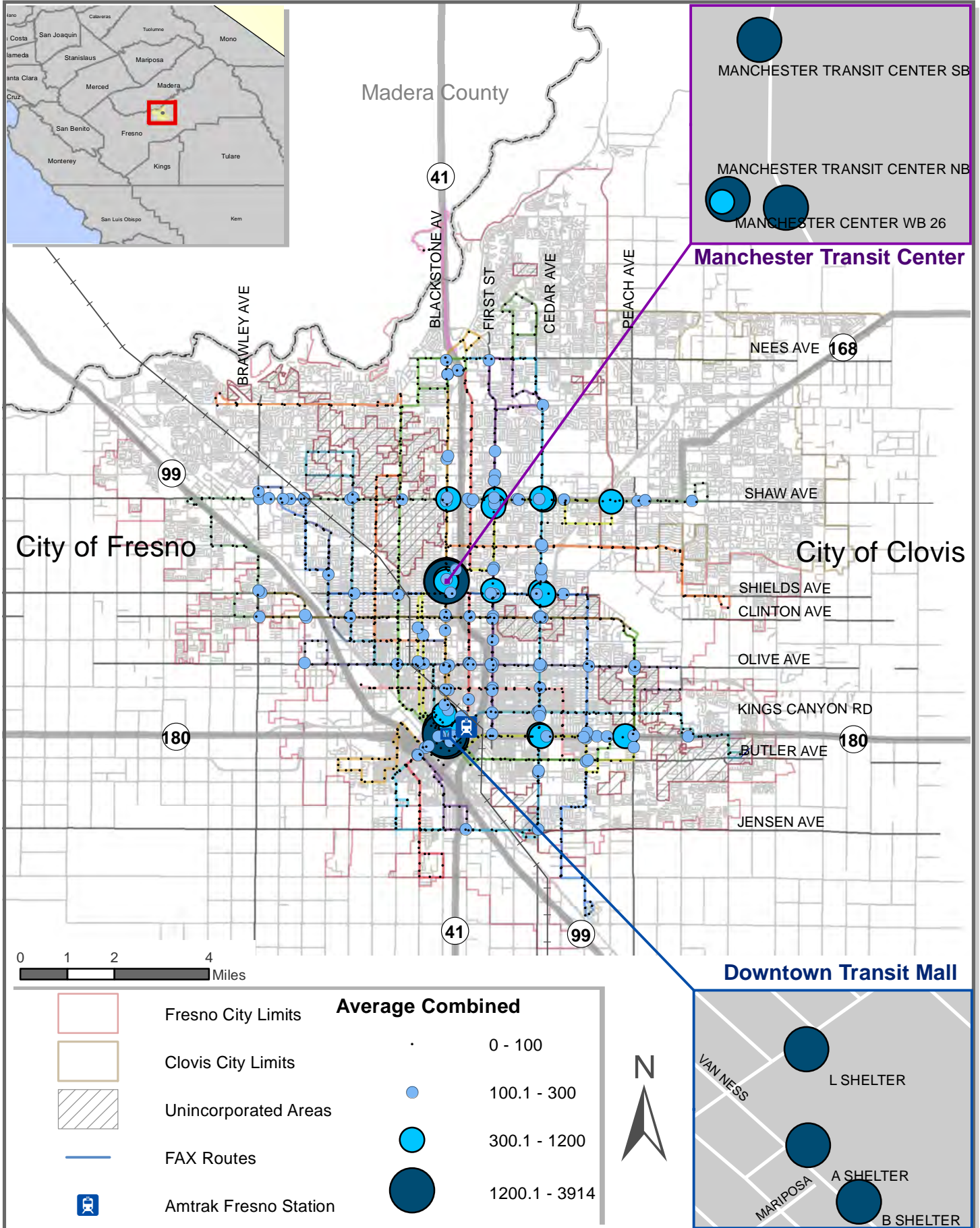
Average Weekday Alightings (offs)

ITEM I G 5



Average Weekday Combined Boardings (ons) + Alightings (offs)

ITEM I G 5



Average Saturday Boardings (ons) ITEM I G 5

