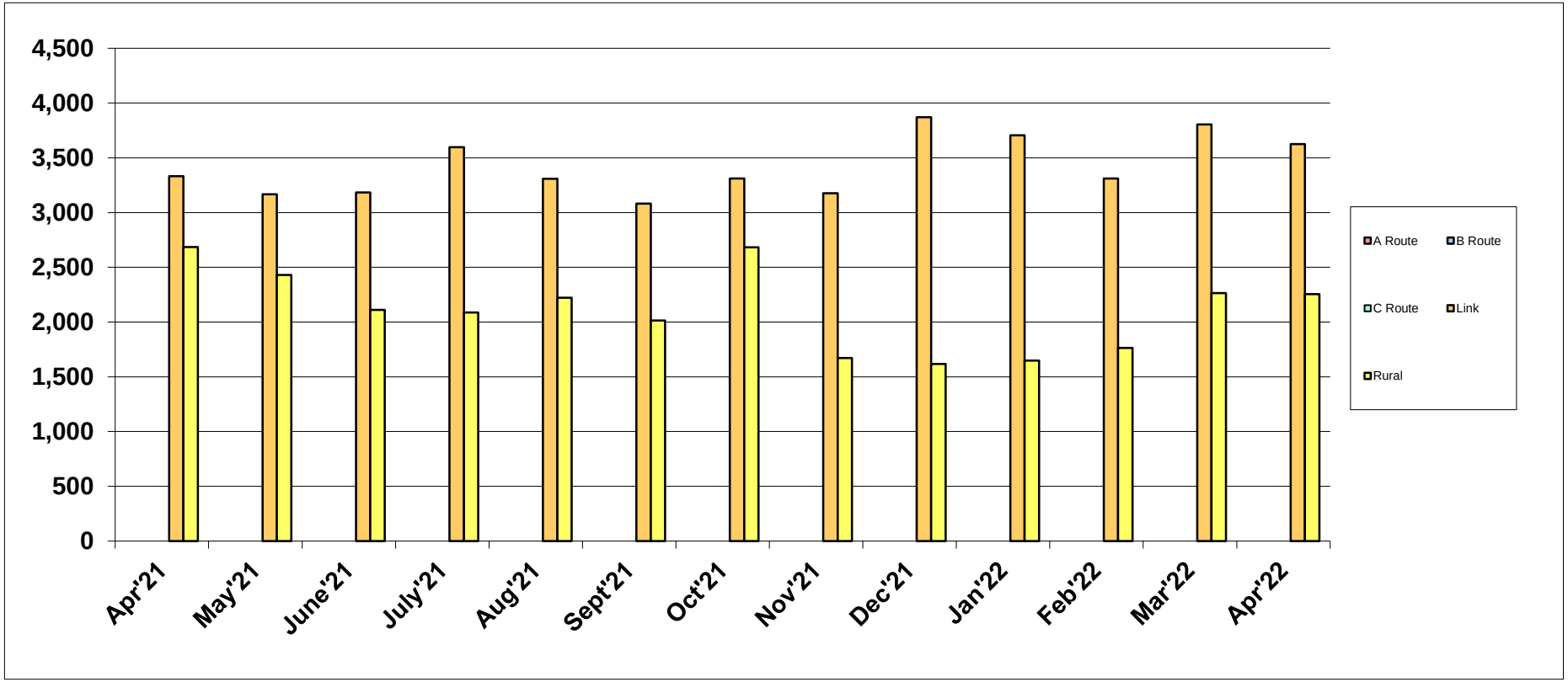
# Citylink

## 2021-2022 Comparison

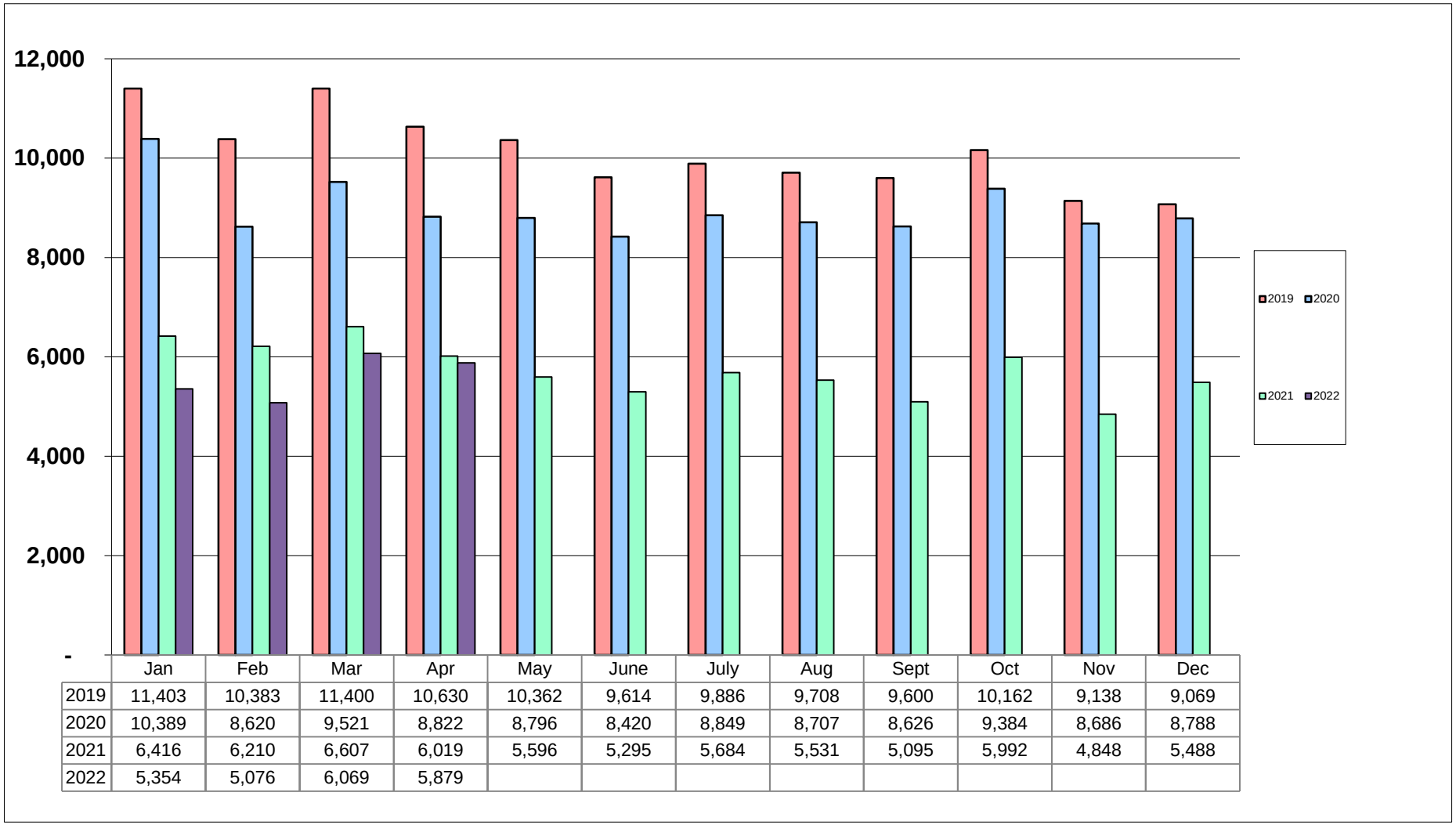
| | Apr'21 | May'21 | June'21 | July'21 | Aug'21 | Sept'21 | Oct'21 | Nov'21 | Dec'21 | Jan'22 | Feb'22 | Mar'22 | Apr'22 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A Route | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| B Route | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| C Route | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Link | 3,333 | 3,167 | 3,183 | 3,597 | 3,308 | 3,081 | 3,310 | 3,177 | 3,871 | 3,705 | 3,312 | 3,805 | 3,624 |
| Rural | 2,686 | 2,429 | 2,112 | 2,087 | 2,223 | 2,014 | 2,682 | 1,671 | 1,617 | 1,649 | 1,764 | 2,264 | 2,255 |
| **Totals** | **6,019** | **5,596** | **5,295** | **5,684** | **5,531** | **5,095** | **5,992** | **4,848** | **5,488** | **5,354** | **5,076** | **6,069** | **5,879** |




A Route: Post Falls and State Line B Route: Post Falls, Hayden and CDA C Route: CDA and Hayden

| | 2019 | 2020 | 2021 | 2022 |
|---|---|---|---|---|
| Jan | 11,403 | 10,389 | 6,416 | 5,354 |
| Feb | 10,383 | 8,620 | 6,210 | 5,076 |
| Mar | 11,400 | 9,521 | 6,607 | 6,069 |
| Apr | 10,630 | 8,822 | 6,019 | 5,879 |
| May | 10,362 | 8,796 | 5,596 | |
| June | 9,614 | 8,420 | 5,295 | |
| July | 9,886 | 8,849 | 5,684 | |
| Aug | 9,708 | 8,707 | 5,531 | |
| Sept | 9,600 | 8,626 | 5,095 | |
| Oct | 10,162 | 9,384 | 5,992 | |
| Nov | 9,138 | 8,686 | 4,848 | |
| Dec | 9,069 | 8,788 | 5,488 | |

## 2019-2022 Total Ridership Comparison




| | Jan | Feb | Mar | Apr | May | June | July | Aug | Sept | Oct | Nov | Dec |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 2019 | 11,403 | 10,383 | 11,400 | 10,630 | 10,362 | 9,614 | 9,886 | 9,708 | 9,600 | 10,162 | 9,138 | 9,069 |
| 2020 | 10,389 | 8,620 | 9,521 | 8,822 | 8,796 | 8,420 | 8,849 | 8,707 | 8,626 | 9,384 | 8,686 | 8,788 |
| 2021 | 6,416 | 6,210 | 6,607 | 6,019 | 5,596 | 5,295 | 5,684 | 5,531 | 5,095 | 5,992 | 4,848 | 5,488 |
| 2022 | 5,354 | 5,076 | 6,069 | 5,879 | | | | | | | | |

## April-2022 : Link (BUR)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 61 | 0 | 1 | 9 | 0 | 33 | 1 | 0 | 56 | **161** |
| **2** | 48 | 1 | 2 | 4 | 0 | 27 | 0 | 1 | 41 | **124** |
| **3** | 19 | 1 | 0 | 5 | 0 | 42 | 0 | 1 | 41 | **109** |
| **4** | 53 | 0 | 0 | 1 | 0 | 54 | 0 | 2 | 28 | **138** |
| **5** | 47 | 0 | 0 | 0 | 0 | 29 | 0 | 1 | 19 | **96** |
| **6** | 18 | 1 | 0 | 0 | 0 | 48 | 0 | 1 | 39 | **107** |
| **7** | 23 | 0 | 6 | 0 | 0 | 44 | 0 | 2 | 43 | **118** |
| **8** | 20 | 0 | 1 | 0 | 0 | 65 | 2 | 8 | 52 | **148** |
| **9** | 17 | 0 | 5 | 0 | 0 | 29 | 0 | 2 | 51 | **104** |
| **10** | 18 | 1 | 3 | 0 | 0 | 48 | 0 | 7 | 45 | **122** |
| **11** | 75 | 0 | 1 | 3 | 0 | 24 | 0 | 0 | 29 | **132** |
| **12** | 24 | 0 | 2 | 0 | 0 | 31 | 0 | 3 | 18 | **78** |
| **13** | 30 | 0 | 0 | 0 | 0 | 44 | 0 | 5 | 23 | **102** |
| **14** | 29 | 0 | 2 | 6 | 0 | 25 | 1 | 0 | 43 | **106** |
| **15** | 43 | 0 | 4 | 1 | 0 | 54 | 0 | 0 | 46 | **148** |
| **16** | 17 | 0 | 2 | 0 | 0 | 49 | 0 | 0 | 51 | **119** |
| **17** | 22 | 0 | 1 | 1 | 0 | 20 | 0 | 1 | 28 | **73** |
| **18** | 46 | 1 | 0 | 0 | 0 | 49 | 0 | 0 | 29 | **125** |
| **19** | 21 | 0 | 2 | 0 | 0 | 29 | 1 | 0 | 29 | **82** |
| **20** | 18 | 1 | 0 | 0 | 0 | 68 | 0 | 3 | 43 | **133** |
| **21** | 20 | 0 | 0 | 0 | 0 | 46 | 0 | 0 | 48 | **114** |
| **22** | 66 | 0 | 0 | 0 | 0 | 54 | 2 | 4 | 50 | **176** |
| **23** | 20 | 0 | 3 | 0 | 0 | 56 | 0 | 0 | 51 | **130** |
| **24** | 29 | 0 | 7 | 5 | 0 | 26 | 4 | 2 | 39 | **112** |
| **25** | 48 | 0 | 0 | 12 | 0 | 74 | 0 | 2 | 43 | **179** |
| **26** | 43 | 0 | 1 | 1 | 0 | 35 | 0 | 1 | 21 | **102** |
| **27** | 23 | 2 | 0 | 0 | 0 | 45 | 0 | 5 | 36 | **111** |
| **28** | 27 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 37 | **85** |
| **29** | 51 | 0 | 2 | 3 | 0 | 42 | 0 | 2 | 54 | **154** |
| **30** | 40 | 1 | 2 | 8 | 0 | 38 | 0 | 0 | 47 | **136** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **1,016** | **9** | **47** | **59** | **0** | **1,249** | **11** | **53** | **1,180** | **3,624** |
| **GEN/EMP** | **2,196** | | | | | | | | | |
| **TOTAL** | **3,624** | | | | | | | | | |

## April-2022 : Rural (Bus 21) (BUR)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 36 | 0 | 20 | 0 | 0 | 6 | 0 | 0 | 31 | **93** |
| **2** | 45 | 0 | 2 | 1 | 0 | 13 | 0 | 0 | 21 | **82** |
| **3** | 37 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 24 | **69** |
| **4** | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 | **6** |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **10** | 18 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 21 | **49** |
| **11** | 21 | 0 | 6 | 1 | 0 | 1 | 0 | 2 | 16 | **47** |
| **12** | 33 | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 13 | **51** |
| **13** | 17 | 0 | 13 | 1 | 0 | 1 | 0 | 0 | 19 | **51** |
| **14** | 29 | 0 | 14 | 1 | 0 | 5 | 0 | 0 | 10 | **59** |
| **15** | 29 | 0 | 3 | 2 | 0 | 5 | 0 | 0 | 20 | **59** |
| **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **17** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **18** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **19** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **20** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **21** | 7 | 0 | 13 | 2 | 0 | 0 | 0 | 0 | 5 | **27** |
| **22** | 28 | 0 | 16 | 1 | 0 | 9 | 0 | 0 | 29 | **83** |
| **23** | 44 | 0 | 14 | 3 | 0 | 9 | 0 | 0 | 28 | **98** |
| **24** | 28 | 0 | 5 | 0 | 0 | 3 | 0 | 0 | 17 | **53** |
| **25** | 20 | 0 | 8 | 3 | 0 | 8 | 0 | 0 | 16 | **55** |
| **26** | 4 | 0 | 5 | 0 | 0 | 1 | 0 | 0 | 5 | **15** |
| **27** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **28** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **29** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **397** | **0** | **128** | **15** | **0** | **76** | **0** | **2** | **279** | **897** |
| **GEN/EMP** | **676** | | | | | | | | | |
| **TOTAL** | **897** | | | | | | | | | |

## April-2022 : Rural (Bus 25) (BUR)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **4** | 27 | 0 | 4 | 5 | 0 | 1 | 0 | 1 | 11 | **49** |
| **5** | 35 | 0 | 6 | 6 | 0 | 8 | 0 | 0 | 11 | **66** |
| **6** | 21 | 0 | 4 | 4 | 0 | 1 | 0 | 0 | 11 | **41** |
| **7** | 31 | 0 | 14 | 0 | 0 | 3 | 0 | 0 | 12 | **60** |
| **8** | 25 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 18 | **48** |
| **9** | 17 | 0 | 1 | 0 | 0 | 9 | 0 | 0 | 24 | **51** |
| **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **13** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **14** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **15** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | **8** |
| **16** | 19 | 0 | 2 | 0 | 0 | 9 | 0 | 2 | 28 | **60** |
| **17** | 17 | 0 | 2 | 0 | 0 | 3 | 0 | 0 | 20 | **42** |
| **18** | 37 | 0 | 12 | 1 | 0 | 5 | 0 | 0 | 16 | **71** |
| **19** | 30 | 0 | 8 | 1 | 0 | 3 | 0 | 0 | 15 | **57** |
| **20** | 25 | 0 | 1 | 2 | 0 | 3 | 0 | 0 | 11 | **42** |
| **21** | 19 | 0 | 3 | 0 | 0 | 1 | 0 | 0 | 8 | **31** |
| **22** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **23** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **24** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **25** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **26** | 14 | 0 | 14 | 0 | 0 | 7 | 0 | 0 | 8 | **43** |
| **27** | 32 | 0 | 11 | 1 | 0 | 4 | 0 | 1 | 16 | **65** |
| **28** | 33 | 0 | 9 | 3 | 0 | 4 | 0 | 0 | 15 | **64** |
| **29** | 22 | 0 | 11 | 0 | 0 | 3 | 0 | 0 | 22 | **58** |
| **30** | 36 | 0 | 2 | 5 | 0 | 4 | 0 | 1 | 26 | **74** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **443** | **0** | **109** | **28** | **0** | **68** | **0** | **5** | **277** | **930** |
| **GEN/EMP** | **720** | | | | | | | | | |
| **TOTAL** | **930** | | | | | | | | | |

## April-2022 : Rural (Bus 52 ) (BUR)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 5 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 7 | 21 |
| 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 27 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 28 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 29 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 31 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5 | 0 | 6 | 2 | 0 | 1 | 0 | 0 | 7 | 21 |
| GEN/EMP | 12 | | | | | | | | | |
| TOTAL | 21 | | | | | | | | | |

## April-2022 : Plummer Express (Bus 20) (BUO)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **13** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **14** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **17** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **18** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **19** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **20** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **21** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **22** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **23** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **24** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **25** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **26** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **27** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **28** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **29** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **2** |
| **GEN/EMP** | **2** | | | | | | | | | |
| **TOTAL** | **2** | | | | | | | | | |

## April-2022 : Plummer Express (Bus 24) (BUO)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **4** | 6 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | **14** |
| **5** | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | **20** |
| **6** | 10 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | **20** |
| **7** | 8 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | **16** |
| **8** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | **4** |
| **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **11** | 8 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **14** |
| **12** | 7 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | **10** |
| **13** | 9 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | **16** |
| **14** | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **13** |
| **15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **17** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **18** | 7 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **13** |
| **19** | 5 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **11** |
| **20** | 4 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | **12** |
| **21** | 8 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | **15** |
| **22** | 1 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | **9** |
| **23** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **24** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **25** | 4 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **10** |
| **26** | 6 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **12** |
| **27** | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **8** |
| **28** | 2 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | **8** |
| **29** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **104** | **0** | **0** | **0** | **0** | **121** | **0** | **0** | **0** | **225** |

| | |
|---|---|
| **GEN/EMP** | **104** |
| **TOTAL** | **225** |

## April-2022 : On-Demand (Bus 22) (BUO)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | **4** |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | **1** |
| **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **13** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **14** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **17** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **18** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **19** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **20** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **21** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **22** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **23** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **24** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **25** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **26** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **27** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **28** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **29** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **5** |
| **GEN/EMP** | **0** | | | | | | | | | |
| **TOTAL** | **5** | | | | | | | | | |

## April-2022 : On-Demand (Bus 23) (BUO)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **3** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | **5** |
| **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **5** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **6** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **8** | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 8 | 0 | **12** |
| **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **10** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | **5** |
| **12** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 0 | **6** |
| **13** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 1 | **7** |
| **14** | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 6 | 0 | **8** |
| **15** | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 5 | 3 | **9** |
| **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **17** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **18** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | **8** |
| **19** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 5 | **9** |
| **20** | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 5 | 0 | **9** |
| **21** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | **4** |
| **22** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 7 | 0 | **9** |
| **23** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **24** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **25** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 2 | **7** |
| **26** | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 | 2 | **8** |
| **27** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 5 | 3 | **10** |
| **28** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | **4** |
| **29** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | **3** |
| **30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **3** | **0** | **1** | **16** | **0** | **7** | **1** | **78** | **17** | **123** |
| **GEN/EMP** | **20** | | | | | | | | | |
| **TOTAL** | **123** | | | | | | | | | |

## April-2022 : On-Demand (20) (BUO)

| | GENERAL | GENERAL WHEELCHAIR | STUDENTS 6-18 | STUDENTS 18 + | STUDENT WHEELCHAIR | SENIOR | SENIOR WHEELCHAIR | DISABLED AMBULATORY | EMPLOYEE | TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|
| **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **4** | 1 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | **8** |
| **5** | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 3 | 1 | **9** |
| **6** | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 4 | 0 | **8** |
| **7** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | **9** |
| **8** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **9** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **10** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | **6** |
| **11** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **12** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **13** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **14** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **15** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **16** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **17** | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 0 | 0 | **6** |
| **18** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **19** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **20** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **21** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **22** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **23** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **24** | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 2 | 0 | **6** |
| **25** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **26** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **27** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **28** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **29** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **30** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| **31** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **0** |
| | **3** | **0** | **0** | **4** | **0** | **18** | **2** | **22** | **3** | **52** |
| **GEN/EMP** | **6** | | | | | | | | | |
| **TOTAL** | **52** | | | | | | | | | |

# ON DEMAND TRIP DENIAL FORM

| DATE | TIME | # | NAME OF PERSON | REASON FOR NOT BEING ABLE TO DO THE PICKUP WITH 1 HR TIME |
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| TOTAL | | 0 | | |

| April-2022 : Plummer Express (Time & Mileage) (BUO) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **TOTAL BUS MILES** | TOTAL BUS REVENUE MILES | TOTAL MILES TO REVENUE | TOTAL REVENUE MILES | TOTAL NONE REVENUE MILES | **TOTAL BUS HOURS** | TOTAL BUS REVENUE HOURS | TOTAL HOURS TO REVENUE | TOTAL REVENUE HOURS | TOTAL NONE REVENUE HOURS |
| **1** | 104 | 100 | 31 | 69 | 4 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **2** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **3** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **4** | 130 | 115 | 32 | 83 | 15 | 3:50:00 | 3:25:00 | 1:05:00 | 2:20:00 | 0:25:00 |
| **5** | 199 | 183 | 67 | 116 | 16 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **6** | 200 | 185 | 63 | 122 | 15 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **7** | 176 | 172 | 62 | 110 | 4 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **8** | 129 | 114 | 31 | 83 | 15 | 3:50:00 | 3:25:00 | 1:05:00 | 2:20:00 | 0:25:00 |
| **9** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **10** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **11** | 199 | 182 | 64 | 118 | 17 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **12** | 260 | 215 | 94 | 121 | 45 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **13** | 199 | 184 | 64 | 120 | 15 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **14** | 200 | 185 | 59 | 126 | 15 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **15** | 63 | 44 | 18 | 26 | 19 | 1:40:00 | 1:30:00 | 0:40:00 | 0:50:00 | 0:10:00 |
| **16** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **17** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **18** | 177 | 165 | 54 | 111 | 12 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **19** | 198 | 183 | 65 | 118 | 15 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **20** | 201 | 185 | 63 | 122 | 16 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **21** | 178 | 164 | 52 | 112 | 14 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **22** | 233 | 196 | 90 | 106 | 37 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **23** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **24** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **25** | 176 | 171 | 61 | 110 | 5 | 4:30:00 | 4:20:00 | 1:40:00 | 2:40:00 | 0:10:00 |
| **26** | 177 | 173 | 66 | 107 | 4 | 4:30:00 | 4:20:00 | 1:40:00 | 2:40:00 | 0:10:00 |
| **27** | 198 | 183 | 64 | 119 | 15 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **28** | 176 | 172 | 66 | 106 | 4 | 5:15:00 | 4:50:00 | 1:40:00 | 3:10:00 | 0:25:00 |
| **29** | 82 | 54 | 18 | 36 | 28 | 1:40:00 | 1:30:00 | 0:40:00 | 0:50:00 | 0:10:00 |
| **30** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **31** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| | **3655** | **3325** | **1184** | **2141** | **330** | **98:45:00** | **91:00:00** | **31:50:00** | **59:10:00** | **7:45:00** |

| April-2022 : On-Demand (Time & Mileage) (BUO) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **TOTAL BUS MILES** | TOTAL BUS REVENUE MILES | TOTAL MILES TO REVENUE | TOTAL REVENUE MILES | TOTAL NONE REVENUE MILES | **TOTAL BUS HOURS** | TOTAL BUS REVENUE HOURS | TOTAL HOURS TO REVENUE | TOTAL REVENUE HOURS | TOTAL NONE REVENUE HOURS |
| **1** | 102 | 58 | 20 | 38 | 44 | 2:29:00 | 1:25:00 | 0:34:00 | 0:51:00 | 1:04:00 |
| **2** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **3** | 125 | 83 | 40 | 43 | 42 | 3:05:00 | 1:55:00 | 0:55:00 | 1:00:00 | 1:10:00 |
| **4** | 122 | 81 | 28 | 53 | 41 | 5:00:00 | 3:48:00 | 0:54:00 | 2:54:00 | 1:12:00 |
| **5** | 137 | 83 | 35 | 48 | 54 | 4:05:00 | 2:35:00 | 1:00:00 | 1:35:00 | 1:30:00 |
| **6** | 150 | 81 | 29 | 52 | 69 | 4:30:00 | 2:50:00 | 0:55:00 | 1:55:00 | 1:40:00 |
| **7** | 136 | 104 | 33 | 71 | 32 | 4:25:00 | 3:35:00 | 0:45:00 | 2:50:00 | 0:50:00 |
| **8** | 120 | 80 | 21 | 59 | 40 | 5:27:00 | 4:26:00 | 0:57:00 | 3:29:00 | 1:01:00 |
| **9** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **10** | 114 | 99 | 56 | 43 | 15 | 2:35:00 | 2:15:00 | 1:15:00 | 1:00:00 | 0:20:00 |
| **11** | 79 | 57 | 20 | 37 | 22 | 2:55:00 | 2:02:00 | 0:33:00 | 1:29:00 | 0:53:00 |
| **12** | 127 | 77 | 37 | 40 | 50 | 4:05:00 | 2:35:00 | 1:10:00 | 1:25:00 | 1:30:00 |
| **13** | 139 | 63 | 16 | 47 | 76 | 5:28:00 | 3:12:00 | 0:34:00 | 2:38:00 | 2:16:00 |
| **14** | 132 | 81 | 37 | 44 | 51 | 3:40:00 | 2:20:00 | 0:55:00 | 1:25:00 | 1:20:00 |
| **15** | 130 | 94 | 40 | 54 | 36 | 5:31:00 | 4:32:00 | 1:15:00 | 3:17:00 | 0:59:00 |
| **16** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **17** | 113 | 97 | 54 | 43 | 16 | 2:25:00 | 2:00:00 | 1:10:00 | 0:50:00 | 0:25:00 |
| **18** | 144 | 108 | 47 | 61 | 36 | 5:14:00 | 4:15:00 | 1:19:00 | 2:56:00 | 0:59:00 |
| **19** | 53 | 45 | 8 | 37 | 8 | 2:35:00 | 2:09:00 | 0:24:00 | 1:45:00 | 0:26:00 |
| **20** | 119 | 85 | 30 | 55 | 34 | 4:38:00 | 3:11:00 | 0:50:00 | 2:21:00 | 1:27:00 |
| **21** | 84 | 60 | 31 | 29 | 24 | 3:24:00 | 2:40:00 | 0:59:00 | 1:41:00 | 0:44:00 |
| **22** | 153 | 93 | 33 | 60 | 60 | 5:55:00 | 4:06:00 | 0:56:00 | 3:10:00 | 1:49:00 |
| **23** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **24** | 117 | 97 | 54 | 43 | 20 | 2:40:00 | 2:05:00 | 1:00:00 | 1:05:00 | 0:35:00 |
| **25** | 130 | 84 | 35 | 49 | 46 | 4:44:00 | 3:22:00 | 1:27:00 | 1:55:00 | 1:22:00 |
| **26** | 106 | 66 | 35 | 31 | 40 | 3:30:00 | 2:10:00 | 1:00:00 | 1:10:00 | 1:20:00 |
| **27** | 141 | 102 | 40 | 62 | 39 | 4:20:00 | 3:15:00 | 1:10:00 | 2:05:00 | 1:05:00 |
| **28** | 119 | 67 | 31 | 36 | 52 | 3:28:00 | 1:45:00 | 0:50:00 | 0:55:00 | 1:43:00 |
| **29** | 73 | 53 | 18 | 35 | 20 | 2:49:00 | 2:20:00 | 0:33:00 | 1:47:00 | 0:29:00 |
| **30** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **31** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| | **2965** | **1998** | **828** | **1170** | **967** | **98:57:00** | **70:48:00** | **23:20:00** | **47:28:00** | **28:09:00** |

| April-2022 : On-Demand & Plummer Exp (Time & Mileage) (BUO) | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | **TOTAL BUS MILES** | TOTAL BUS REVENUE MILES | TOTAL MILES TO REVENUE | TOTAL REVENUE MILES | TOTAL NONE REVENUE MILES | **TOTAL BUS HOURS** | TOTAL BUS REVENUE HOURS | TOTAL HOURS TO REVENUE | TOTAL REVENUE HOURS | TOTAL NONE REVENUE HOURS |
| **1** | 206 | 158 | 51 | 107 | 48 | 7:44:00 | 6:15:00 | 2:14:00 | 4:01:00 | 1:29:00 |
| **2** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **3** | 125 | 83 | 40 | 43 | 42 | 3:05:00 | 1:55:00 | 0:55:00 | 1:00:00 | 1:10:00 |
| **4** | 252 | 196 | 60 | 136 | 56 | 8:50:00 | 7:13:00 | 1:59:00 | 5:14:00 | 1:37:00 |
| **5** | 336 | 266 | 102 | 164 | 70 | 9:20:00 | 7:25:00 | 2:40:00 | 4:45:00 | 1:55:00 |
| **6** | 350 | 266 | 92 | 174 | 84 | 9:45:00 | 7:40:00 | 2:35:00 | 5:05:00 | 2:05:00 |
| **7** | 312 | 276 | 95 | 181 | 36 | 9:40:00 | 8:25:00 | 2:25:00 | 6:00:00 | 1:15:00 |
| **8** | 249 | 194 | 52 | 142 | 55 | 9:17:00 | 7:51:00 | 2:02:00 | 5:49:00 | 1:26:00 |
| **9** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **10** | 114 | 99 | 56 | 43 | 15 | 2:35:00 | 2:15:00 | 1:15:00 | 1:00:00 | 0:20:00 |
| **11** | 278 | 239 | 84 | 155 | 39 | 8:10:00 | 6:52:00 | 2:13:00 | 4:39:00 | 1:18:00 |
| **12** | 387 | 292 | 131 | 161 | 95 | 9:20:00 | 7:25:00 | 2:50:00 | 4:35:00 | 1:55:00 |
| **13** | 338 | 247 | 80 | 167 | 91 | 10:43:00 | 8:02:00 | 2:14:00 | 5:48:00 | 2:41:00 |
| **14** | 332 | 266 | 96 | 170 | 66 | 8:55:00 | 7:10:00 | 2:35:00 | 4:35:00 | 1:45:00 |
| **15** | 193 | 138 | 58 | 80 | 55 | 7:11:00 | 6:02:00 | 1:55:00 | 4:07:00 | 1:09:00 |
| **16** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **17** | 113 | 97 | 54 | 43 | 16 | 2:25:00 | 2:00:00 | 1:10:00 | 0:50:00 | 0:25:00 |
| **18** | 321 | 273 | 101 | 172 | 48 | 10:29:00 | 9:05:00 | 2:59:00 | 6:06:00 | 1:24:00 |
| **19** | 251 | 228 | 73 | 155 | 23 | 7:50:00 | 6:59:00 | 2:04:00 | 4:55:00 | 0:51:00 |
| **20** | 320 | 270 | 93 | 177 | 50 | 9:53:00 | 8:01:00 | 2:30:00 | 5:31:00 | 1:52:00 |
| **21** | 262 | 224 | 83 | 141 | 38 | 8:39:00 | 7:30:00 | 2:39:00 | 4:51:00 | 1:09:00 |
| **22** | 386 | 289 | 123 | 166 | 97 | 11:10:00 | 8:56:00 | 2:36:00 | 6:20:00 | 2:14:00 |
| **23** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **24** | 117 | 97 | 54 | 43 | 20 | 2:40:00 | 2:05:00 | 1:00:00 | 1:05:00 | 0:35:00 |
| **25** | 306 | 255 | 96 | 159 | 51 | 9:14:00 | 7:42:00 | 3:07:00 | 4:35:00 | 1:32:00 |
| **26** | 283 | 239 | 101 | 138 | 44 | 8:00:00 | 6:30:00 | 2:40:00 | 3:50:00 | 1:30:00 |
| **27** | 339 | 285 | 104 | 181 | 54 | 9:35:00 | 8:05:00 | 2:50:00 | 5:15:00 | 1:30:00 |
| **28** | 295 | 239 | 97 | 142 | 56 | 8:43:00 | 6:35:00 | 2:30:00 | 4:05:00 | 2:08:00 |
| **29** | 155 | 107 | 36 | 71 | 48 | 4:29:00 | 3:50:00 | 1:13:00 | 2:37:00 | 0:39:00 |
| **30** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| **31** | 0 | 0 | 0 | 0 | 0 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 | 0:00:00 |
| | **6620** | **5323** | **2012** | **3311** | **1297** | **197:42:00** | **161:48:00** | **55:10:00** | **106:38:00** | **35:54:00** |

| A ROUTE | B ROUTE | C ROUTE | LINK BUS | RURAL BUS 21 | RURAL BUS 25 | RURAL BUS 26 | RURAL BUS 27 | RURAL BUS 29 |
|---|---|---|---|---|---|---|---|---|
| CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP |
| 0 | 0 | 0 | 1,313 | 78 | 73 | 0 | 0 | 0 |
| CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP |
| 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 |

| RURAL BUS 52 | PLUMMER BUS 20 | PLUMMER BUS 22 | PLUMMER BUS 23 | PLUMMER BUS 24 | ON DEMAND BUS 22 | ON DEMAND BUS 23 | ON DEMAND BUS 20 | ON DEMAND BUS 24 |
|---|---|---|---|---|---|---|---|---|
| CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP |
| 1 | 0 | 0 | 0 | 121 | 5 | 86 | 42 | 0 |
| CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP | CITYLINK WHEEL-CHAIR RIDERSHIP |
| 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |

## CITYLINK ROUTES MONTHLY SENIOR & WHEELCHAIR RIDERSHIP TOTAL

**April-2022**

| A, B, C, LINK, RURAL | |
|---|---|
| SENIOR RIDERSHIP TOTAL | WHEELCHAIR RIDERSHIP TOTAL |
| 1,465 | 20 |

| ON-DEMAND PLUMMER EXPRESS | |
|---|---|
| SENIOR RIDERSHIP TOTAL | WHEELCHAIR RIDERSHIP TOTAL |
| 254 | 3 |

# CITYLINK ROUTES MONTHLY SENIOR & WHEELCHAIR RIDERSHIP TOTAL

**April-2022**

| A ROUTE | B ROUTE | C ROUTE |
|---|---|---|
| CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP |
| 0 | 0 | 0 |
| CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP |
| 0 | 0 | 0 |

| SENIOR RIDERSHIP TOTAL | WHEELCHAIR RIDERSHIP TOTAL |
|---|---|
| 0 | 0 |

| LINK BUS | RURAL BUS 21 | RURAL BUS 25 | RURAL BUS 26 | RURAL BUS 28 | RURAL BUS 29 | RURAL BUS 27 | RURAL BUS 52 |
|---|---|---|---|---|---|---|---|
| CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP |
| 1,313 | 78 | 73 | 0 | #REF! | 0 | 0 | 1 |
| CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP |
| 20 | 0 | 0 | 0 | #REF! | 0 | 0 | 0 |

## LINK, RURAL ROUTES

| SENIOR RIDERSHIP TOTAL | WHEELCHAIR RIDERSHIP TOTAL |
|---|---|
| #REF! | #REF! |

| PLUMMER BUS 20 | PLUMMER BUS 22 | PLUMMER BUS 23 | PLUMMER BUS 24 | ON DEMAND BUS 22 | ON DEMAND BUS 23 | ON DEMAND BUS 20 | ON DEMAND BUS 24 |
|---|---|---|---|---|---|---|---|
| CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP |
| 0 | 0 | 0 | 121 | 5 | 86 | 42 | 0 |
| CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP | CITYLINK WHEELCHAIR RIDERSHIP |
| 0 | 0 | 0 | 0 | 0 | 1 | 2 | 0 |

## ON-DEMAND & PLUMMER EXPRESS

| SENIOR RIDERSHIP TOTAL | WHEELCHAIR RIDERSHIP TOTAL |
|---|---|
| 254 | 3 |

# CITYLINK ROUTES MONTHLY RIDERSHIP TOTAL

April-2022

| LINK BUS | RURAL BUS 21 | RURAL BUS 25 | RURAL BUS 26 | RURAL BUS 28 | RURAL BUS 29 | RURAL BUS 27 | RURAL BUS 52 |
|---|---|---|---|---|---|---|---|
| CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP |
| 3,624 | 897 | 930 | #REF! | #REF! | #REF! | #REF! | 21 |

| LINK ROUTE |
|---|
| RIDERSHIP TOTAL |
| 3,624 |

| RURAL ROUTE |
|---|
| RIDERSHIP TOTAL |
| #REF! |

| PLUMMER BUS 20 | PLUMMER BUS 22 | PLUMMER BUS 23 | PLUMMER BUS 24 | ON DEMAND BUS 22 | ON DEMAND BUS 23 | ON DEMAND BUS 20 | ON DEMAND BUS 24 |
|---|---|---|---|---|---|---|---|
| CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP | CITYLINK RIDERSHIP |
| 2 | #REF! | #REF! | 225 | 5 | 123 | 52 | #REF! |

| PLUMMER EXPRESS |
|---|
| RIDERSHIP TOTAL |
| #REF! |

| ON-DEMAND |
|---|
| RIDERSHIP TOTAL |
| #REF! |

DUE TO BOB BY 5TH OF MONTH

# April-2022

## CITYLINK LINK & RURAL MONTHLY SENIOR RIDERSHIP

| LINK | | RURAL | | TOTAL |
|---|---|---|---|---|
| 1,313 | | 152 | | 1,465 |

| LINK BUS | RURAL BUS 21 | RURAL BUS 25 | RURAL BUS 28 | RURAL BUS 29 | RURAL BUS 26 | RURAL BUS 27 | RURAL BUS 52 |
|---|---|---|---|---|---|---|---|
| CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP | CITYLINK SENIOR RIDERSHIP |
| 1,313 | 78 | 73 | 0 | 0 | 0 | 0 | 1 |

| April-2022 |
|---|
| CITYLINK MONTHLY SENIOR RIDERSHIP LINK ROUTE |
| 1,313 |

| April-2022 |
|---|
| CITYLINK MONTHLY SENIOR RIDERSHIP RURAL ROUTE |
| 152 |