

Memo

File No: 21 00 31

Date: 17 June 2026

To: WRC Transport Committee
Katherine Simpson, Team Leader – Transport Planning

From: Vincent Kuo, Team Leader – Contracts and Insights

Subject: **2026.06.17 Regional Transport Connections PT Update re. the Fuel Situation**

Purpose of this memo

This memorandum provides the fourth fortnightly update (week 24) to the WRC Transport Committee on the current fuel environment and its impacts on public transport service delivery. The update is intended to support Committee oversight by summarising key operational and financial indicators, and by highlighting emerging risks and responses associated with fuel cost volatility.

Scope of this update

This memo focuses primarily on recent trends in public transport patronage and fare revenue across bus and rail services. It also outlines any other relevant developments that are considered worth mentioning. Subsequent sections provide more detailed commentary on each of these matters.

It should also be noted that the patronage and fare revenue data (including the % of change between years) for the most recent week presented is provisional and may be subject to minor revision in subsequent reports. This reflects the timing of data extraction, as final figures depend on the capture of complete data for the last day of the reporting period.

New Zealand currently remains at “Phase 1: Watchful” in the national Fuel Response Plan where access to fuel remains steady and available but fuel prices are rising due to global market changes.

Public transport patronage – bus and rail

Table 1 below presents the percentage change in public transport (bus and rail) patronage on a week-by-week basis, comparing each week with the equivalent week in the previous year. This provides an indication of relative growth or decline in patronage over time, while accounting for seasonal patterns and variability across the reporting period. The patronage data excludes Thames Connector, 25-Taumarunui and Night Flex services.

Table 1: Weekly Year on Year Change in PT Patronage

Period Type	Weeks	Bus service	Train service
Before Fuel Price Increase			
(2026-02-02 - 2026-02-08)	Week 6 ▼	-0.2%	▼ -13.6%
(2026-02-09 - 2026-02-15)	Week 7 ▼	-3.1%	▲ 3.1%
(2026-02-16 - 2026-02-22)	Week 8 ▼	-5.0%	▲ 22.0%
(2026-02-23 - 2026-03-01)	Week 9 ▼	-3.6%	▲ 24.1%
Fuel Price Increased			
(2026-03-02 - 2026-03-08)	Week 10 ▲	1.0%	▲ 5.7%
(2026-03-09 - 2026-03-15)	Week 11 ▼	-1.0%	▲ 1.3%
(2026-03-16 - 2026-03-22)	Week 12 ▲	5.5%	▲ 25.0%
(2026-03-23 - 2026-03-29)	Week 13 ▲	1.1%	▲ 24.3%
(2026-03-30 - 2026-04-05)	Week 14 ▼	-6.9%	▼ -8.3%
(2026-04-06 - 2026-04-12)	Week 15 ▼	-42.2%	▲ 39.6%
(2026-04-13 - 2026-04-19)	Week 16 ▲	28.2%	
(2026-04-20 - 2026-04-26)	Week 17 ▲	109.4%	
(2026-04-27 - 2026-05-03)	Week 18 ▼	-4.2%	▲ 29.0%
(2026-05-04 - 2026-05-10)	Week 19 ▲	5.7%	▲ 32.3%
(2026-05-11 - 2026-05-17)	Week 20 ▲	4.8%	▲ 27.9%
(2026-05-18 - 2026-05-24)	Week 21 ▲	4.6%	▲ 13.6%
(2026-05-25 - 2026-05-31)	Week 22 ▲	8.4%	▲ 64.6%
(2026-06-01 - 2026-06-07)	Week 23 ▲	3.6%	▲ 11.6%
(2026-06-08 - 2026-06-14)	Week 24 ▲	0.6%	▼ -17.2%

Note that the detailed weekly patronage figures from February to week 24 (in 2025 and 2026) are presented in **Attachment 1**.

The following key observations summarise week-by-week changes in public transport patronage for 2026 compared with the same period in 2025.

- Early divergence between modes pre-fuel increase: Prior to the fuel price increase, bus patronage remained slightly below 2025 levels, while rail patronage showed strong and increasing growth from Week 8 onward.
- Gradual bus recovery following fuel price increase: From Weeks 10-13, bus patronage begins to stabilise and show modest growth, suggesting a gradual return to previous levels and a possible early behavioural response to increased fuel costs.
- Sustained strong rail performance: From Weeks 12-23, rail patronage consistently outperformed bus, with strong and sustained growth (typically +24% to +64.6%), suggesting a stronger shift toward rail usage.
- Short-term volatility around holiday period: Around Weeks 14-15, both modes experienced volatility, with notable declines in bus patronage (down to -42.2%) and a sharp fluctuation in rail, likely reflecting school holidays or seasonal disruptions. This is followed by a strong patronage rebound for both modes.
- Stabilisation and moderate growth: Between Weeks 18-23, bus patronage stabilised with modest growth (around 3–8%), while rail remained consistently strong, before both modes softened again in Week 24 (particularly rail at -17.2%).

Bus patronage – comparison of urban and regional services

Table 2 below presents the percentage change of bus patronage on a week by week basis, comparing each week with the equivalent week in the previous year. The data is disaggregated between urban and regional bus services to provide additional insight into demand patterns across service types. The patronage data excludes Thames Connector, 25-Taumarunui and Night Flex services.

Table 2: Weekly Year on Year Change in Bus Patronage – Urban vs Regional Buses

Period Type	Weeks		Urban Bus Service % Difference Year On Year	Regional Bus Service % Difference Year On Year
Before Fuel Price Increase				
(2026-02-02 - 2026-02-08)	Week 6	▼	-0.5%	▲ 1.0%
(2026-02-09 - 2026-02-15)	Week 7	▼	-3.6%	▼ -1.0%
(2026-02-16 - 2026-02-22)	Week 8	▼	-5.9%	▼ -1.1%
(2026-02-23 - 2026-03-01)	Week 9	▼	-4.0%	▼ -1.5%
Fuel Price Increased				
(2026-03-02 - 2026-03-08)	Week 10	▲	0.7%	▲ 2.3%
(2026-03-09 - 2026-03-15)	Week 11	▼	-1.2%	▼ -0.1%
(2026-03-16 - 2026-03-22)	Week 12	▲	5.0%	▲ 7.8%
(2026-03-23 - 2026-03-29)	Week 13	▲	0.1%	▲ 5.2%
(2026-03-30 - 2026-04-05)	Week 14	▼	-6.6%	▼ -8.2%
(2026-04-06 - 2026-04-12)	Week 15	▼	-41.8%	▼ -43.8%
(2026-04-13 - 2026-04-19)	Week 16	▲	23.7%	▲ 53.0%
(2026-04-20 - 2026-04-26)	Week 17	▲	100.3%	▲ 157.4%
(2026-04-27 - 2026-05-03)	Week 18	▼	-5.0%	▼ -0.9%
(2026-05-04 - 2026-05-10)	Week 19	▲	5.0%	▲ 8.5%
(2026-05-11 - 2026-05-17)	Week 20	▲	3.6%	▲ 10.2%
(2026-05-18 - 2026-05-24)	Week 21	▲	3.3%	▲ 10.0%
(2026-05-25 - 2026-05-31)	Week 22	▲	7.5%	▲ 12.0%
(2026-06-01 - 2026-06-07)	Week 23	▲	2.0%	▲ 10.6%
(2026-06-08 - 2026-06-14)	Week 24	▼	-0.4%	▲ 5.0%

Note that the detailed weekly bus patronage figures, including the urban and regional breakdown from February to Week 24 (for both 2025 and 2026), are provided in **Attachment 2**.

Key observations are as follows:

- Lower demand prior to fuel price increase: Prior to the fuel price increase (Weeks 6-9), both urban and regional patronage tracked below 2025 levels, with a slightly more pronounced decline in urban services.
- Early recovery led by regional services: Following the fuel price increase (Weeks 10-13), both service types begin to stabilise. However, regional services show comparatively stronger early gains (particularly in Weeks 12-13), indicating an earlier behavioural response among longer-distance or inter-town travellers.
- Significant holiday-related disruption: During Weeks 14-15, both urban and regional services experience a marked decline, which is more pronounced in urban services. This aligns with holiday effects observed across the wider network. The decline is more pronounced in urban services, reflecting reduced commuter and education-related travel, while regional services also drop but to a lesser extent in proportional terms.

- Sustained moderate growth with stronger regional uplift: Between Weeks 18-23, both service types stabilise and demonstrate moderate year-on-year growth. Regional services consistently show higher increases compared with urban services over this period, indicating stronger growth momentum in regional travel demand.

Public transport fare revenue – bus and rail

Table 3 below presents the percentage change in public transport (bus and rail) fare revenue on a week-by-week basis, comparing each week with the equivalent week in the previous year. This provides an indication of relative growth or decline in revenue over time, while accounting for seasonal patterns and variability across the reporting period. Figures reflect farebox revenue only (excluding GST) and exclude subsidies, café sales, and bus back advertising income. The figures also exclude revenue from the Thames Connector, 25-Taumarunui and Night Flex services.

Table 3: Weekly Year on Year Change in Fare Revenue

Period Type	Weeks	Bus service	Train service
Before Fuel Price Increase			
(2026-02-02 - 2026-02-08)	Week 6 ▲	6.1%	▼ -3.1%
(2026-02-09 - 2026-02-15)	Week 7 ▲	2.7%	▲ 19.5%
(2026-02-16 - 2026-02-22)	Week 8 ▲	0.2%	▲ 16.6%
(2026-02-23 - 2026-03-01)	Week 9 ▲	3.4%	▲ 26.3%
Fuel Price Increased			
(2026-03-02 - 2026-03-08)	Week 10 ▲	7.2%	▲ 11.5%
(2026-03-09 - 2026-03-15)	Week 11 ▲	5.2%	▲ 7.9%
(2026-03-16 - 2026-03-22)	Week 12 ▲	10.8%	▲ 34.4%
(2026-03-23 - 2026-03-29)	Week 13 ▲	7.3%	▲ 21.6%
(2026-03-30 - 2026-04-05)	Week 14 ▼	-2.7%	▼ -11.1%
(2026-04-06 - 2026-04-12)	Week 15 ▼	-48.2%	▲ 68.7%
(2026-04-13 - 2026-04-19)	Week 16 ▲	29.9%	
(2026-04-20 - 2026-04-26)	Week 17 ▲	154.6%	
(2026-04-27 - 2026-05-03)	Week 18 ▲	0.1%	▲ 22.4%
(2026-05-04 - 2026-05-10)	Week 19 ▲	11.2%	▲ 33.4%
(2026-05-11 - 2026-05-17)	Week 20 ▲	9.8%	▲ 31.4%
(2026-05-18 - 2026-05-24)	Week 21 ▲	10.2%	▲ 19.9%
(2026-05-25 - 2026-05-31)	Week 22 ▲	12.2%	▲ 68.1%
(2026-06-01 - 2026-06-07)	Week 23 ▲	9.5%	▲ 16.6%
(2026-06-08 - 2026-06-14)	Week 24 ▲	12.5%	▲ 0.1%

Note that the detailed fare revenue figures from February to week 24 (in 2025 and 2026) are presented in **Attachment 3**.

Key observations are as follows:

- Early revenue growth, led by rail: Prior to the fuel price increase, bus fare revenue shows consistent modest growth, while rail revenue demonstrates strong increases from Week 7 onward, indicating stronger underlying demand and recovery in rail services.
- Sustained growth following fuel price increase: In the period immediately following the fuel price increase (Weeks 10-13), both bus and rail revenue continue to grow, with particularly

strong gains in rail, suggesting increased public transport usage and/or improved yield during this period.

- Short-term volatility around holiday period: Bus revenue experienced a sharp decline across Weeks 14-15, while rail revenue dipped in Week 14 before rebounding strongly in Week 15. This pattern suggests a temporary disruption and possible shift in mode choice during the holiday period, with rail recovering more quickly than bus.
- Post-holiday stabilisation with sustained rail strength: Following the holiday period (Weeks 16-24), bus revenue recovers strongly from earlier disruption and transitions into more consistent, moderate growth (generally 9-12%). From Weeks 16-23, rail revenue maintains sustained double-digit growth, frequently exceeding 20-30% and peaking at over 60% in Week 22. This indicates a stabilisation of demand at an elevated level, with rail continuing to outperform bus in terms of magnitude of growth.

Operator feedback

Council has sought feedback from contracted operators regarding the impact of current fuel conditions on service delivery. At this stage, no operators have raised concerns or reported any issues affecting the delivery of services.

Customer focus update

Customer Focus reviewed the approach to fuel-related communications, with a shift towards a broader regional focus. As part of this, a Bee Card benefits social media series has been developed.

This series is aimed to be delivered in partnership with WRC CCS Communications and Marketing. It will better educate Waikato residents on the value of using a registered travel card. Five posts, each highlighting a key benefit, and will run over a five-week period (one post/benefit per week): lowest fares, fare capping, concessions, free transfers, affordable travel with real life examples.

Two media schedules are live, "Take the bus" and Te Huia rolling campaign.

Additionally, the "Pass it on campaign" across WRC channels has a built-in promotion of weekly cap to build general awareness, while BUSIT and Te Huia platforms deliver more targeted communications.

Attachment 1 – Patronage Summary

The table below presents public transport (bus and rail) patronage data from February to mid-June in both 2025 and 2026, to support year on year comparison. It is important to note that direct weekly comparisons between years do not always provide a like for like assessment due to variations in the timing of public and school holidays as discussed in detail the previous memos.

For this reason, data has been presented from the beginning of February rather than focusing solely on the most recent fortnight. Committee members will also note that comparative data for the Te Huia service has not been included for weeks 16 and 17, as the service did not operate during these weeks in 2025 due to line closures. Actual patronage figures for weeks 16 and 17 in 2026 are, however, included in the table below.

For clarity, while the below data presents public transport (bus and rail) patronage, the patronage information does not include data from the Thames Connector, 25-Taumarunui and Night Flex services.

Patronage Summary	Bus service	Train service	Grand Total
Before Fuel Price Increase			
Week 6			
(2025-02-03 - 2025-02-09)	74,922	1,185	76,107
(2026-02-02 - 2026-02-08)	74,774	1,024	75,798
Week 7			
(2025-02-10 - 2025-02-16)	93,520	1,636	95,156
(2026-02-09 - 2026-02-15)	90,577	1,686	92,263
Week 8			
(2025-02-17 - 2025-02-23)	98,954	1,562	100,516
(2026-02-16 - 2026-02-22)	94,027	1,905	95,932
Week 9			
(2025-02-24 - 2025-03-02)	101,733	1,599	103,332
(2026-02-23 - 2026-03-01)	98,105	1,985	100,090
Fuel Price Increased			
Week 10			
(2025-03-03 - 2025-03-09)	100,516	1,576	102,092
(2026-03-02 - 2026-03-08)	101,516	1,666	103,182
Week 11			
(2025-03-10 - 2025-03-16)	100,599	1,820	102,419
(2026-03-09 - 2026-03-15)	99,562	1,844	101,406
Week 12			
(2025-03-17 - 2025-03-23)	96,464	1,578	98,042
(2026-03-16 - 2026-03-22)	101,764	1,973	103,737
Week 13			
(2025-03-24 - 2025-03-30)	96,902	1,745	98,647
(2026-03-23 - 2026-03-29)	97,957	2,169	100,126
Week 14			
(2025-03-31 - 2025-04-06)	91,286	1,430	92,716
(2026-03-30 - 2026-04-05)	84,979	1,311	86,290
Week 15			
(2025-04-07 - 2025-04-13)	93,601	1,367	94,968

Patronage Summary	Bus service	Train service	Grand Total
(2026-04-06 - 2026-04-12)	54,099	1,908	56,007
Week 16			
(2025-04-14 - 2025-04-20)	50,656		50,656
(2026-04-13 - 2026-04-19)	64,960	2,483	67,443
Week 17			
(2025-04-21 - 2025-04-27)	47,022		47,022
(2026-04-20 - 2026-04-26)	98,462	1,543	100,005
Week 18			
(2025-04-28 - 2025-05-04)	91,303	1,454	92,757
(2026-04-27 - 2026-05-03)	87,459	1,876	89,335
Week 19			
(2025-05-05 - 2025-05-11)	92,680	1,447	94,127
(2026-05-04 - 2026-05-10)	97,968	1,914	99,882
Week 20			
(2025-05-12 - 2025-05-18)	92,981	1,740	94,721
(2026-05-11 - 2026-05-17)	97,463	2,226	99,689
Week 21			
(2025-05-19 - 2025-05-25)	93,795	1,602	95,397
(2026-05-18 - 2026-05-24)	98,078	1,820	99,898
Week 22			
(2025-05-26 - 2025-06-01)	86,363	936	87,299
(2026-05-25 - 2026-05-31)	93,579	1,541	95,120
Week 23			
(2025-06-02 - 2025-06-08)	75,379	1,257	76,636
(2026-06-01 - 2026-06-07)	78,072	1,403	79,475
Week 24			
(2025-06-09 - 2025-06-15)	83,968	1,491	85,459
(2026-06-08 - 2026-06-14)	84,469	1,235	85,704
Total Patronage: Week 10 - 24			
(2025-03-03 - 2026-06-15)	1,293,515	19,443	1,312,958
(2026-03-02 - 2026-06-14)	1,340,387	26,912	1,367,299

Attachment 2 – Bus Patronage Summary (Urban vs Regional Services)

The table below presents urban and regional bus patronage data from February to mid-June in both 2025 and 2026, to support year on year comparison. Similar to data in Attachment 2, the information does not include patronage from the Thames Connector, 25-Taumarunui and Night Flex services.

Patronage Summary	Urban Bus Service	Regional Bus Service
Before Fuel Price Increase		
Week 6		
(2025-02-03 - 2025-02-09)	60,757	14,165
(2026-02-02 - 2026-02-08)	60,474	14,300
Week 7		
(2025-02-10 - 2025-02-16)	75,687	17,833
(2026-02-09 - 2026-02-15)	72,925	17,652
Week 8		
(2025-02-17 - 2025-02-23)	80,545	18,409
(2026-02-16 - 2026-02-22)	75,827	18,200
Week 9		
(2025-02-24 - 2025-03-02)	82,930	18,803
(2026-02-23 - 2026-03-01)	79,585	18,520
Fuel Price Increased		
Week 10		
(2025-03-03 - 2025-03-09)	81,856	18,660
(2026-03-02 - 2026-03-08)	82,424	19,092
Week 11		
(2025-03-10 - 2025-03-16)	81,647	18,952
(2026-03-09 - 2026-03-15)	80,638	18,924
Week 12		
(2025-03-17 - 2025-03-23)	77,975	18,489
(2026-03-16 - 2026-03-22)	81,840	19,924
Week 13		
(2025-03-24 - 2025-03-30)	78,697	18,205
(2026-03-23 - 2026-03-29)	78,803	19,154
Week 14		
(2025-03-31 - 2025-04-06)	73,486	17,800
(2026-03-30 - 2026-04-05)	68,635	16,344
Week 15		
(2025-04-07 - 2025-04-13)	76,132	17,469
(2026-04-06 - 2026-04-12)	44,278	9,821
Week 16		
(2025-04-14 - 2025-04-20)	42,735	7,921
(2026-04-13 - 2026-04-19)	52,844	12,116
Week 17		
(2025-04-21 - 2025-04-27)	39,546	7,476
(2026-04-20 - 2026-04-26)	79,222	19,240
Week 18		

Patronage Summary	Urban Bus Service	Regional Bus Service
(2025-04-28 - 2025-05-04)	74,187	17,116
(2026-04-27 - 2026-05-03)	70,492	16,967
Week 19		
(2025-05-05 - 2025-05-11)	74,940	17,740
(2026-05-04 - 2026-05-10)	78,712	19,256
Week 20		
(2025-05-12 - 2025-05-18)	75,351	17,630
(2026-05-11 - 2026-05-17)	78,041	19,422
Week 21		
(2025-05-19 - 2025-05-25)	76,133	17,662
(2026-05-18 - 2026-05-24)	78,647	19,431
Week 22		
(2025-05-26 - 2025-06-01)	70,022	16,341
(2026-05-25 - 2026-05-31)	75,279	18,300
Week 23		
(2025-06-02 - 2025-06-08)	61,527	13,852
(2026-06-01 - 2026-06-07)	62,747	15,325
Week 24		
(2025-06-09 - 2025-06-15)	68,412	15,556
(2026-06-08 - 2026-06-14)	68,137	16,332

Attachment 3 – Fare Revenue Summary

The table below presents public transport (bus and rail) fare revenue from February to week 24 in 2025 and 2026 for year-on-year comparison. Figures reflect farebox revenue only (excluding GST) collected from customers and exclude subsidies, café sales, and bus back advertising income. Fare revenue from the Thames Connector, 25 Taumarunui, and Night Flex services is also not included. Comparisons between weeks should be interpreted with caution due to differences in the timing of public and school holidays between years, as well as the impact of Te Huia service disruptions in 2025.

Revenue collect from customer summary	Bus service	Train service	Grand Total
Before Fuel Price Increase			
Week 6			
(2025-02-03 - 2025-02-09)	\$ 112,528.61	\$ 12,954.26	\$ 125,482.87
(2026-02-02 - 2026-02-08)	\$ 119,337.47	\$ 12,547.66	\$ 131,885.13
Week 7			
(2025-02-10 - 2025-02-16)	\$ 138,497.39	\$ 17,483.30	\$ 155,980.70
(2026-02-09 - 2026-02-15)	\$ 142,265.96	\$ 20,886.02	\$ 163,151.97
Week 8			
(2025-02-17 - 2025-02-23)	\$ 147,854.87	\$ 18,163.83	\$ 166,018.70
(2026-02-16 - 2026-02-22)	\$ 148,088.64	\$ 21,183.26	\$ 169,271.90
Week 9			
(2025-02-24 - 2025-03-02)	\$ 147,817.30	\$ 18,070.70	\$ 165,888.00
(2026-02-23 - 2026-03-01)	\$ 152,905.53	\$ 22,825.10	\$ 175,730.63
Fuel Price Increased			
Week 10			
(2025-03-03 - 2025-03-09)	\$ 145,827.39	\$ 17,099.48	\$ 162,926.87
(2026-03-02 - 2026-03-08)	\$ 156,273.58	\$ 19,066.38	\$ 175,339.97
Week 11			
(2025-03-10 - 2025-03-16)	\$ 145,507.22	\$ 20,275.83	\$ 165,783.04
(2026-03-09 - 2026-03-15)	\$ 153,134.34	\$ 21,869.06	\$ 175,003.40
Week 12			
(2025-03-17 - 2025-03-23)	\$ 141,000.52	\$ 16,913.04	\$ 157,913.57
(2026-03-16 - 2026-03-22)	\$ 156,206.99	\$ 22,728.15	\$ 178,935.14
Week 13			
(2025-03-24 - 2025-03-30)	\$ 139,218.87	\$ 17,645.74	\$ 156,864.61
(2026-03-23 - 2026-03-29)	\$ 149,447.66	\$ 21,451.23	\$ 170,898.90
Week 14			
(2025-03-31 - 2025-04-06)	\$ 134,175.83	\$ 16,122.09	\$ 150,297.91
(2026-03-30 - 2026-04-05)	\$ 130,487.68	\$ 14,329.04	\$ 144,816.72
Week 15			
(2025-04-07 - 2025-04-13)	\$ 134,254.61	\$ 14,057.39	\$ 148,312.00
(2026-04-06 - 2026-04-12)	\$ 69,491.08	\$ 23,711.17	\$ 93,202.25
Week 16			
(2025-04-14 - 2025-04-20)	\$ 64,655.48		\$ 64,655.48
(2026-04-13 - 2026-04-19)	\$ 83,965.93	\$ 30,695.99	\$ 114,661.92
Week 17			
(2025-04-21 - 2025-04-27)	\$ 58,018.87		\$ 58,018.87

Revenue collect from customer summary	Bus service	Train service	Grand Total
(2026-04-20 - 2026-04-26)	\$ 147,736.32	\$ 18,052.80	\$ 165,789.12
Week 18			
(2025-04-28 - 2025-05-04)	\$ 132,905.65	\$ 15,094.87	\$ 148,000.52
(2026-04-27 - 2026-05-03)	\$ 133,101.45	\$ 18,475.57	\$ 151,577.03
Week 19			
(2025-05-05 - 2025-05-11)	\$ 133,391.04	\$ 15,611.22	\$ 149,002.26
(2026-05-04 - 2026-05-10)	\$ 148,303.30	\$ 20,821.52	\$ 169,124.82
Week 20			
(2025-05-12 - 2025-05-18)	\$ 133,700.78	\$ 17,544.52	\$ 151,245.30
(2026-05-11 - 2026-05-17)	\$ 146,764.37	\$ 23,057.70	\$ 169,822.08
Week 21			
(2025-05-19 - 2025-05-25)	\$ 132,802.70	\$ 16,690.09	\$ 149,492.78
(2026-05-18 - 2026-05-24)	\$ 146,311.51	\$ 20,011.61	\$ 166,323.12
Week 22			
(2025-05-26 - 2025-06-01)	\$ 125,202.96	\$ 10,553.83	\$ 135,756.78
(2026-05-25 - 2026-05-31)	\$ 140,453.43	\$ 17,743.26	\$ 158,196.70
Week 23			
(2025-06-02 - 2025-06-08)	\$ 109,376.26	\$ 13,938.43	\$ 123,314.70
(2026-06-01 - 2026-06-07)	\$ 119,719.88	\$ 16,252.89	\$ 135,972.77
Week 24			
(2025-06-09 - 2025-06-15)	\$ 121,095.48	\$ 16,974.52	\$ 138,070.00
(2026-06-08 - 2026-06-14)	\$ 136,268.02	\$ 16,984.79	\$ 153,252.81
Total Patronage: Week 10-24			
(2025-03-03 - 2026-06-15)	\$ 1,851,133.65	\$ 208,521.04	\$ 2,059,654.69
(2026-03-02 - 2026-06-14)	\$ 2,017,665.55	\$ 305,251.18	\$ 2,322,916.73