

**Monthly Operating Statistics Report
April 2021**

			Alameda/ Oakland	Harbor Bay †	Richmond	South San Francisco †	Vallejo	Systemwide
Boardings	vs. last month	Total Passengers April 2021	11,635		2,502		13,662	27,799
		Total Passengers March 2021	8,891		2,106		11,656	22,653
		Percent change	30.86%		18.80%		17.21%	22.72%
	vs. same month last year	Total Passengers April 2021	11,635		2,502		13,662	27,799
		Total Passengers April 2020	1,139				2,692	3,831
		Percent change	921.51%				407.50%	625.63%
	vs. prior FY to date	Total Passengers Current FY To Date	66,333		17,242		101,665	185,240
		Total Passengers Last FY To Date	1,000,771	246,657	157,520	103,798	773,612	2,282,358
		Percent change	-93.37%	-100.00%	-89.05%	-100.00%	-86.86%	-91.88%
		Avg Weekday Ridership April 2021	529		114		621	1,264
Ops Stats		Passengers Per Hour April 2021	81		20		39	45
		Revenue Hours April 2021	143		127		348	618
		Revenue Miles April 2021	1,951		2,299		9,856	14,106
		Farebox Recovery Year-To-Date	5%		3%		7%	5%
		Cost per Available Seat Mile – April 2021	\$0.91		\$0.59		\$0.30	\$0.41
		Average peak hour utilization, AM – April 2021	15%		11%		14%	13%
		Average peak hour utilization, PM – April 2021	20%		12%		19%	17%
		Fuel Used (gallons) – April 2021	12,561		17,374		75,095	105,030
		Avg Cost per gallon – April 2021	\$2.52		\$2.52		\$2.48	\$2.49

† Service suspended on the Harbor Bay and South San Francisco routes due to COVID-19 effective March 17, 2020

NOTES

Total Passengers: Passenger counts represent one way boardings.

Farebox Recovery: The percentage of operating expenses which are covered by passenger fares.

Cost Per Seat Mile: Measures the cost efficiency of each service. For example, a 300-passenger vessel running 100 miles per day represents 3,000 seat miles. The cost of running that vessel divided by the total seat miles gives the cost per seat mile. A larger vessel with more seats will have a lower cost per seat mile since it provides more capacity.

Average Peak Hour Utilization: Ratio of the number of boardings to available vessel capacity, measured for peak direction departures during the highest ridership hour of a given commute service. Peak hour occupancy indicates ridership demand and provides guidance for vessel deployment and service planning. High levels of peak hour occupancy indicate the possibility of leave-behinds or standees and would require corrective action.