

**Monthly Operating Statistics Report  
July 2020**

		Alameda/ Oakland	Harbor Bay †	Richmond ‡	South San Francisco †	Vallejo	Systemwide	
Boardings	vs. last month	Total Passengers July 2020	6,034		1,358		9,649	17,041
		Total Passengers June 2020	4,378		679		6,912	11,969
		Percent change	37.83%		100.00%		39.60%	42.38%
	vs. same month last year	Total Passengers July 2020	6,034		1,358		9,649	17,041
		Total Passengers July 2019	152,153	31,596	17,453	12,462	113,387	327,051
		Percent change	-96.03%	-100.00%	-92.22%	-100.00%	-91.49%	-94.79%
	vs. prior FY to date	Total Passengers Current FY To Date	6,034		1,358		9,649	17,041
		Total Passengers Last FY To Date	152,153	31,596	17,453	12,462	113,387	327,051
		Percent change	-96.03%	-100.00%	-92.22%	-100.00%	-91.49%	-94.79%
	Avg Weekday Ridership July 2020	262		59		420	741	
Ops Stats	Passengers Per Hour July 2020	56		10		27	28	
	Revenue Hours July 2020	107		134		363	604	
	Revenue Miles July 2020	1,458		2,415		10,244	14,117	
	Farebox Recovery Year-To-Date	5%		1%		7%	5%	
	Cost per Available Seat Mile – July 2020	\$1.36		\$0.82		\$0.26	\$0.44	
	Average peak hour utilization, AM – July 2020	10%		4%		12%	9%	
	Average peak hour utilization, PM – July 2020	12%		5%		14%	10%	
	Fuel Used (gallons) – July 2020	21,222		8,515		74,467	104,204	
	Avg Cost per gallon – July 2020	\$1.76		\$1.76		\$1.72	\$1.73	

† Service suspended on these routes due to COVID-19

‡ Richmond service resumed Monday, June 15

**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.