

**Monthly Operating Statistics Report
October 2020**

		Alameda/ Oakland	Harbor Bay †	Richmond	South San Francisco †	Vallejo	Systemwide	
Boardings	vs. last month	Total Passengers October 2020	6,262		2,128		11,322	19,712
		Total Passengers September 2020	4,963		1,578		9,777	16,318
		Percent change	26.17%		34.85%		15.80%	20.80%
	vs. same month last year	Total Passengers October 2020	6,262		2,128		11,322	19,712
		Total Passengers October 2019	138,487	34,232	23,470	14,480	100,017	310,686
		Percent change	-95.48%	-100.00%	-90.93%	-100.00%	-88.68%	-93.66%
	vs. prior FY to date	Total Passengers Current FY To Date	22,900		6,601		40,653	70,154
		Total Passengers Last FY To Date	574,298	126,664	85,889	52,746	423,278	1,262,875
		Percent change	-96.01%	-100.00%	-92.31%	-100.00%	-90.40%	-94.44%
		Avg Weekday Ridership October 2020	285		97		515	896
	Ops Stats	Passengers Per Hour October 2020	61		17		33	34
		Revenue Hours October 2020	103		128		348	579
Revenue Miles October 2020		1,395		2,310		9,799	13,504	
Farebox Recovery Year-To-Date		4%		2%		8%	5%	
Cost per Available Seat Mile – October 2020		\$1.48		\$0.62		\$0.31	\$0.56	
Average peak hour utilization, AM – October 2020		11%		6%		13%	10%	
Average peak hour utilization, PM – October 2020		16%		9%		17%	14%	
	Fuel Used (gallons) – October 2020	6,733		11,152		74,741	92,626	
	Avg Cost per gallon – October 2020	\$1.78		\$1.78		\$1.75	\$1.76	

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

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.