

**Monthly Operating Statistics Report
February 2021**

			Alameda/ Oakland	Harbor Bay †	Richmond	South San Francisco †	Vallejo	Systemwide
Boardings	vs. last month	Total Passengers February 2021	5,545		1,387		8,067	14,999
		Total Passengers January 2021	4,124		1,143		6,720	11,987
		Percent change	34.46%		21.35%		20.04%	25.13%
	vs. same month last year	Total Passengers February 2021	5,545		1,387		8,067	14,999
		Total Passengers February 2020	97,228	27,766	16,929	12,477	77,251	231,651
		Percent change	-94.30%	-100.00%	-91.81%	-100.00%	-89.56%	-93.53%
	vs. prior FY to date	Total Passengers Current FY To Date	45,807		12,634		76,347	134,788
		Total Passengers Last FY To Date	963,081	234,761	150,395	99,052	736,643	2,183,932
		Percent change	-95.24%	-100.00%	-91.60%	-100.00%	-89.64%	-93.83%
		Avg Weekday Ridership February 2021	277		69		403	750
Ops Stats		Passengers Per Hour February 2021	43		12		26	27
		Revenue Hours February 2021	130		116		316	562
		Revenue Miles February 2021	1,774		2,100		8,908	12,782
		Farebox Recovery Year-To-Date	4%		2%		6%	4%
		Cost per Available Seat Mile – February 2021	\$1.05		\$0.79		\$0.36	\$0.49
		Average peak hour utilization, AM – February 2021	8%		6%		12%	9%
		Average peak hour utilization, PM – February 2021	11%		7%		13%	10%
		Fuel Used (gallons) – February 2021	11,976		18,048		45,001	75,025
		Avg Cost per gallon – February 2021	\$2.37		\$2.37		\$2.32	\$2.34

† 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.