

Monthly Operating Statistics Report  
June 2020

			Alameda/ Oakland	Harbor Bay †	Richmond ‡	South San Francisco †	Vallejo	Systemwide
Boardings	vs. last month	Total Passengers June 2020	4,378		679		6,912	11,969
		Total Passengers May 2020	1,675				2,855	4,530
		Percent change	161.37%				142.10%	164.22%
	vs. same month last year	Total Passengers June 2020	4,378		679		6,912	11,969
		Total Passengers June 2019	139,376	30,097	16,499	11,575	104,596	302,143
		Percent change	-96.86%	-100.00%	-95.88%	-100.00%	-93.39%	-96.04%
	vs. prior FY to date	Total Passengers Current FY To Date	1,006,824	246,657	158,199	103,798	783,379	2,298,857
		Total Passengers Last FY To Date	1,384,443	355,713	84,576	142,479	1,081,665	3,048,876
		Percent change	-27.28%	-30.66%		-27.15%	-27.58%	-27.79% *
	Avg Weekday Ridership June 2020	199		45		314	558	
Ops Stats	Passengers Per Hour June 2020	43		11		26	28	
	Revenue Hours June 2020	102		62		269	433	
	Revenue Miles June 2020	1,395		1,134		7,572	10,101	
	Farebox Recovery Year-To-Date	45%	43%	26%	34%	49%	44%	
	Cost per Available Seat Mile – June 2020	\$1.63		\$0.67		\$0.67	\$0.72	
	Average peak hour utilization, AM – June 2020	7%		4%		10%	7%	
	Average peak hour utilization, PM – June 2020	11%		5%		12%	9%	
	Fuel Used (gallons) – June 2020	12,750		9,580		44,782	67,112	
	Avg Cost per gallon – June 2020	\$1.66		\$1.74		\$1.67	\$1.68	

† Service suspended on these routes due to COVID-19

‡ Richmond service resumed Monday, June 15

\* Systemwide percent change in boardings vs prior FY to date does not include Richmond.

**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.