

**Monthly Operating Statistics Report  
March 2021**

			Alameda/ Oakland	Harbor Bay †	Richmond	South San Francisco †	Vallejo	Systemwide
Boardings	vs. last month	Total Passengers March 2021	8,891		2,106		11,656	22,653
		Total Passengers February 2021	5,545		1,387		8,067	14,999
		Percent change	60.34%		51.84%		44.49%	51.03%
	vs. same month last year	Total Passengers March 2021	8,891		2,106		11,656	22,653
		Total Passengers March 2020	36,551	11,896	7,125	4,746	34,277	94,595
		Percent change	-75.68%	-100.00%	-70.44%	-100.00%	-65.99%	-76.05%
	vs. prior FY to date	Total Passengers Current FY To Date	54,698		14,740		88,003	157,441
		Total Passengers Last FY To Date	999,632	246,657	157,520	103,798	770,920	2,278,527
		Percent change	-94.53%	-100.00%	-90.64%	-100.00%	-88.58%	-93.09%
		Avg Weekday Ridership March 2021	387		92		507	985
Ops Stats		Passengers Per Hour March 2021	60		16		32	35
		Revenue Hours March 2021	149		134		363	646
		Revenue Miles March 2021	2,040		2,415		10,244	14,699
		Farebox Recovery Year-To-Date	4%		2%		6%	5%
		Cost per Available Seat Mile – March 2021	\$0.87		\$0.56		\$0.29	\$0.39
		Average peak hour utilization, AM – March 2021	10%		8%		13%	10%
		Average peak hour utilization, PM – March 2021	14%		9%		17%	13%
	Fuel Used (gallons) – March 2021	12,223		17,771		97,932	127,926	
	Avg Cost per gallon – March 2021	\$2.62		\$2.62		\$2.49	\$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.