

**Monthly Operating Statistics Report  
February 2020**

			Alameda/ Oakland	Harbor Bay *	Richmond	South San Francisco	Vallejo**	Systemwide
Boardings	vs. last month	Total Passengers February 2020	97,228	27,766	16,929	12,477	77,251	231,651
		Total Passengers January 2020	97,256	30,398	17,731	12,914	81,171	239,470
		Percent change	-0.03%	-8.66%	-4.52%	-3.38%	-4.83%	-3.27%
	vs. same month last year	Total Passengers February 2020	97,228	27,766	16,929	12,477	77,251	231,651
		Total Passengers February 2019	79,102	26,932	11,730	10,810	66,996	195,570
		Percent change	22.91%	3.10%	44.32%	15.42%	15.31%	18.45%
	vs. prior FY to date	Total Passengers Current FY To Date	963,081	234,761	150,395	99,052	736,643	2,183,932
		Total Passengers Last FY To Date	906,843	230,941	21,897	93,256	703,216	1,956,153
		Percent change	6.20%	1.65%		6.22%	4.75%	5.13% ***
		Avg Weekday Ridership February 2019	3,958	1,600	933	680	3,408	10,578
Ops Stats		Passengers Per Hour February 2019	166	171	102	145	118	140
		Revenue Hours February 2019	586	162	166	86	652	1,652
		Revenue Miles February 2019	6,764	2,778	2,394	1,560	17,662	31,158
		Farebox Recovery Year-To-Date	64%	45%	31%	37%	63%	57%
		Cost per Available Seat Mile – February 2019	\$0.36	\$0.36	\$0.46	\$0.63	\$0.18	\$0.27
		Average peak hour utilization, AM – February 2019	57%	60%	55%	50%	74%	57%
		Average peak hour utilization, PM – February 2019	74%	72%	67%	63%	70%	69%
	Fuel Used (gallons) – February 2019	45,206	17,415	16,006	9,009	150,275	237,910	
	Avg Cost per gallon – February 2019	\$2.31	\$2.31	\$2.31	\$2.31	\$2.27	\$2.28	

\* Includes Harbor Bay-South San Francisco pilot. February ridership: 38 boardings.

\*\*Includes backup bus boardings. February bus ridership totaled 124 for Vallejo.

\*\*\*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.