



711 grand ave, #110  
san rafael, ca 94901

ph: 415.226.0855  
fax: 415.226.0856  
[marintransit.org](http://marintransit.org)

October 3, 2022

Honorable Board of Directors  
Marin County Transit District  
3501 Civic Center Drive  
San Rafael, CA 94903

**SUBJECT: Marin Transit FY 2021/22 System Performance Report**

Dear Board Members:

**board of directors**

stephanie moulton-peters  
president  
supervisor district 3

katie rice  
vice president  
supervisor district 2

eric lucan  
2nd vice president  
city of novato

judy arnold  
director  
supervisor district 5

kate colin  
director  
city of san rafael

damon connolly  
director  
supervisor district 1

dennis rodoni  
director  
supervisor district 4

brian colbert  
alternate  
town of san anselmo

**RECOMMENDATION:** Accept report.

**SUMMARY:**

The attached report summarizes the operational performance of all Marin Transit local transit services for Fiscal Year 2021/22 and compares these results to the District's route level performance goals adopted by your Board on April 2, 2018. Performance statistics presented in this report are unaudited and will be updated as needed prior to submittal to the National Transit Database.

The report is a detailed assessment of systemwide, typology-level, and route-level performance data for FY 2021/22. Highlights related to the performance of the local transit system in FY 2021/22 are summarized below.

**Ridership Trends**

In FY 2021/22, there was an overall 57.8 percent increase in fixed route ridership compared to the previous fiscal year. The ridership increase was due to the ongoing recovery from the COVID-19 global pandemic. As an essential public service, Marin Transit has continued to provide regular service since the onset of the pandemic. However, the Muir Woods Shuttle, Yellow Bus, and Supplemental School Routes were initially suspended with the closure of Marin County schools and the Muir Woods National Monument in the spring of 2020. Limited Supplemental School Route service resumed mid-way through FY 2020/21, but neither service nor ridership were at pre-COVID levels. The Muir Woods Shuttle resumed service on June 19, 2021, two weeks before the end of FY 2020/21. In FY 2021/22, supplemental school service and the Muir Woods Shuttle ran throughout the year, which contributed to the higher ridership, although service still operated at reduced levels relative to pre-COVID.

Overall ridership saw steady growth in FY 2021/22 month over month, with June 2022 having 44.2 percent higher ridership

compared to June 2021. However, ridership is still lower than pre-COVID levels, with June 2022 having 13.6 percent lower ridership than June 2019.

Marin Transit's sharp increase in ridership during FY 2021/22 compared to the prior fiscal year was well above national trends. The National Transit Database reported an overall 24.2 percent increase nationwide in bus ridership over the last year. The District's fixed route ridership increase of 57.8 percent over the prior fiscal year is more than double the national average.

**Passenger Revenues, Farebox Recovery and Financial Outlook**

Systemwide passenger revenue experienced a significant increase of 69.4 percent in FY 2021/22 compared to last year. Overall farebox recovery also increased from 5.8 percent in FY 2020/21 to 8.9 percent in FY 2021/22. Passenger subsidy decreased to a systemwide average of \$12.27 per passenger from \$18.74 per passenger in FY 2020/21.

**Areas for Performance Improvement**

The report summarizes the seven service typologies and their respective productivity and subsidy goals. No typologies collectively met their productivity or subsidy goals.

Despite the ongoing effects of the COVID-19 pandemic on systemwide usage and ridership, Marin Transit has made considerable recovery relative to the prior fiscal year and other transit agencies across the Bay Area and the US. June 2022 saw Marin Transit systemwide ridership at 85 percent of pre-COVID ridership, a stronger recovery than any other Bay Area transit agency. District projections expect continued growth in ridership toward-COVID levels in FY 2023/24.

**FISCAL/STAFFING IMPACT:**

There is no fiscal impact associated with this item.

Respectfully submitted,



Asher Butnik  
Transit Planner

Attachment: FY 2021/22 Marin Transit System Performance Summary Report



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## System Performance Summary for FY 2021/22

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This report summarizes the unaudited operational performance of Marin Transit local transit services for FY 2021/22 and compares these results to the District's route level performance goals adopted by the Marin Transit Board on April 2, 2018. The report provides a detailed route level assessment of all Marin Transit services operating in FY 2021/22.

FY 2021/22 was the third fiscal year affected by the COVID-19 global pandemic. In the prior fiscal year, Marin Transit had cut most supplemental service due to the closure of Marin County schools, restoring only a few by mid-year. In this fiscal year, supplemental routes ran the entire year. Service levels, however, continued to be lower than they were pre-COVID, due to a combination of driver shortages and the change in timing of school start times. Yellow bus service was also restored in FY 2021/22 and did not run at all in the prior fiscal year. The Muir Woods Shuttle ran on weekends and holidays throughout FY 2021/22 (with the exception of a few weeks at the end of June 2022, which also had weekday service), whereas it did not run for the majority of FY 2020/21, with weekend service only being restored in the last two weeks of the fiscal year.

Overall, Marin Transit provided 2.4 million unlinked passenger trips in FY 2021/22 with 218,000 revenue hours of service. Compared to FY 2020/21, these numbers represent a 63.4% increase in unlinked passenger trips and a 4.1% increase in revenue hours.

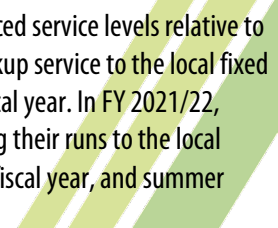
Increase in ridership was experienced across all programs due to the pandemic recovery, with the most noticeable increases on the Muir Woods Shuttle and Yellow Bus programs due to their limited service offerings in the prior fiscal year. The reinstatement of the Muir Woods Shuttle and Yellow Bus services added over 150,000 passenger trips over the course of FY 2021/22. The system-wide productivity rate this fiscal year was 11.0 riders per revenue hour, 57.5% higher than FY 2020/21. Passenger revenues also increased significantly in FY 2021/22, (+ 69.4%) due to the dramatic rise in passenger demand and associated revenue as the pandemic has waned. Due to the increase in passengers, passenger subsidy predictably decreased to a system-wide average of \$12.27 per passenger from \$18.74 per passenger in FY 2020/21.

### Fixed Route

Fixed Route operations carried 2.3 million unlinked passenger trips in FY 2021/22 with 183,510 revenue hours. These figures represent 93% of the District's total trips and 85% of revenue hours. Compared to FY 2020/21, unlinked passenger trips on fixed route services increased by 57.8% and revenue hours decreased by 2.8%. Overall fixed route productivity was 12.3 passengers per revenue hour in FY 2021/22, which is 62.4% higher than the 7.6 mark last fiscal year. Pre-COVID productivity in FY 2019/20 was 17.0 passengers per revenue hour, while post-COVID productivity was 6.9 passengers per revenue hour.

Compared to FY 2020/21, all fixed route typologies experienced an increase in overall ridership due to the pandemic recovery. Total passenger revenue increased significantly (43.5%) in FY 2021/22 compared to last year. The sharp increase in passengers and corresponding fare revenue resulted in an increase in fixed route farebox recovery from 6.5% in FY 2020/21 to 9% in FY 2021/22.

Supplemental routes and the Muir Woods Shuttle were restored in FY 2021/22, although with reduced service levels relative to pre-COVID due to the driver shortage. In FY 2020/21, supplemental service was used to provide backup service to the local fixed route service, and the Muir Woods Shuttle was suspended until two weeks before the end of the fiscal year. In FY 2021/22, supplemental routes went back to their pre-COVID routes, serving Marin County students and timing their runs to the local school start and end times. The Muir Woods Shuttle ran on weekends and holidays throughout the fiscal year, and summer weekday service was restored on June 20<sup>th</sup>, 2022, two weeks prior to the end of the fiscal year.





## Yellow Bus

In FY 2021/22, yellow bus service for the Ross Valley School District carried 88,863 unlinked passenger trips and operated 1,246 revenue hours. These totals represent 4% of the District's total ridership and less than 1% of revenue hours. Yellow bus service did not operate in FY 2020/21 due to the COVID-19 pandemic.

## Demand Response

Demand Response programs carried 64,530 unlinked passenger trips in FY 2021/22 and provided 33,562 revenue hours of service. These totals represent 3% of the District's total trips and 15% of revenue hours. Compared to FY 2020/21, unlinked passenger trips on demand response services increased by 64.7% (+25,345 trips) and revenue hours increased by 61.7% (+12,811 hours). Overall productivity was 1.9 passengers per revenue hour, an increase of 1.8% compared to FY 2020/21.

Ridership on local paratransit, Novato Dial-A-Ride and Rural Dial-A-Ride increased significantly in FY 2021/22 compared to the prior year. Rural Dial-A-Ride consists of the Dillon Beach/Tomales and Point Reyes Station Dial-A-Ride. Many demand response services target the needs of older adults and persons with disabilities. The significant increase in demand and ridership on these services compared to the prior fiscal year is due to the ongoing recovery from the COVID-19 pandemic. The vulnerability of those populations to the coronavirus and closure of senior day programs led to extremely low demand and ridership in the prior fiscal year. Although recovery has been strong, demand response ridership still lags behind fixed route ridership recovery relative to pre-COVID levels (51% compared to 79%). Correspondingly, passenger revenues for demand response services increased 65.8% compared to last year.

Marin Transit Connect showed especially strong performance growth in FY 2021/22 compared to the prior year, with an increase in ridership of 90%.

## Other Services

Other Marin Access Mobility Management services include the Volunteer Driver and Catch-A-Ride programs. In FY 2021/22, these programs provided 13,713 unlinked passenger trips, approximately 1% of the District's total trips. Compared to the prior fiscal year, ridership decreased by 3.7%.

## Performance Goals

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The District's 2020-2029 Short-Range Transit Plan identifies 15 different goals and associated metrics that staff use to evaluate system performance. The Board further adjusted these performance targets on April 2, 2018 to better reflect current conditions. Performance goals at the route level are measured in both productivity (unlinked passengers per revenue hour and per trip) and cost effectiveness (subsidy per unlinked passenger trip). Table 1 below summarizes route level performance goals by typology. Marin Transit has not identified productivity or cost-effectiveness goals for the Yellow Bus and Partnership typologies, nor the Connect service.

Table 3 on page 6 provides a detailed summary of annual FY 2021/22 performance data by program, route, and service typology.



**Table 1: Productivity and Subsidy Goals by Service Typology**

Service Typology	Routes	Unlinked Passenger Trips per Hour (at or above)	Subsidy per Passenger Trip (at or below) <sup>1</sup>
Local Trunkline	35, 36, 71	20	\$5.00
Local Basic	17, 22, 23, 23X, 29, 49	18	\$7.25
Local Connector	219, 228, 233, 245, 251, 257	8	\$10.00
Supplemental	613, 617, 619, 625, 645, 649, 651, 654	20 per trip	\$3.25
Rural	61, 68	6	\$13.25
Recreational	66 (Muir Woods Shuttle)	25	\$3.25
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomales DAR, Point Reyes DAR	2	\$38.50

<sup>1</sup> Subsidy targets have been adjusted for inflation in accordance the guidelines approved by the Board on April 2, 2018.

Using the productivity goals identified in Table 1, all fixed route typologies did not meet their productivity goals for the fiscal year, which can be attributed to ridership declines as a result of the ongoing pandemic. Although ridership increased significantly between the prior fiscal year and FY 2021/22, systemwide ridership was 77% of pre-COVID (FY 2018/19) ridership.


Although no typologies as a whole met their productivity or subsidy targets, several individual routes did meet their targets. Route 35 was the most productive local fixed route service and carried an average of 22.6 passengers per revenue hour, exceeding its productivity target. Route 23X carried an average of 20.9 passengers per revenue hour, also meeting its productivity target. Routes 245 and 251 had average productivities of 9.5 and 8.2 passengers per revenue hours, respectively, meeting their productivity targets for the Local Connector typology. Route 645 was the best performing supplemental route with 24.4 passengers per trip, meeting its productivity target. Route 68 also met its productivity target, achieving an average of 6.2 passengers per revenue hour. The only Demand Response service to meet its productivity target was the Novato Dial-A-Ride, which carried an average of 2 passengers per revenue hour.

Attachment A provides FY 2021/22 productivity levels and respective productivity goals by service typology and at the route level for the entire fiscal year.

Overall, Local Fixed Route service typologies and Demand Response programs did not meet their cost effectiveness goals for the fiscal year. One individual route did meet its subsidy target: Route 23X, at an average subsidy of \$6.94 per passenger. Attachment A provides a breakdown of FY 2021/22 subsidy levels and respective subsidy goals by service typology and at the individual route level.

**Ridership Trends**

Ridership has grown steadily throughout FY2021/22 as COVID-related concerns have lessened and the economy has re-opened, with an average month-over-month growth of 3.5% and June 2022 ridership coming in 44.4% higher than June 2021. However, the COVID-19 pandemic continues to depress ridership compared to pre-COVID levels, with June 2022 ridership still 16% lower than June 2019.



In FY 2021/22, there was an overall 57.8% increase in fixed route ridership. This is an especially positive trend for Marin Transit given that nationwide bus ridership—reported by the National Transit Database—increased more slowly (24.2%) during FY 2021/22 compared to the prior year. Within in the Bay Area, most peer agencies experienced ridership increases that were comparable to or less than Marin Transit’s. These include County Connection (+62%), SamTrans (+53.4%), Napa VINE (+39.9%) and Sonoma County Transit (+37.8%). Golden Gate Transit reported an increase of 59.3% in fixed route bus ridership for FY 2021/22.

Service levels, including the number of scheduled trips and missed service, can affect bus ridership. The restoration of the Muir Woods Shuttle, Supplemental School, and Yellow Bus programs contributed a sizeable amount to the ridership increase in FY 2021/22, together accounting for 9% of total ridership. Pre-COVID, these programs made up about 20% of total ridership. Service levels remain lower than pre-COVID due to a shortage of operators. Weather conditions can also contribute to changes in ridership patterns and activity. FY 2021/22 experienced more rain than the previous fiscal year, which tends to decrease ridership.

In FY 2021/22, the only major service changes were the re-introduction of Supplemental, Muir Woods, and Yellow Bus services, as discussed above. There was a 60.0% increase in the number of overall transfers for passengers using cash to pay their original fare. This is consistent with the 57.8% increase in fixed route ridership. The transfer ratio is defined as the number of boarding trips (unlinked passenger trips) divided by the number of originating trips (linked passenger trips). This ratio can be used to evaluate the impact of transfers on ridership independent of other factors. In FY 2021/22, the overall transfer ratio was 1.35, 1.8% lower than the prior year’s ratio of 1.37.

Overall demand for Marin Access mobility management programs in FY 2021/22 increased by 64.7% compared with FY 2020/21. Ridership increases varied from program to program, but all programs expectedly experienced increases due to the vulnerability of the target populations of Marin Access programs to the coronavirus and closure of senior day programs in the prior fiscal year. Marin Access ridership recovery remains slower than fixed route ridership due to the ongoing risks associated with coronavirus. The largest increase was experienced by Connect (+89.6%). The future recovery of Marin Access program ridership remains unclear, as medical guidance continues to render the risk of COVID-19 less and less severe, while older adults and those with disabilities simultaneously remain the most vulnerable to its negative effects.

Table 2 summarizes the factors that can influence ridership numbers year-over-year and qualitatively evaluates their impact.



**Table 2: Factors Impacting Ridership Comparison**

Factor		FY 2020/21	FY 2021/22	Impact
Calendar	Weekdays	261	261	--
	Weekends & Holidays	117	119	--
	School days	148	180	▲▲
	Muir Woods Shuttle	4	125	▲▲▲
Transfer Ratio (ratio of unlinked to linked trips)		1.37	1.35	--
Service Disruptions	Canceled service (trips)	197	926	▼▼▼
Rainfall (inches)		9.68	24.33	▼▼
Average Gas Price		\$4.05	\$5.95	▲▲
Unemployment Rate		5.5%	3.0%	▼

**FY 2021/22 Performance Outlook**

The District operates over 215,000 annual hours of service across all programs in Marin County. These service levels have continuously increased since 2010 to provide more frequency and expanded transit options for Marin County residents. The District does not anticipate significant expansion in the local fixed route program in FY 2022/23 except for the restoration of pre-COVID service levels on the Muir Woods Shuttle and Supplemental routes as driver availability allows.

The district will continue to be in close communication with school districts and the National Park Service to identify how best to serve their needs given the limited driver availability. Weekday service on the Muir Woods Shuttle was restored for the summer season of 2022, but weekend-only service resumed at the start of the school year to allow for drivers to serve the Supplemental routes. The District anticipates a slower rebound of fixed route and Marin Access ridership levels in FY 2022/23, potentially reaching pre-COVID levels by the start of the following fiscal year.



**Table 3: System-wide Performance Statistics, FY 2021/22**

Route	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Pass. Trips Per Rev Hr (Trip)	Subsidy Per Passenger	Farebox Recovery
<b>Fixed Route</b>	<b>2,255,862</b>	<b>183,510</b>	<b>\$25,565,112</b>	<b>\$2,292,764</b>	<b>12.3</b>	<b>\$10.32</b>	<b>9.0%</b>
<b>Local Trunkline</b>	<b>984,771</b>	<b>55,676</b>	<b>\$9,360,911</b>	<b>\$985,570</b>	<b>17.7</b>	<b>\$8.50</b>	<b>10.5%</b>
35	511,590	22,597	\$3,704,659	\$485,350	22.6	\$6.29	13.1%
36	235,339	13,449	\$2,198,136	\$230,927	17.5	\$8.36	10.5%
71	237,842	19,629	\$3,458,116	\$269,293	12.1	\$13.41	7.8%
<b>Local Basic</b>	<b>752,505</b>	<b>58,006</b>	<b>\$7,460,029</b>	<b>\$734,834</b>	<b>13.0</b>	<b>\$8.94</b>	<b>9.9%</b>
17	181,285	14,666	\$1,695,966	\$188,572	12.4	\$8.32	11.1%
22	118,390	11,650	\$1,337,483	\$130,131	10.2	\$10.20	9.7%
23	163,184	11,078	\$1,772,431	\$164,692	14.7	\$9.85	9.3%
23X	56,299	2,688	\$439,090	\$48,226	20.9	\$6.94	11.0%
29	36,792	2,610	\$425,239	\$35,297	14.1	\$10.60	8.3%
49	196,555	15,313	\$1,789,820	\$167,916	12.8	\$8.25	9.4%
<b>Local Connector</b>	<b>284,925</b>	<b>41,489</b>	<b>\$4,644,646</b>	<b>\$265,705</b>	<b>6.9</b>	<b>\$15.37</b>	<b>5.7%</b>
219	35,760	6,262	\$711,198	\$37,653	5.7	\$18.84	5.3%
228	52,605	9,582	\$1,051,706	\$55,789	5.5	\$18.93	5.3%
233	27,666	4,087	\$450,646	\$26,173	6.8	\$15.34	5.8%
245	39,924	4,207	\$477,283	\$33,064	9.5	\$11.13	6.9%
251	77,729	9,456	\$1,065,063	\$66,991	8.2	\$12.84	6.3%
257	51,241	7,896	\$888,750	\$46,035	6.5	\$16.45	5.2%
<b>Supplemental</b>	<b>58,942</b>	<b>2,487</b>	<b>\$22,816</b>	<b>26,368</b>	<b>23.7 (13.7)</b>	<b>\$8.42</b>	<b>5.0%</b>
613	12,771	539	\$119,854	\$6,158	23.7 (11.9)	\$8.90	5.1%
617	4,501	145	\$32,246	\$983	30.9 (11.3)	\$6.95	3.0%
619	11,793	608	\$133,264	\$5,760	19.4 (11.3)	\$10.81	4.3%
625	1,922	160	\$33,747	\$1,306	12.0 (11.2)	\$16.88	3.9%
645	8,645	269	\$56,782	\$3,384	32.1 (24.4)	\$6.18	6.0%
649	130	36	\$5,866	\$94	3.6 (1.8)	\$44.40	1.6%
651	17,116	550	\$108,722	\$7,260	31.1 (16.8)	\$5.93	6.7%
654	2,064	180	\$32,335	\$1,423	11.5 (11.7)	\$14.98	4.4%
<b>Recreational</b>	<b>69,725</b>	<b>4,134</b>	<b>\$829,514</b>	<b>\$188,228</b>	<b>16.9</b>	<b>\$9.20</b>	<b>22.7%</b>
66	69,725	4,134	\$829,514	\$188,228	16.9	\$9.20	22.7%
<b>Rural</b>	<b>100,436</b>	<b>19,636</b>	<b>\$2,422,709</b>	<b>\$87,107</b>	<b>5.1</b>	<b>\$23.23</b>	<b>3.6%</b>
61	36,118	9,192	\$1,139,153	\$35,722	3.9	\$30.55	3.1%
68	64,318	10,444	\$1,283,556	\$51,385	6.2	\$19.16	4.0%
<b>Partnership</b>	<b>4,558</b>	<b>2,082</b>	<b>\$324,487</b>	<b>\$4,952</b>	<b>2.2</b>	<b>\$70.10</b>	<b>1.5%</b>
622	4,558	2,082	\$324,487	\$4,952	2.2	\$70.10	1.5%
<b>Yellow Bus</b>	<b>88,863</b>	<b>1,246</b>	<b>\$1,001,822</b>	<b>\$428,306</b>	<b>-</b>	<b>\$6.45</b>	<b>42.8%</b>
Hidden Valley	6,344	180	\$500,911	\$30,281	-	\$74.19	6.0%
White Hill	82,519	1,066	\$500,911	\$398,025	-	\$1.25	79.5%
<b>Demand Response</b>	<b>64,530</b>	<b>33,562</b>	<b>\$5,670,516</b>	<b>\$163,064</b>	<b>1.9</b>	<b>\$85.35</b>	<b>2.9%</b>
Local Paratransit	56,073	31,024	\$4,836,497	\$126,124	1.8	\$84.00	2.6%
Connect	5,255	880	\$623,023	\$27,597	6.0	\$113.31	4.4%
Novato DAR	2,557	1,267	\$183,746	\$8,307	2.0	\$68.61	4.5%
Dillon DAR	448	260	\$18,167	\$727	1.7	\$38.93	4.0%
Pt Reyes DAR	197	131	\$9,083	\$309	1.5	\$44.54	3.4%
<b>Other Services</b>	<b>13,713</b>	<b>-</b>	<b>\$385,323</b>	<b>\$16,521</b>	<b>-</b>	<b>\$26.89</b>	<b>4.3%</b>
Volunteer Driver	9,613	-	\$133,794	-	-	\$13.92	0.0%
Catch-A-Ride	4,100	-	\$251,529	\$16,521	-	\$57.32	6.6%
<b>Total</b>	<b>2,422,968</b>	<b>218,318</b>	<b>\$32,622,773</b>	<b>\$2,900,655</b>	<b>11.1</b>	<b>\$12.27</b>	<b>8.9%</b>

**Notes:** Values in red indicate performance that does not meet District targets



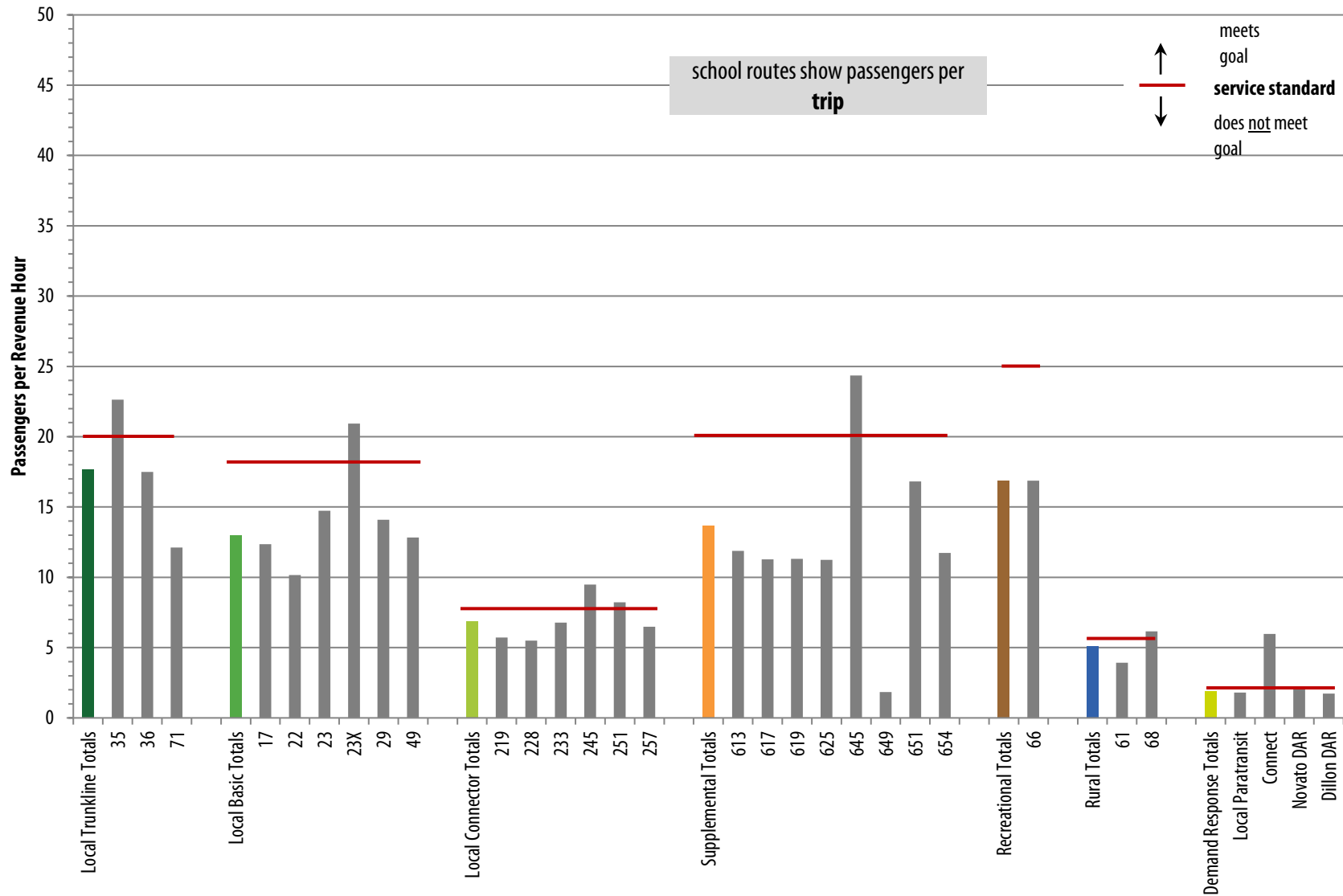


**Attachment A: Productivity and Subsidy Charts**

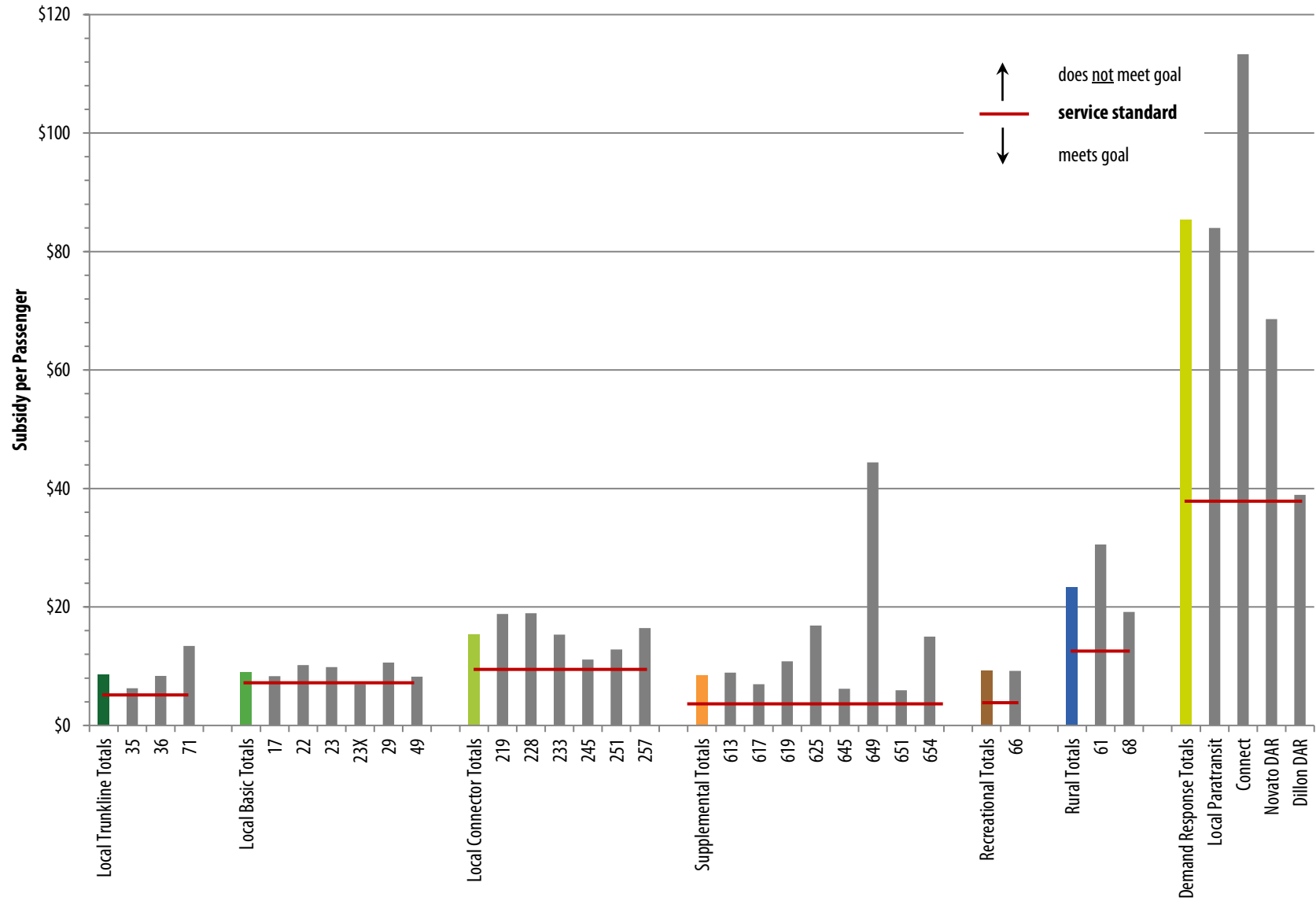
- Figure 1 FY 2021/22 Passengers per Revenue Hour by Route
- Figure 2 FY 2021/22 Subsidy per Passenger by Route



**Figure 1: FY 2021/22 Passengers per Revenue Hour by Route**



**Figure 2: FY 2021/22 Subsidy per Passenger by Route**



## Attachment B: Route Profiles

17	Sausalito – Marin City – Mill Valley – San Rafael
22	San Rafael Transit Center – San Anselmo – Marin City
23	Fairfax – San Anselmo – San Rafael – Canal
23X	Manor – Fairfax – San Anselmo – San Rafael – Canal
29	Canal – San Rafael Transit Center – Larkspur – College of Marin – Marin General
35	Canal – San Rafael Transit Center – Marin Civic Center – Northgate Mall – Novato
36	Canal – San Rafael Transit Center – Marin City
49	Novato – Ignacio – Hamilton – Marin Civic Center – San Rafael Transit Center
61	West Marin Stagecoach (Sausalito – Marin City – Mill Valley – Stinson Beach – Bolinas)
66	Muir Woods Shuttle
68	West Marin Stagecoach (San Rafael Transit Center – San Anselmo – Pt. Reyes Station – Inverness)
71	Novato – San Rafael Transit Center – Marin City – Sausalito
219	Tiburon – Strawberry
228	San Rafael Transit Center – Larkspur – San Anselmo – Fairfax
233	Santa Venetia – Marin Civic Center – San Rafael Transit Center
245	San Rafael Transit Center – Northgate Mall – Kaiser – Smith Ranch Road
251	San Marin – Novato – Vintage Oaks – IVC – Ignacio – Hamilton
257	San Rafael – Northgate Mall – Kaiser – Marinwood – Hamilton – Ignacio – IVC
613	Redwood High School – Paradise Cay
617	Neil Cummins / Hall Middle School – E. Corte Madera – Cove School
619	Tiburon – Belvedere – Redwood High School
622	San Rafael Transit Center – San Anselmo – College of Marin
625	Lagunitas – Sir Francis Drake HS – San Anselmo – San Rafael
645	Terra Linda High School – San Rafael
649	Hamilton – Novato High School
651	Hamilton – Ignacio – San Jose Middle School – Novato High School – San Marin High School
654	Olive – San Marin High School – Sinaloa Middle School – Novato
Hdn Valley	Ross Valley Yellow Bus (Fairfax – San Anselmo – Hidden Valley ES)
White Hill	Ross Valley Yellow Bus (San Anselmo – Sleepy Hollow – Fairfax – White Hill MS)

Note: At the start of FY 2021/22, the Supplemental route numbers were changed from 100-series numbers to 600-series numbers to avoid confusion with Golden Gate Transit's new numbering scheme. Supplemental lines serve the same routes as their 100-series counterparts in years prior.



Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **30 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **11%**  
 % transfer (to route): **54%**  
 % Clipper usage: **16%**

FY 2021/22 DATA

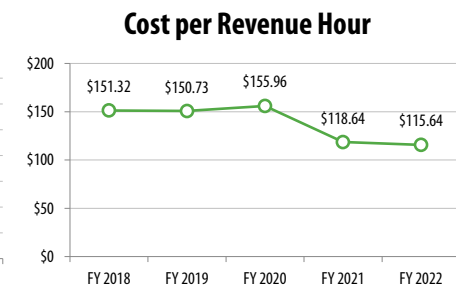
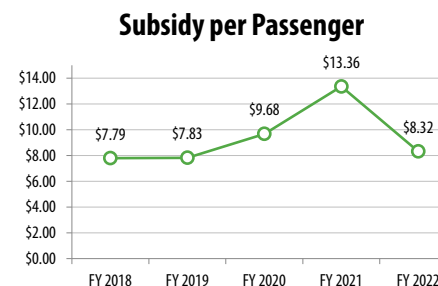
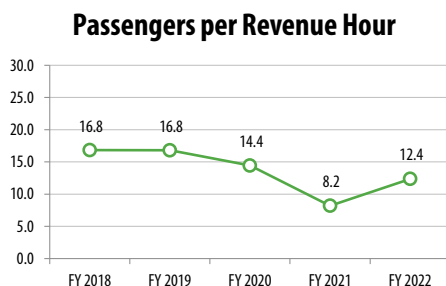
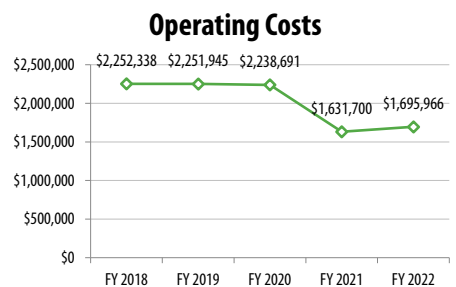
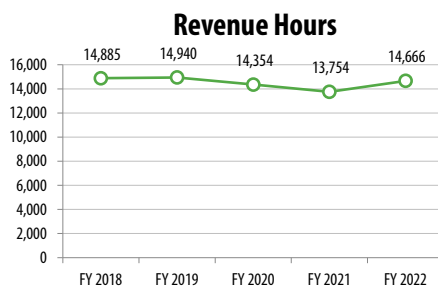
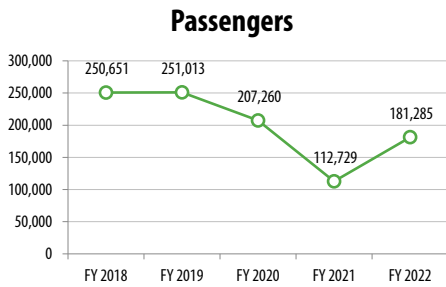
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	142,963	11,914	563	11,447	954	45	170,104	14,175	670
Saturday	19,597	1,633	392	1,457	121	29	23,083	1,924	462
Sunday	18,725	1,560	307	1,762	147	29	26,990	2,249	442
<b>Total</b>	<b>181,285</b>	<b>15,107</b>	<b>497</b>	<b>14,666</b>	<b>1,222</b>	<b>40</b>	<b>220,177</b>	<b>18,348</b>	<b>603</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,322,286	\$110,191	\$5,206	\$146,968	\$12,247	\$579	\$1,175,318	\$97,943	\$4,627
Saturday	\$170,137	\$14,178	\$3,403	\$20,540	\$1,712	\$411	\$149,597	\$12,466	\$2,992
Sunday	\$203,543	\$16,962	\$3,337	\$21,064	\$1,755	\$345	\$182,479	\$15,207	\$2,991
<b>Total</b>	<b>\$1,695,966</b>	<b>\$141,331</b>	<b>\$4,646</b>	<b>\$188,572</b>	<b>\$15,714</b>	<b>\$517</b>	<b>\$1,507,394</b>	<b>\$125,616</b>	<b>\$4,130</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	12.5	\$8.22		11.1%
Saturday	13.5	\$7.63		12.1%
Sunday	10.6	\$9.75		10.3%
<b>Total</b>	<b>12.4</b>	<b>\$8.32</b>	<b>\$115.64</b>	<b>11.1%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	250,651	14,885	\$2,252,338	\$298,773	\$1,953,565	16.8	\$7.79	\$151.32	13.3%
FY 2019	251,013	14,940	\$2,251,945	\$287,550	\$1,964,395	16.8	\$7.83	\$150.73	12.8%
FY 2020	207,260	14,354	\$2,238,691	\$233,073	\$2,005,618	14.4	\$9.68	\$155.96	10.4%
FY 2021	112,729	13,754	\$1,631,700	\$125,958	\$1,505,742	8.2	\$13.36	\$118.64	7.7%
FY 2022	181,285	14,666	\$1,695,966	\$188,572	\$1,507,394	12.4	\$8.32	\$115.64	11.1%





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **30 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **10%**  
 % transfer (to route): **57%**  
 % Clipper usage: **16%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	97,143	8,095	382	9,155	763	36	124,133	10,344	489
Saturday	11,046	921	221	1,124	94	22	18,333	1,528	367
Sunday	10,201	850	167	1,371	114	22	22,295	1,858	365
<b>Total</b>	<b>118,390</b>	<b>9,866</b>	<b>324</b>	<b>11,650</b>	<b>971</b>	<b>32</b>	<b>164,761</b>	<b>13,730</b>	<b>451</b>

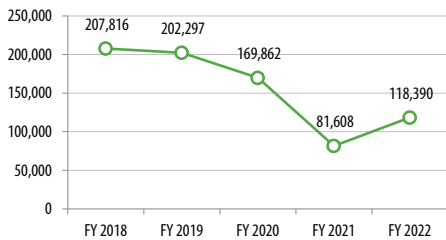
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,045,427	\$87,119	\$4,116	\$107,197	\$8,933	\$422	\$938,230	\$78,186	\$3,694
Saturday	\$131,612	\$10,968	\$2,632	\$11,732	\$978	\$235	\$119,880	\$9,990	\$2,398
Sunday	\$160,444	\$13,370	\$2,630	\$11,202	\$934	\$184	\$149,242	\$12,437	\$2,447
<b>Total</b>	<b>\$1,337,483</b>	<b>\$111,457</b>	<b>\$3,664</b>	<b>\$130,131</b>	<b>\$10,844</b>	<b>\$357</b>	<b>\$1,207,352</b>	<b>\$100,613</b>	<b>\$3,308</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	10.6	\$9.66		10.3%
Saturday	9.8	\$10.85		8.9%
Sunday	7.4	\$14.63		7.0%
<b>Total</b>	<b>10.2</b>	<b>\$10.20</b>	<b>\$114.80</b>	<b>9.7%</b>

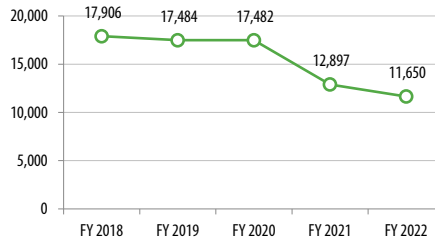
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	207,816	17,906	\$1,825,020	\$256,290	\$1,568,730	11.6	\$7.55	\$101.92	14.0%
FY 2019	202,297	17,484	\$1,739,758	\$243,247	\$1,496,511	11.6	\$7.40	\$99.51	14.0%
FY 2020	169,862	17,482	\$1,822,327	\$206,656	\$1,615,671	9.7	\$9.51	\$104.24	11.3%
FY 2021	81,608	12,897	\$1,390,098	\$96,192	\$1,293,906	6.3	\$15.86	\$107.78	6.9%
FY 2022	118,390	11,650	\$1,337,483	\$130,131	\$1,207,352	10.2	\$10.20	\$114.80	9.7%

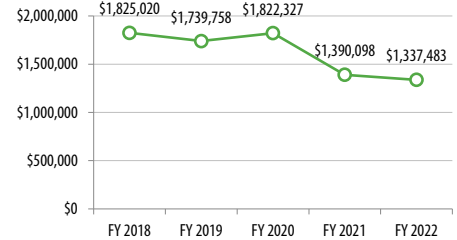
**Passengers**



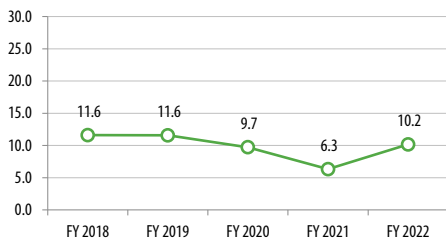
**Revenue Hours**



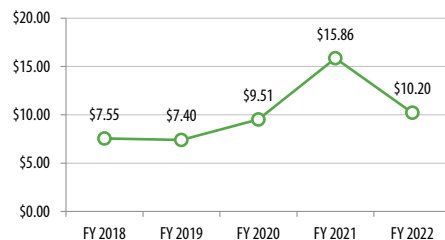
**Operating Costs**



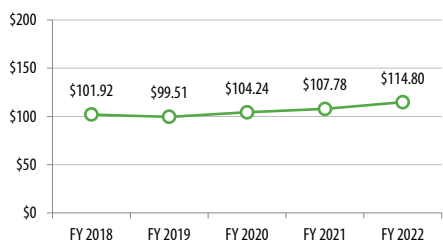
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **9%**  
 % transfer (to route): **36%**  
 % Clipper usage: **10%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	124,246	10,354	489	8,083	674	32	65,057	5,421	256
Saturday	19,952	1,663	399	1,379	115	28	11,095	925	222
Sunday	18,986	1,582	311	1,616	135	26	13,056	1,088	214
<b>Total</b>	<b>163,184</b>	<b>13,599</b>	<b>447</b>	<b>11,078</b>	<b>923</b>	<b>30</b>	<b>89,208</b>	<b>7,434</b>	<b>244</b>

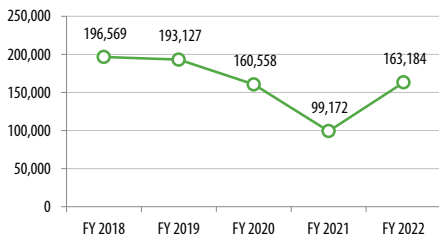
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,293,434	\$107,786	\$5,092	\$124,729	\$10,394	\$491	\$1,168,705	\$97,392	\$4,601
Saturday	\$220,631	\$18,386	\$4,413	\$19,963	\$1,664	\$399	\$200,668	\$16,722	\$4,013
Sunday	\$258,366	\$21,531	\$4,236	\$20,000	\$1,667	\$328	\$238,366	\$19,864	\$3,908
<b>Total</b>	<b>\$1,772,431</b>	<b>\$147,703</b>	<b>\$4,856</b>	<b>\$164,692</b>	<b>\$13,724</b>	<b>\$451</b>	<b>\$1,607,739</b>	<b>\$133,978</b>	<b>\$4,405</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	15.4	\$9.41		9.6%
Saturday	14.5	\$10.06		9.0%
Sunday	11.8	\$12.55		7.7%
<b>Total</b>	<b>14.7</b>	<b>\$9.85</b>	<b>\$160.00</b>	<b>9.3%</b>

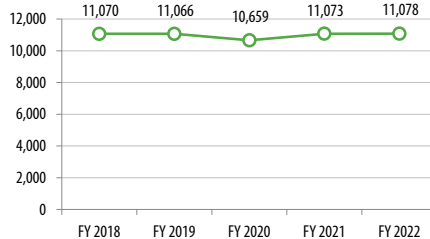
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	196,569	11,070	\$1,618,197	\$230,746	\$1,387,451	17.8	\$7.06	\$146.18	14.3%
FY 2019	193,127	11,066	\$1,610,256	\$213,610	\$1,396,646	17.5	\$7.23	\$145.52	13.3%
FY 2020	160,558	10,659	\$1,615,755	\$171,943	\$1,443,812	15.1	\$8.99	\$151.59	10.6%
FY 2021	99,172	11,073	\$1,711,683	\$112,418	\$1,599,265	9.0	\$16.13	\$154.58	6.6%
FY 2022	163,184	11,078	\$1,772,431	\$164,692	\$1,607,739	14.7	\$9.85	\$160.00	9.3%

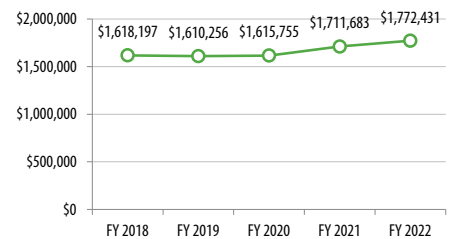
Passengers



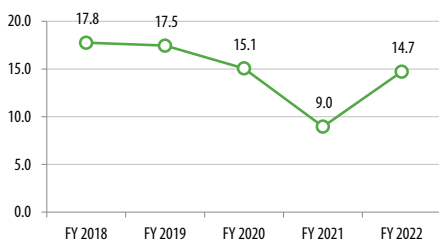
Revenue Hours



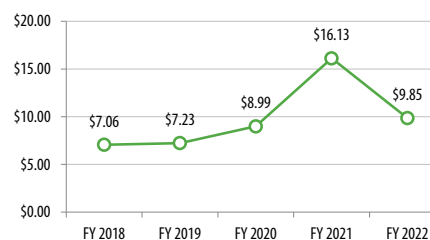
Operating Costs



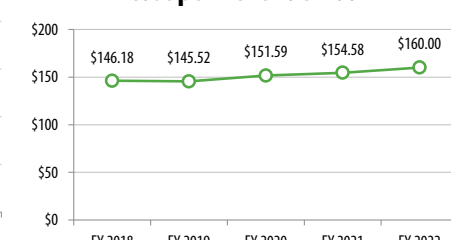
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **11%**  
 % transfer (to route): **25%**  
 % Clipper usage: **10%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	56,299	4,692	222	2,688	224	11	27,475	2,290	108
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>56,299</b>	<b>4,692</b>	<b>220</b>	<b>2,688</b>	<b>224</b>	<b>11</b>	<b>27,475</b>	<b>2,290</b>	<b>107</b>

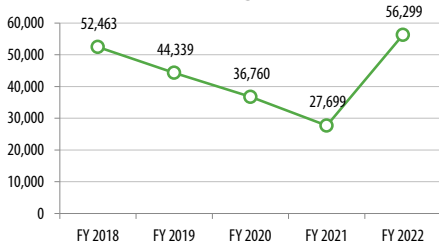
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$439,090	\$36,591	\$1,729	\$48,226	\$4,019	\$190	\$390,864	\$32,572	\$1,539
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$439,090</b>	<b>\$36,591</b>	<b>\$1,715</b>	<b>\$48,226</b>	<b>\$4,019</b>	<b>\$188</b>	<b>\$390,864</b>	<b>\$32,572</b>	<b>\$1,527</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	20.9	\$6.94		11.0%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>20.9</b>	<b>\$6.94</b>	<b>\$163.33</b>	<b>11.0%</b>

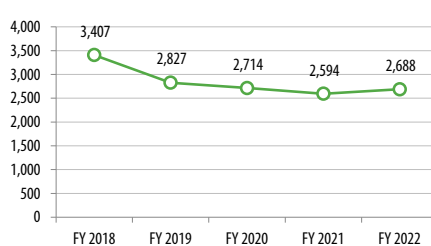
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	52,463	3,407	\$502,240	\$56,785	\$445,455	15.4	\$8.49	\$147.43	11.3%
FY 2019	44,339	2,827	\$416,556	\$44,534	\$372,022	15.7	\$8.39	\$147.35	10.7%
FY 2020	36,760	2,714	\$417,019	\$36,294	\$380,725	13.5	\$10.36	\$153.63	8.7%
FY 2021	27,699	2,594	\$407,563	\$30,697	\$376,866	10.7	\$13.61	\$157.14	7.5%
FY 2022	56,299	2,688	\$439,090	\$48,226	\$390,864	20.9	\$6.94	\$163.33	11.0%

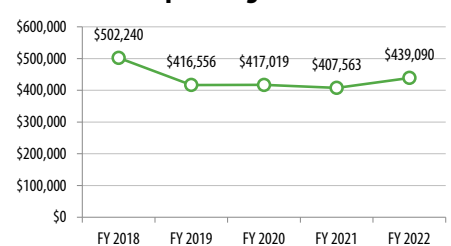
**Passengers**



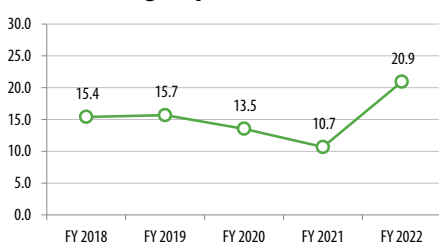
**Revenue Hours**



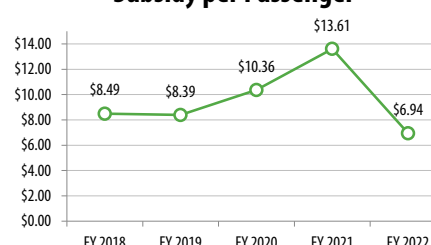
**Operating Costs**



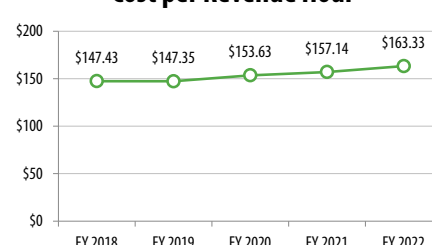
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**







Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **8%**  
 % transfer (to route): **29%**  
 % Clipper usage: **9%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	36,792	3,066	145	2,610	218	10	29,663	2,472	117
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>36,792</b>	<b>3,066</b>	<b>144</b>	<b>2,610</b>	<b>218</b>	<b>10</b>	<b>29,663</b>	<b>2,472</b>	<b>116</b>

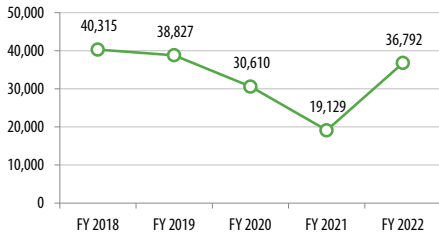
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$425,239	\$35,437	\$1,674	\$35,297	\$2,941	\$139	\$389,942	\$32,495	\$1,535
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$425,239</b>	<b>\$35,437</b>	<b>\$1,661</b>	<b>\$35,297</b>	<b>\$2,941</b>	<b>\$138</b>	<b>\$389,942</b>	<b>\$32,495</b>	<b>\$1,523</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	14.1	\$10.60		8.3%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>14.1</b>	<b>\$10.60</b>	<b>\$162.92</b>	<b>8.3%</b>

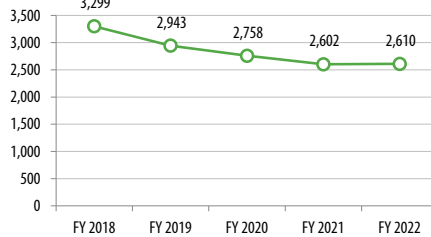
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	40,315	3,299	\$487,313	\$45,550	\$441,763	12.2	\$10.96	\$147.71	9.3%
FY 2019	38,827	2,943	\$433,463	\$38,887	\$394,576	13.2	\$10.16	\$147.27	9.0%
FY 2020	30,610	2,758	\$423,609	\$32,412	\$391,197	11.1	\$12.78	\$153.58	7.7%
FY 2021	19,129	2,602	\$407,125	\$22,377	\$384,748	7.4	\$20.11	\$156.46	5.5%
FY 2022	36,792	2,610	\$425,239	\$35,297	\$389,942	14.1	\$10.60	\$162.92	8.3%

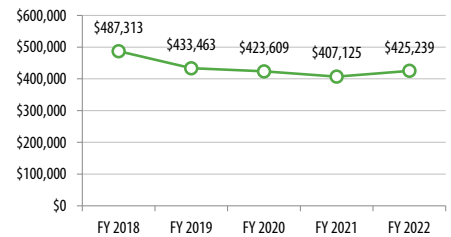
**Passengers**



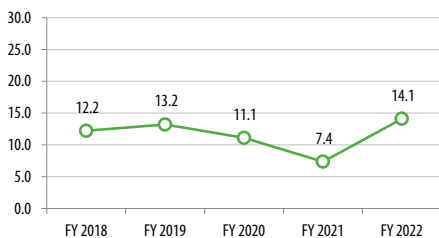
**Revenue Hours**



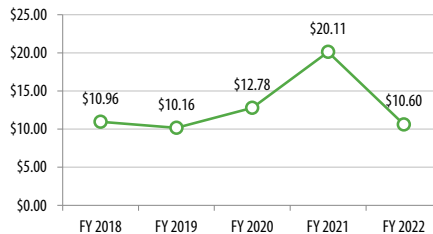
**Operating Costs**



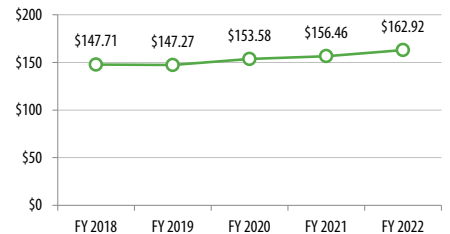
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **30 min**  
 Avg Freq (Wkdy Non-Peak): **30 min**  
 Avg Freq (Wked): **30 min**

FY 2022 Farebox Recovery: **13%**  
 % transfer (to route): **31%**  
 % Clipper usage: **7%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	386,311	32,193	1,521	16,512	1,376	65	208,491	17,374	821
Saturday	62,578	5,215	1,252	2,740	228	55	36,323	3,027	726
Sunday	62,701	5,225	1,028	3,345	279	55	44,721	3,727	733
<b>Total</b>	<b>511,590</b>	<b>42,633</b>	<b>1,402</b>	<b>22,597</b>	<b>1,883</b>	<b>62</b>	<b>289,535</b>	<b>24,128</b>	<b>793</b>

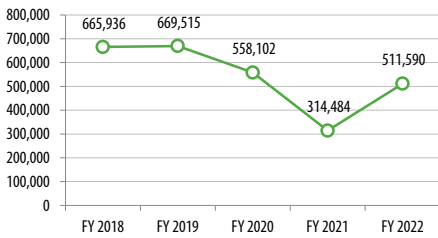
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,702,495	\$225,208	\$10,640	\$358,407	\$29,867	\$1,411	\$2,344,088	\$195,341	\$9,229
Saturday	\$451,137	\$37,595	\$9,023	\$61,747	\$5,146	\$1,235	\$389,390	\$32,449	\$7,788
Sunday	\$551,027	\$45,919	\$9,033	\$65,196	\$5,433	\$1,069	\$485,831	\$40,486	\$7,964
<b>Total</b>	<b>\$3,704,659</b>	<b>\$308,722</b>	<b>\$10,150</b>	<b>\$485,350</b>	<b>\$40,446</b>	<b>\$1,330</b>	<b>\$3,219,309</b>	<b>\$268,276</b>	<b>\$8,820</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	23.4	\$6.07		13.3%
Saturday	22.8	\$6.22		13.7%
Sunday	18.7	\$7.75		11.8%
<b>Total</b>	<b>22.6</b>	<b>\$6.29</b>	<b>\$163.94</b>	<b>13.1%</b>

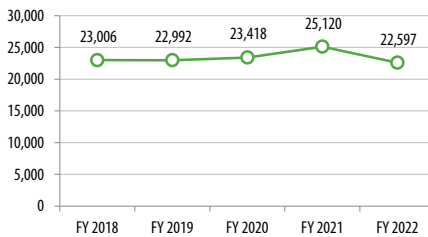
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	665,936	23,006	\$3,476,029	\$697,189	\$2,778,840	28.9	\$4.17	\$151.09	20.1%
FY 2019	669,515	22,992	\$3,462,742	\$659,862	\$2,802,880	29.1	\$4.19	\$150.60	19.1%
FY 2020	558,102	23,418	\$3,641,131	\$549,269	\$3,091,862	23.8	\$5.54	\$155.48	15.1%
FY 2021	314,484	25,120	\$3,951,176	\$333,734	\$3,617,442	12.5	\$11.50	\$157.29	8.4%
FY 2022	511,590	22,597	\$3,704,659	\$485,350	\$3,219,309	22.6	\$6.29	\$163.94	13.1%

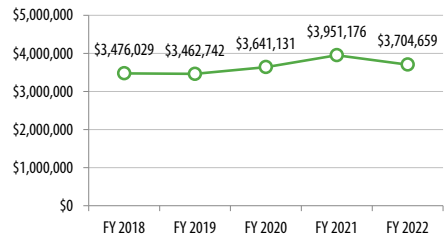
Passengers



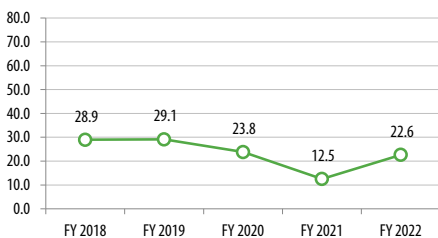
Revenue Hours



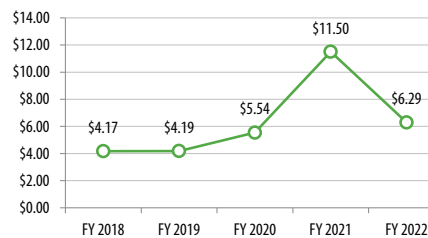
Operating Costs



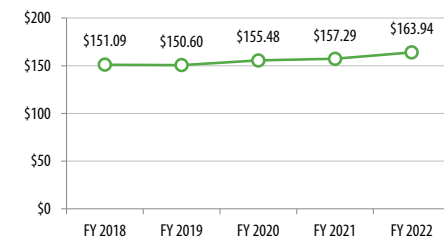
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **30 min**  
 Avg Freq (Wkdy Non-Peak): **30 min**  
 Avg Freq (Wked): **30 min**

FY 2022 Farebox Recovery: **11%**  
 % transfer (to route): **37%**  
 % Clipper usage: **7%**

FY 2021/22 DATA

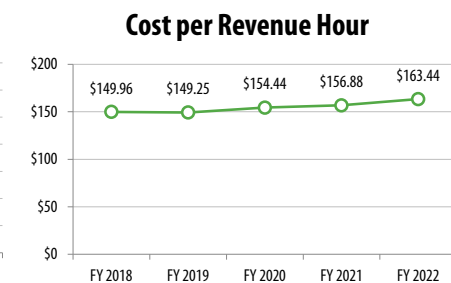
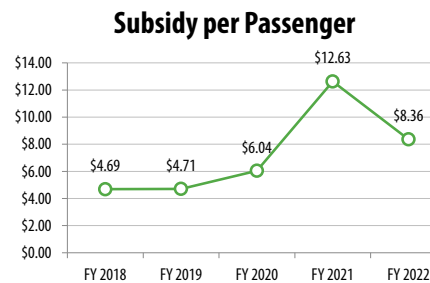
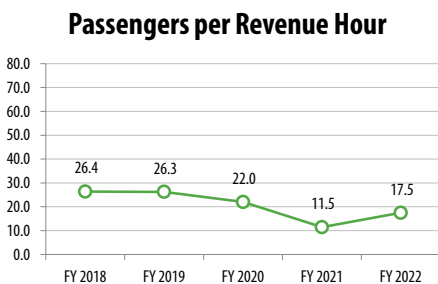
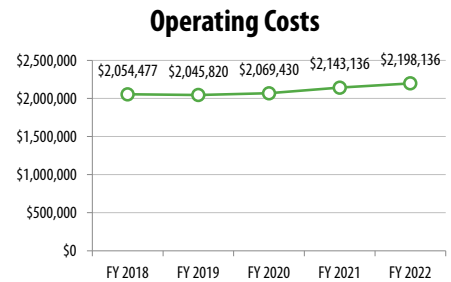
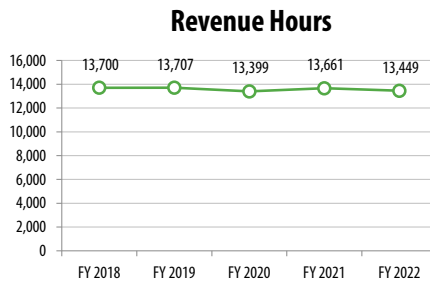
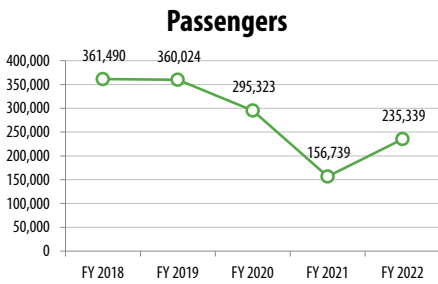
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	179,689	14,974	707	9,821	818	39	128,856	10,738	507
Saturday	27,431	2,286	549	1,635	136	33	22,018	1,835	440
Sunday	28,219	2,352	463	1,994	166	33	26,879	2,240	441
<b>Total</b>	<b>235,339</b>	<b>19,612</b>	<b>645</b>	<b>13,449</b>	<b>1,121</b>	<b>37</b>	<b>177,753</b>	<b>14,813</b>	<b>487</b>

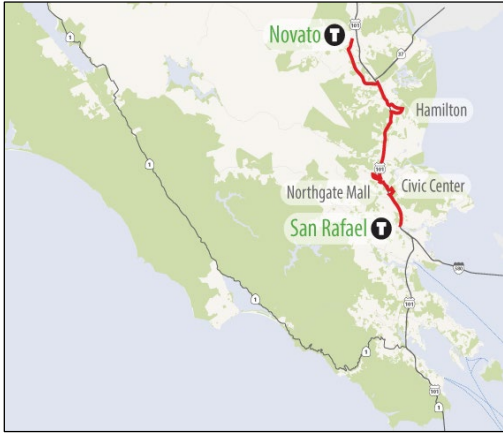
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,603,367	\$133,614	\$6,312	\$172,944	\$14,412	\$681	\$1,430,423	\$119,202	\$5,632
Saturday	\$267,938	\$22,328	\$5,359	\$27,746	\$2,312	\$555	\$240,192	\$20,016	\$4,804
Sunday	\$326,831	\$27,236	\$5,358	\$30,237	\$2,520	\$496	\$296,594	\$24,716	\$4,862
<b>Total</b>	<b>\$2,198,136</b>	<b>\$183,178</b>	<b>\$6,022</b>	<b>\$230,927</b>	<b>\$19,244</b>	<b>\$633</b>	<b>\$1,967,209</b>	<b>\$163,934</b>	<b>\$5,390</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	18.3	\$7.96		10.8%
Saturday	16.8	\$8.76		10.4%
Sunday	14.2	\$10.51		9.3%
<b>Total</b>	<b>17.5</b>	<b>\$8.36</b>	<b>\$163.44</b>	<b>10.5%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	361,490	13,700	\$2,054,477	\$359,118	\$1,695,359	26.4	\$4.69	\$149.96	17.5%
FY 2019	360,024	13,707	\$2,045,820	\$350,055	\$1,695,765	26.3	\$4.71	\$149.25	17.1%
FY 2020	295,323	13,399	\$2,069,430	\$284,676	\$1,784,754	22.0	\$6.04	\$154.44	13.8%
FY 2021	156,739	13,661	\$2,143,136	\$163,648	\$1,979,488	11.5	\$12.63	\$156.88	7.6%
FY 2022	235,339	13,449	\$2,198,136	\$230,927	\$1,967,209	17.5	\$8.36	\$163.44	10.5%





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **30 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wkded): **60 min**

FY 2022 Farebox Recovery: **9%**  
 % transfer (to route): **32%**  
 % Clipper usage: **11%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	170,607	14,217	672	12,519	1,043	49	204,103	17,009	804
Saturday	12,597	1,050	252	1,260	105	25	23,229	1,936	465
Sunday	13,351	1,113	219	1,535	128	25	28,204	2,350	462
<b>Total</b>	<b>196,555</b>	<b>16,380</b>	<b>539</b>	<b>15,313</b>	<b>1,276</b>	<b>42</b>	<b>255,536</b>	<b>21,295</b>	<b>700</b>

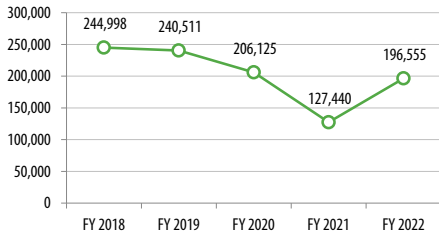
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,462,053	\$121,838	\$5,756	\$143,236	\$11,936	\$564	\$1,318,817	\$109,901	\$5,192
Saturday	\$147,860	\$12,322	\$2,957	\$11,577	\$965	\$232	\$136,283	\$11,357	\$2,726
Sunday	\$179,907	\$14,992	\$2,949	\$13,103	\$1,092	\$215	\$166,804	\$13,900	\$2,734
<b>Total</b>	<b>\$1,789,820</b>	<b>\$149,152</b>	<b>\$4,904</b>	<b>\$167,916</b>	<b>\$13,993</b>	<b>\$460</b>	<b>\$1,621,904</b>	<b>\$135,159</b>	<b>\$4,444</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.6	\$7.73		9.8%
Saturday	10.0	\$10.82		7.8%
Sunday	8.7	\$12.49		7.3%
<b>Total</b>	<b>12.8</b>	<b>\$8.25</b>	<b>\$116.88</b>	<b>9.4%</b>

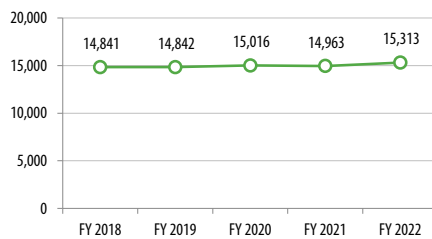
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	244,998	14,841	\$1,458,817	\$259,446	\$1,199,371	16.5	\$4.90	\$98.29	17.8%
FY 2019	240,511	14,842	\$1,526,326	\$231,370	\$1,294,956	16.2	\$5.38	\$102.83	15.2%
FY 2020	206,125	15,016	\$1,610,119	\$199,527	\$1,410,592	13.7	\$6.84	\$107.23	12.4%
FY 2021	127,440	14,963	\$1,623,022	\$126,561	\$1,496,461	8.5	\$11.74	\$108.47	7.8%
FY 2022	196,555	15,313	\$1,789,820	\$167,916	\$1,621,904	12.8	\$8.25	\$116.88	9.4%

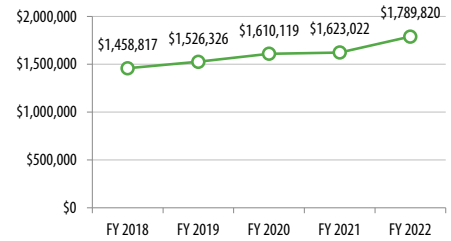
Passengers



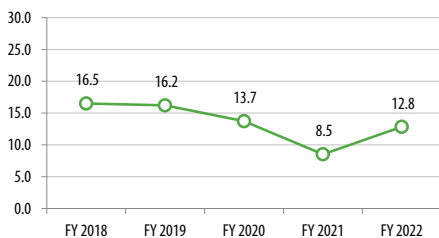
Revenue Hours



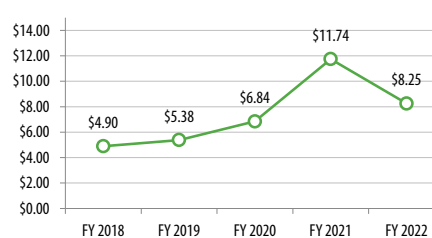
Operating Costs



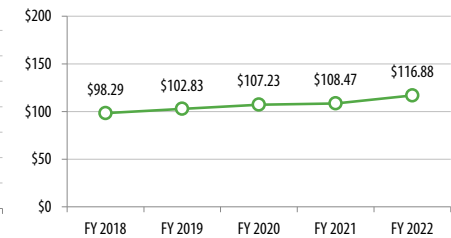
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **8 trips**  
 Avg Freq (Wkdy Non-Peak): **-**  
 Avg Freq (Wked): **16 trips**

FY 2022 Farebox Recovery: **3%**  
 % transfer (to route): **19%**  
 % Clipper usage: **24%**

FY 2021/22 DATA

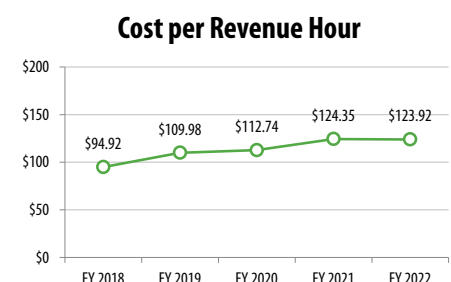
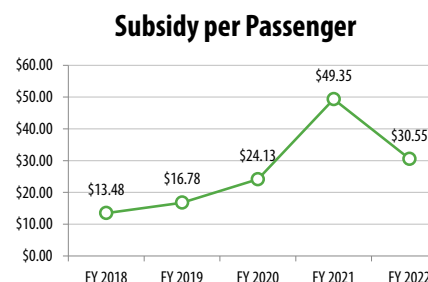
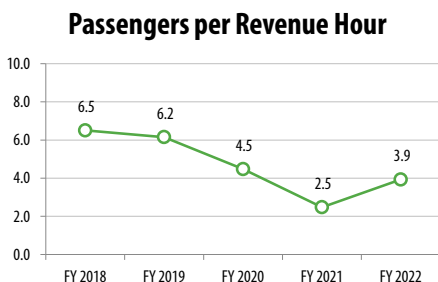
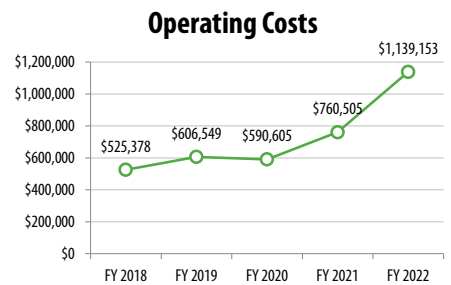
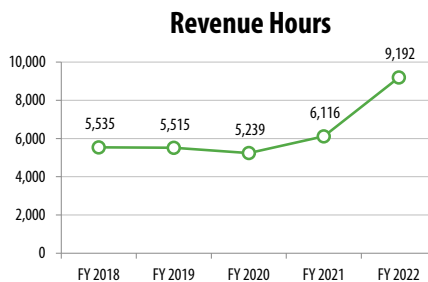
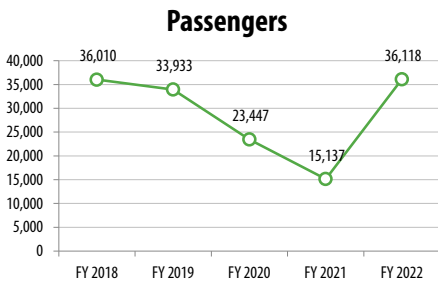
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	24,531	2,044	98	5,908	492	24	97,996	8,166	390
Saturday	5,850	488	117	1,438	120	29	22,362	1,864	447
Sunday	5,737	478	90	1,846	154	29	28,268	2,356	442
<b>Total</b>	<b>36,118</b>	<b>3,010</b>	<b>99</b>	<b>9,192</b>	<b>766</b>	<b>25</b>	<b>148,626</b>	<b>12,386</b>	<b>407</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$740,492	\$61,708	\$2,950	\$24,191	\$2,016	\$96	\$716,301	\$59,692	\$2,854
Saturday	\$174,940	\$14,578	\$3,499	\$5,888	\$491	\$118	\$169,052	\$14,088	\$3,381
Sunday	\$223,721	\$18,643	\$3,496	\$5,643	\$470	\$88	\$218,078	\$18,173	\$3,407
<b>Total</b>	<b>\$1,139,153</b>	<b>\$94,929</b>	<b>\$3,121</b>	<b>\$35,722</b>	<b>\$2,977</b>	<b>\$98</b>	<b>\$1,103,431</b>	<b>\$91,953</b>	<b>\$3,023</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	4.2	\$29.20		3.3%
Saturday	4.1	\$28.90		3.4%
Sunday	3.1	\$38.01		2.5%
<b>Total</b>	<b>3.9</b>	<b>\$30.55</b>	<b>\$123.92</b>	<b>3.1%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	36,010	5,535	\$525,378	\$40,082	\$485,296	6.5	\$13.48	\$94.92	7.6%
FY 2019	33,933	5,515	\$606,549	\$37,195	\$569,354	6.2	\$16.78	\$109.98	6.1%
FY 2020	23,447	5,239	\$590,605	\$24,737	\$565,868	4.5	\$24.13	\$112.74	4.2%
FY 2021	15,137	6,116	\$760,505	\$13,509	\$746,996	2.5	\$49.35	\$124.35	1.8%
FY 2022	36,118	9,192	\$1,139,153	\$35,722	\$1,103,431	3.9	\$30.55	\$123.92	3.1%





Days of Service: Sa, Su  
 Avg Freq (Wkdy Peak): 30 min  
 Avg Freq (Wkdy Non-Peak): 30 min  
 Avg Freq (Wked): 10-20 min

FY 2022 Farebox Recovery: 23%  
 % transfer (to route): N/A  
 % Clipper usage: 0%

FY 2021/22 DATA

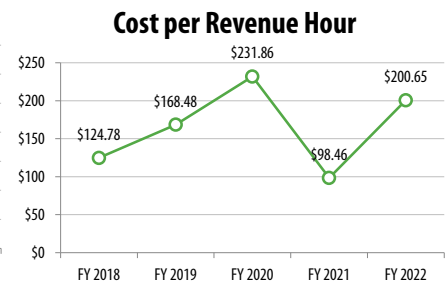
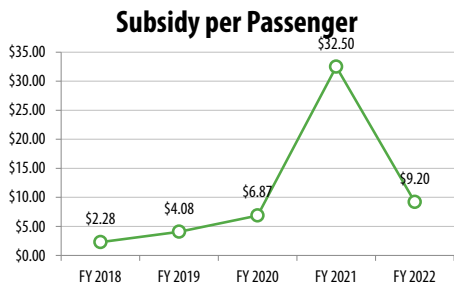
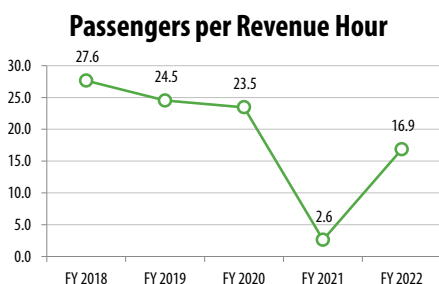
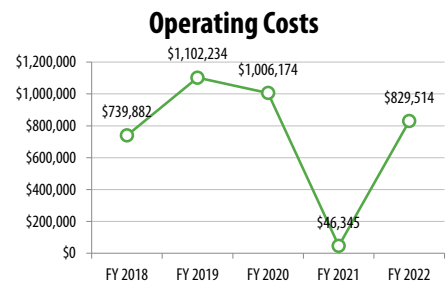
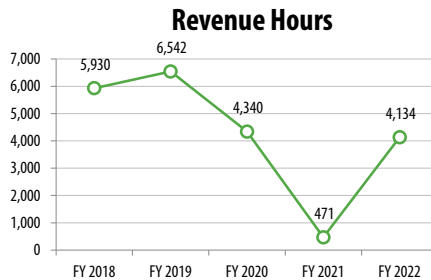
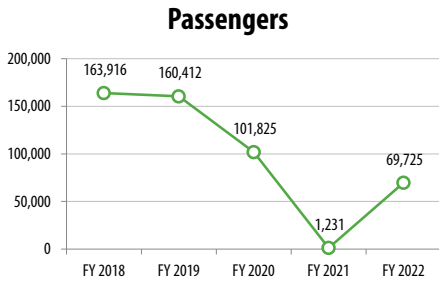
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	1,511	1,511	168	245	245	27	2,563	2,563	285
Saturday	30,998	2,583	620	1,685	140	34	20,976	1,748	420
Sunday	37,216	3,101	555	2,205	184	33	27,450	2,287	410
<b>Total</b>	<b>69,725</b>	<b>5,810</b>	<b>553</b>	<b>4,134</b>	<b>345</b>	<b>33</b>	<b>50,989</b>	<b>4,249</b>	<b>405</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$32,241	\$32,241	\$3,582	\$4,607	\$4,607	\$512	\$27,634	\$27,634	\$3,070
Saturday	\$345,264	\$28,772	\$6,905	\$82,517	\$6,876	\$1,650	\$262,747	\$21,896	\$5,255
Sunday	\$452,009	\$37,667	\$6,746	\$101,104	\$8,425	\$1,509	\$350,905	\$29,242	\$5,237
<b>Total</b>	<b>\$829,514</b>	<b>\$69,126</b>	<b>\$6,583</b>	<b>\$188,228</b>	<b>\$15,686</b>	<b>\$1,494</b>	<b>\$641,286</b>	<b>\$53,441</b>	<b>\$5,090</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.2	\$18.29		14.3%
Saturday	18.4	\$8.48		23.9%
Sunday	16.9	\$9.43		22.4%
<b>Total</b>	<b>16.9</b>	<b>\$9.20</b>	<b>\$200.65</b>	<b>22.7%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	163,916	5,930	\$739,882	\$365,872	\$374,010	27.6	\$2.28	\$124.78	49.5%
FY 2019	160,412	6,542	\$1,102,234	\$447,357	\$654,877	24.5	\$4.08	\$168.48	40.6%
FY 2020	101,825	4,340	\$1,006,174	\$306,872	\$699,302	23.5	\$6.87	\$231.86	30.5%
FY 2021	1,231	471	\$46,345	\$6,334	\$40,011	2.6	\$32.50	\$98.46	13.7%
FY 2022	69,725	4,134	\$829,514	\$188,228	\$641,286	16.9	\$9.20	\$200.65	22.7%



Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **120 min**  
 Avg Freq (Wked): **60-120 min**

FY 2022 Farebox Recovery: **4%**  
 % transfer (to route): **22%**  
 % Clipper usage: **8%**



FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	48,811	4,068	194	7,112	593	28	130,208	10,851	519
Saturday	7,951	663	159	1,466	122	29	26,540	2,212	531
Sunday	7,556	630	118	1,866	156	29	33,646	2,804	526
<b>Total</b>	<b>64,318</b>	<b>5,360</b>	<b>176</b>	<b>10,444</b>	<b>870</b>	<b>29</b>	<b>190,394</b>	<b>15,866</b>	<b>522</b>

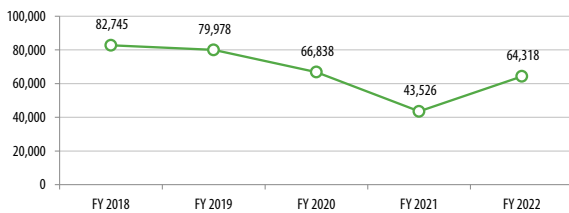
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$875,510	\$72,959	\$3,488	\$39,236	\$3,270	\$156	\$836,274	\$69,690	\$3,332
Saturday	\$179,709	\$14,976	\$3,594	\$6,260	\$522	\$125	\$173,449	\$14,454	\$3,469
Sunday	\$228,337	\$19,028	\$3,568	\$5,889	\$491	\$92	\$222,448	\$18,537	\$3,476
<b>Total</b>	<b>\$1,283,556</b>	<b>\$106,963</b>	<b>\$3,517</b>	<b>\$51,385</b>	<b>\$4,282</b>	<b>\$141</b>	<b>\$1,232,171</b>	<b>\$102,681</b>	<b>\$3,376</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.9	\$17.13		4.5%
Saturday	5.4	\$21.81		3.5%
Sunday	4.0	\$29.44		2.6%
<b>Total</b>	<b>6.2</b>	<b>\$19.16</b>	<b>\$122.90</b>	<b>4.0%</b>

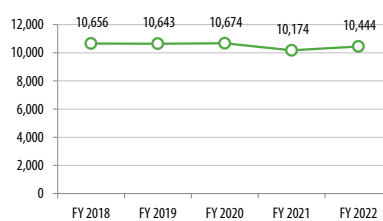
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	82,745	10,656	\$1,034,218	\$85,312	\$948,906	7.8	\$11.47	\$97.06	8.2%
FY 2019	79,978	10,643	\$1,191,202	\$80,221	\$1,110,981	7.5	\$13.89	\$111.93	6.7%
FY 2020	66,838	10,674	\$1,224,714	\$65,793	\$1,158,921	6.3	\$17.34	\$114.74	5.4%
FY 2021	43,526	10,174	\$1,265,931	\$41,064	\$1,224,867	4.3	\$28.14	\$124.42	3.2%
FY 2022	64,318	10,444	\$1,283,556	\$51,385	\$1,232,171	6.2	\$19.16	\$122.90	4.0%

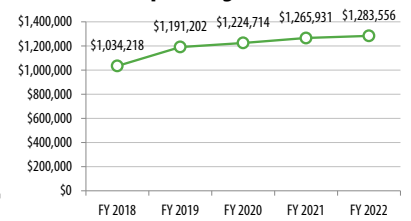
**Passengers**



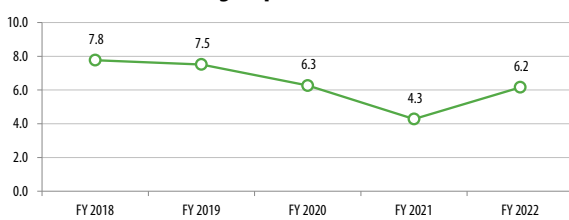
**Revenue Hours**



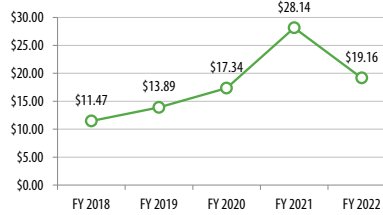
**Operating Costs**



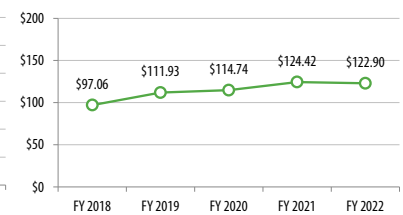
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**





Days of Service: Wkdy, Sa, Su  
 Avg Freq (Wkdy Peak): 30 min  
 Avg Freq (Wkdy Non-Peak): 60 min  
 Avg Freq (Wked): 30 min

FY 2022 Farebox Recovery: 8%  
 % transfer (to route): 41%  
 % Clipper usage: 13%

FY 2021/22 DATA

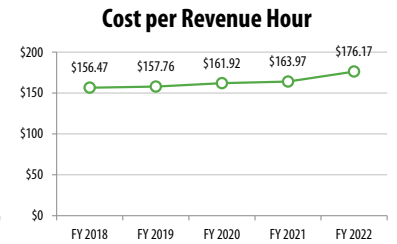
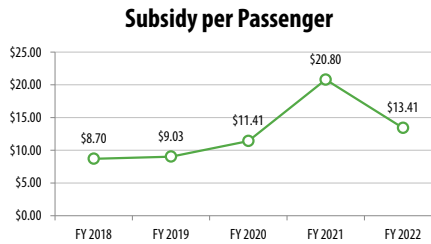
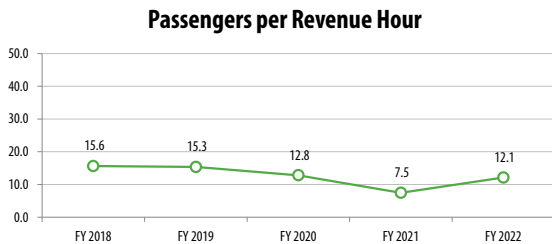
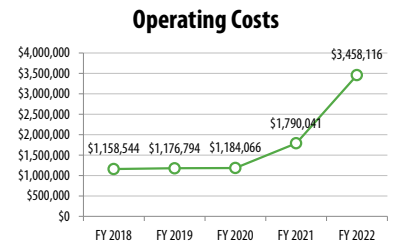
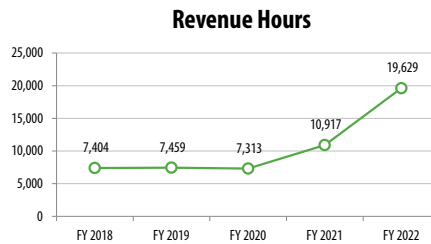
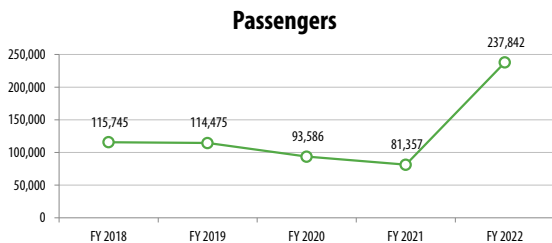
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	169,946	14,162	669	12,970	1,081	51	380,813	31,734	1,499
Saturday	33,900	2,825	678	3,002	250	60	87,557	7,296	1,751
Sunday	33,996	2,833	557	3,657	305	60	106,822	8,902	1,751
<b>Total</b>	<b>237,842</b>	<b>19,820</b>	<b>652</b>	<b>19,629</b>	<b>1,636</b>	<b>54</b>	<b>575,192</b>	<b>47,933</b>	<b>1,576</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,288,999	\$190,750	\$9,012	\$192,586	\$16,049	\$758	\$2,096,413	\$174,701	\$8,254
Saturday	\$527,456	\$43,955	\$10,549	\$37,331	\$3,111	\$747	\$490,125	\$40,844	\$9,803
Sunday	\$641,661	\$53,472	\$10,519	\$39,376	\$3,281	\$646	\$602,285	\$50,190	\$9,874
<b>Total</b>	<b>\$3,458,116</b>	<b>\$288,176</b>	<b>\$9,474</b>	<b>\$269,293</b>	<b>\$22,441</b>	<b>\$738</b>	<b>\$3,188,823</b>	<b>\$265,735</b>	<b>\$8,737</b>

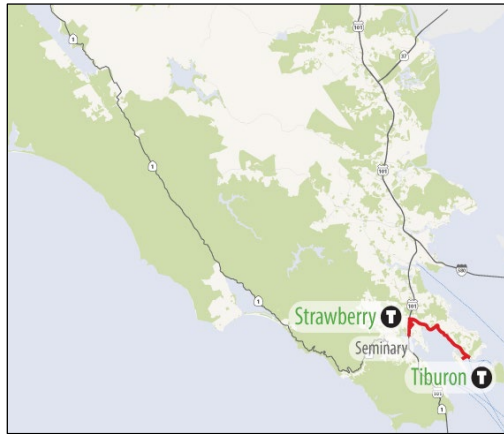
	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.1	\$12.34		8.4%
Saturday	11.3	\$14.46		7.1%
Sunday	9.3	\$17.72		6.1%
<b>Total</b>	<b>12.1</b>	<b>\$13.41</b>	<b>\$176.17</b>	<b>7.8%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	115,745	7,404	\$1,158,544	\$151,857	\$1,006,687	15.6	\$8.70	\$156.47	13.1%
FY 2019	114,475	7,459	\$1,176,794	\$142,958	\$1,033,836	15.3	\$9.03	\$157.76	12.1%
FY 2020	93,586	7,313	\$1,184,066	\$116,335	\$1,067,731	12.8	\$11.41	\$161.92	9.8%
FY 2021	81,357	10,917	\$1,790,041	\$97,824	\$1,692,217	7.5	\$20.80	\$163.97	5.5%
FY 2022	237,842	19,629	\$3,458,116	\$269,293	\$3,188,823	12.1	\$13.41	\$176.17	7.8%







Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **30 min**  
 Avg Freq (Wkdy Non-Peak): **30 min**  
 Avg Freq (Wked): **30 min**

FY 2022 Farebox Recovery: **5%**  
 % transfer (to route): **83%**  
 % Clipper usage: **10%**

FY 2021/22 DATA

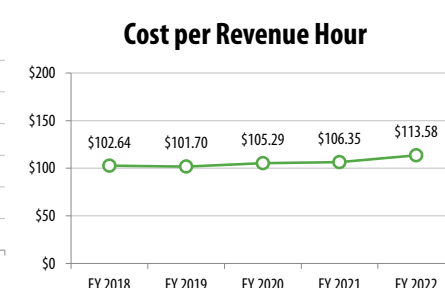
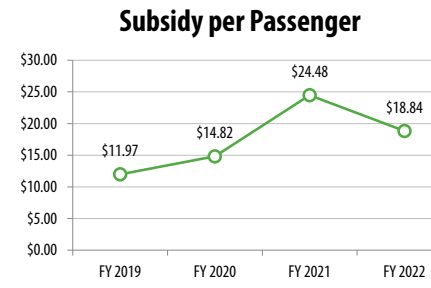
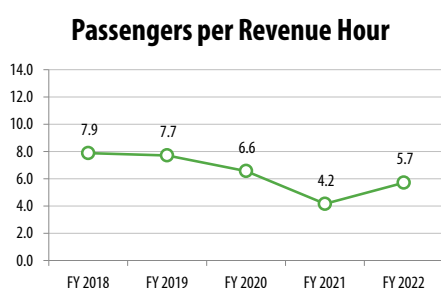
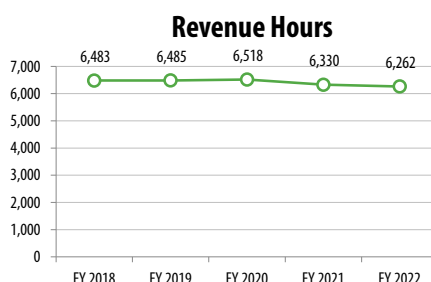
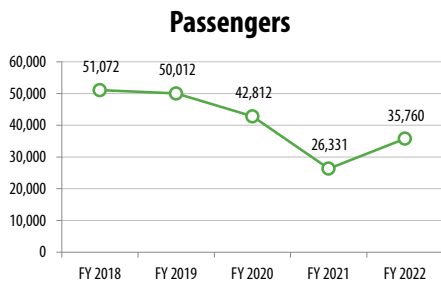
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	26,840	2,237	106	4,903	409	19	69,410	5,784	273
Saturday	4,540	378	91	612	51	12	11,191	933	224
Sunday	4,380	365	72	747	62	12	13,637	1,136	224
<b>Total</b>	<b>35,760</b>	<b>2,980</b>	<b>98</b>	<b>6,262</b>	<b>522</b>	<b>17</b>	<b>94,238</b>	<b>7,853</b>	<b>258</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$554,359	\$46,197	\$2,183	\$29,188	\$2,432	\$115	\$525,171	\$43,764	\$2,068
Saturday	\$70,545	\$5,879	\$1,411	\$4,215	\$351	\$84	\$66,330	\$5,528	\$1,327
Sunday	\$86,294	\$7,191	\$1,415	\$4,250	\$354	\$70	\$82,044	\$6,837	\$1,345
<b>Total</b>	<b>\$711,198</b>	<b>\$59,267</b>	<b>\$1,948</b>	<b>\$37,653</b>	<b>\$3,138</b>	<b>\$103</b>	<b>\$673,545</b>	<b>\$56,129</b>	<b>\$1,845</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	5.5	\$19.57		5.3%
Saturday	7.4	\$14.61		6.0%
Sunday	5.9	\$18.73		4.9%
<b>Total</b>	<b>5.7</b>	<b>\$18.84</b>	<b>\$113.58</b>	<b>5.3%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	51,072	6,483	\$665,412	\$64,723	\$600,689	7.9	\$11.76	\$102.64	9.7%
FY 2019	50,012	6,485	\$659,552	\$60,737	\$598,815	7.7	\$11.97	\$101.70	9.2%
FY 2020	42,812	6,518	\$686,288	\$51,931	\$634,357	6.6	\$14.82	\$105.29	7.6%
FY 2021	26,331	6,330	\$673,169	\$28,676	\$644,493	4.2	\$24.48	\$106.35	4.3%
FY 2022	35,760	6,262	\$711,198	\$37,653	\$673,545	5.7	\$18.84	\$113.58	5.3%





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **5%**  
 % transfer (to route): **38%**  
 % Clipper usage: **10%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	40,392	3,366	159	6,889	574	27	74,385	6,199	293
Saturday	6,522	544	130	1,214	101	24	13,512	1,126	270
Sunday	5,691	474	93	1,479	123	24	16,407	1,367	269
<b>Total</b>	<b>52,605</b>	<b>4,384</b>	<b>144</b>	<b>9,582</b>	<b>799</b>	<b>26</b>	<b>104,304</b>	<b>8,692</b>	<b>286</b>

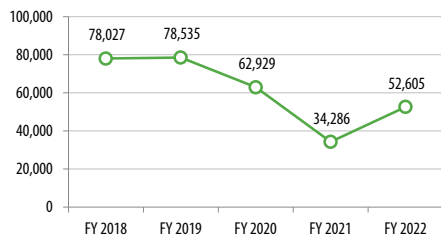
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$755,922	\$62,994	\$2,976	\$42,068	\$3,506	\$166	\$713,854	\$59,488	\$2,810
Saturday	\$133,153	\$11,096	\$2,663	\$7,063	\$589	\$141	\$126,090	\$10,508	\$2,522
Sunday	\$162,631	\$13,553	\$2,666	\$6,658	\$555	\$109	\$155,973	\$12,998	\$2,557
<b>Total</b>	<b>\$1,051,706</b>	<b>\$87,642</b>	<b>\$2,881</b>	<b>\$55,789</b>	<b>\$4,649</b>	<b>\$153</b>	<b>\$995,917</b>	<b>\$82,993</b>	<b>\$2,729</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	5.9	\$17.67		5.6%
Saturday	5.4	\$19.33		5.3%
Sunday	3.8	\$27.41		4.1%
<b>Total</b>	<b>5.5</b>	<b>\$18.93</b>	<b>\$109.75</b>	<b>5.3%</b>

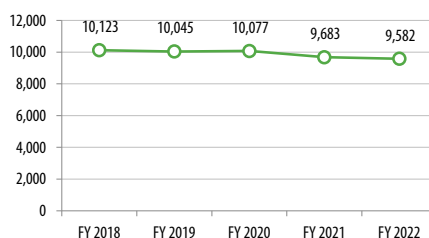
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	78,027	10,123	\$1,007,459	\$103,529	\$903,930	7.7	\$11.58	\$99.52	10.3%
FY 2019	78,535	10,045	\$980,234	\$96,204	\$884,030	7.8	\$11.26	\$97.59	9.8%
FY 2020	62,929	10,077	\$1,025,336	\$79,024	\$946,312	6.2	\$15.04	\$101.75	7.7%
FY 2021	34,286	9,683	\$1,006,384	\$42,136	\$964,248	3.5	\$28.12	\$103.94	4.2%
FY 2022	52,605	9,582	\$1,051,706	\$55,789	\$995,917	5.5	\$18.93	\$109.75	5.3%

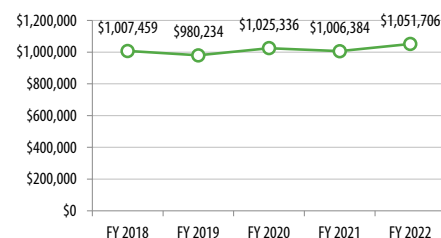
Passengers



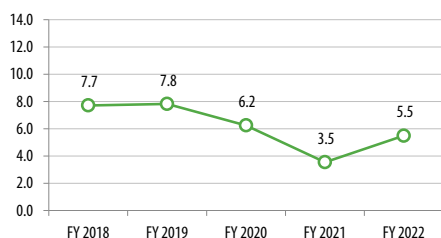
Revenue Hours



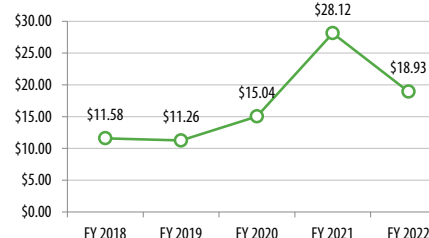
Operating Costs



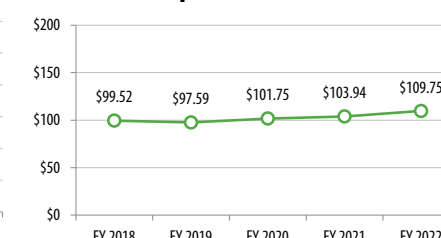
Passengers per Revenue Hour

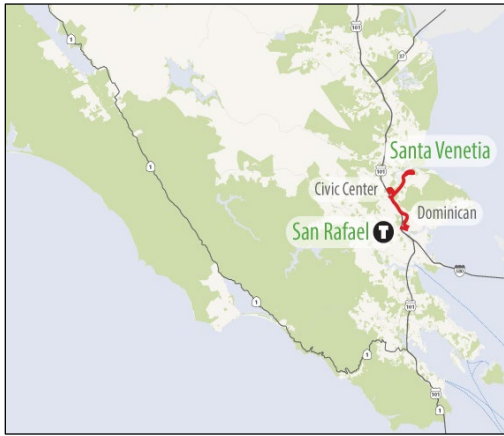


Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **6%**  
 % transfer (to route): **37%**  
 % Clipper usage: **10%**

FY 2021/22 DATA

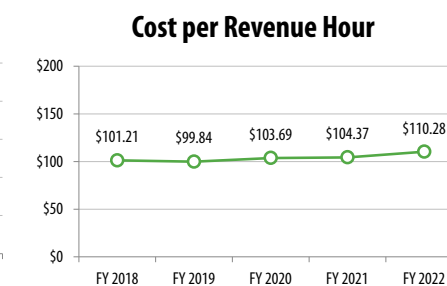
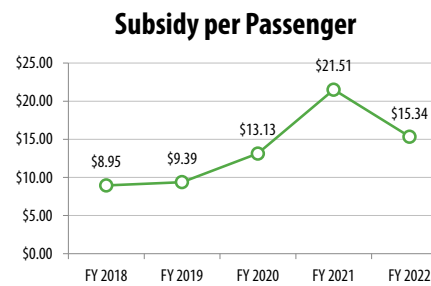
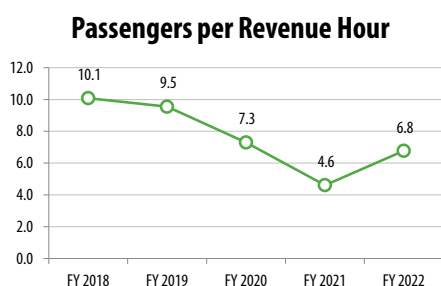
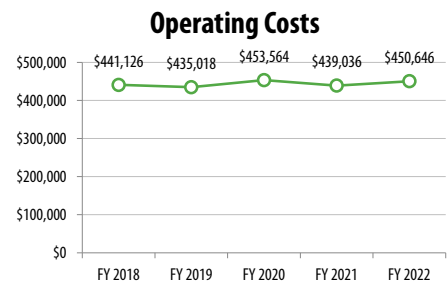
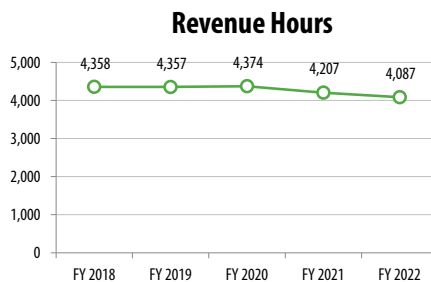
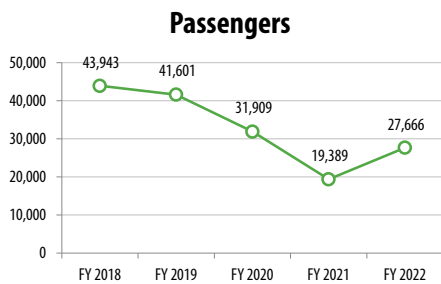
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	24,029	2,002	95	3,032	253	12	37,144	3,095	146
Saturday	1,897	158	38	475	40	9	5,551	463	111
Sunday	1,740	145	29	579	48	9	6,774	564	111
<b>Total</b>	<b>27,666</b>	<b>2,306</b>	<b>76</b>	<b>4,087</b>	<b>341</b>	<b>11</b>	<b>49,468</b>	<b>4,122</b>	<b>136</b>

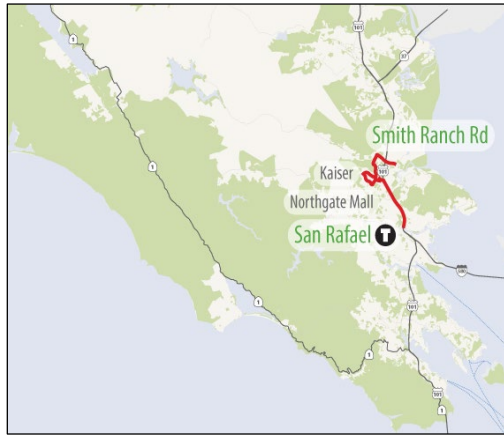
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$334,923	\$27,910	\$1,319	\$22,201	\$1,850	\$87	\$312,722	\$26,060	\$1,231
Saturday	\$52,051	\$4,338	\$1,041	\$2,004	\$167	\$40	\$50,047	\$4,171	\$1,001
Sunday	\$63,672	\$5,306	\$1,044	\$1,968	\$164	\$32	\$61,704	\$5,142	\$1,012
<b>Total</b>	<b>\$450,646</b>	<b>\$37,554</b>	<b>\$1,235</b>	<b>\$26,173</b>	<b>\$2,181</b>	<b>\$72</b>	<b>\$424,473</b>	<b>\$35,373</b>	<b>\$1,163</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7.9	\$13.01		6.6%
Saturday	4.0	\$26.38		3.9%
Sunday	3.0	\$35.46		3.1%
<b>Total</b>	<b>6.8</b>	<b>\$15.34</b>	<b>\$110.28</b>	<b>5.8%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	43,943	4,358	\$441,126	\$47,757	\$393,369	10.1	\$8.95	\$101.21	10.8%
FY 2019	41,601	4,357	\$435,018	\$44,408	\$390,610	9.5	\$9.39	\$99.84	10.2%
FY 2020	31,909	4,374	\$453,564	\$34,554	\$419,010	7.3	\$13.13	\$103.69	7.6%
FY 2021	19,389	4,207	\$439,036	\$21,888	\$417,148	4.6	\$21.51	\$104.37	5.0%
FY 2022	27,666	4,087	\$450,646	\$26,173	\$424,473	6.8	\$15.34	\$110.28	5.8%





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **7%**  
 % transfer (to route): **33%**  
 % Clipper usage: **6%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	32,030	2,669	126	2,897	241	11	49,211	4,101	194
Saturday	4,092	341	82	590	49	12	8,648	721	173
Sunday	3,802	317	62	720	60	12	10,527	877	173
<b>Total</b>	<b>39,924</b>	<b>3,327</b>	<b>109</b>	<b>4,207</b>	<b>351</b>	<b>12</b>	<b>68,386</b>	<b>5,699</b>	<b>187</b>

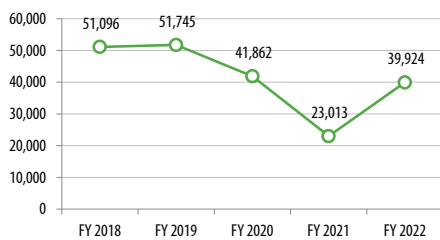
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$330,262	\$27,522	\$1,300	\$25,659	\$2,138	\$101	\$304,603	\$25,384	\$1,199
Saturday	\$66,178	\$5,515	\$1,324	\$3,651	\$304	\$73	\$62,527	\$5,211	\$1,251
Sunday	\$80,843	\$6,737	\$1,325	\$3,754	\$313	\$62	\$77,089	\$6,424	\$1,264
<b>Total</b>	<b>\$477,283</b>	<b>\$39,774</b>	<b>\$1,308</b>	<b>\$33,064</b>	<b>\$2,755</b>	<b>\$91</b>	<b>\$444,219</b>	<b>\$37,018</b>	<b>\$1,217</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.1	\$9.51		7.8%
Saturday	6.9	\$15.28		5.5%
Sunday	5.3	\$20.28		4.6%
<b>Total</b>	<b>9.5</b>	<b>\$11.13</b>	<b>\$113.45</b>	<b>6.9%</b>

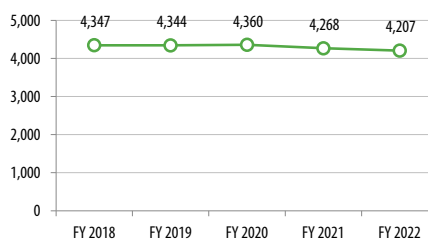
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	51,096	4,347	\$432,567	\$54,153	\$378,414	11.8	\$7.41	\$99.52	12.5%
FY 2019	51,745	4,344	\$424,120	\$50,828	\$373,292	11.9	\$7.21	\$97.62	12.0%
FY 2020	41,862	4,360	\$443,690	\$42,265	\$401,425	9.6	\$9.59	\$101.76	9.5%
FY 2021	23,013	4,268	\$450,949	\$24,502	\$426,447	5.4	\$18.53	\$105.65	5.4%
FY 2022	39,924	4,207	\$477,283	\$33,064	\$444,219	9.5	\$11.13	\$113.45	6.9%

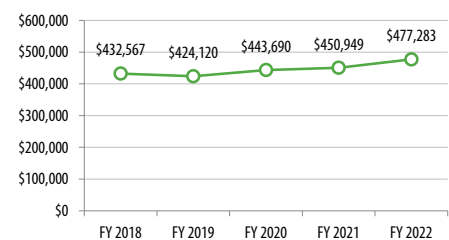
Passengers



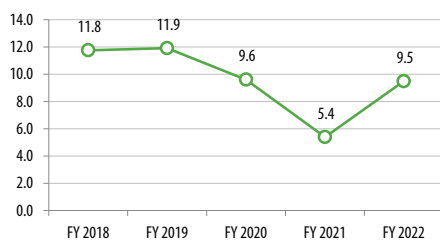
Revenue Hours



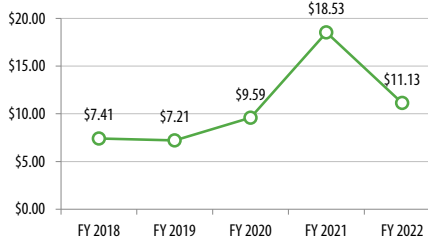
Operating Costs



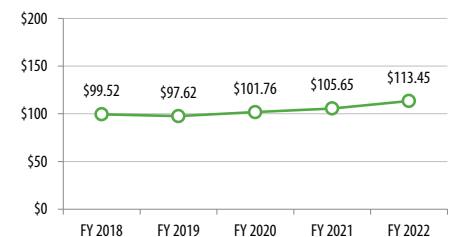
Passengers per Revenue Hour

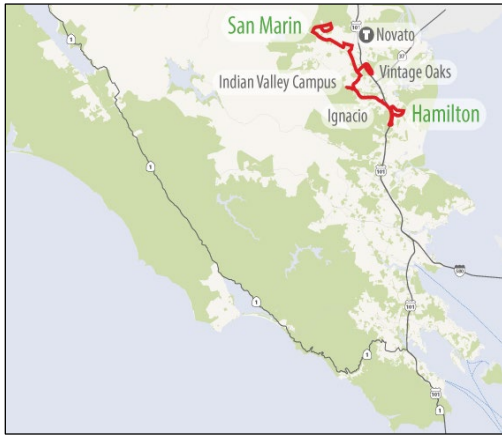


Subsidy per Passenger



Cost per Revenue Hour





Days of Service: **Wkdy, Sa, Su**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): **60 min**

FY 2022 Farebox Recovery: **6%**  
 % transfer (to route): **21%**  
 % Clipper usage: **9%**

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	61,773	5,148	243	6,741	562	27	103,780	8,648	409
Saturday	7,788	649	156	1,225	102	25	18,857	1,571	377
Sunday	8,168	681	134	1,490	124	24	22,879	1,907	375
<b>Total</b>	<b>77,729</b>	<b>6,477</b>	<b>213</b>	<b>9,456</b>	<b>788</b>	<b>26</b>	<b>145,515</b>	<b>12,126</b>	<b>399</b>

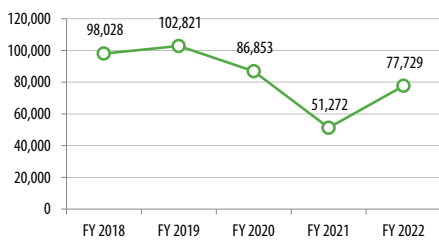
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$758,875	\$63,240	\$2,988	\$52,017	\$4,335	\$205	\$706,858	\$58,905	\$2,783
Saturday	\$138,043	\$11,504	\$2,761	\$7,063	\$589	\$141	\$130,980	\$10,915	\$2,620
Sunday	\$168,145	\$14,012	\$2,756	\$7,911	\$659	\$130	\$160,234	\$13,353	\$2,627
<b>Total</b>	<b>\$1,065,063</b>	<b>\$88,755</b>	<b>\$2,918</b>	<b>\$66,991</b>	<b>\$5,583</b>	<b>\$184</b>	<b>\$998,072</b>	<b>\$83,173</b>	<b>\$2,734</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.2	\$11.44		6.9%
Saturday	6.4	\$16.82		5.1%
Sunday	5.5	\$19.62		4.7%
<b>Total</b>	<b>8.2</b>	<b>\$12.84</b>	<b>\$112.63</b>	<b>6.3%</b>

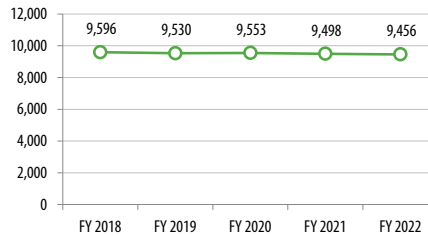
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	98,028	9,596	\$982,992	\$93,853	\$889,139	10.2	\$9.07	\$102.44	9.5%
FY 2019	102,821	9,530	\$966,652	\$93,240	\$873,412	10.8	\$8.49	\$101.44	9.6%
FY 2020	86,853	9,553	\$1,003,518	\$78,724	\$924,794	9.1	\$10.65	\$105.05	7.8%
FY 2021	51,272	9,498	\$1,005,403	\$52,111	\$953,292	5.4	\$18.59	\$105.85	5.2%
FY 2022	77,729	9,456	\$1,065,063	\$66,991	\$998,072	8.2	\$12.84	\$112.63	6.3%

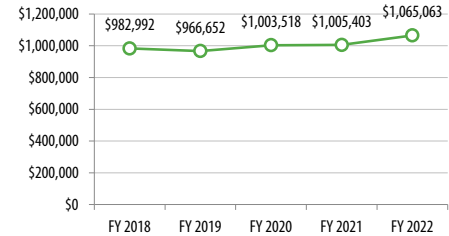
**Passengers**



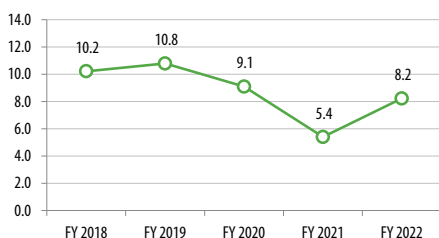
**Revenue Hours**



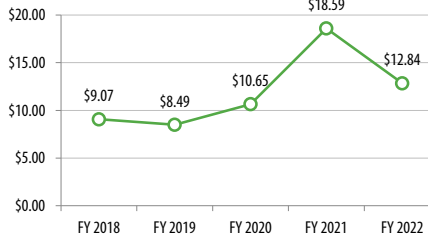
**Operating Costs**



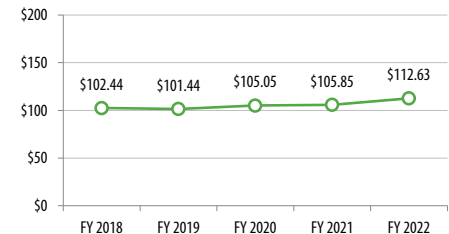
**Passengers per Revenue Hour**

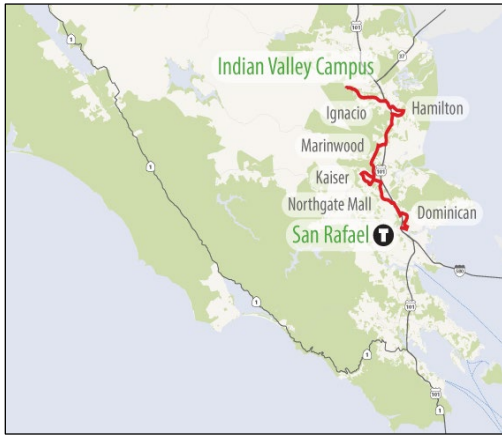


**Subsidy per Passenger**



**Cost per Revenue Hour**





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **60 min**  
 Avg Freq (Wkdy Non-Peak): **60 min**  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **5%**  
 % transfer (to route): **33%**  
 % Clipper usage: **9%**

FY 2021/22 DATA

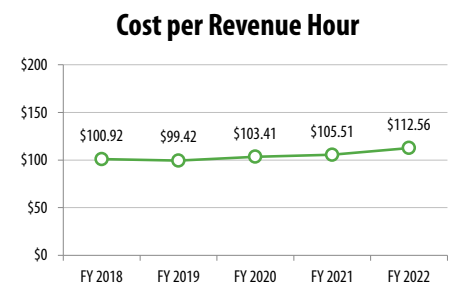
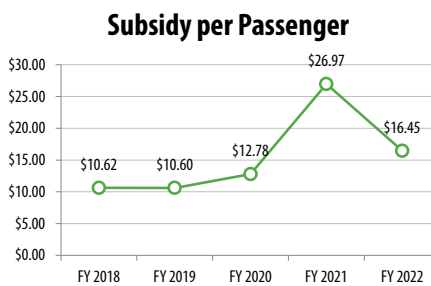
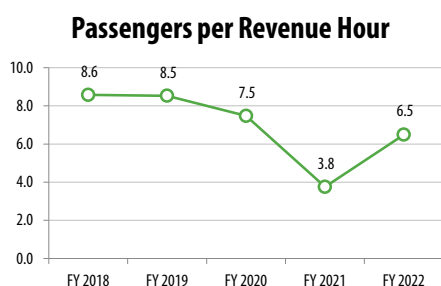
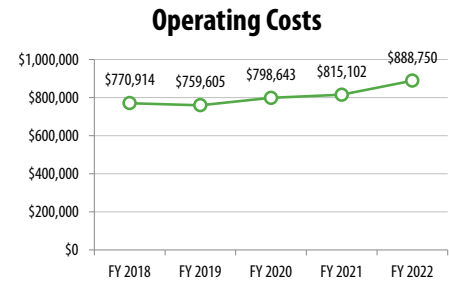
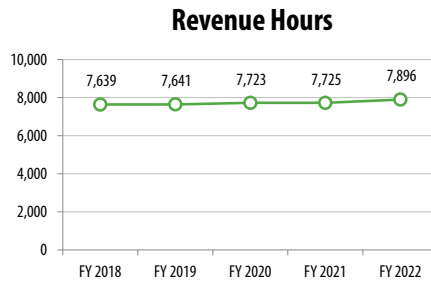
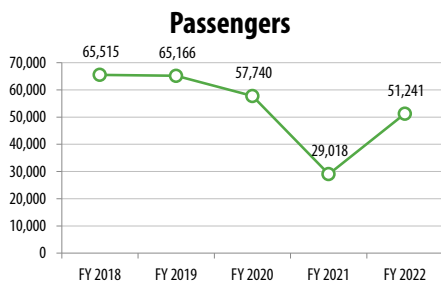
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	51,231	4,269	202	7,896	658	31	117,136	9,761	461
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>51,231</b>	<b>4,269</b>	<b>200</b>	<b>7,896</b>	<b>658</b>	<b>31</b>	<b>117,136</b>	<b>9,761</b>	<b>458</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$888,750	\$74,063	\$3,499	\$46,016	\$3,835	\$181	\$842,734	\$70,228	\$3,318
Saturday	\$-	\$-	\$-	\$19	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$888,750</b>	<b>\$74,063</b>	<b>\$3,472</b>	<b>\$46,035</b>	<b>\$3,836</b>	<b>\$180</b>	<b>\$842,734</b>	<b>\$70,228</b>	<b>\$3,292</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.5	\$16.45		5.2%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>6.5</b>	<b>\$16.45</b>	<b>\$112.56</b>	<b>5.2%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	65,515	7,639	\$770,914	\$75,202	\$695,712	8.6	\$10.62	\$100.92	9.8%
FY 2019	65,166	7,641	\$759,605	\$68,897	\$690,708	8.5	\$10.60	\$99.42	9.1%
FY 2020	57,740	7,723	\$798,643	\$60,744	\$737,899	7.5	\$12.78	\$103.41	7.6%
FY 2021	29,018	7,725	\$815,102	\$32,539	\$782,563	3.8	\$26.97	\$105.51	4.0%
FY 2022	51,241	7,896	\$888,750	\$46,035	\$842,715	6.5	\$16.45	\$112.56	5.2%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **6 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **5%**  
 % transfer (to route): **1%**  
 % Clipper usage: **5%**

FY 2021/22 DATA

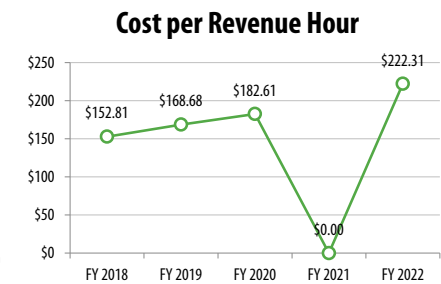
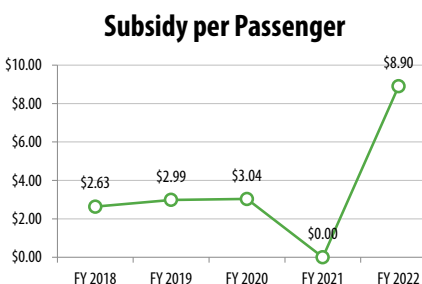
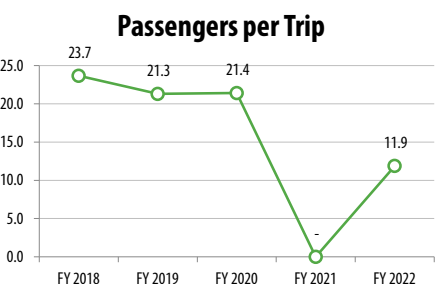
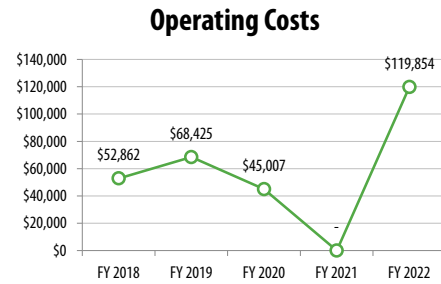
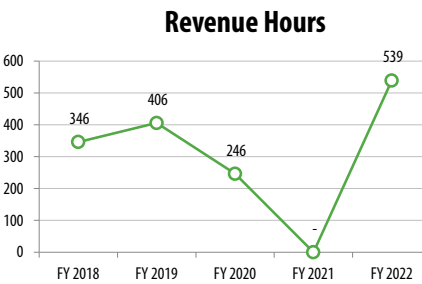
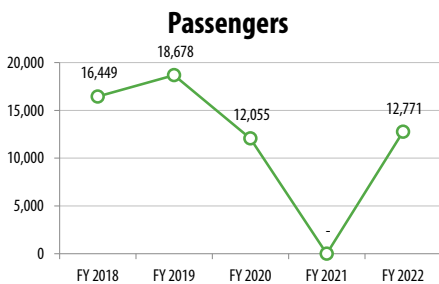
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	12,771	1,161	70	539	49	3	5,262	478	29
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>12,771</b>	<b>1,161</b>	<b>70</b>	<b>539</b>	<b>49</b>	<b>3</b>	<b>5,262</b>	<b>478</b>	<b>29</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$119,854	\$10,896	\$659	\$6,158	\$560	\$34	\$113,696	\$10,336	\$625
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$119,854</b>	<b>\$10,896</b>	<b>\$659</b>	<b>\$6,158</b>	<b>\$560</b>	<b>\$34</b>	<b>\$113,696</b>	<b>\$10,336</b>	<b>\$625</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.9	\$8.90		5.1%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>11.9</b>	<b>\$8.90</b>	<b>\$222.31</b>	<b>5.1%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	16,449	346	\$52,862	\$9,533	\$43,329	23.7	\$2.63	\$152.81	18.0%
FY 2019	18,678	406	\$68,425	\$12,638	\$55,787	21.3	\$2.99	\$168.68	18.5%
FY 2020	12,055	246	\$45,007	\$8,408	\$36,599	21.4	\$3.04	\$182.61	18.7%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	12,771	539	\$119,854	\$6,158	\$113,696	11.9	\$8.90	\$222.31	5.1%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **2 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **3%**  
 % transfer (to route): **13%**  
 % Clipper usage: **0%**

FY 2021/22 DATA

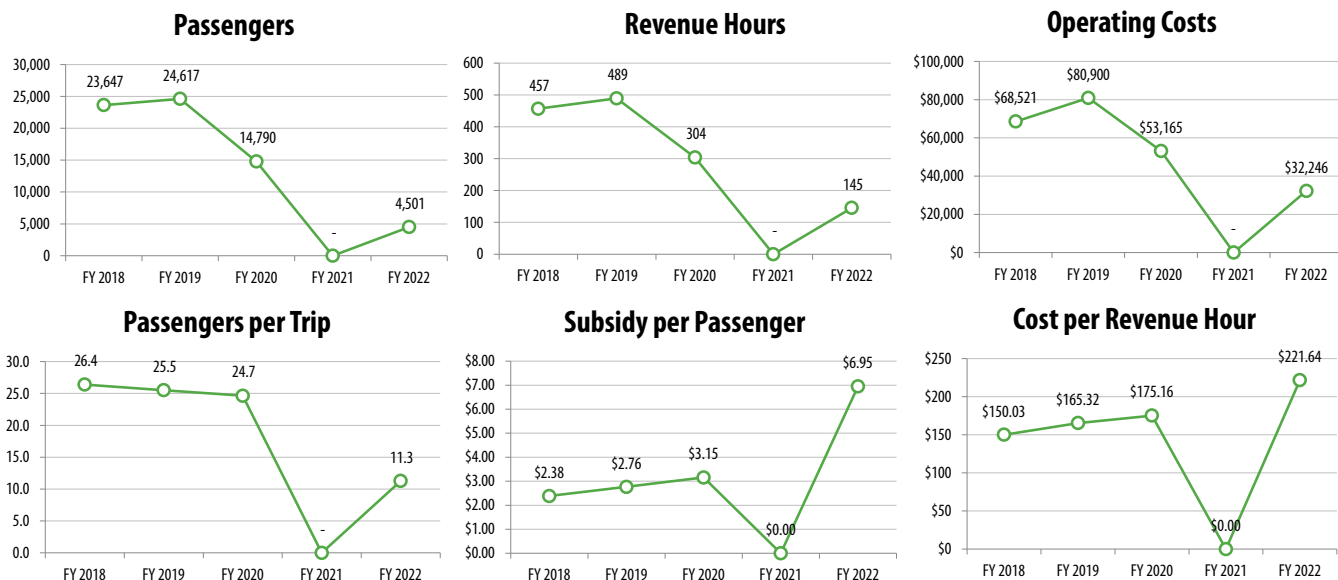
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	4,501	409	24	145	13	1	1,978	180	11
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>4,501</b>	<b>409</b>	<b>24</b>	<b>145</b>	<b>13</b>	<b>1</b>	<b>1,978</b>	<b>180</b>	<b>11</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$32,246	\$2,931	\$174	\$983	\$89	\$5	\$31,263	\$2,842	\$169
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$32,246</b>	<b>\$2,931</b>	<b>\$174</b>	<b>\$983</b>	<b>\$89</b>	<b>\$5</b>	<b>\$31,263</b>	<b>\$2,842</b>	<b>\$169</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.3	\$6.95		3.0%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>11.3</b>	<b>\$6.95</b>	<b>\$221.64</b>	<b>3.0%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	23,647	457	\$68,521	\$12,134	\$56,387	26.4	\$2.38	\$150.03	17.7%
FY 2019	24,617	489	\$80,900	\$12,850	\$68,050	25.5	\$2.76	\$165.32	15.9%
FY 2020	14,790	304	\$53,165	\$6,505	\$46,660	24.7	\$3.15	\$175.16	12.2%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	4,501	145	\$32,246	\$983	\$31,263	11.3	\$6.95	\$221.64	3.0%







Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **6 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **4%**  
 % transfer (to route): **0%**  
 % Clipper usage: **7%**

FY 2021/22 DATA

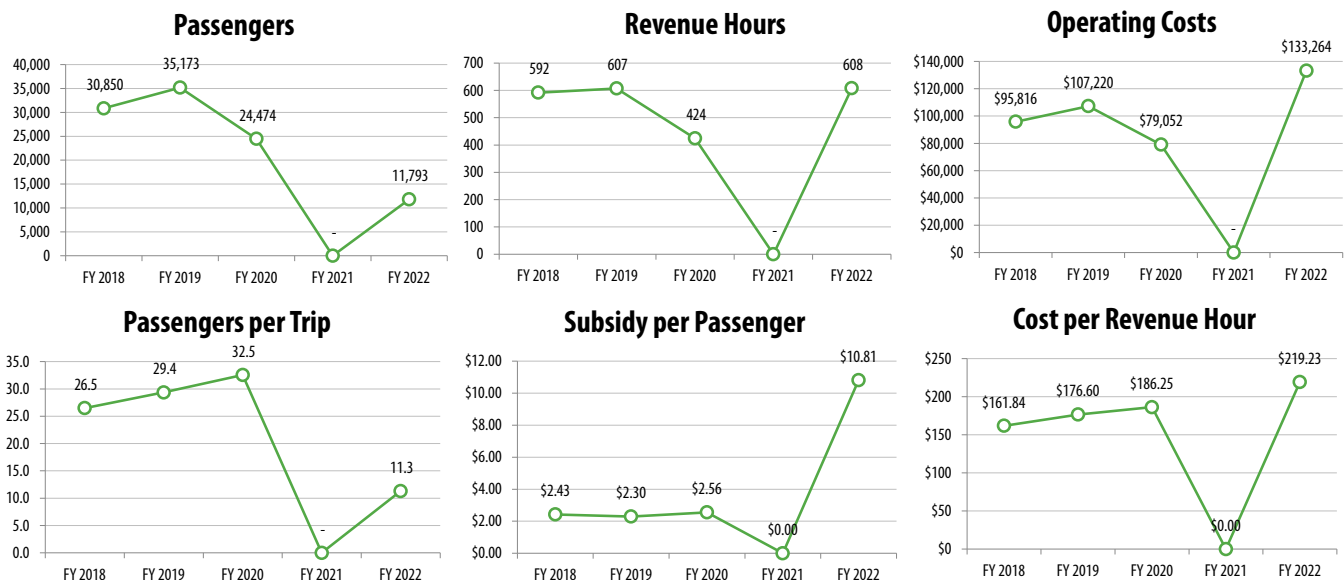
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	11,793	1,072	66	608	55	3	8,014	729	45
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>11,793</b>	<b>1,072</b>	<b>66</b>	<b>608</b>	<b>55</b>	<b>3</b>	<b>8,014</b>	<b>729</b>	<b>45</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$133,264	\$12,115	\$740	\$5,760	\$524	\$32	\$127,504	\$11,591	\$708
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$133,264</b>	<b>\$12,115</b>	<b>\$740</b>	<b>\$5,760</b>	<b>\$524</b>	<b>\$32</b>	<b>\$127,504</b>	<b>\$11,591</b>	<b>\$708</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.3	\$10.81		4.3%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>11.3</b>	<b>\$10.81</b>	<b>\$219.23</b>	<b>4.3%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	30,850	592	\$95,816	\$20,918	\$74,898	26.5	\$2.43	\$161.84	21.8%
FY 2019	35,173	607	\$107,220	\$26,451	\$80,769	29.4	\$2.30	\$176.60	24.7%
FY 2020	24,474	424	\$79,052	\$16,502	\$62,550	32.5	\$2.56	\$186.25	20.9%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	11,793	608	\$133,264	\$5,760	\$127,504	11.3	\$10.81	\$219.23	4.3%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **19 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **2%**  
 % transfer (to route): **14%**  
 % Clipper usage: **4%**

FY 2021/22 DATA

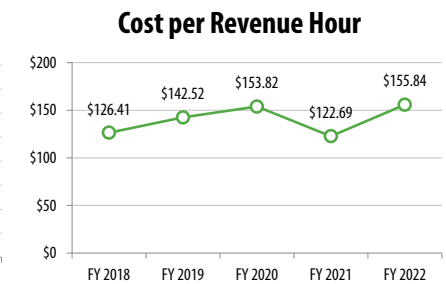
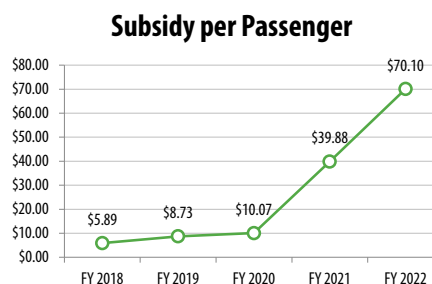
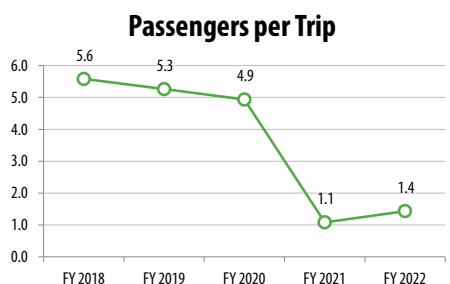
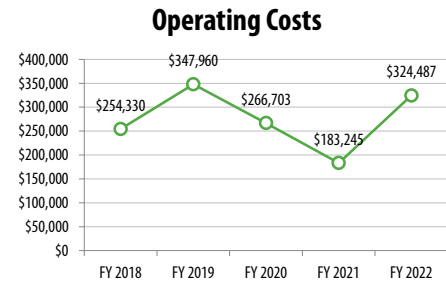
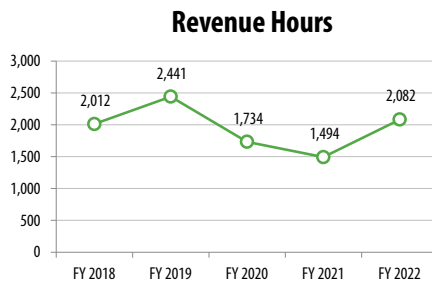
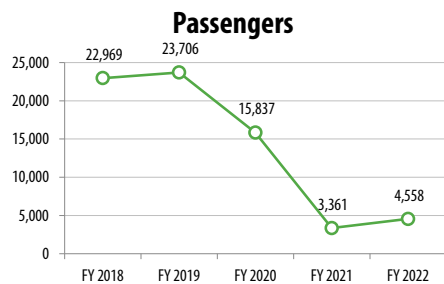
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	4,558	456	28	2,082	208	13	16,931	1,693	103
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>4,558</b>	<b>456</b>	<b>28</b>	<b>2,082</b>	<b>208</b>	<b>13</b>	<b>16,931</b>	<b>1,693</b>	<b>103</b>

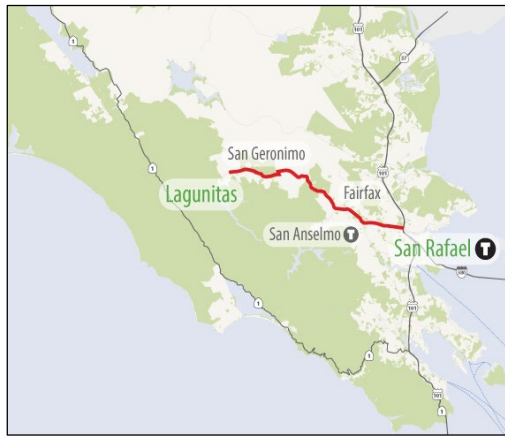
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$324,487	\$32,449	\$1,979	\$4,952	\$495	\$30	\$319,535	\$31,954	\$1,948
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$324,487</b>	<b>\$32,449</b>	<b>\$1,979</b>	<b>\$4,952</b>	<b>\$495</b>	<b>\$30</b>	<b>\$319,535</b>	<b>\$31,954</b>	<b>\$1,948</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	1.4	\$70.10	\$155.84	1.5%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>1.4</b>	<b>\$70.10</b>	<b>\$155.84</b>	<b>1.5%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	22,969	2,012	\$254,330	\$118,935	\$135,395	5.6	\$5.89	\$126.41	46.8%
FY 2019	23,706	2,441	\$347,960	\$141,122	\$206,838	5.3	\$8.73	\$142.52	40.6%
FY 2020	15,837	1,734	\$266,703	\$107,287	\$159,416	4.9	\$10.07	\$153.82	40.2%
FY 2021	3,361	1,494	\$183,245	\$49,216	\$134,029	1.1	\$39.88	\$122.69	26.9%
FY 2022	4,558	2,082	\$324,487	\$4,952	\$319,535	1.4	\$70.10	\$155.84	1.5%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **1 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **4%**  
 % transfer (to route): **1%**  
 % Clipper usage: **6%**

FY 2021/22 DATA

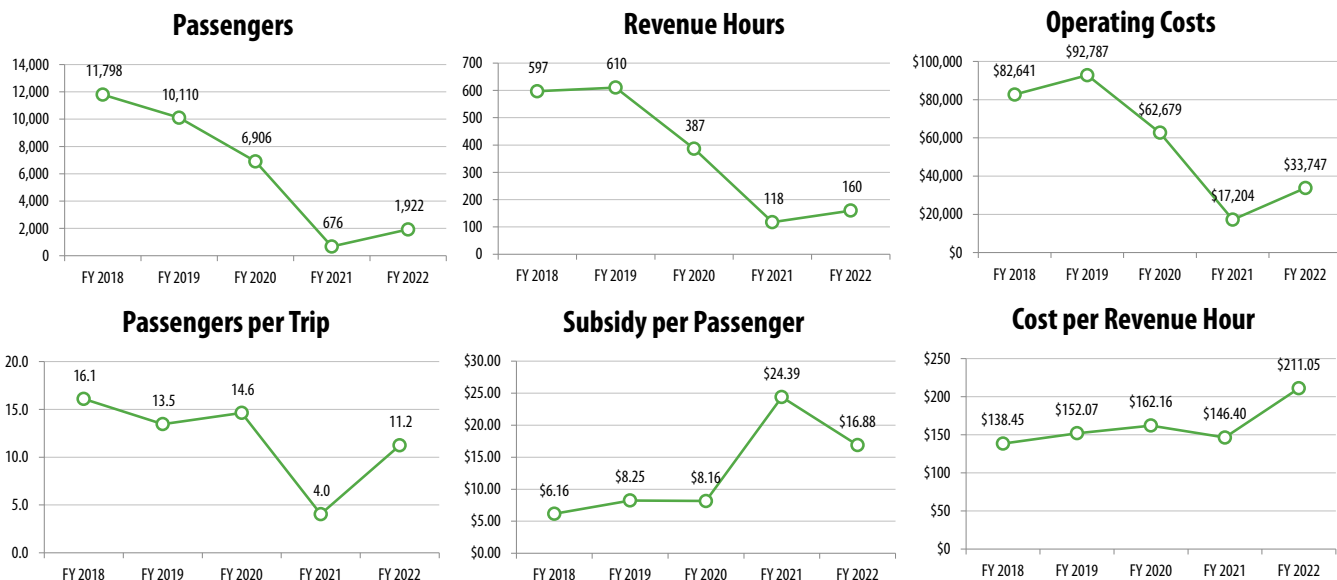
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	1,922	175	11	160	15	1	1,998	182	11
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>1,922</b>	<b>175</b>	<b>11</b>	<b>160</b>	<b>15</b>	<b>1</b>	<b>1,998</b>	<b>182</b>	<b>11</b>

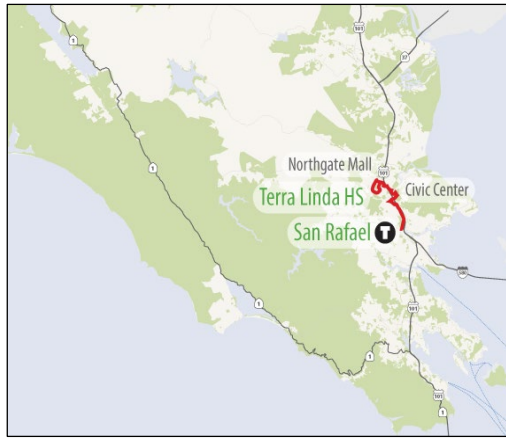
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$33,747	\$3,068	\$187	\$1,306	\$119	\$7	\$32,441	\$2,949	\$180
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$33,747</b>	<b>\$3,068</b>	<b>\$187</b>	<b>\$1,306</b>	<b>\$119</b>	<b>\$7</b>	<b>\$32,441</b>	<b>\$2,949</b>	<b>\$180</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.2	\$16.88	\$211.05	3.9%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>11.2</b>	<b>\$16.88</b>	<b>\$211.05</b>	<b>3.9%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	11,798	597	\$82,641	\$9,917	\$72,724	16.1	\$6.16	\$138.45	12.0%
FY 2019	10,110	610	\$92,787	\$9,407	\$83,380	13.5	\$8.25	\$152.07	10.1%
FY 2020	6,906	387	\$62,679	\$6,318	\$56,361	14.6	\$8.16	\$162.16	10.1%
FY 2021	676	118	\$17,204	\$716	\$16,488	4.0	\$24.39	\$146.40	4.2%
FY 2022	1,922	160	\$33,747	\$1,306	\$32,441	11.2	\$16.88	\$211.05	3.9%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **2 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **6%**  
 % transfer (to route): **3%**  
 % Clipper usage: **0%**

FY 2021/22 DATA

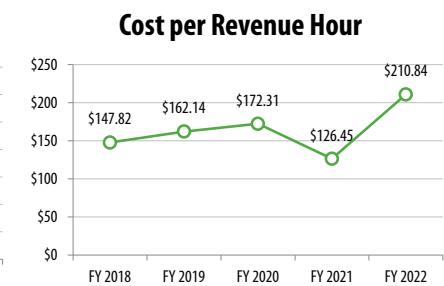
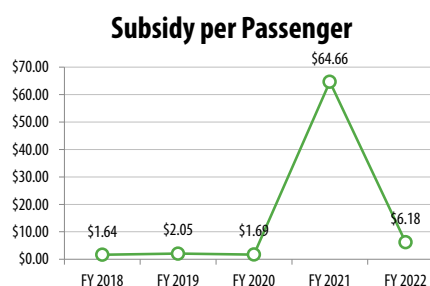
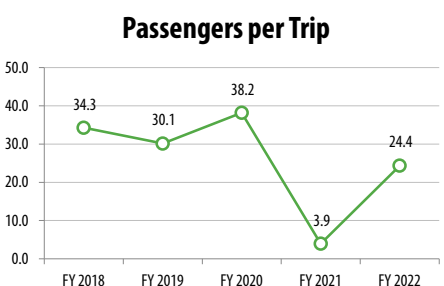
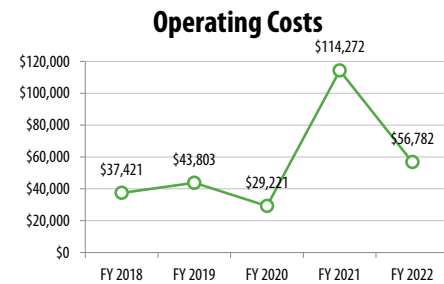
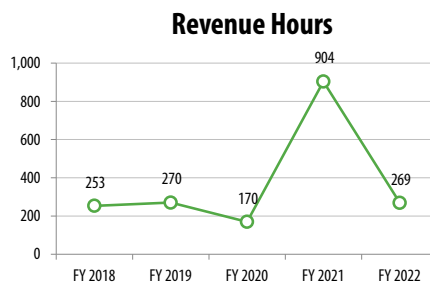
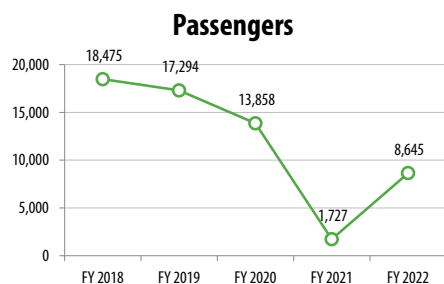
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	8,645	786	48	269	24	1	2,502	227	14
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>8,645</b>	<b>786</b>	<b>48</b>	<b>269</b>	<b>24</b>	<b>1</b>	<b>2,502</b>	<b>227</b>	<b>14</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$56,782	\$5,162	\$315	\$3,384	\$308	\$19	\$53,398	\$4,854	\$297
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$56,782</b>	<b>\$5,162</b>	<b>\$315</b>	<b>\$3,384</b>	<b>\$308</b>	<b>\$19</b>	<b>\$53,398</b>	<b>\$4,854</b>	<b>\$297</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	24.4	\$6.18	\$210.84	6.0%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>24.4</b>	<b>\$6.18</b>	<b>\$210.84</b>	<b>6.0%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	18,475	253	\$37,421	\$7,095	\$30,326	34.3	\$1.64	\$147.82	19.0%
FY 2019	17,294	270	\$43,803	\$8,323	\$35,480	30.1	\$2.05	\$162.14	19.0%
FY 2020	13,858	170	\$29,221	\$5,760	\$23,461	38.2	\$1.69	\$172.31	19.7%
FY 2021	1,727	904	\$114,272	\$2,598	\$111,674	3.9	\$64.66	\$126.45	2.3%
FY 2022	8,645	269	\$56,782	\$3,384	\$53,398	24.4	\$6.18	\$210.84	6.0%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **1 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **2%**  
 % transfer (to route): **0%**  
 % Clipper usage: **2%**

FY 2021/22 DATA

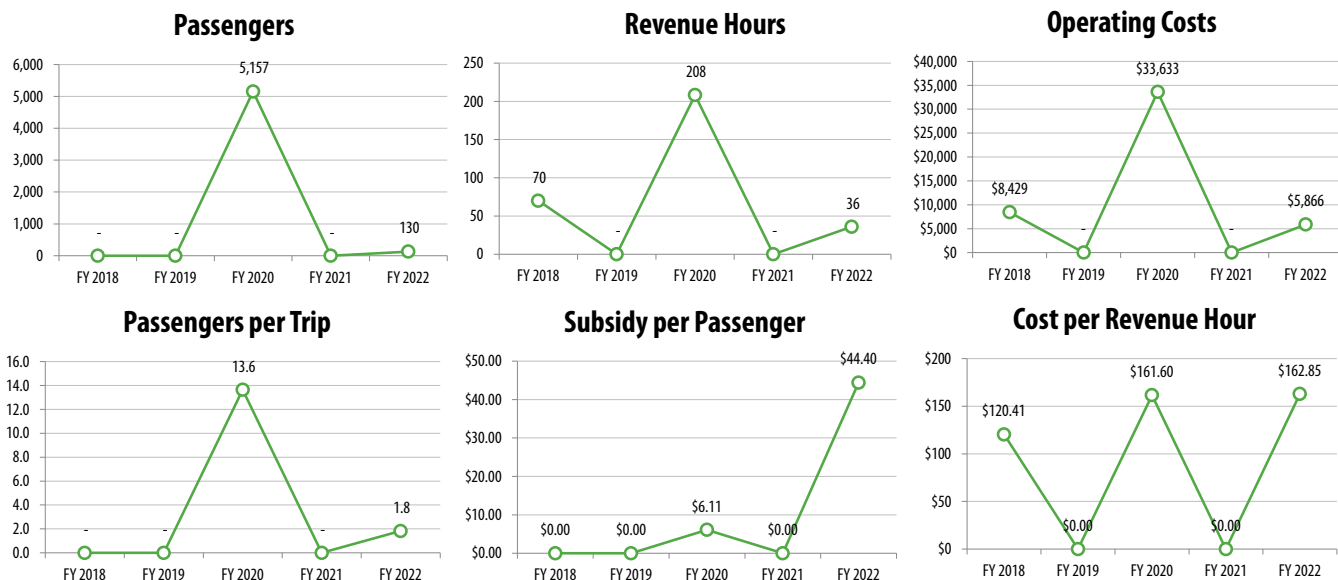
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	130	26	2	36	7	0	469	94	6
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>130</b>	<b>26</b>	<b>2</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>469</b>	<b>94</b>	<b>6</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$5,866	\$1,173	\$77	\$94	\$19	\$1	\$5,772	\$1,154	\$76
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$5,866</b>	<b>\$1,173</b>	<b>\$77</b>	<b>\$94</b>	<b>\$19</b>	<b>\$1</b>	<b>\$5,772</b>	<b>\$1,154</b>	<b>\$76</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	1.8	\$44.40		1.6%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>1.8</b>	<b>\$44.40</b>	<b>\$162.85</b>	<b>1.6%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	-	70	\$8,429	-	\$8,429	-	-	\$120.41	0.0%
FY 2019	-	-	-	-	-	-	-	-	-
FY 2020	5,157	208	\$33,633	\$2,135	\$31,498	13.6	\$6.11	\$161.60	6.3%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	130	36	\$5,866	\$94	\$5,772	1.8	\$44.40	\$162.85	1.6%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **6 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **7%**  
 % transfer (to route): **2%**  
 % Clipper usage: **2%**

FY 2021/22 DATA

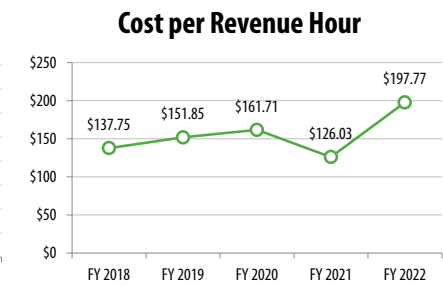
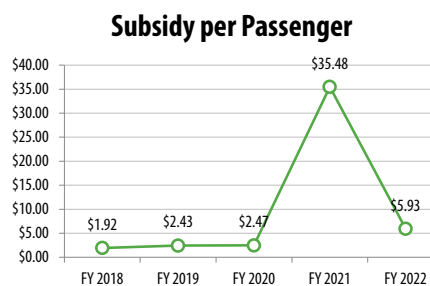
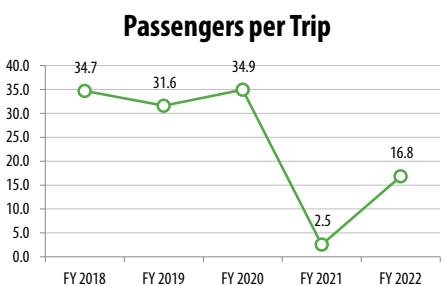
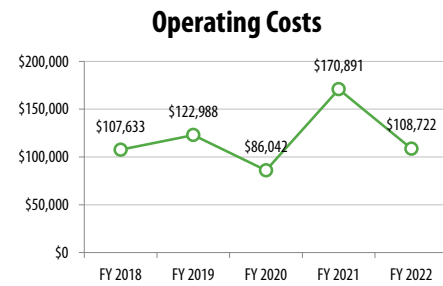
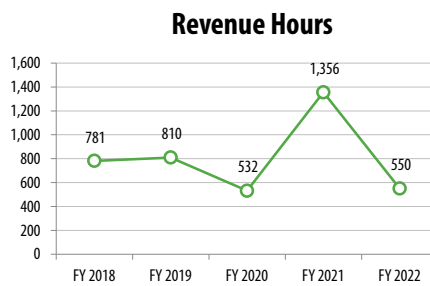
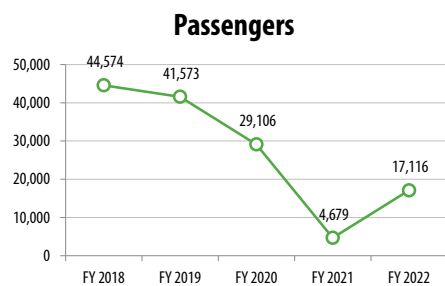
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	17,116	1,556	95	550	50	3	7,327	666	40
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>17,116</b>	<b>1,556</b>	<b>95</b>	<b>550</b>	<b>50</b>	<b>3</b>	<b>7,327</b>	<b>666</b>	<b>40</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$108,722	\$9,884	\$601	\$7,260	\$660	\$40	\$101,462	\$9,224	\$561
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$108,722</b>	<b>\$9,884</b>	<b>\$601</b>	<b>\$7,260</b>	<b>\$660</b>	<b>\$40</b>	<b>\$101,462</b>	<b>\$9,224</b>	<b>\$561</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	16.8	\$5.93	\$197.77	6.7%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>16.8</b>	<b>\$5.93</b>	<b>\$197.77</b>	<b>6.7%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	44,574	781	\$107,633	\$21,865	\$85,768	34.7	\$1.92	\$137.75	20.3%
FY 2019	41,573	810	\$122,988	\$21,973	\$101,015	31.6	\$2.43	\$151.85	17.9%
FY 2020	29,106	532	\$86,042	\$14,190	\$71,852	34.9	\$2.47	\$161.71	16.5%
FY 2021	4,679	1,356	\$170,891	\$4,895	\$165,996	2.5	\$35.48	\$126.03	2.9%
FY 2022	17,116	550	\$108,722	\$7,260	\$101,462	16.8	\$5.93	\$197.77	6.7%





Days of Service: **Wkdy**  
 Avg Freq (Wkdy Peak): **1 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **4%**  
 % transfer (to route): **1%**  
 % Clipper usage: **3%**

FY 2021/22 DATA

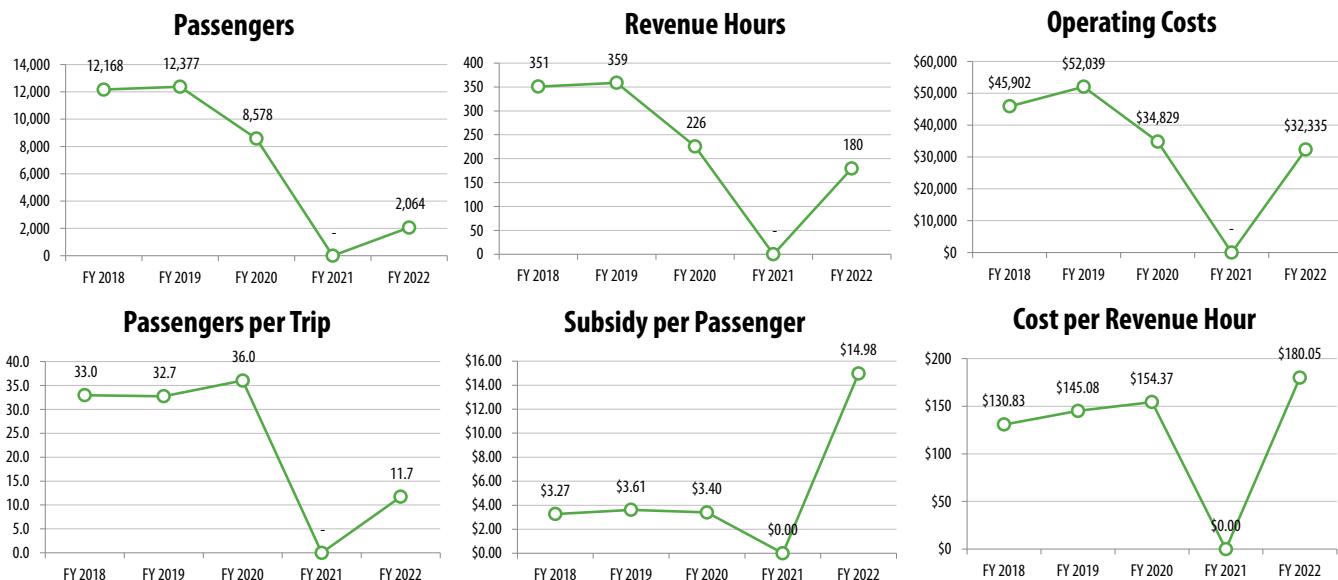
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	2,064	188	11	180	16	1	1,890	172	10
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>2,064</b>	<b>188</b>	<b>11</b>	<b>180</b>	<b>16</b>	<b>1</b>	<b>1,890</b>	<b>172</b>	<b>10</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$32,335	\$2,940	\$180	\$1,423	\$129	\$8	\$30,912	\$2,810	\$172
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$32,335</b>	<b>\$2,940</b>	<b>\$180</b>	<b>\$1,423</b>	<b>\$129</b>	<b>\$8</b>	<b>\$30,912</b>	<b>\$2,810</b>	<b>\$172</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.7	\$14.98		4.4%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>11.7</b>	<b>\$14.98</b>	<b>\$180.05</b>	<b>4.4%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	12,168	351	\$45,902	\$6,145	\$39,757	33.0	\$3.27	\$130.83	13.4%
FY 2019	12,377	359	\$52,039	\$7,330	\$44,709	32.7	\$3.61	\$145.08	14.1%
FY 2020	8,578	226	\$34,829	\$5,685	\$29,144	36.0	\$3.40	\$154.37	16.3%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	2,064	180	\$32,335	\$1,423	\$30,912	11.7	\$14.98	\$180.05	4.4%





Days of Service: **School Days**  
 Avg Freq (Wkdy Peak): **2 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **6%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2021/22 DATA

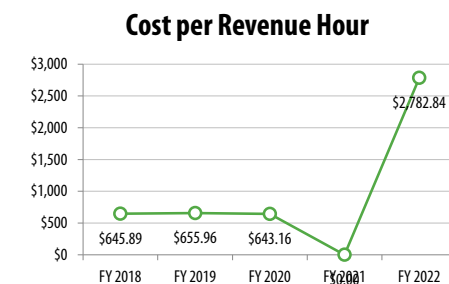
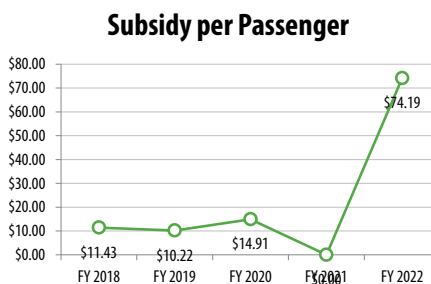
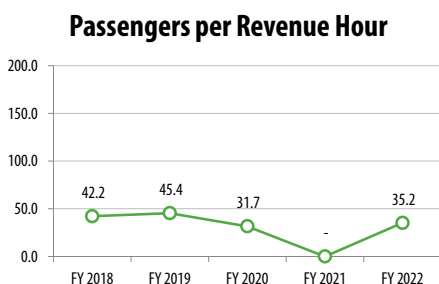
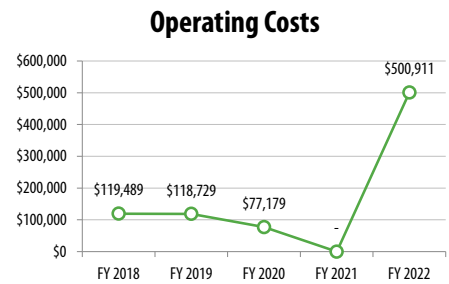
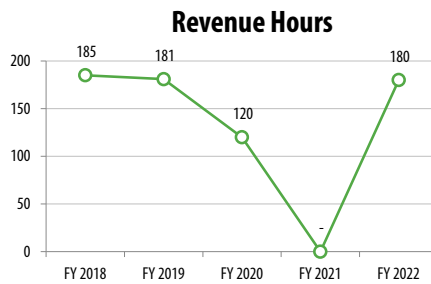
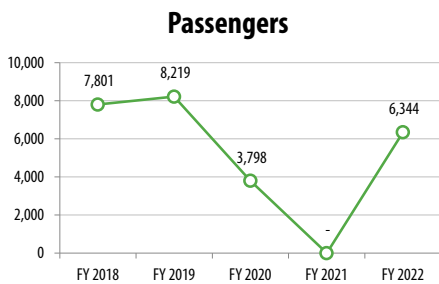
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	6,344	-	-	11	-	-	-	-	-
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>6,344</b>	-	-	<b>11</b>	-	-	-	-	-

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$500,911	\$ -	\$ -	\$30,281	\$ -	\$ -	\$470,630	\$ -	\$ -
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$500,911</b>	<b>\$0</b>	<b>\$0</b>	<b>\$30,281</b>	<b>\$0</b>	<b>\$0</b>	<b>\$470,630</b>	<b>\$0</b>	<b>\$0</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	576.7	\$74.19	\$45,537.36	6.0%
Saturday	-	\$ -	-	-%
Sunday	-	\$ -	-	-%
<b>Total</b>	<b>576.7</b>	<b>\$74.19</b>	<b>\$45,537.36</b>	<b>6.0%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	7,801	185	\$119,489	\$30,331	\$89,158	42.2	\$11.43	\$645.89	25.4%
FY 2019	8,219	181	\$118,729	\$34,691	\$84,038	45.4	\$10.22	\$655.96	29.2%
FY 2020	3,798	120	\$77,179	\$20,536	\$56,643	31.7	\$14.91	\$643.16	26.6%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	6,344	180	\$500,911	\$30,281	\$470,630	35.2	\$74.19	\$2,782.84	6.0%







Days of Service: **School Days**  
 Avg Freq (Wkdy Peak): **17 trips**  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2022 Farebox Recovery: **79%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2021/22 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	82,519	-	-	11	-	-	-	-	-
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>82,519</b>	-	-	<b>11</b>	-	-	-	-	-

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$500,911	\$ -	\$ -	\$398,025	\$ -	\$ -	\$102,886	\$ -	\$ -
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$500,911</b>	<b>\$0</b>	<b>\$0</b>	<b>\$398,025</b>	<b>\$0</b>	<b>\$0</b>	<b>\$102,886</b>	<b>\$0</b>	<b>\$0</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7,501.7	\$1.25	\$45,537.36	79.5%
Saturday	-	\$ -	-	-%
Sunday	-	\$ -	-	-%
<b>Total</b>	<b>7,501.7</b>	<b>\$1.25</b>	<b>\$45,537.36</b>	<b>79.5%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2018	125,370	1,095	\$707,377	\$487,153	\$220,224	114.5	\$1.76	\$645.89	68.9%
FY 2019	110,034	1,072	\$702,886	\$465,141	\$237,745	102.7	\$2.16	\$655.97	66.2%
FY 2020	76,792	710	\$456,886	\$430,358	\$26,528	108.1	\$0.35	\$643.14	94.2%
FY 2021	-	-	-	-	-	-	-	-	-
FY 2022	82,519	1,066	\$500,911	\$398,025	\$102,886	77.4	\$1.25	\$470.07	79.5%

