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November 2, 2020

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

**SUBJECT: Marin Transit FY 2019/20 System Performance Report**

Dear Board Members:

**board of directors**

dennis rodoni  
president  
supervisor district 4

kate colin  
vice president  
city of san rafael

judy arnold  
2nd vice president  
supervisor district 5

damon connolly  
director  
supervisor district 1

eric lucan  
director  
city of novato

katie rice  
director  
supervisor district 2

kathrin sears  
director  
supervisor district 3

**RECOMMENDATION:** Accept report.

**SUMMARY:**

The attached report summarizes the operational performance of all Marin Transit local transit services for Fiscal Year 2019/20 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, and route-level performance data for FY 2019/20. Highlights related to the performance of the local transit system in FY 2019/20 are summarized below.

**Ridership Trends**

In FY 2019/20, there was an overall 18.7 percent decrease in fixed-route ridership compared to the previous fiscal year. The ridership decline was due to the COVID-19 global pandemic and the subsequent shelter-in-place order mandated for the State of California that began on March 16, 2020. As an essential public service, Marin Transit continued to provide regular service. However, the District suspended Muir Woods Shuttle, Yellow Bus, and Supplemental School Routes due to the closure of Marin County schools and the Muir Woods National Monument. The immediate suspension of these services reduced ridership by an estimated 50,000 passengers per month, or approximately 20 percent of total fixed route ridership.

Prior to the COVID-19 pandemic, the District's overall ridership grew steadily in FY2019/20 (July 2019 – February 2020). Overall systemwide ridership increased by 4.1 percent in FY2019/20 compared to the same time last year.

The COVID-19 pandemic led to a precipitous decline in travel demand and a significant decrease in overall ridership across all

programs in the fourth quarter of FY 2019/20. Systemwide ridership declined 63.3 percent in March through June 2020.

The performance of Marin Transit fixed route services fared slightly better than national trends, despite the sharp decline in ridership during the fourth quarter. The National Transit Database reported an overall 20 percent decline nationwide in bus ridership over the prior year. The reopening of the economy will significantly impact future ridership and fare revenues.

**Farebox Recovery**

Compared to last year, systemwide passenger revenue experienced a significant decline of 18 percent in FY 2019/20. Overall farebox recovery decreased from 14.1 percent in FY 2018/19 to 11.4 percent in FY 2019/20. Passenger subsidies per trip increased to a systemwide average of \$10.18 per passenger from \$7.87 per passenger in FY 2018/19.

**Areas for Performance Improvement**

The report summarizes the seven service typologies and their respective productivity and subsidy goals. Collectively, all typologies except two did not meet their productivity goal and none met their subsidy goals.

The steep decline in ridership and fare revenue due to pandemic is unprecedented. The District continues to operate the remaining fixed route services and supplemental backup services to prevent overcrowding and limit pass-ups. Boarding capacity limitations remain in place to provide adequate social distancing. As the economy reopens, we do not know how limited boarding capacity will affect future service and operations. Staff will continue to monitor service and ridership levels to respond to changing circumstances as needed.

**FISCAL/STAFFING IMPACT:**

There is no fiscal impact associated with this item.

Respectfully submitted,



Aida Banihashemi  
Planning Manager

Attachment: FY 2019/20 Marin Transit System Performance Summary Report



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## System Performance Summary for FY 2019/20

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This report summarizes the unaudited operational performance of Marin Transit local transit services for FY 2019/20 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 2019/20.

Marin Transit made very few planned changes to routes and services that impacted system performance in FY 2019/20. The District added Route 149 in August 2019 to provide additional supplemental school service in Novato between Hamilton and Novato High School via South Novato Blvd.

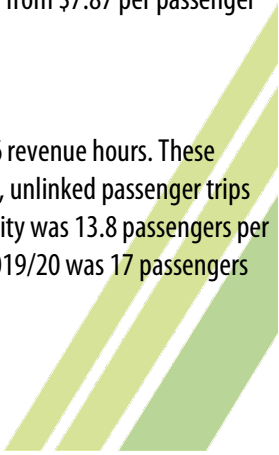
Staff continues to monitor the significant increase in services that went into effect in June 2016 and have made incremental changes since to address underperforming route segments. In addition to that effort, staff is considering service changes for FY 2020/21 based on the District's service adjustments in light of the COVID-19 pandemic.


The COVID-19 pandemic is the most significant factor that impacted Marin Transit service in FY 2019/20 and has led to unprecedented times of change for the District. On March 16, 2020, the Governor placed the state under a shelter in place order that restricted travel to essential purposes. Since Marin County issued the Shelter-In-Place order, trends show a steep decrease in travel demand and significant decrease in overall ridership in the fourth quarter of FY 2019/20 across all programs. As an essential public service, Marin Transit continued to operate scheduled and on-demand service with three exceptions. The District suspended the Muir Woods Shuttle, Yellow Bus, and Supplemental School Routes due to the closure of Marin County schools and the Muir Woods National Monument. Given the precipitous decline in ridership across all fixed route and demand response programs, this report will delineate productivity and cost effectiveness into two categories: Pre-Covid (July 2019-February 2020) and Post-Covid (March 2020 through June 2020). This distinction will also demonstrate the pandemic's impact on Marin Transit's services and programs.

Overall, Marin Transit provided over 2.6 million unlinked passenger trips in FY 2019/20 with over 230,000 revenue hours of service. Compared to FY 2018/19, these numbers represent a 19.3% decrease in unlinked passenger trips and an 8.8% decrease in revenue hours. Ridership declined across all programs due to the pandemic, and most notably on the Muir Woods Shuttle, supplemental routes and Marin Access services. Suspension of the Muir Woods Shuttle, Yellow Bus, and the Supplemental School Routes removed an estimated 50,000 passenger trips per month. This amounted to approximately 20% of total fixed route ridership. The system-wide productivity rate was 11.3 riders per hour, about 11.9% lower than FY 2018/19. Corresponding passenger revenues decreased by 18.2% due to the dramatic fall in passenger demand after the pandemic began. Predictably, passenger subsidies increased to a systemwide average of \$10.18 per passenger from \$7.87 per passenger in FY 2018/19 due to higher operating costs and fewer passengers.

### Fixed Route

Fixed Route operations carried over 2.4 million unlinked passenger trips in FY 2019/20 with 175,806 revenue hours. These totals represent 92% of the District's total trips and 76% of revenue hours. Compared to FY 2018/19, unlinked passenger trips on fixed route services decreased by 18.7% and revenue hours decreased by 2.4%. Overall productivity was 13.8 passengers per hour, approximately 16.7% lower than the 16.5 mark last fiscal year. Pre-Covid productivity in FY 2019/20 was 17 passengers per revenue hour, while Post-Covid productivity was 6.9 passengers per revenue hour.





Compared to FY 2018/19, all fixed-route typologies experienced a decrease in overall ridership due to the pandemic. Fixed route passenger revenue decreased significantly (-19.7%) in FY 2019/20 compared to the previous year. The sharp decline in passengers and corresponding fare revenue lowered overall farebox recovery from 15.1% to 11.8% in FY 2019/20.

While Supplemental routes and the Muir Woods Shuttle were suspended in March and throughout the rest of FY 2019/20, all other fixed route service levels were maintained. During the last few weeks of FY 2019-20, the District operated a backup service on the Highway 101 corridor from Marin City to Novato and between the Canal area and San Rafael Transit Center. The backup service addressed pass-up issues due to limits on passenger capacity per vehicle to maintain safe physical distancing on buses. For performance tracking, staff refer to the backup service as Route “COVID.”

### **Yellow Bus**

In FY 2019/20, yellow bus service for the Ross Valley School District carried over 80,590 unlinked passenger trips (-31.8% compared to FY 2018/19) and operated 1,225 revenue hours. These totals represent 3% of the District’s total ridership and less than 1% of revenue hours. Passenger revenues decreased 7.8% due to lower pass sales and refunds. There was a modest decline in farebox recovery from 60.8% in FY 2018/19 to 59% in FY 2019/20 due to the suspension of yellow bus service in March.

### **Demand Response**

Demand Response programs carried 107,870 unlinked passenger trips in FY 2019/20 and operated 53,163 revenue hours of service. These totals represent 4% of the District’s total trips and 23% of revenue hours. Compared to FY 2018/19, unlinked passenger trips on demand response services decreased by 21.7% (29,843 trips) and revenue hours decreased by 23.9% (16,728 hours). Overall productivity was 2 passengers per hour, consistent with FY 2018/19.

Ridership on local paratransit, Novato Dial-A-Ride, and Rural Dial-A-Ride decreased significantly in FY 2019/20 compared to the prior year. Rural Dial-A-Ride consists of the Dillon Beach/Tomales and Point Reyes Station Dial-A-Ride. Most demand response services target seniors and persons with disabilities. Significant drops in demand for these services is due to vulnerability to the coronavirus and the closure of senior day programs. Correspondingly, passenger revenues for demand response services dropped 16.9% compared to the previous year.

Up until the pandemic, Marin Transit Connect performance metrics for FY 2019/20 show continued growth throughout the pilot program. Effective March 2020, the District limited boarding capacity to two passengers on Connect shuttles and stopped collecting fares.

### **Other Services**

Marin Access Mobility Management services include the Volunteer Driver and Catch-A-Ride programs. In FY 2019/20, these programs provided 23,284 unlinked passenger trips, about 1% of the District’s total trips. Compared to the prior fiscal year, ridership decreased by 18.3%. This reflected the lower volume of trips in the fourth quarter of the fiscal year due to the pandemic.

### **Performance Goals**

The District’s 2020-2029 Short-Range Transit Plan identifies fifteen goals and associated metrics that staff use to evaluate system performance. Performance goals at the route level are measured in both productivity (unlinked passengers per 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 or the Connect service.

Table 3 on page 9 provides a detailed summary of annual FY 2019/20 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)
Local Trunkline	35, 36, 71X	20	\$4.50
Local Basic	17, 22, 23, 23X, 29, 49	18	\$6.50
Local Connector	219, 228, 233, 245, 251, 257	8	\$9.00
Supplemental	113, 115, 117, 119, 125, 139, 145, 149, 151, 154	20 per trip	\$3.00
Rural	61, 68	6	\$12.00
Recreational	66 (Muir Woods Shuttle)	25	\$3.00
Demand Response	Local DAR, Novato DAR, Dillon Beach/Tomaes DAR, Point Reyes DAR	2	\$35.00


Using the productivity goals in Table 1, only the Local Trunkline and Supplemental fixed route typologies met their productivity goals for the fiscal year due to the impact of the pandemic. Local Trunkline and Supplemental typologies met their productivity goals overall with 21.5 passengers per revenue hour and 26.5 passengers per trip, respectively. Routes 35 and 36 met the productivity target, while Route 71X did not meet the target. All Supplemental routes met their productivity targets except Routes 125, 139, and 149.

Excluding Supplemental service, Route 35 was the most productive local fixed-route service and carried an average of 23.8 passengers per hour. Route 145 (Terra Linda High School – San Rafael) was the best performing Supplemental route with 36 passengers per trip. Despite drops in ridership, all Demand Response services met their 2 passenger per hour productivity targets including Local Paratransit and Novato DAR.

Pre-Covid ridership statistics (July 2019-February 2020) indicate that all fixed route typologies met their productivity goals, except Local Basic and Recreational. Route 23 was the only Local Basic route that met its productivity target. The Muir Woods Shuttle (Recreational) fell just short of its 25 passengers per hour target with 24.3 passengers per hour. All Local Connector routes except Route 228 met their productivity target pre-pandemic. Route 61 productivity fell just shy of the 6 passenger per hour target at 5.9. Overall, Rural Routes 61 and 68 cumulatively met the productivity target pre-pandemic.

Figure 1 provides FY 2019/20 productivity levels and productivity goals by service typology and route level for the entire fiscal year. Figure 2 provides productivity goals by service typology and route level for pre-pandemic (July 2019-February 2020) and after onset (March 2020-June 2020).

Overall, Local Fixed Route service typologies and Demand Response programs did not meet their goal for cost effectiveness for either the entire fiscal year or prior to the pandemic. Only Supplemental Routes 119, 145, 151, and Point Reyes DAR met their



subsidy targets in FY 2019/20. This was a noticeable decrease compared to last year. Figure 3 provides a breakdown of FY 2019/20 subsidy levels and respective subsidy goals by service typology and at the individual route level. Figure 4 provides the subsidy levels and respective subsidy goals by service typology and individual route level for the months prior to the pandemic (July 2019-February 2020) and since (March 2020-June 2020).

## Ridership Trends

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The overall ridership was trending on a steady growth in FY2019/20 prior to pandemic. There was a 4.1% increase in systemwide ridership in FY2019/20 compared to the same time in FY 2018/19. The COVID-19 pandemic has led to a precipitous reduction in travel demand and significant decrease in overall ridership across all programs that led to a 63.3% decline in systemwide ridership in March through June 2020.

In FY 2019/20, fixed-route ridership declined by 18.7% decrease with minimal changes in service levels from the prior fiscal year. That does not include the services suspended due to the pandemic. Comparatively, Marin Transit had less of a decline than peer agencies. As reported in the National Transit Database, bus ridership declined by 20% nationwide during FY 2019/20 compared to the prior year. Within in the Bay Area, most peer agencies experienced ridership declines of at least 20%. These include County Connection, SamTrans, Napa VINE and Sonoma County Transit. Golden Gate Transit reported a decrease of 26.8% in fixed route bus ridership for FY 2019/20.

Marin Transit services and programs have continued to run at the fully planned service levels, aside from the Muir Wood Shuttle, Supplemental School, and Yellow Bus programs and missed service due to operator shortages in April-July. The suspension of Muir Woods Shuttle, Yellow Bus and the Supplemental services contributes to approximately 20 percent of total fixed route ridership. Weather conditions also contribute to changes in ridership patterns and activity. There was much less rain during FY 2019/20 than the previous fiscal year, and this tends to increase ridership.

In FY 2019/20, there were no major service changes. There were 314,709 transfers taken by passengers using pay cash fares. 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 2019/20, the overall transfer ratio was 1.33. When estimating linked passenger trips based on these ratios, the number of individual Marin Transit passengers in FY 2019/20 remained relatively constant compared to the prior year.

Overall demand for Marin Access mobility management programs decreased by 21.7% in FY 2019/20 compared with FY 2018/19. Declines in ridership varied from program to program. All programs experienced declines due to the vulnerability of those who rely on Marin Access programs caused by the coronavirus and closure of senior day programs. Local Paratransit had the largest decrease (-24.1%). The course of the pandemic will likely affect future ridership levels, especially for older adults and persons with disabilities.

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



**Table 2: Factors Impacting Ridership Comparison**

Factor		FY 2018/19	FY 2019/20	Impact
Days of Service	Weekdays	256	254	▲
	Weekends & Holidays	115	112	▲
	School days	195	127	▼▼▼
	Muir Woods Shuttle	152	114	▼▼▼
Transfer Ratio (ratio of unlinked to linked trips)		1.31	1.33	--
Service Disruptions	Canceled service (trips)	550	432	▼▼
Rainfall (inches)		46.97	22.78	▲▲
Gas Prices		\$3.58	\$3.45	--
Unemployment Rate		2.3%	4.4%	▼

**FY 2020/21 Performance Outlook**

The District plans to operate nearly 230,000 annual hours of service across all programs in Marin County. These service levels have continuously increased since 2010 to provide more frequency and expand transit options for Marin County residents. Marin Transit does not anticipate significant expansion in the local fixed route program in FY 2020/21. The District is implementing changes to the network to alleviate overcrowding and mitigate pass-up activity caused by boarding capacity limitations. The District is also considering minor temporary service expansion to compensate for regional service cuts and preserve service along the Highway 101 corridor for local Marin County passengers.

Marin Transit will continue to suspend yellow bus service in the Ross Valley, the Muir Woods Shuttle, and the majority of Supplemental School routes. Staff are in close communication with school districts and the National Park Service to identify when services may resume. The District anticipates a slow rebound of fixed route and Marin Access ridership levels in FY 2020/21 should conditions related to the COVID-19 global pandemic improve.

The District has adopted changes to its fare policy with a focus on creating a revenue-neutral plan and adjusted fares to better align the features offered through each service. Staff anticipates the policy changes will mostly impact fare payment behavior and ridership patterns. This is especially true for Marin Access services where riders often use multiple services and programs to maintain their mobility.

Marin Transit forecasts that the amount of available funding from a number of state and local funding sources will be negatively affected by the impact of the ongoing pandemic on the economy. Beyond the next two fiscal years, the District's financial outlook remains uncertain. Near-term financial conditions enable the District to temporarily expand some services to mitigate the pass-up activity. The long-term financial picture is unclear. Boarding capacity limitations remain in place to provide adequate social distancing. Staff will be working to understand how limited boarding capacity will affect future service and operations as the economy reopens. Staff will closely monitor service and ridership levels and continue to respond to changing circumstances as needed.

**Table 3: System-wide Performance Statistics, FY 2019/20**

Route	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Pass. Trips Per Rev Hr (Trip)	Subsidy Per Passenger	Farebox Recovery
<b>Fixed Route</b>	<b>2,423,027</b>	<b>175,806</b>	<b>\$23,322,647</b>	<b>\$2,762,613</b>	<b>13.8</b>	<b>\$8.49</b>	<b>11.8%</b>
<b>Local Trunkline</b>	<b>947,011</b>	<b>44,131</b>	<b>\$6,894,678</b>	<b>\$950,254</b>	<b>21.5</b>	<b>\$6.28</b>	<b>13.8%</b>
35	558,102	23,418	\$3,641,157	\$549,323	23.8	\$5.54	15.1%
36	295,323	13,399	\$2,069,446	\$284,633	22.0	\$6.04	13.8%
71X	93,586	7,313	\$1,184,075	\$116,298	12.8	\$11.41	9.8%
<b>Local Basic</b>	<b>811,175</b>	<b>62,984</b>	<b>\$8,127,596</b>	<b>\$880,113</b>	<b>12.9</b>	<b>\$8.93</b>	<b>10.8%</b>
17	207,260	14,354	\$2,238,709	\$233,193	14.4	\$9.68	10.4%
22	169,862	17,482	\$1,822,347	\$206,533	9.7	\$9.51	11.3%
23	160,558	10,659	\$1,615,770	\$171,943	15.1	\$8.99	10.6%
23X	36,760	2,714	\$417,022	\$36,275	13.5	\$10.36	8.7%
29	30,610	2,758	\$423,613	\$32,412	11.1	\$12.78	7.7%
49	206,125	15,016	\$1,610,135	\$199,757	13.7	\$6.84	12.4%
<b>Local Connector</b>	<b>324,106</b>	<b>42,607</b>	<b>\$4,411,089</b>	<b>\$347,197</b>	<b>7.6</b>	<b>\$12.54</b>	<b>7.9%</b>
219	42,812	6,519	\$686,295	\$51,889	6.6	\$14.82	7.6%
228	62,930	10,077	\$1,025,348	\$78,996	6.2	\$15.04	7.7%
233	31,909	4,374	\$453,569	\$34,535	7.3	\$13.13	7.6%
245	41,862	4,360	\$443,696	\$42,336	9.6	\$9.59	9.5%
251	86,853	9,553	\$1,003,529	\$78,717	9.1	\$10.65	7.8%
257	57,740	7,723	\$798,652	\$60,724	7.5	\$12.78	7.6%
<b>Supplemental</b>	<b>127,174</b>	<b>2,929</b>	<b>\$497,952</b>	<b>\$72,832</b>	<b>43.4 (26.5)</b>	<b>\$3.34</b>	<b>14.6%</b>
113	12,055	247	\$45,005	\$8,395	48.9 (21.4)	\$3.04	18.7%
115	7,996	221	\$39,306	\$3,635	36.2 (21.9)	\$4.46	9.2%
117	14,790	304	\$53,163	\$6,497	48.7 (24.7)	\$3.16	12.2%
119	24,474	425	\$79,049	\$16,479	57.6 (32.5)	\$2.56	20.8%
125	6,906	387	\$62,677	\$6,309	17.9 (14.6)	\$8.16	10.1%
139	4,254	211	\$35,029	\$3,780	20.1 (17.6)	\$7.35	10.8%
145	13,858	170	\$29,219	\$5,753	81.7 (38.2)	\$1.69	19.7%
149	5,157	208	\$33,632	\$2,133	24.8 (13.6)	\$6.11	6.3%
151	29,106	532	\$86,043	\$14,172	54.7 (34.9)	\$2.47	16.5%
154	8,578	226	\$34,829	\$5,679	38.0 (36.0)	\$3.40	16.3%
COVID	5,613	1,162	\$303,116	\$7,592	4.8 (3.0)	\$52.65	2.5%
<b>Recreational</b>	<b>101,825</b>	<b>4,340</b>	<b>\$1,006,174</b>	<b>\$306,849</b>	<b>23.5</b>	<b>\$6.87</b>	<b>30.5%</b>
66	101,825	4,340	\$1,006,174	\$306,849	23.5	\$6.87	30.5%
<b>Rural</b>	<b>90,286</b>	<b>15,921</b>	<b>\$1,815,344</b>	<b>\$90,504</b>	<b>5.7</b>	<b>\$19.18</b>	<b>5.0%</b>
61	23,447	5,243	\$590,881	\$24,727	4.5	\$24.15	4.2%
68	66,839	10,677	\$1,224,463	\$65,777	6.3	\$17.34	5.4%
<b>Partnership</b>	<b>15,837</b>	<b>1,734</b>	<b>\$266,698</b>	<b>\$107,272</b>	<b>9.1</b>	<b>\$10.07</b>	<b>40.2%</b>
122	15,837	1,734	\$266,698	\$107,272	9.1	\$10.07	40.2%
<b>Yellow Bus</b>	<b>80,590</b>	<b>1,225</b>	<b>\$781,540</b>	<b>\$460,904</b>	<b>65.8 (26.8)</b>	<b>\$3.98</b>	<b>59.0%</b>
Hidden Valley	3,798	177	\$112,941	\$20,536	21.5 (10.7)	\$24.33	18.2%
White Hill	76,792	1,048	\$668,599	\$440,368	73.3 (28.9)	\$2.97	65.9%
<b>Demand Response</b>	<b>107,870</b>	<b>53,163</b>	<b>\$5,688,432</b>	<b>\$207,711</b>	<b>2.0</b>	<b>\$50.81</b>	<b>3.7%</b>
Local Paratransit	90,988	44,720	\$4,899,093	\$169,891	2.0	\$51.98	3.5%
Connect	11,837	5,953	\$567,418	\$27,259	2.0	\$45.63	4.8%
Novato DAR	4,442	2,115	\$197,924	\$7,964	2.1	\$42.76	4.0%
Dillon DAR	368	250	\$15,921	\$1,590	1.5	\$38.94	10.0%
Pt Reyes DAR	235	126	\$8,076	\$1,007	1.9	\$30.08	12.5%
<b>Other Services</b>	<b>28,494</b>	<b>-</b>	<b>\$485,809</b>	<b>\$21,287</b>	<b>-</b>	<b>\$19.95</b>	<b>4.4%</b>
Volunteer Driver <sup>(1)</sup>	11,142	-	\$124,172	-	-	\$11.14	0.0%
Catch-A-Ride <sup>(1)</sup>	12,142	-	\$361,637	\$21,289	-	\$28.03	5.9%
<b>Total</b>	<b>2,634,771</b>	<b>230,194</b>	<b>\$30,278,428</b>	<b>\$3,452,517</b>	<b>11.3</b>	<b>\$10.18</b>	<b>11.4%</b>

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



**Table 4: System-wide Performance Statistics, FY 2019/20 Pre-COVID (Jul 2019-Feb 2020)**

Route	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Passengers Per Rev. Hr. (Trip)	Subsidy Per Passenger	Farebox Recovery	FY20 Ridership compared to FY19
<b>Fixed Route</b>	2,032,908	119,412	\$15,760,527	\$2,266,125	17.0	\$6.64	14.4%	4.2%
Local Trunkline	778,495	29,342	\$4,633,035	\$747,795	26.5	\$4.99	16.1%	3.3%
Local Basic	674,401	42,801	\$5,554,097	\$704,800	15.8	\$7.19	12.7%	5.6%
Local Connector	273,057	28,336	\$2,914,329	\$278,343	9.6	\$9.65	9.6%	9.0%
Supplemental	117,745	2,691	\$453,546	\$66,994	43.8 (26.7)	\$3.28	14.8%	7.6%
Recreational	100,017	4,119	\$761,815	\$297,909	24.3	\$4.64	39.1%	-8.0%
Rural	74,652	10,535	\$1,202,872	\$73,676	7.1	\$15.13	6.1%	2.0%
Partnership	14,541	1,588	\$240,833	\$96,608	9.2	\$9.92	40.1%	-12.0%
<b>Yellow Bus</b>	74,354	761	\$523,190	\$333,735	97.7 (39.8)	\$2.55	63.8%	2.6%
<b>Demand Response</b>	93,772	44,293	\$3,903,821	\$172,925	2.1	\$39.79	4.4%	4.8%
<b>Other Services</b>	18,613	-	\$360,478	\$18,820	-	\$18.36	5.2%	-2.3%
<b>Total</b>	2,219,647	164,466	\$20,548,016	\$2,791,605	13.4	\$8.00	13.6%	4.1%

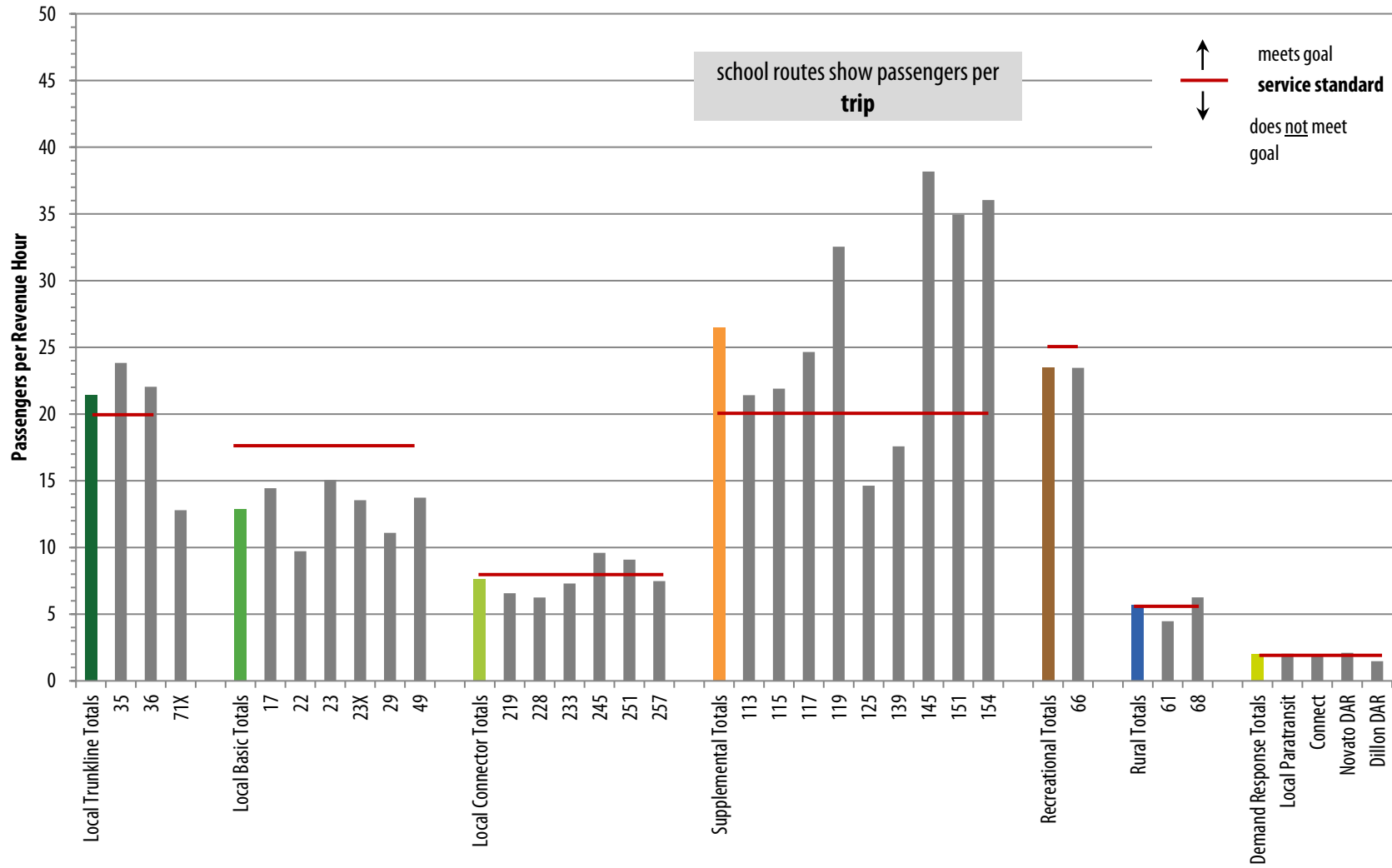
Notes: Values in red indicate performance that does not meet District

**Table 5: System-wide Performance Statistics, FY 2019/20 Post-COVID (Mar-Jun 2020)**

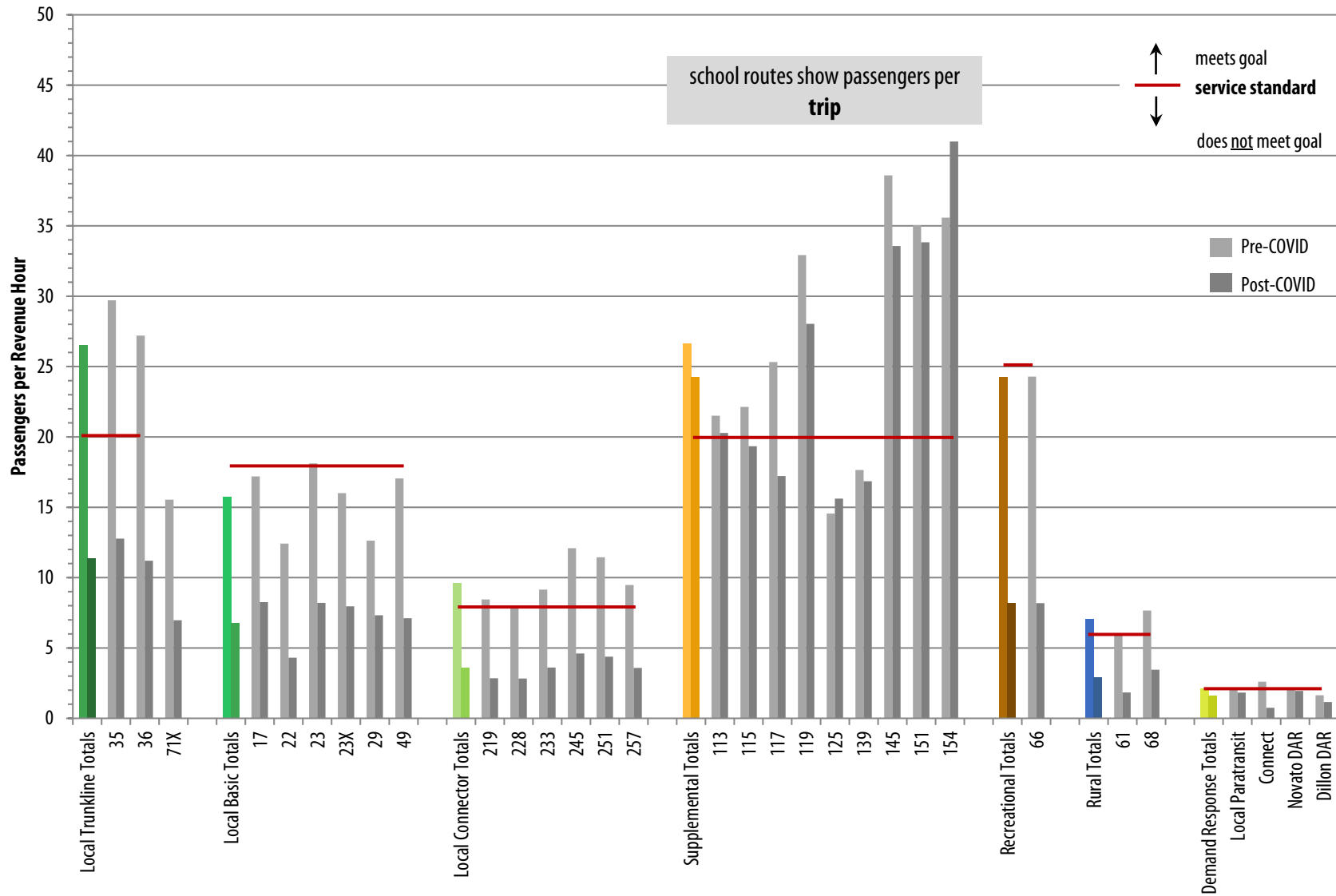
Route	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Passengers Per Rev. Hr. (Trip)	Subsidy Per Passenger	Farebox Recovery	FY20 Ridership compared to FY19
<b>Fixed Route</b>	390,119	56,394	\$7,562,120	\$496,488	6.9	\$18.11	6.6%	-62.1%
Local Trunkline	168,516	14,789	\$2,261,643	\$202,459	11.4	\$12.22	9.0%	-56.8%
Local Basic	136,774	20,183	\$2,573,499	\$175,313	6.8	\$17.53	6.8%	-58.7%
Local Connector	51,049	14,271	\$1,496,760	\$68,854	3.6	\$27.97	4.6%	-63.3%
Supplemental	9,429	238	\$44,406	\$5,838	39.7 (24.2)	\$4.09	13.1%	-86.0%
Recreational	1,808	221	\$244,359	\$8,940	8.2	\$130.21	3.7%	-96.5%
Rural	15,634	5,386	\$612,472	\$16,828	2.9	\$38.10	2.7%	-61.6%
Partnership	1,296	146	\$25,865	\$10,664	8.9	\$11.73	41.2%	-82.0%
<b>Yellow Bus</b>	6,236	464	\$258,350	\$127,169	13.5 (5.5)	\$21.04	49.2%	-86.4%
<b>Demand Response</b>	14,098	8,869	\$1,784,611	\$34,786	1.6	\$124.12	1.9%	-70.8%
<b>Other Services</b>	4,671	-	\$125,331	\$2,469	-	\$26.30	2.0%	-50.5%
<b>Total</b>	415,124	65,727	\$9,730,412	\$660,912	6.2	\$21.85	6.8%	-63.3%

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

**Figure 1: FY 2019/20 Passengers per Revenue Hour by Route**



**Figure 2: Passengers per Revenue Hour by Route (Pre-COVID and Post-COVID)**



**Figure 3: FY 2019/20 Subsidy per Passenger by Route**

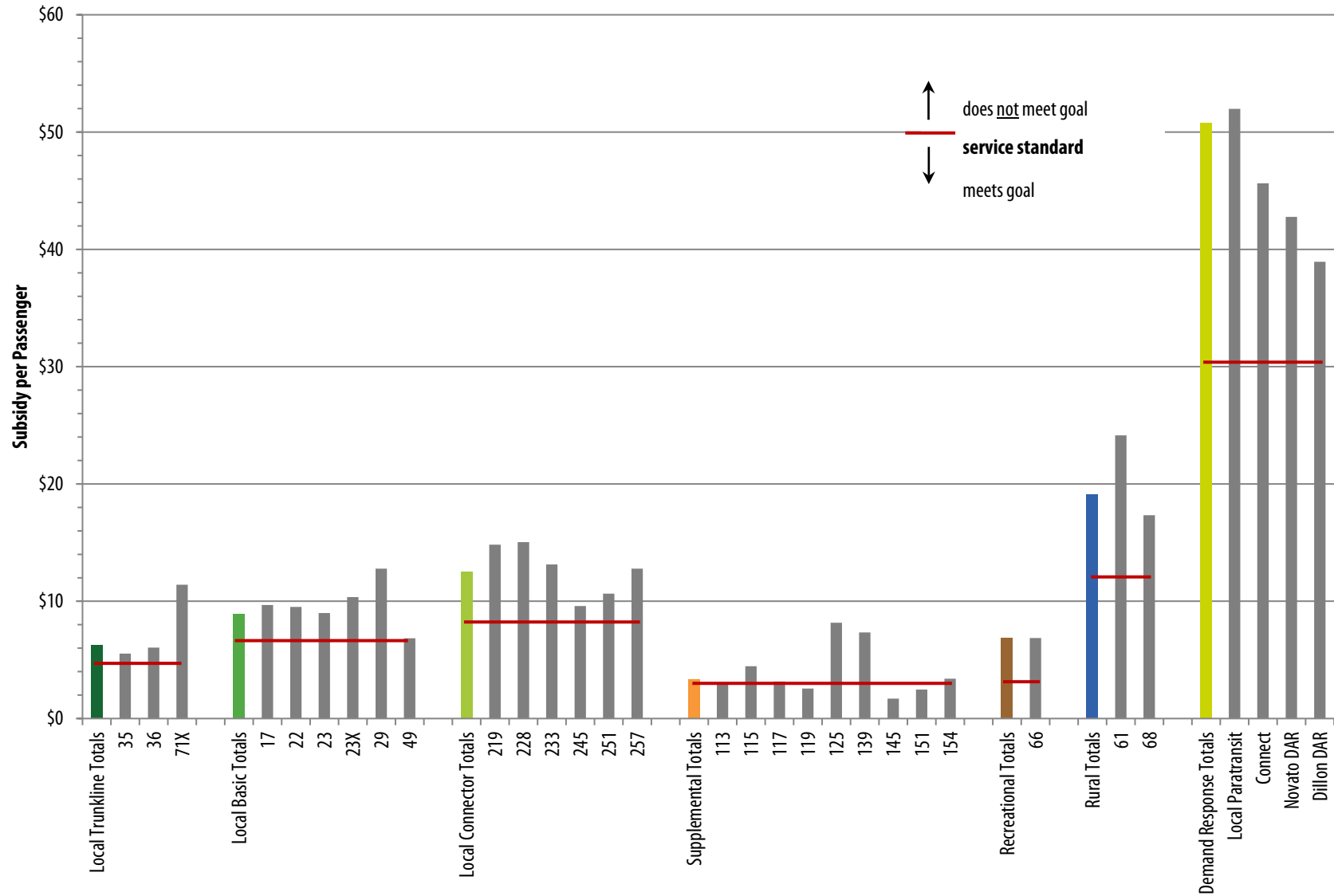
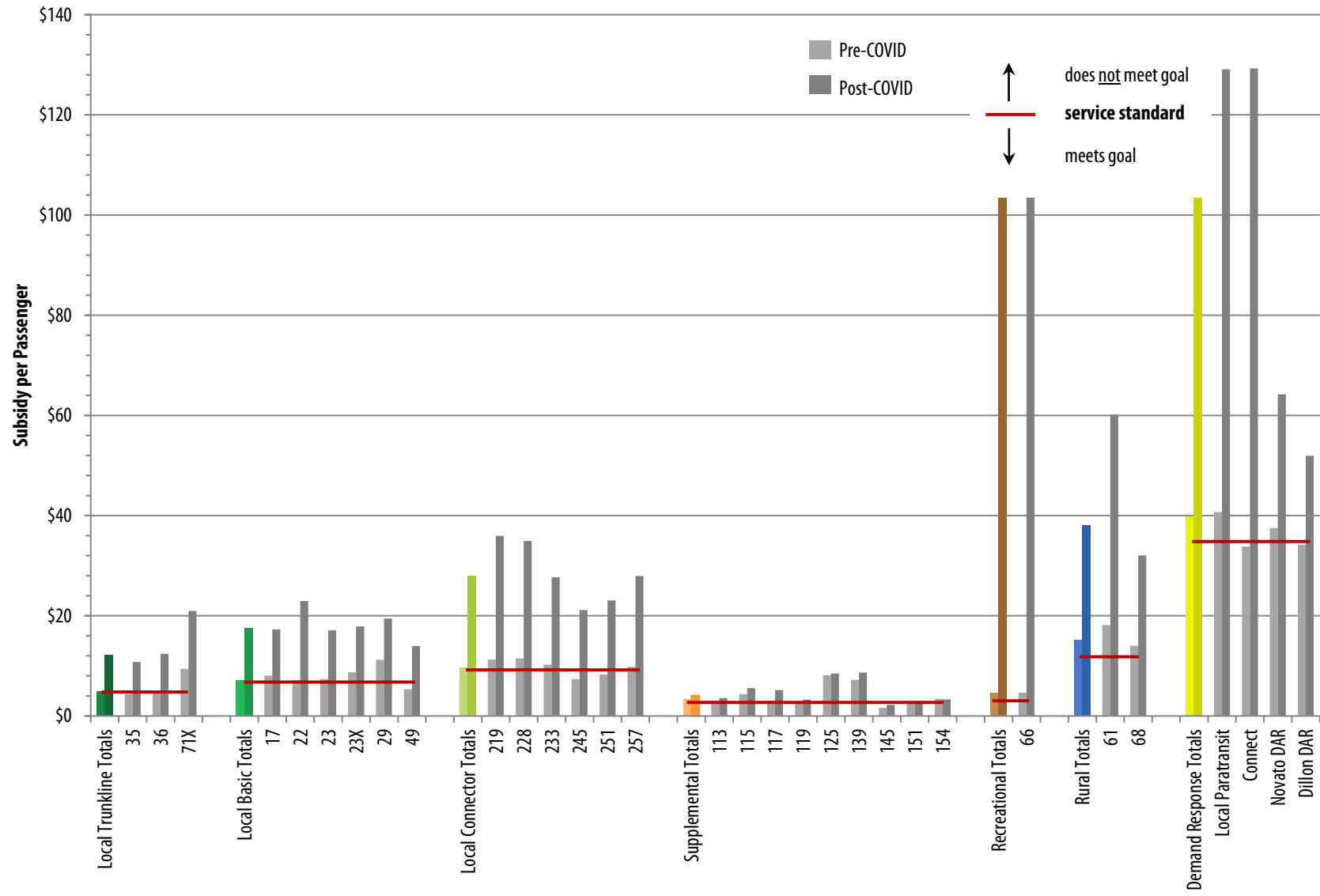



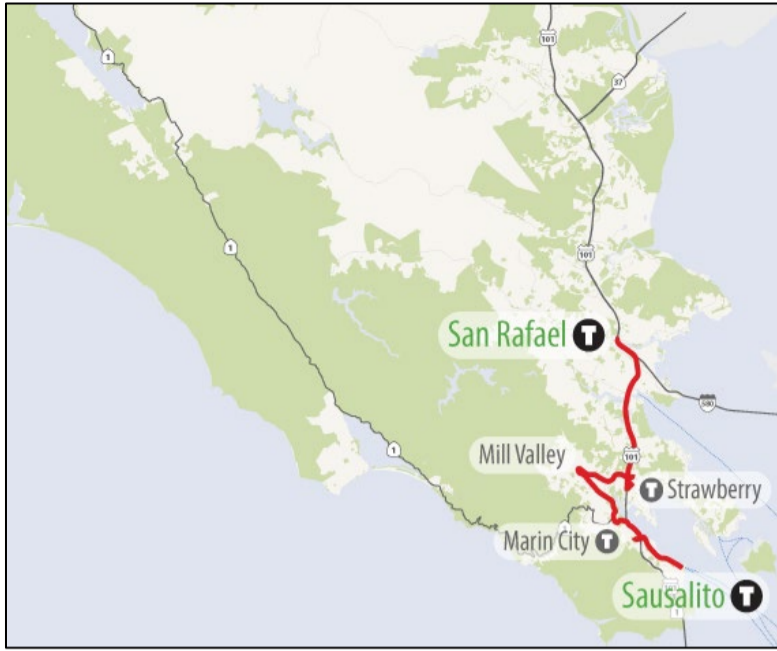
Figure 4: FY 2019/20 Subsidy per Passenger by Route (Pre-COVID and Post-COVID)





## Attachment A: Route Profiles

- 17/17X 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)
  - 71X Novato – San Rafael Transit Center – Marin City – Sausalito
  - 113 Redwood High School – Paradise Cay
  - 115 Sausalito – Willow Creek – Marin City – Mill Valley – St. Hilary
  - 117 Neil Cummins / Hall Middle School – E. Corte Madera – Cove School
  - 119 Tiburon – Belvedere – Redwood High School
  - 122 San Rafael Transit Center – San Anselmo – College of Marin
  - 125 Lagunitas – Sir Francis Drake HS – San Anselmo – San Rafael
  - 139 Terra Linda High School – Lucas Valley
  - 145 Terra Linda High School – San Rafael
  - 149 Hamilton—Novato High School
  - 151 Hamilton – Ignacio – San Jose Middle School – Novato High School – San Marin High School
  - 154 Olive – San Marin High School – Sinaloa Middle School – Novato
  - 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
  - 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)
- 



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 2020 Farebox Recovery: 10%  
 % transfer (to route): 45%  
 % Clipper usage: 19%

FY 2019/20 DATA

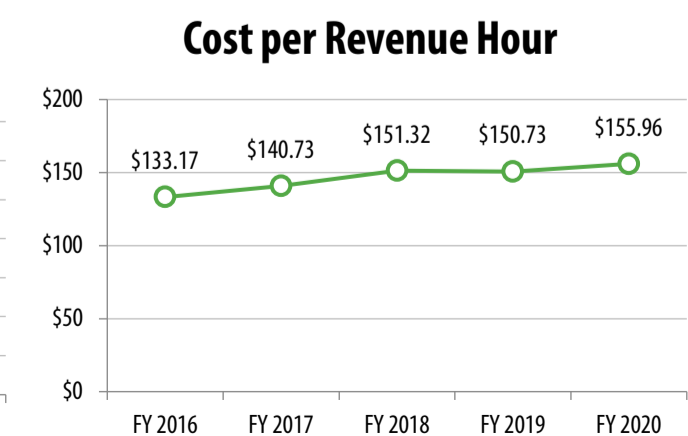
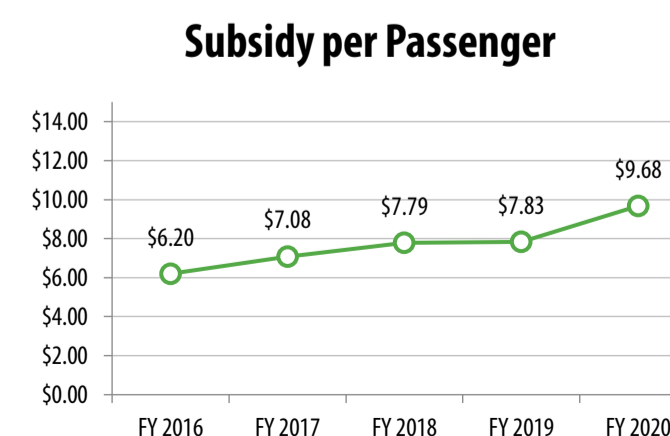
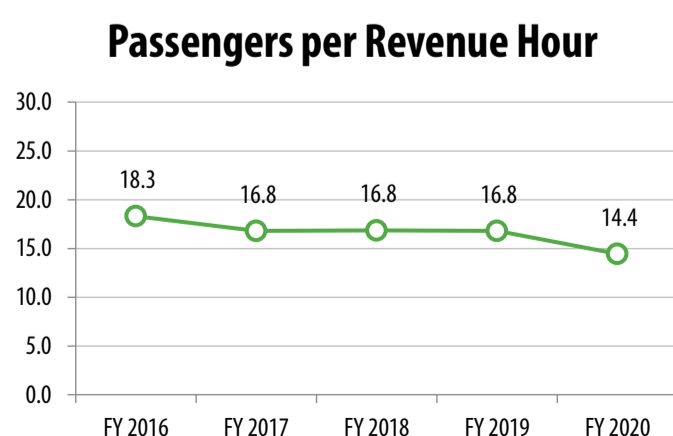
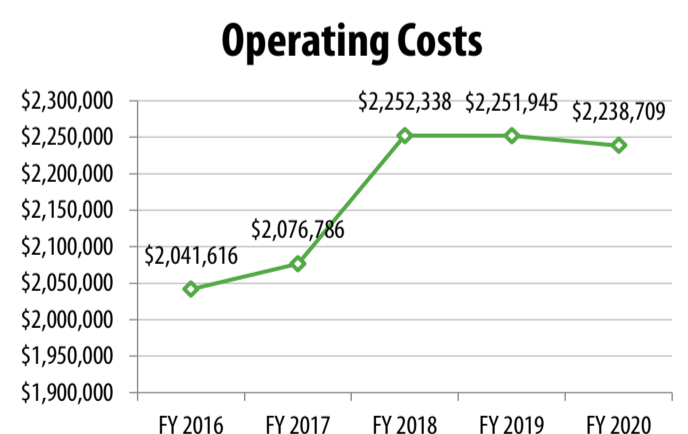
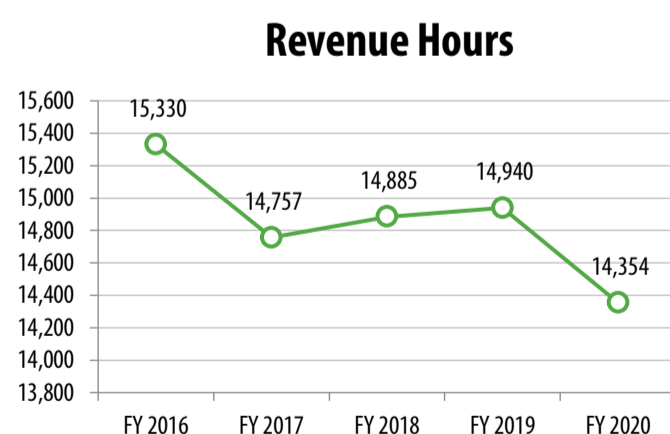
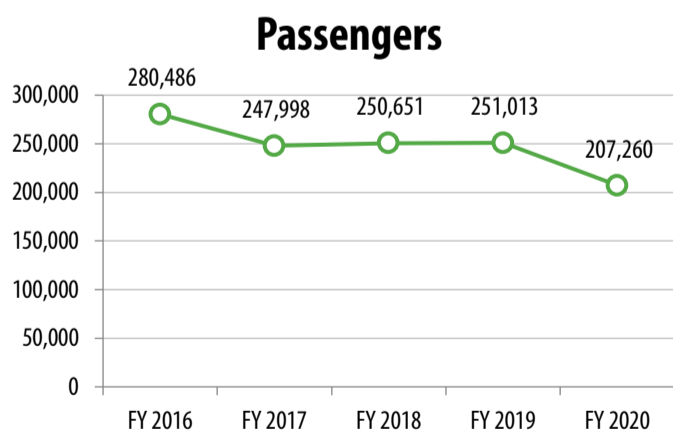
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	162,697	13,558	641	11,238	937	44	169,257	14,105	666
Saturday	22,905	1,909	440	1,478	123	28	23,766	1,981	457
Sunday	21,658	1,805	361	1,638	137	27	26,188	2,182	436
<b>Total</b>	<b>207,260</b>	<b>17,272</b>	<b>566</b>	<b>14,354</b>	<b>1,196</b>	<b>39</b>	<b>219,211</b>	<b>18,268</b>	<b>599</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,752,032	\$146,003	\$6,898	\$181,112	\$15,093	\$713	\$1,570,920	\$130,910	\$6,185
Saturday	\$230,960	\$19,247	\$4,442	\$26,824	\$2,235	\$516	\$204,136	\$17,011	\$3,926
Sunday	\$255,717	\$21,310	\$4,262	\$25,257	\$2,105	\$421	\$230,460	\$19,205	\$3,841
<b>Total</b>	<b>\$2,238,709</b>	<b>\$186,559</b>	<b>\$6,117</b>	<b>\$233,193</b>	<b>\$19,433</b>	<b>\$637</b>	<b>\$2,005,516</b>	<b>\$167,126</b>	<b>\$5,480</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	14.5	\$9.66		10.3%
Saturday	15.5	\$8.91		11.6%
Sunday	13.2	\$10.64		9.9%
<b>Total</b>	<b>14.4</b>	<b>\$9.68</b>	<b>\$155.96</b>	<b>10.4%</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 2016	280,486	15,330	\$2,041,616	\$302,337	\$1,739,279	18.3	\$6.20	\$133.17	14.8%
FY 2017	247,998	14,757	\$2,076,786	\$319,761	\$1,757,025	16.8	\$7.08	\$140.73	15.4%
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	\$287,580	\$1,964,365	16.8	\$7.83	\$150.73	12.8%
FY 2020	207,260	14,354	\$2,238,709	\$233,193	\$2,005,516	14.4	\$9.68	\$155.96	10.4%





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 2020 Farebox Recovery: 11%  
 % transfer (to route): 41%  
 % Clipper usage: 14%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	142,914	11,910	563	14,406	1,201	57	123,160	10,263	485
Saturday	14,463	1,205	278	1,432	119	28	14,074	1,173	271
Sunday	12,485	1,040	208	1,644	137	27	16,510	1,376	275
<b>Total</b>	<b>169,862</b>	<b>14,155</b>	<b>464</b>	<b>17,482</b>	<b>1,457</b>	<b>48</b>	<b>153,745</b>	<b>12,812</b>	<b>420</b>

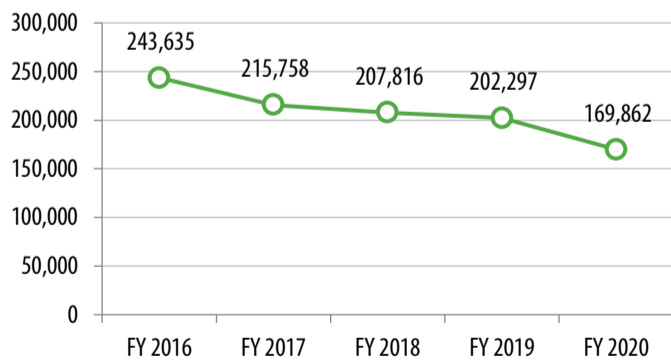
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,501,017	\$125,085	\$5,910	\$175,504	\$14,625	\$691	\$1,325,513	\$110,459	\$5,219
Saturday	\$149,465	\$12,455	\$2,874	\$16,641	\$1,387	\$320	\$132,824	\$11,069	\$2,554
Sunday	\$171,865	\$14,322	\$2,864	\$14,388	\$1,199	\$240	\$157,477	\$13,123	\$2,625
<b>Total</b>	<b>\$1,822,347</b>	<b>\$151,862</b>	<b>\$4,979</b>	<b>\$206,533</b>	<b>\$17,211</b>	<b>\$564</b>	<b>\$1,615,814</b>	<b>\$134,651</b>	<b>\$4,415</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.9	\$9.27		11.7%
Saturday	10.1	\$9.18		11.1%
Sunday	7.6	\$12.61		8.4%
<b>Total</b>	<b>9.7</b>	<b>\$9.51</b>	<b>\$104.24</b>	<b>11.3%</b>

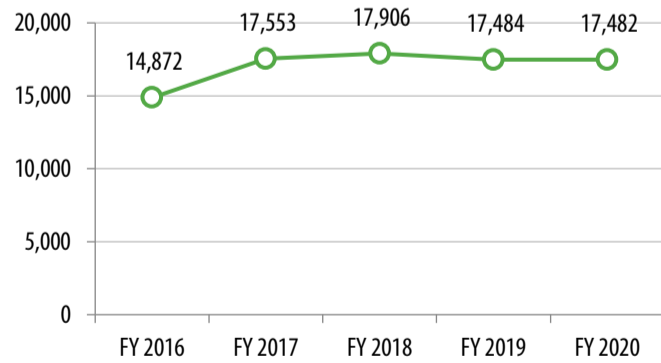
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	243,635	14,872	\$1,971,172	\$259,453	\$1,711,719	16.4	\$7.03	\$132.55	13.2%
FY 2017	215,758	17,553	\$1,619,319	\$273,059	\$1,346,260	12.3	\$6.24	\$92.25	16.9%
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	\$243,184	\$1,496,574	11.6	\$7.40	\$99.51	14.0%
FY 2020	169,862	17,482	\$1,822,347	\$206,533	\$1,615,814	9.7	\$9.51	\$104.24	11.3%

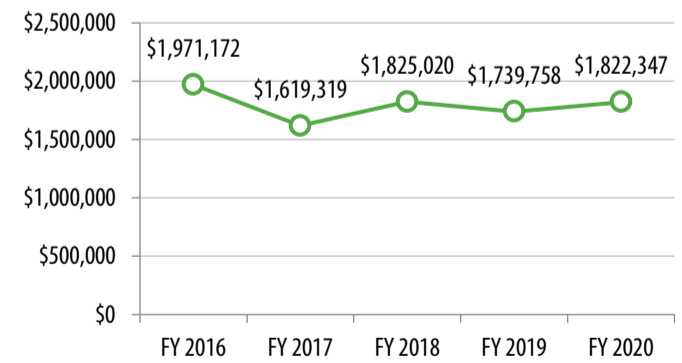
**Passengers**



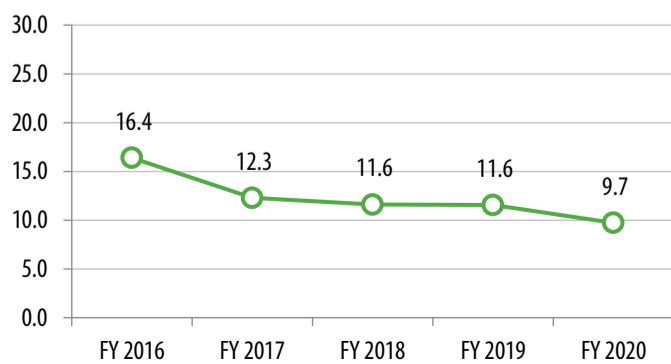
**Revenue Hours**



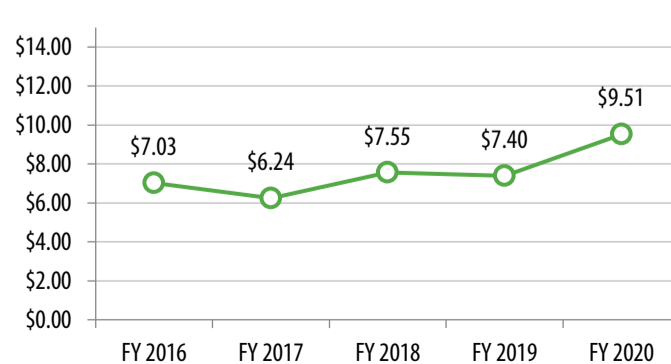
**Operating Costs**



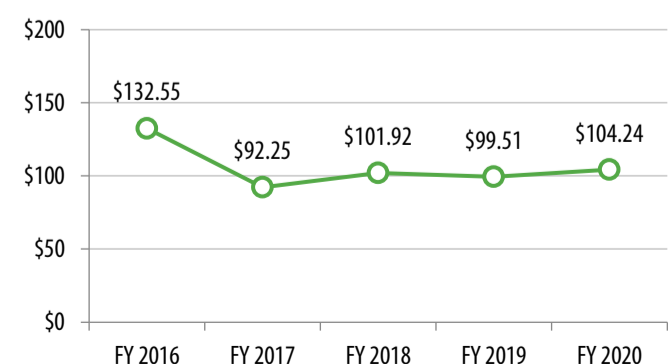
**Passengers per Revenue Hour**



**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 2020 Farebox Recovery: 11%  
 % transfer (to route): 37%  
 % Clipper usage: 11%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	117,865	9,822	464	7,734	645	30	62,369	5,197	246
Saturday	22,118	1,843	425	1,396	116	27	11,200	933	215
Sunday	20,575	1,715	343	1,529	127	25	12,491	1,041	208
<b>Total</b>	<b>160,558</b>	<b>13,380</b>	<b>439</b>	<b>10,659</b>	<b>888</b>	<b>29</b>	<b>86,060</b>	<b>7,172</b>	<b>235</b>

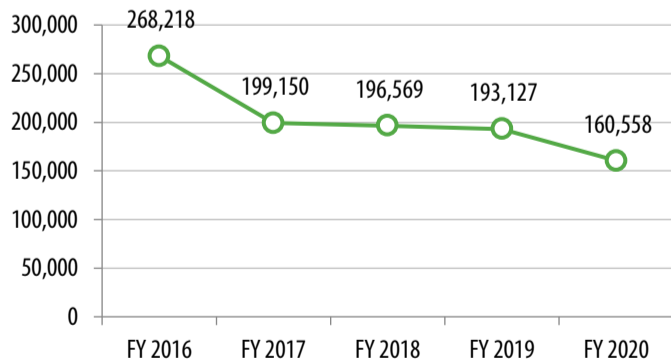
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,173,354	\$97,780	\$4,620	\$125,273	\$10,439	\$493	\$1,048,081	\$87,340	\$4,126
Saturday	\$210,961	\$17,580	\$4,057	\$23,987	\$1,999	\$461	\$186,974	\$15,581	\$3,596
Sunday	\$231,455	\$19,288	\$3,858	\$22,683	\$1,890	\$378	\$208,772	\$17,398	\$3,480
<b>Total</b>	<b>\$1,615,770</b>	<b>\$134,648</b>	<b>\$4,415</b>	<b>\$171,943</b>	<b>\$14,329</b>	<b>\$470</b>	<b>\$1,443,827</b>	<b>\$120,319</b>	<b>\$3,945</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	15.2	\$8.89		10.7%
Saturday	15.8	\$8.45		11.4%
Sunday	13.5	\$10.15		9.8%
<b>Total</b>	<b>15.1</b>	<b>\$8.99</b>	<b>\$151.58</b>	<b>10.6%</b>

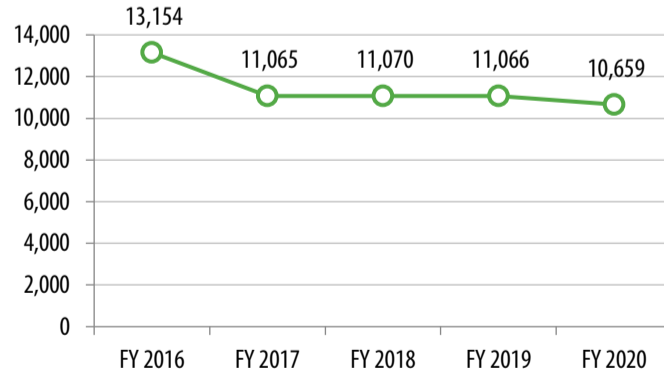
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	268,218	13,154	\$1,703,216	\$308,138	\$1,395,078	20.4	\$5.20	\$129.48	18.1%
FY 2017	199,150	11,065	\$1,508,659	\$246,908	\$1,261,751	18.0	\$6.34	\$136.35	16.4%
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	\$213,697	\$1,396,559	17.5	\$7.23	\$145.52	13.3%
FY 2020	160,558	10,659	\$1,615,770	\$171,943	\$1,443,827	15.1	\$8.99	\$151.58	10.6%

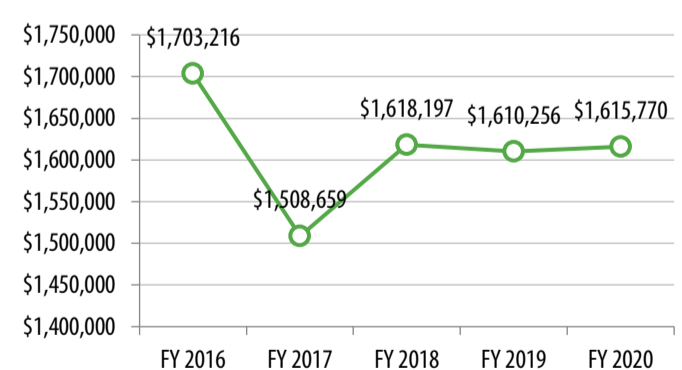
**Passengers**



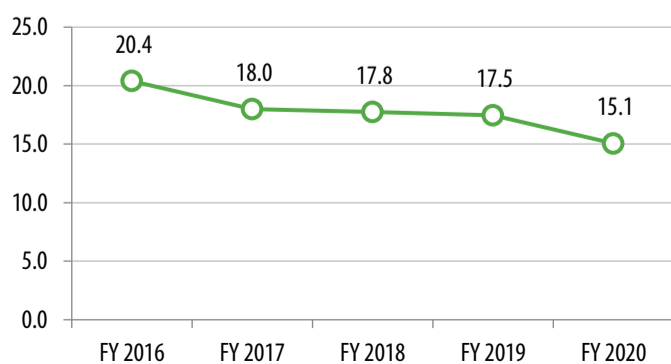
**Revenue Hours**



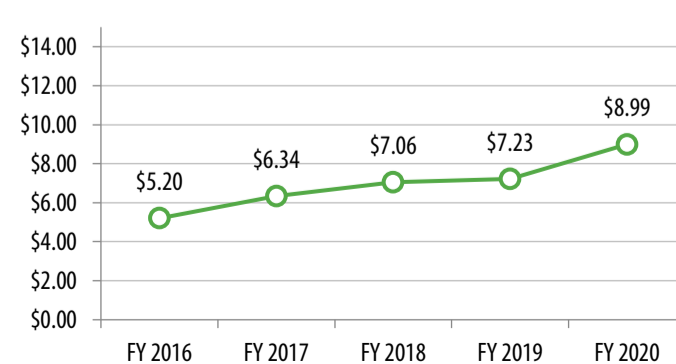
**Operating Costs**



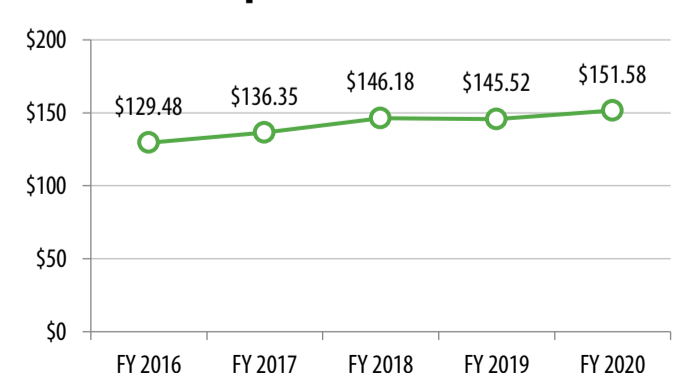
**Passengers per Revenue Hour**

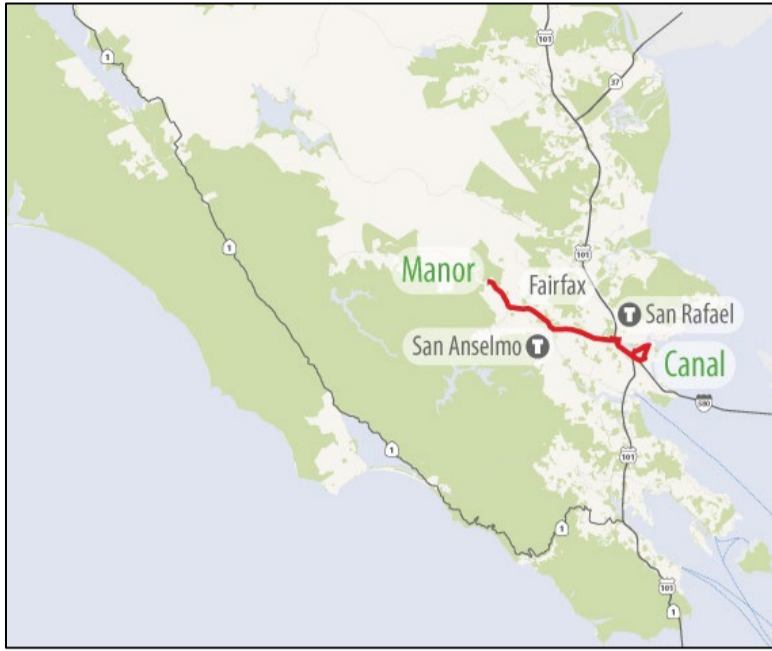


**Subsidy per Passenger**



**Cost per Revenue Hour**





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

FY 2020 Farebox Recovery: **9%**  
 % transfer (to route): **49%**  
 % Clipper usage: **12%**

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	36,760	3,063	145	2,714	226	11	26,938	2,245	106
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>36,760</b>	<b>3,063</b>	<b>145</b>	<b>2,714</b>	<b>226</b>	<b>11</b>	<b>26,938</b>	<b>2,245</b>	<b>106</b>

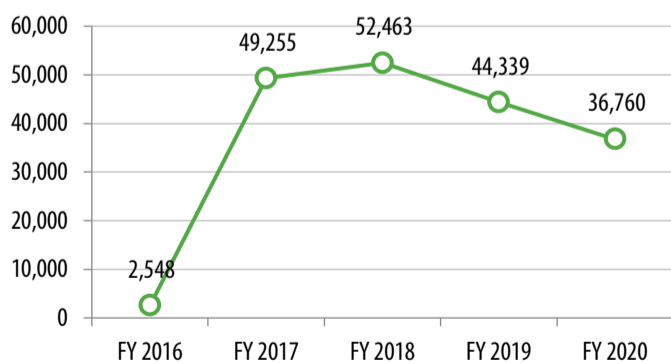
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$417,022	\$34,752	\$1,642	\$36,275	\$3,023	\$143	\$380,747	\$31,729	\$1,499
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$417,022</b>	<b>\$34,752</b>	<b>\$1,642</b>	<b>\$36,275</b>	<b>\$3,023</b>	<b>\$143</b>	<b>\$380,747</b>	<b>\$31,729</b>	<b>\$1,499</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.5	\$10.36	\$153.63	8.7%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>13.5</b>	<b>\$10.36</b>	<b>\$153.63</b>	<b>8.7%</b>

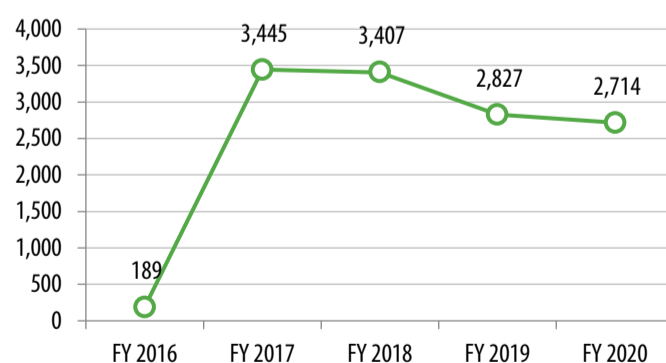
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	2,548	189	\$23,303	\$2,272	\$21,031	13.5	\$8.25	\$123.30	9.7%
FY 2017	49,255	3,445	\$473,413	\$57,438	\$415,975	14.3	\$8.45	\$137.44	12.1%
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	\$44,516	\$372,040	15.7	\$8.39	\$147.35	10.7%
FY 2020	36,760	2,714	\$417,022	\$36,275	\$380,747	13.5	\$10.36	\$153.63	8.7%

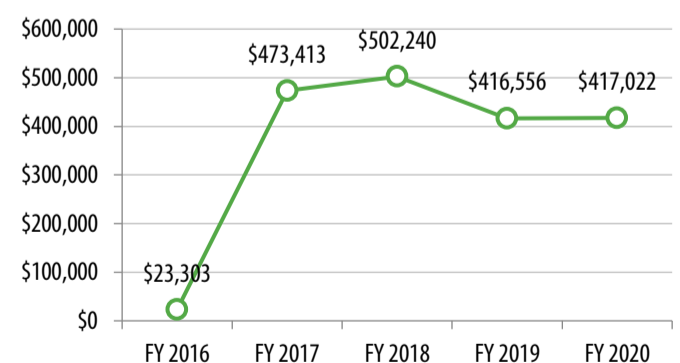
**Passengers**



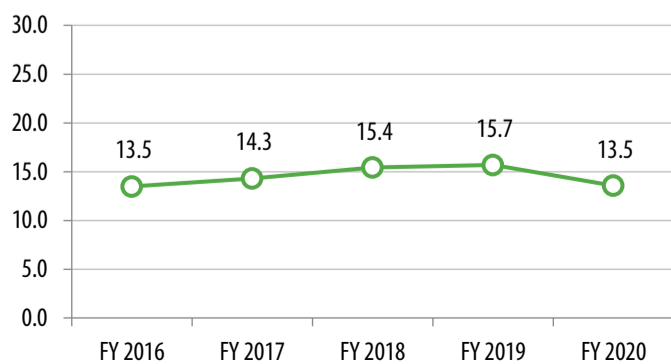
**Revenue Hours**



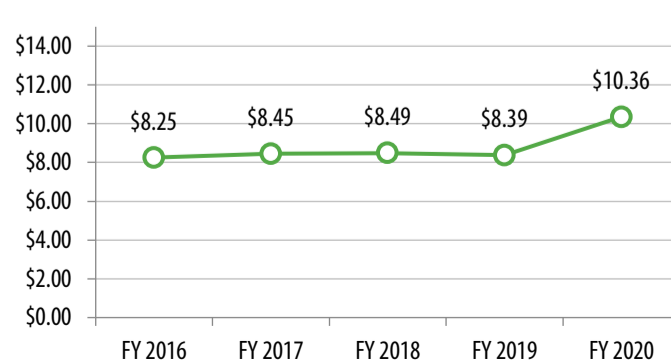
**Operating Costs**



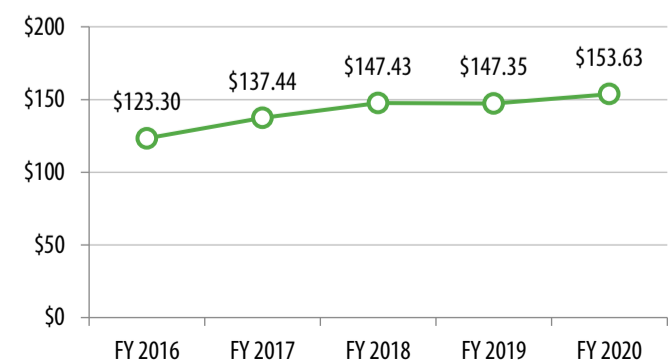
**Passengers per Revenue Hour**



**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 2020 Farebox Recovery: **8%**  
 % transfer (to route): **54%**  
 % Clipper usage: **12%**

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	30,610	2,551	121	2,758	230	11	30,540	2,545	120
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>30,610</b>	<b>2,551</b>	<b>121</b>	<b>2,758</b>	<b>230</b>	<b>11</b>	<b>30,540</b>	<b>2,545</b>	<b>120</b>

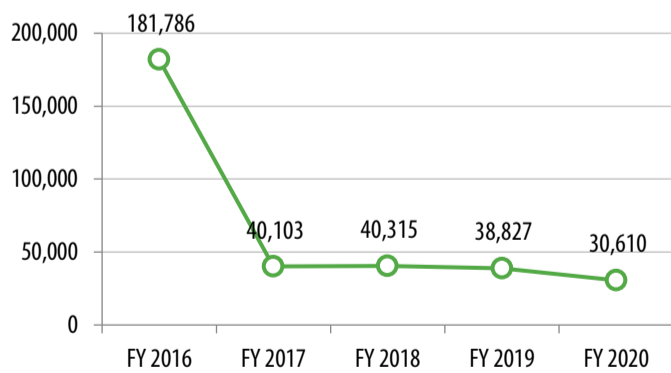
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$423,613	\$35,301	\$1,668	\$32,412	\$2,701	\$128	\$391,201	\$32,600	\$1,540
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$423,613</b>	<b>\$35,301</b>	<b>\$1,668</b>	<b>\$32,412</b>	<b>\$2,701</b>	<b>\$128</b>	<b>\$391,201</b>	<b>\$32,600</b>	<b>\$1,540</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.1	\$12.78		7.7%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>11.1</b>	<b>\$12.78</b>	<b>\$153.58</b>	<b>7.7%</b>

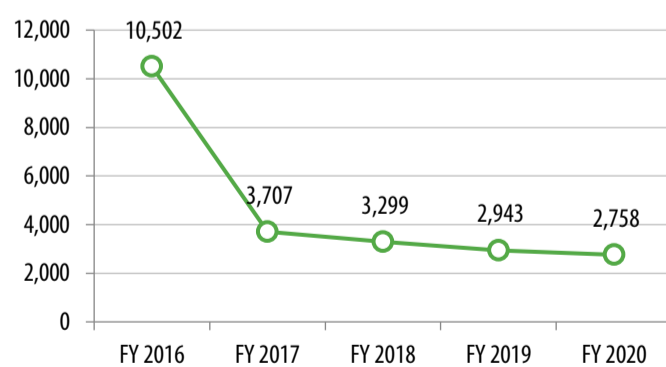
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	181,786	10,502	\$1,378,760	\$219,997	\$1,158,763	17.3	\$6.37	\$131.29	16.0%
FY 2017	40,103	3,707	\$509,475	\$49,634	\$459,841	10.8	\$11.47	\$137.45	9.7%
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	\$38,905	\$394,558	13.2	\$10.16	\$147.27	9.0%
FY 2020	30,610	2,758	\$423,613	\$32,412	\$391,201	11.1	\$12.78	\$153.58	7.7%

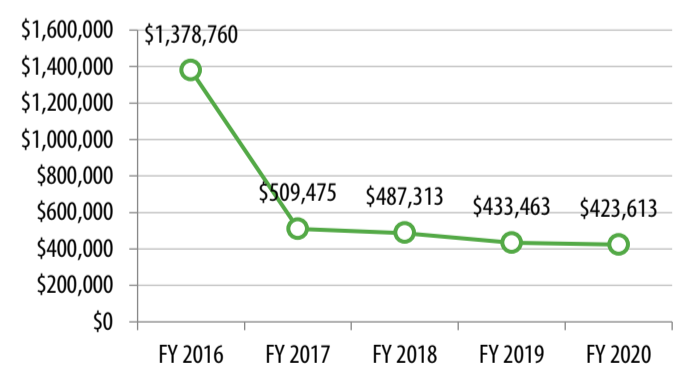
**Passengers**



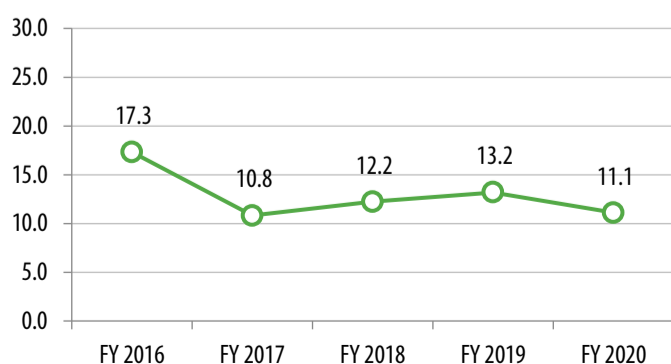
**Revenue Hours**



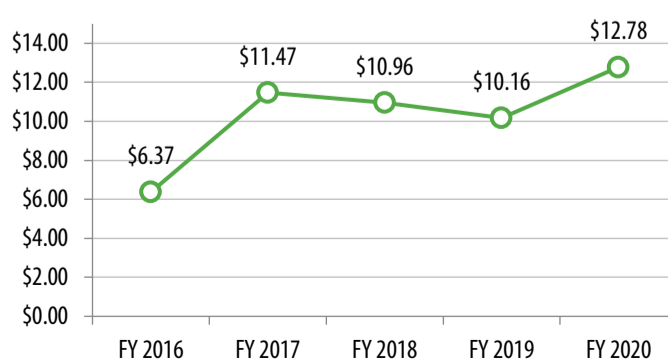
**Operating Costs**



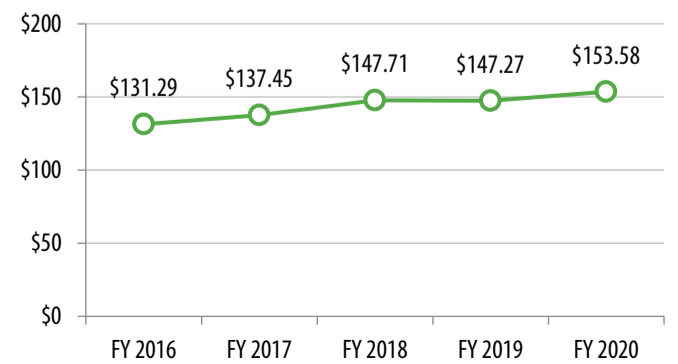
**Passengers per Revenue Hour**

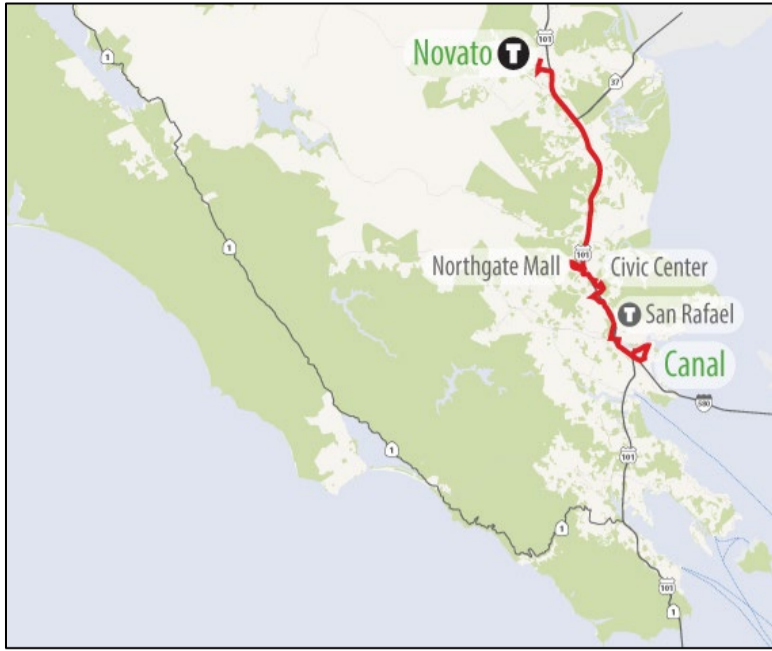


**Subsidy per Passenger**



**Cost per Revenue Hour**





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

FY 2020 Farebox Recovery: 15%  
 % transfer (to route): 32%  
 % Clipper usage: 8%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	414,248	34,521	1,631	17,412	1,451	69	225,169	18,764	886
Saturday	71,802	5,984	1,381	2,794	233	54	42,487	3,541	817
Sunday	72,052	6,004	1,201	3,213	268	54	48,746	4,062	812
<b>Total</b>	<b>558,102</b>	<b>46,509</b>	<b>1,525</b>	<b>23,418</b>	<b>1,952</b>	<b>64</b>	<b>316,401</b>	<b>26,367</b>	<b>864</b>

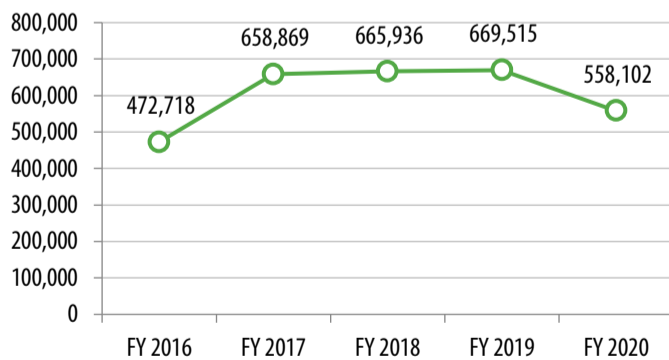
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,703,410	\$225,284	\$10,643	\$403,195	\$33,600	\$1,587	\$2,300,215	\$191,685	\$9,056
Saturday	\$436,115	\$36,343	\$8,387	\$73,468	\$6,122	\$1,413	\$362,647	\$30,221	\$6,974
Sunday	\$501,632	\$41,803	\$8,361	\$72,660	\$6,055	\$1,211	\$428,972	\$35,748	\$7,150
<b>Total</b>	<b>\$3,641,157</b>	<b>\$303,430</b>	<b>\$9,949</b>	<b>\$549,323</b>	<b>\$45,777</b>	<b>\$1,501</b>	<b>\$3,091,834</b>	<b>\$257,653</b>	<b>\$8,448</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	23.8	\$5.55		14.9%
Saturday	25.7	\$5.05		16.8%
Sunday	22.4	\$5.95		14.5%
<b>Total</b>	<b>23.8</b>	<b>\$5.54</b>	<b>\$155.48</b>	<b>15.1%</b>

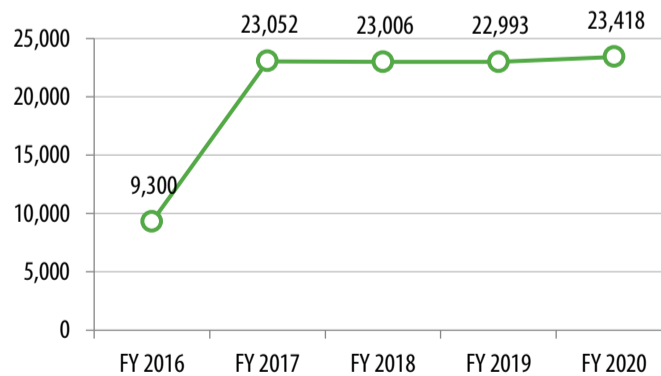
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	472,718	9,300	\$1,202,986	\$544,109	\$658,877	50.8	\$1.39	\$129.35	45.2%
FY 2017	658,869	23,052	\$3,234,308	\$729,775	\$2,504,533	28.6	\$3.80	\$140.30	22.6%
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	22,993	\$3,462,742	\$659,940	\$2,802,802	29.1	\$4.19	\$150.60	19.1%
FY 2020	558,102	23,418	\$3,641,157	\$549,323	\$3,091,834	23.8	\$5.54	\$155.48	15.1%

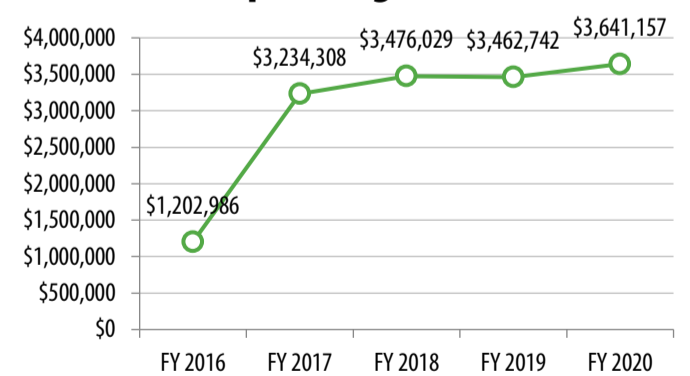
Passengers



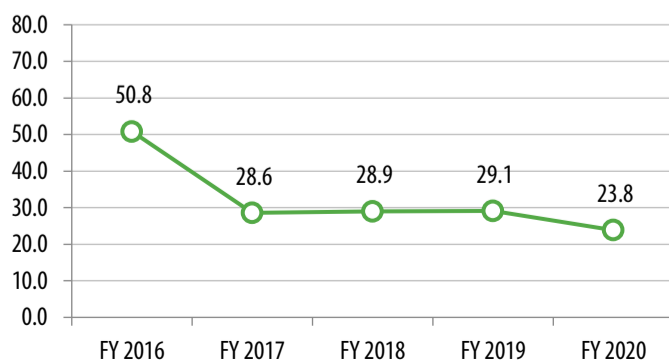
Revenue Hours



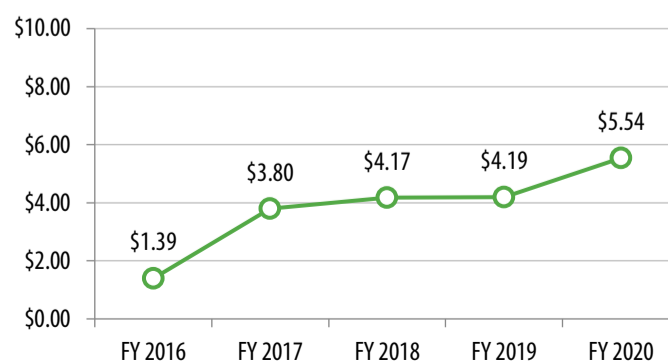
Operating Costs



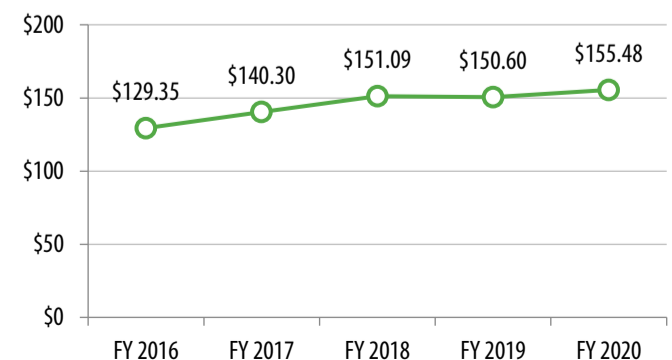
Passengers per Revenue Hour

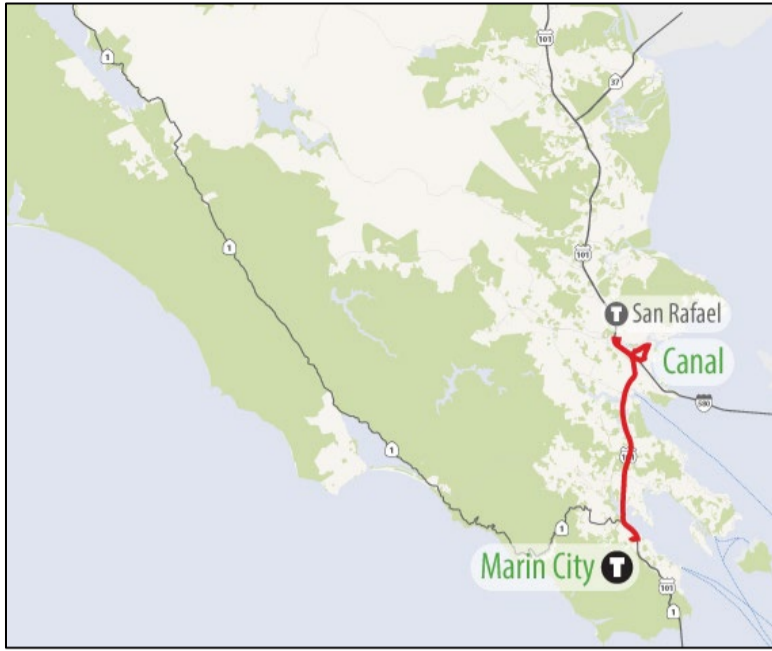


Subsidy per Passenger



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 2020 Farebox Recovery: 14%  
 % transfer (to route): 34%  
 % Clipper usage: 8%

FY 2019/20 DATA

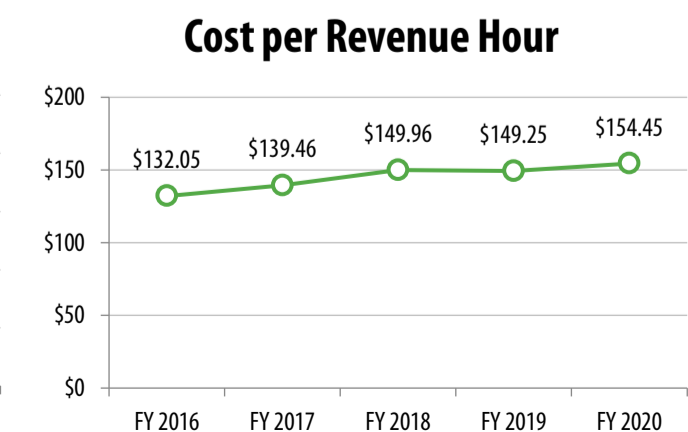
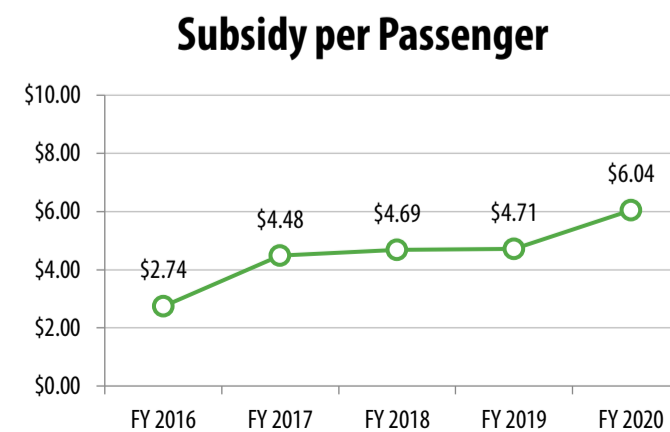
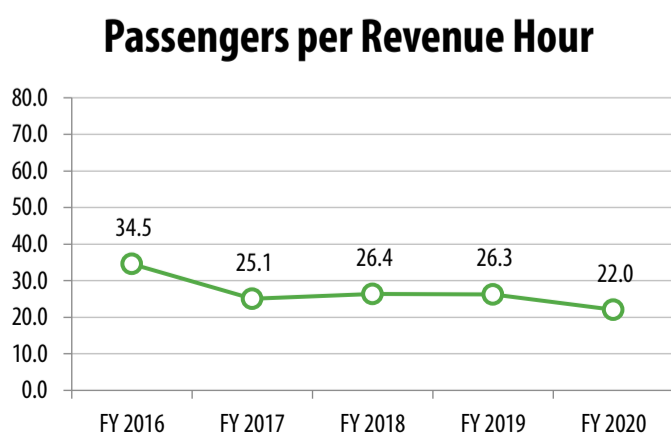
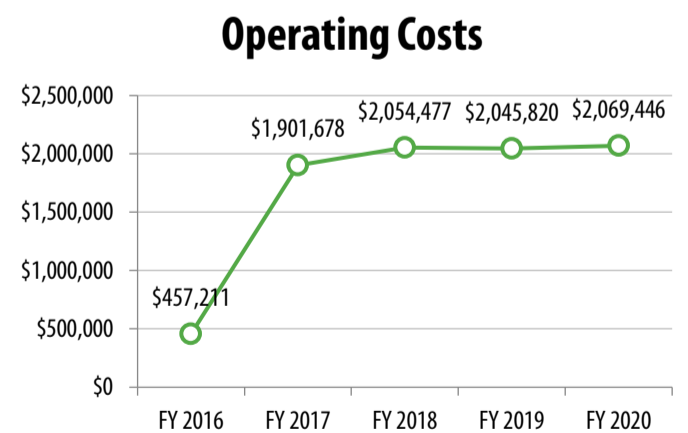
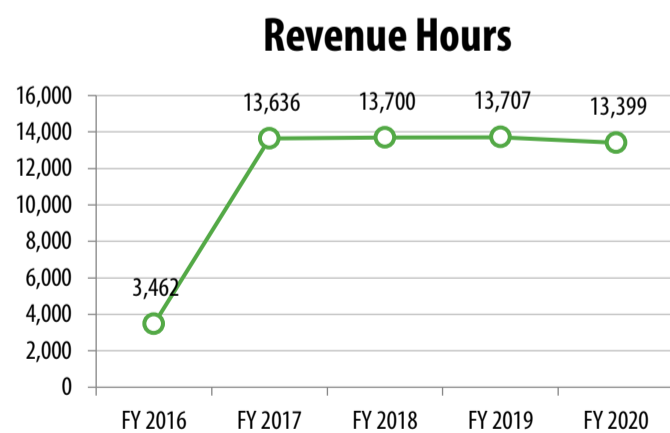
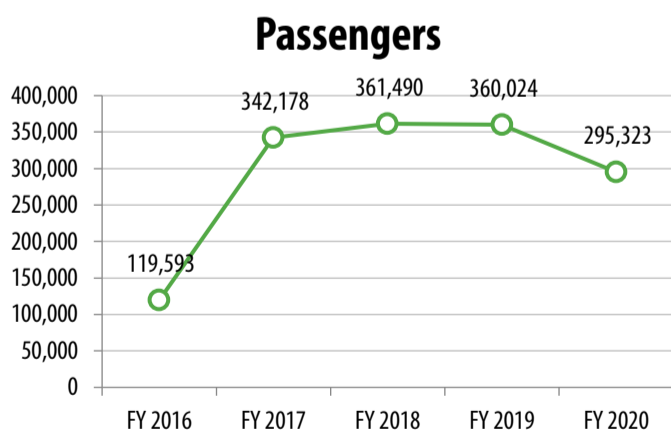
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	237,694	19,808	936	9,867	822	39	130,107	10,842	512
Saturday	28,707	2,392	552	1,645	137	32	21,681	1,807	417
Sunday	28,922	2,410	482	1,888	157	31	24,925	2,077	415
<b>Total</b>	<b>295,323</b>	<b>24,610</b>	<b>807</b>	<b>13,399</b>	<b>1,117</b>	<b>37</b>	<b>176,713</b>	<b>14,726</b>	<b>483</b>

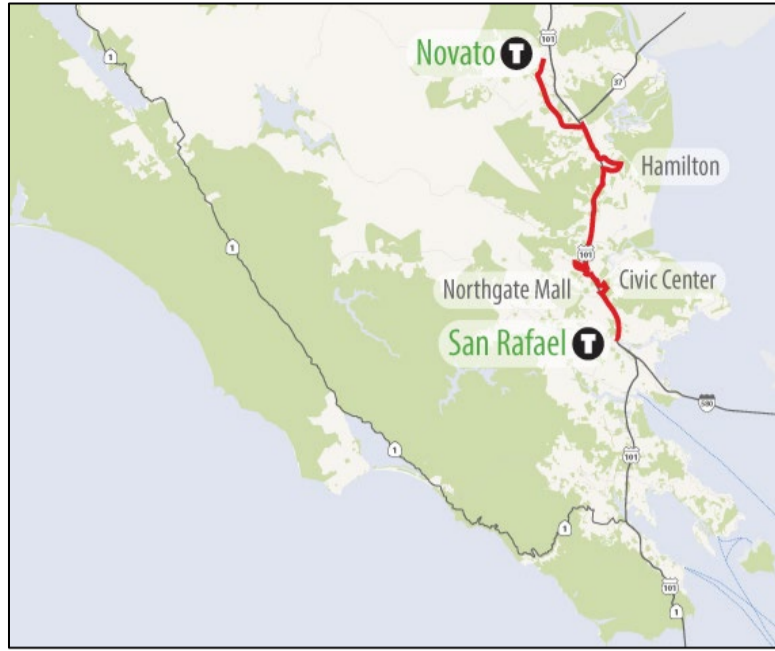
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,523,320	\$126,943	\$5,997	\$222,985	\$18,582	\$878	\$1,300,335	\$108,361	\$5,119
Saturday	\$254,160	\$21,180	\$4,888	\$30,845	\$2,570	\$593	\$223,315	\$18,610	\$4,295
Sunday	\$291,966	\$24,331	\$4,866	\$30,803	\$2,567	\$513	\$261,163	\$21,764	\$4,353
<b>Total</b>	<b>\$2,069,446</b>	<b>\$172,454</b>	<b>\$5,654</b>	<b>\$284,633</b>	<b>\$23,719</b>	<b>\$778</b>	<b>\$1,784,813</b>	<b>\$148,734</b>	<b>\$4,877</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	24.1	\$5.47		14.6%
Saturday	17.5	\$7.78		12.1%
Sunday	15.3	\$9.03		10.6%
<b>Total</b>	<b>22.0</b>	<b>\$6.04</b>	<b>\$154.45</b>	<b>13.8%</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 2016	119,593	3,462	\$457,211	\$129,715	\$327,496	34.5	\$2.74	\$132.05	28.4%
FY 2017	342,178	13,636	\$1,901,678	\$369,132	\$1,532,546	25.1	\$4.48	\$139.46	19.4%
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	\$349,952	\$1,695,868	26.3	\$4.71	\$149.25	17.1%
FY 2020	295,323	13,399	\$2,069,446	\$284,633	\$1,784,813	22.0	\$6.04	\$154.45	13.8%





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 2020 Farebox Recovery: 12%  
 % transfer (to route): 29%  
 % Clipper usage: 12%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	171,400	14,283	675	11,700	975	46	154,310	12,859	608
Saturday	17,751	1,479	341	1,534	128	29	19,280	1,607	371
Sunday	16,974	1,415	283	1,782	148	30	22,412	1,868	374
<b>Total</b>	<b>206,125</b>	<b>17,177</b>	<b>563</b>	<b>15,016</b>	<b>1,251</b>	<b>41</b>	<b>196,003</b>	<b>16,334</b>	<b>536</b>

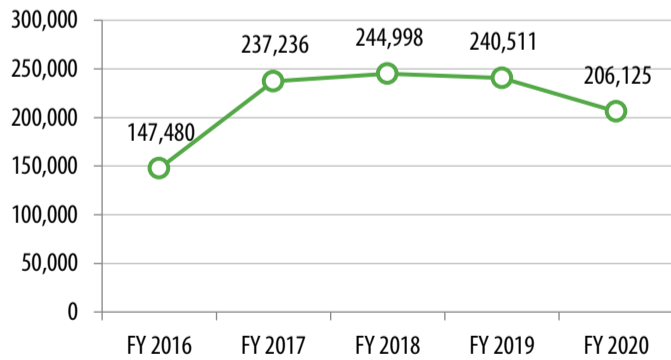
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,255,902	\$104,659	\$4,944	\$165,813	\$13,818	\$653	\$1,090,089	\$90,841	\$4,292
Saturday	\$163,686	\$13,641	\$3,148	\$17,345	\$1,445	\$334	\$146,341	\$12,195	\$2,814
Sunday	\$190,547	\$15,879	\$3,176	\$16,599	\$1,383	\$277	\$173,948	\$14,496	\$2,899
<b>Total</b>	<b>\$1,610,135</b>	<b>\$134,178</b>	<b>\$4,399</b>	<b>\$199,757</b>	<b>\$16,646</b>	<b>\$546</b>	<b>\$1,410,378</b>	<b>\$117,532</b>	<b>\$3,853</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	14.6	\$6.36		13.2%
Saturday	11.6	\$8.24		10.6%
Sunday	9.5	\$10.25		8.7%
<b>Total</b>	<b>13.7</b>	<b>\$6.84</b>	<b>\$107.23</b>	<b>12.4%</b>

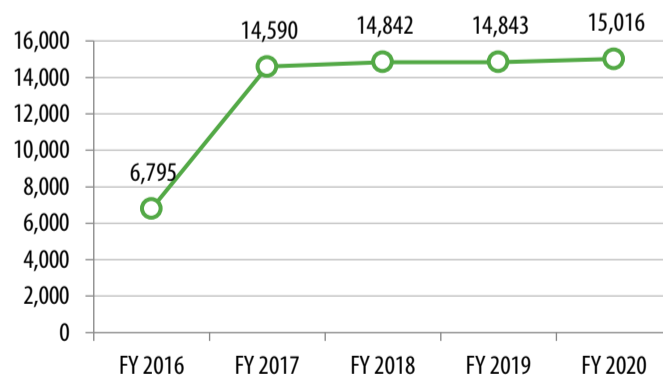
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	147,480	6,795	\$900,804	\$146,345	\$754,459	21.7	\$5.12	\$132.57	16.2%
FY 2017	237,236	14,590	\$1,264,294	\$274,498	\$989,796	16.3	\$4.17	\$86.65	21.7%
FY 2018	244,998	14,842	\$1,458,817	\$259,446	\$1,199,371	16.5	\$4.90	\$98.29	17.8%
FY 2019	240,511	14,843	\$1,526,326	\$231,323	\$1,295,003	16.2	\$5.38	\$102.83	15.2%
FY 2020	206,125	15,016	\$1,610,135	\$199,757	\$1,410,378	13.7	\$6.84	\$107.23	12.4%

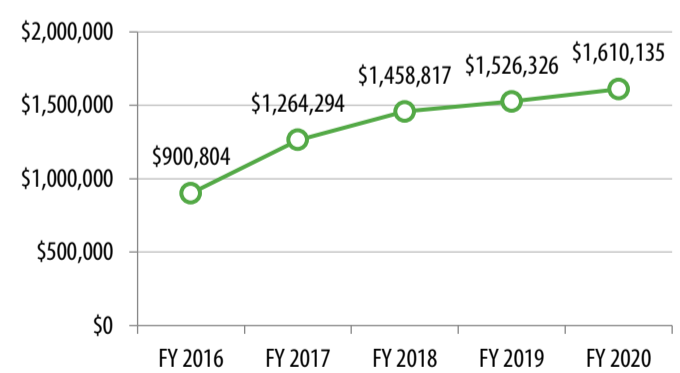
Passengers



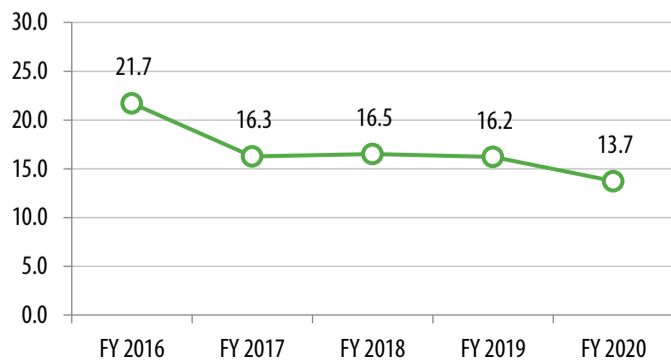
Revenue Hours



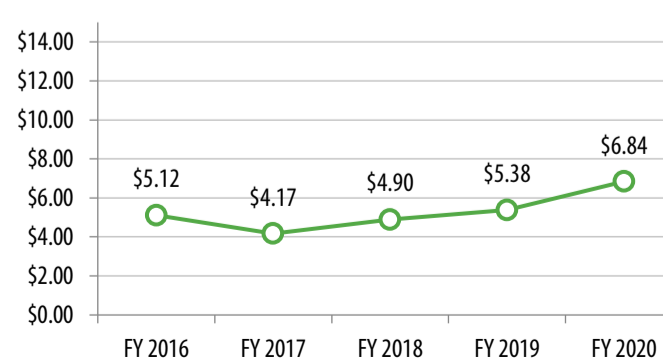
Operating Costs



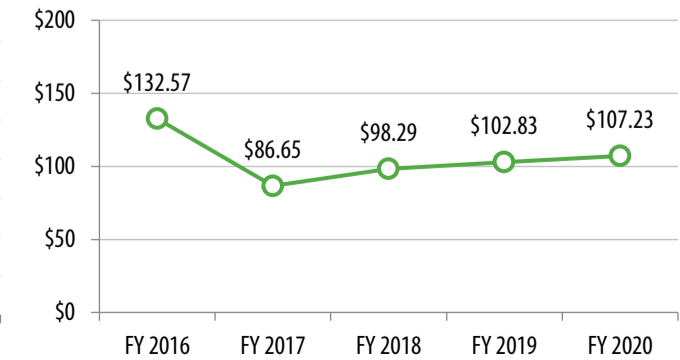
Passengers per Revenue Hour



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 2020 Farebox Recovery: 4%  
 % transfer (to route): 8%  
 % Clipper usage: 18%

FY 2019/20 DATA

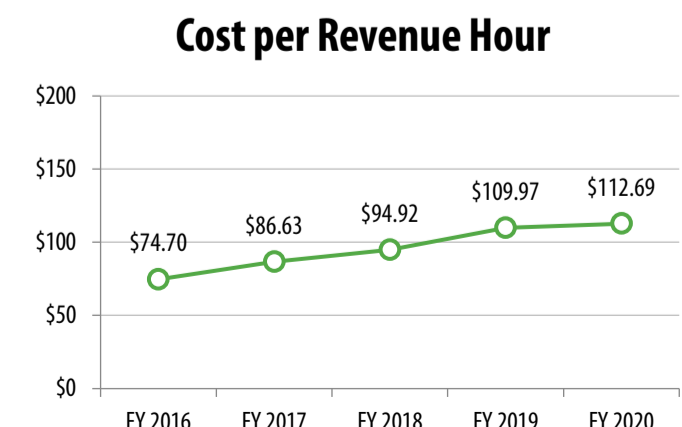
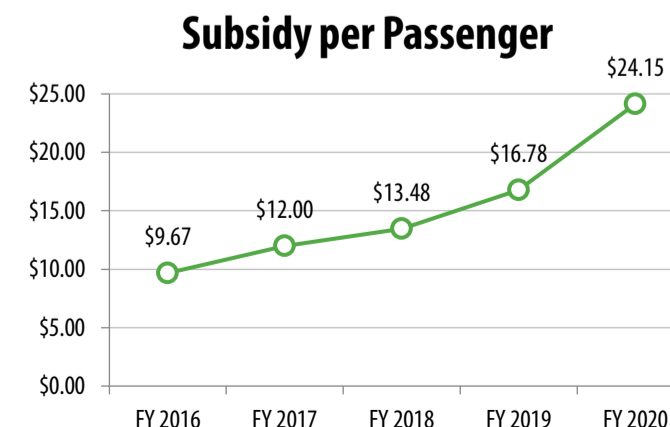
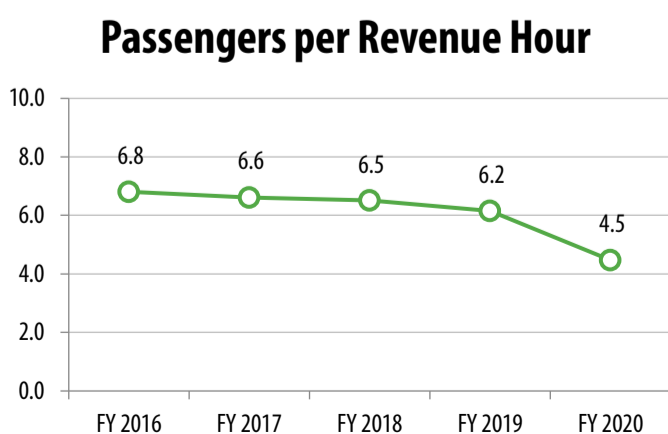
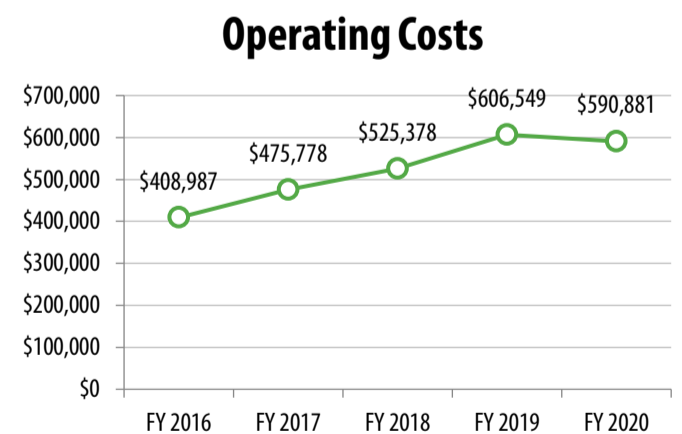
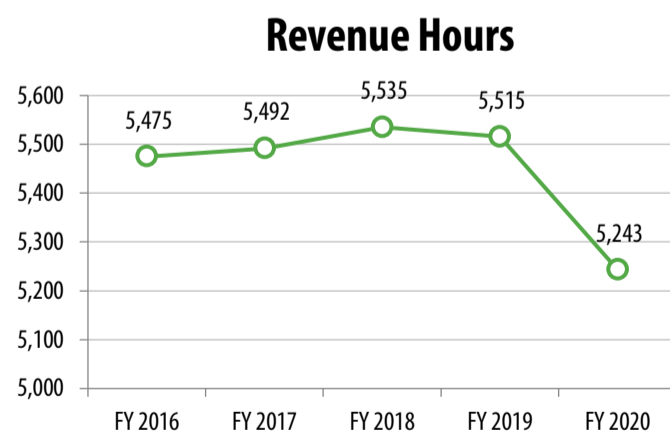
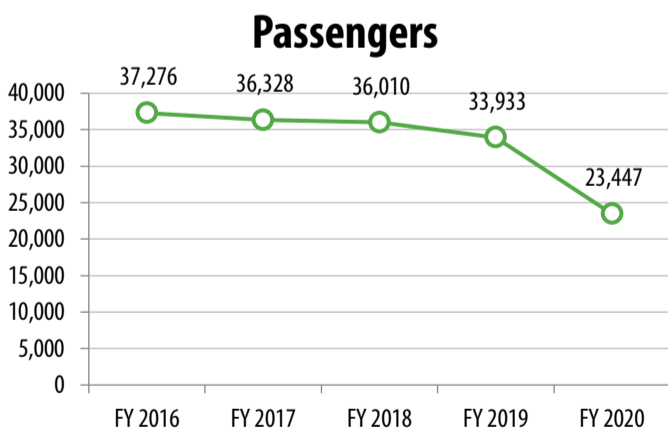
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	11,384	949	46	2,618	218	10	45,186	3,765	181
Saturday	6,107	509	117	1,220	102	23	19,332	1,611	372
Sunday	5,956	496	93	1,405	117	22	22,328	1,861	349
<b>Total</b>	<b>23,447</b>	<b>1,954</b>	<b>64</b>	<b>5,243</b>	<b>437</b>	<b>14</b>	<b>86,845</b>	<b>7,237</b>	<b>237</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$295,804	\$24,650	\$1,183	\$11,012	\$918	\$44	\$284,792	\$23,733	\$1,139
Saturday	\$137,089	\$11,424	\$2,636	\$7,044	\$587	\$135	\$130,045	\$10,837	\$2,501
Sunday	\$157,988	\$13,166	\$2,469	\$6,671	\$556	\$104	\$151,317	\$12,610	\$2,364
<b>Total</b>	<b>\$590,881</b>	<b>\$49,240</b>	<b>\$1,614</b>	<b>\$24,727</b>	<b>\$2,061</b>	<b>\$68</b>	<b>\$566,154</b>	<b>\$47,180</b>	<b>\$1,547</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	4.3	\$25.02		3.7%
Saturday	5.0	\$21.29		5.1%
Sunday	4.2	\$25.41		4.2%
<b>Total</b>	<b>4.5</b>	<b>\$24.15</b>	<b>\$112.69</b>	<b>4.2%</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 2016	37,276	5,475	\$408,987	\$48,421	\$360,566	6.8	\$9.67	\$74.70	11.8%
FY 2017	36,328	5,492	\$475,778	\$39,959	\$435,819	6.6	\$12.00	\$86.63	8.4%
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	\$37,278	\$569,271	6.2	\$16.78	\$109.97	6.1%
FY 2020	23,447	5,243	\$590,881	\$24,727	\$566,154	4.5	\$24.15	\$112.69	4.2%





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

FY 2020 Farebox Recovery: 30%  
 % transfer (to route): 1%  
 % Clipper usage: 0%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	17,986	5,995	600	583	194	19	7,838	2,613	261
Saturday	38,163	4,240	1,122	1,665	185	49	21,104	2,345	621
Sunday	45,676	5,075	914	2,092	232	42	26,329	2,925	527
<b>Total</b>	<b>101,825</b>	<b>11,314</b>	<b>893</b>	<b>4,340</b>	<b>482</b>	<b>38</b>	<b>55,271</b>	<b>6,141</b>	<b>485</b>

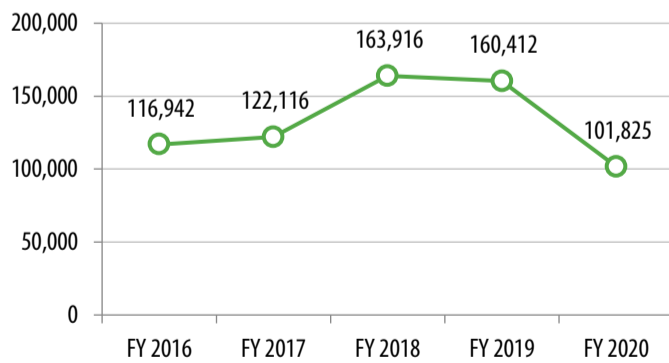
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$99,538	\$33,179	\$3,318	\$4,984	\$1,661	\$166	\$94,554	\$31,518	\$3,152
Saturday	\$496,034	\$55,115	\$14,589	\$104,088	\$11,565	\$3,061	\$391,946	\$43,550	\$11,528
Sunday	\$410,602	\$45,622	\$8,212	\$197,777	\$21,975	\$3,956	\$212,825	\$23,647	\$4,257
<b>Total</b>	<b>\$1,006,174</b>	<b>\$111,797</b>	<b>\$8,826</b>	<b>\$306,849</b>	<b>\$34,094</b>	<b>\$2,692</b>	<b>\$699,325</b>	<b>\$77,703</b>	<b>\$6,134</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	30.8	\$5.26		5.0%
Saturday	22.9	\$10.27		21.0%
Sunday	21.8	\$4.66		48.2%
<b>Total</b>	<b>23.5</b>	<b>\$6.87</b>	<b>\$231.85</b>	<b>30.5%</b>

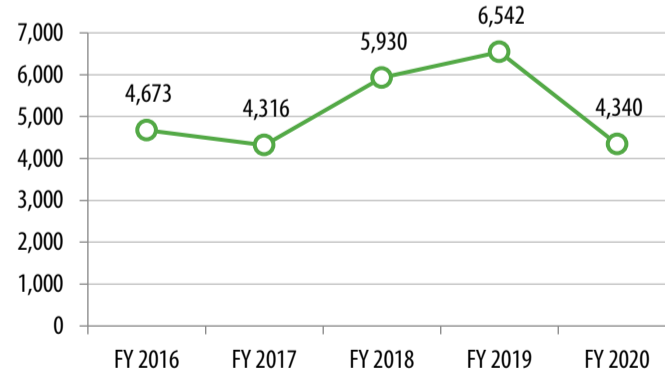
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	116,942	4,673	\$531,384	\$245,779	\$285,605	25.0	\$2.44	\$113.73	46.3%
FY 2017	122,116	4,316	\$473,726	\$249,748	\$223,978	28.3	\$1.83	\$109.75	52.7%
FY 2018	163,916	5,930	\$739,882	\$365,872	\$374,010	27.6	\$2.28	\$124.77	49.5%
FY 2019	160,412	6,542	\$1,102,236	\$447,315	\$654,921	24.5	\$4.08	\$168.48	40.6%
FY 2020	101,825	4,340	\$1,006,174	\$306,849	\$699,325	23.5	\$6.87	\$231.85	30.5%

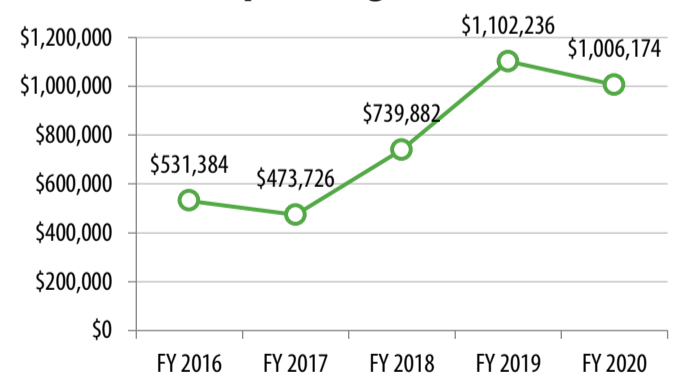
**Passengers**



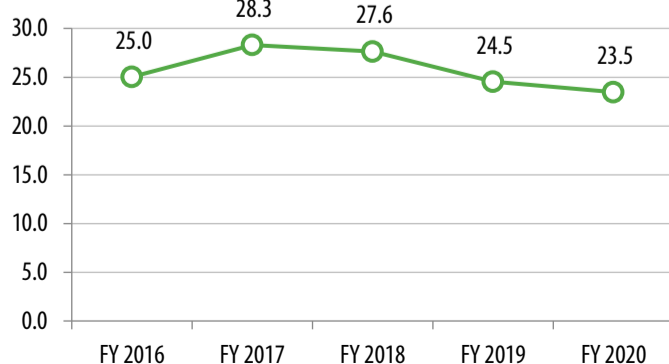
**Revenue Hours**



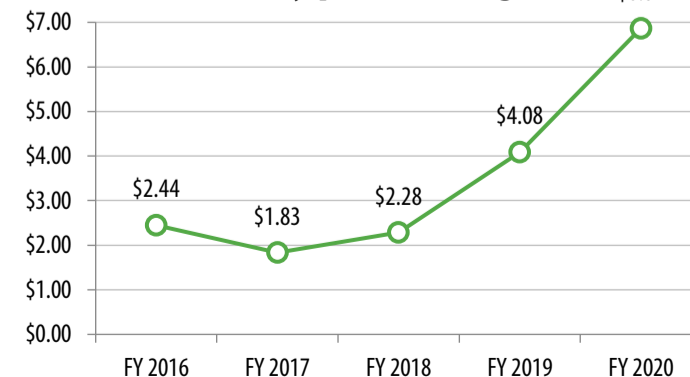
**Operating Costs**



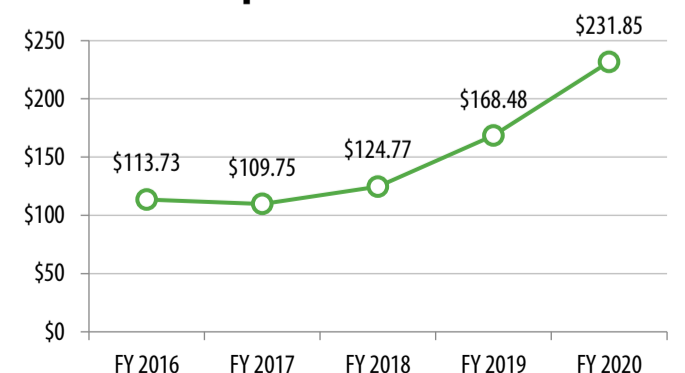
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**





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

FY 2020 Farebox Recovery: **5%**  
 % transfer (to route): **24%**  
 % Clipper usage: **13%**



	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	50,158	4,180	201	7,235	603	29	132,630	11,052	531
Saturday	8,426	702	162	1,546	129	30	28,123	2,344	541
Sunday	8,255	688	129	1,897	158	30	34,498	2,875	539
<b>Total</b>	<b>66,839</b>	<b>5,570</b>	<b>183</b>	<b>10,677</b>	<b>890</b>	<b>29</b>	<b>195,250</b>	<b>16,271</b>	<b>533</b>

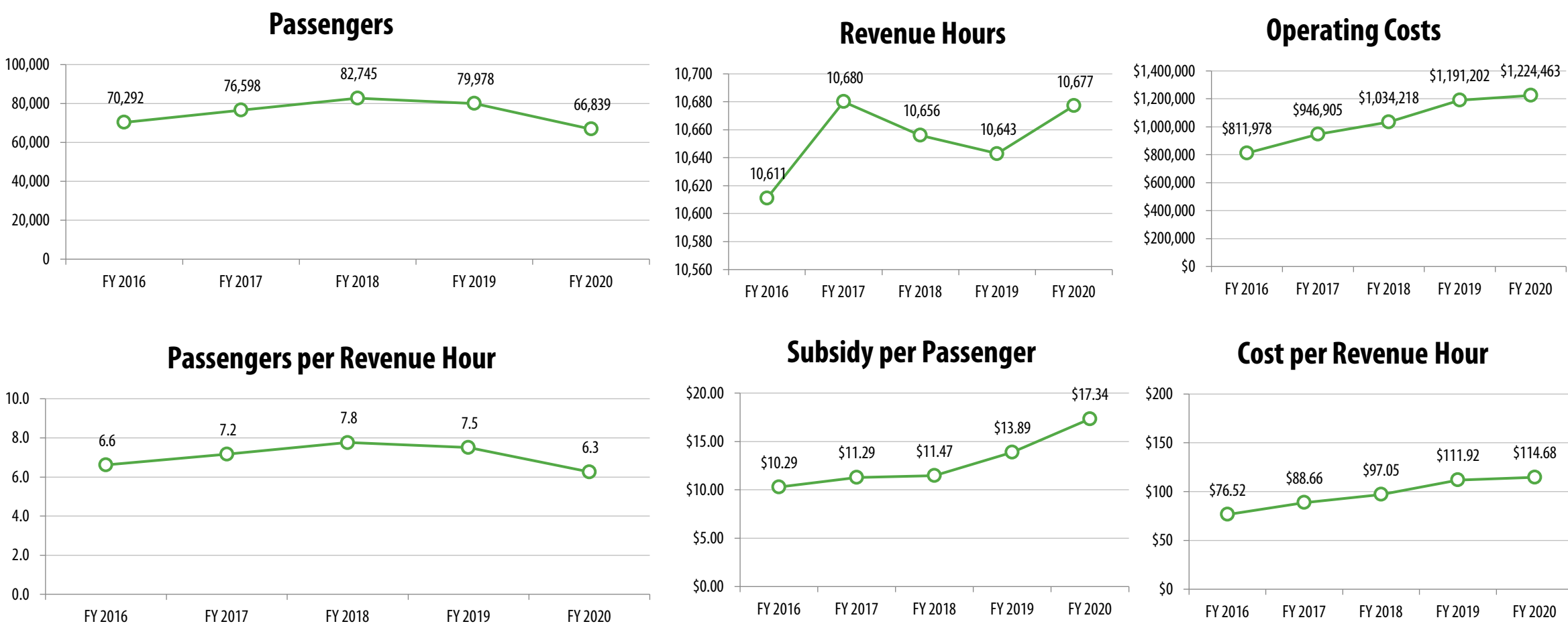
  

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$830,036	\$69,170	\$3,320	\$49,409	\$4,117	\$198	\$780,627	\$65,052	\$3,123
Saturday	\$177,087	\$14,757	\$3,406	\$8,480	\$707	\$163	\$168,607	\$14,051	\$3,242
Sunday	\$217,340	\$18,112	\$3,396	\$7,888	\$657	\$123	\$209,452	\$17,454	\$3,273
<b>Total</b>	<b>\$1,224,463</b>	<b>\$102,039</b>	<b>\$3,346</b>	<b>\$65,777</b>	<b>\$5,481</b>	<b>\$180</b>	<b>\$1,158,686</b>	<b>\$96,557</b>	<b>\$3,166</b>

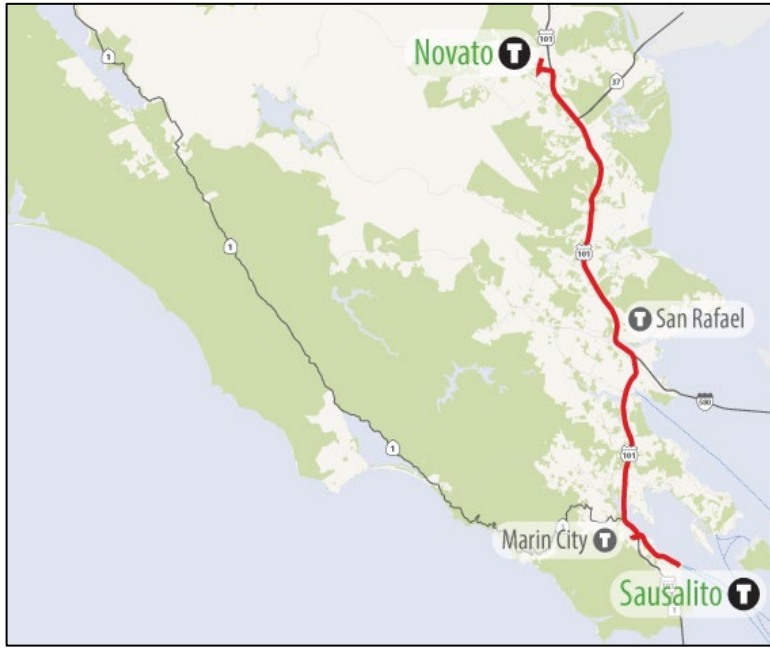
	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.9	\$15.56		6.0%
Saturday	5.5	\$20.01		4.8%
Sunday	4.4	\$25.37		3.6%
<b>Total</b>	<b>6.3</b>	<b>\$17.34</b>	<b>\$114.68</b>	<b>5.4%</b>

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	70,292	10,611	\$811,978	\$88,808	\$723,170	6.6	\$10.29	\$76.52	10.9%
FY 2017	76,598	10,680	\$946,905	\$82,448	\$864,457	7.2	\$11.29	\$88.66	8.7%
FY 2018	82,745	10,656	\$1,034,218	\$85,312	\$948,906	7.8	\$11.47	\$97.05	8.2%
FY 2019	79,978	10,643	\$1,191,202	\$80,224	\$1,110,978	7.5	\$13.89	\$111.92	6.7%
FY 2020	66,839	10,677	\$1,224,463	\$65,777	\$1,158,686	6.3	\$17.34	\$114.68	5.4%



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

FY 2020 Farebox Recovery: **10%**  
% transfer (to route): **46%**  
% Clipper usage: **18%**



	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	93,586	7,799	368	7,313	609	29	160,232	13,353	631
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>93,586</b>	<b>7,799</b>	<b>368</b>	<b>7,313</b>	<b>609</b>	<b>29</b>	<b>160,232</b>	<b>13,353</b>	<b>631</b>

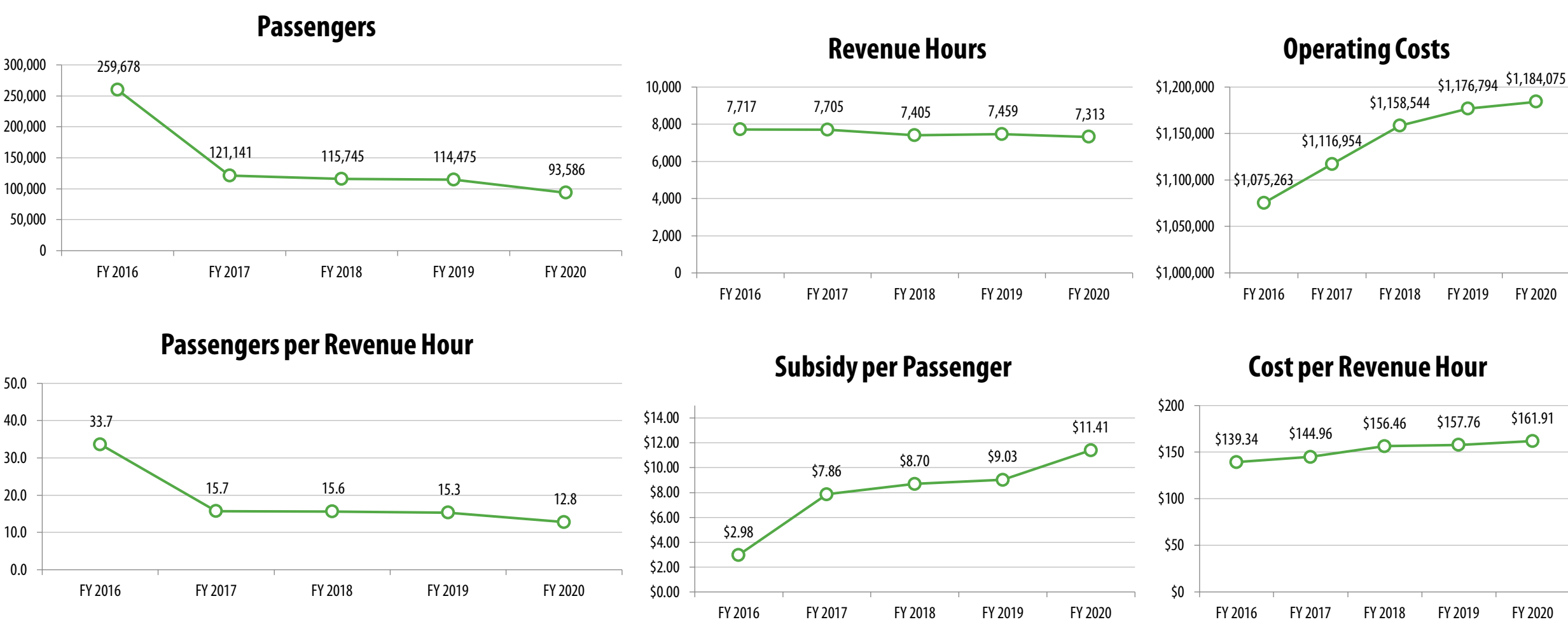
  

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,184,075	\$98,673	\$4,662	\$116,298	\$9,692	\$458	\$1,067,777	\$88,981	\$4,204
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$1,184,075</b>	<b>\$98,673</b>	<b>\$4,662</b>	<b>\$116,298</b>	<b>\$9,692</b>	<b>\$458</b>	<b>\$1,067,777</b>	<b>\$88,981</b>	<b>\$4,204</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	12.8	\$11.41	\$161.91	9.8%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>12.8</b>	<b>\$11.41</b>	<b>\$161.91</b>	<b>9.8%</b>

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	259,678	7,717	\$1,075,263	\$300,186	\$775,077	33.7	\$2.98	\$139.34	27.9%
FY 2017	121,141	7,705	\$1,116,954	\$164,963	\$951,991	15.7	\$7.86	\$144.96	14.8%
FY 2018	115,745	7,405	\$1,158,544	\$151,857	\$1,006,687	15.6	\$8.70	\$156.46	13.1%
FY 2019	114,475	7,459	\$1,176,794	\$142,918	\$1,033,876	15.3	\$9.03	\$157.76	12.1%
FY 2020	93,586	7,313	\$1,184,075	\$116,298	\$1,067,777	12.8	\$11.41	\$161.91	9.8%





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 3 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 19%  
 % transfer (to route): 0%  
 % Clipper usage: 6%

FY 2019/20 DATA

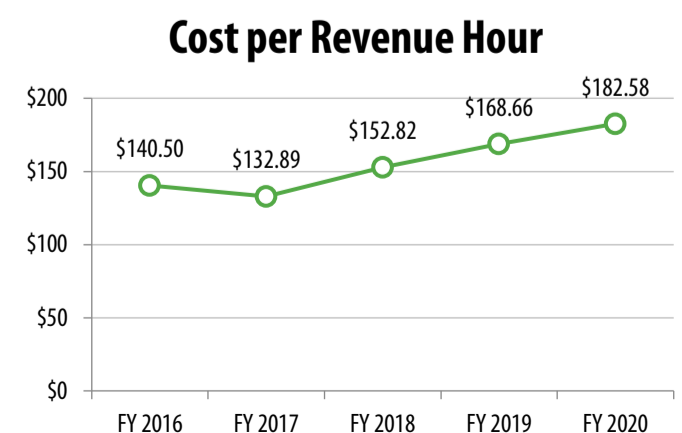
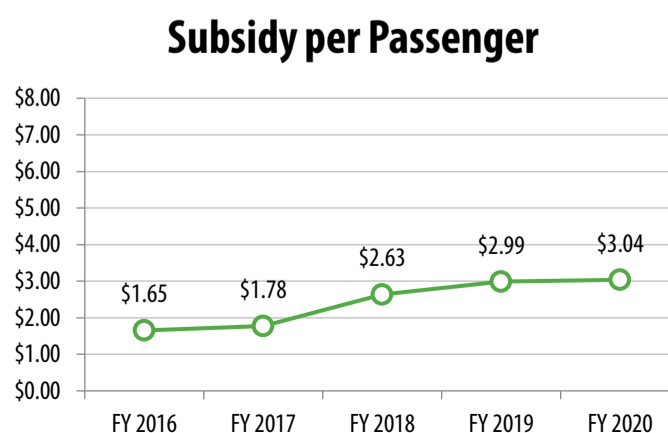
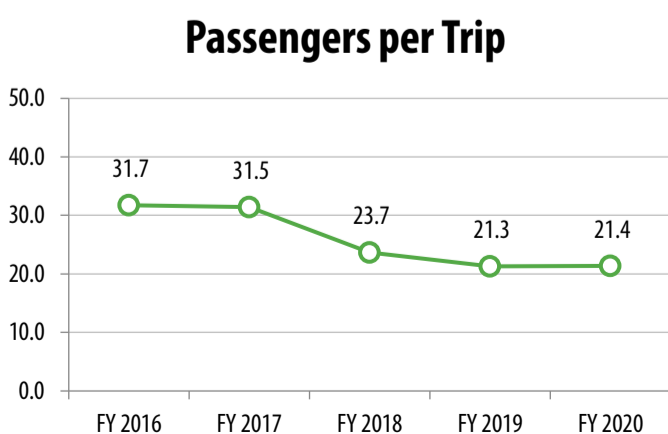
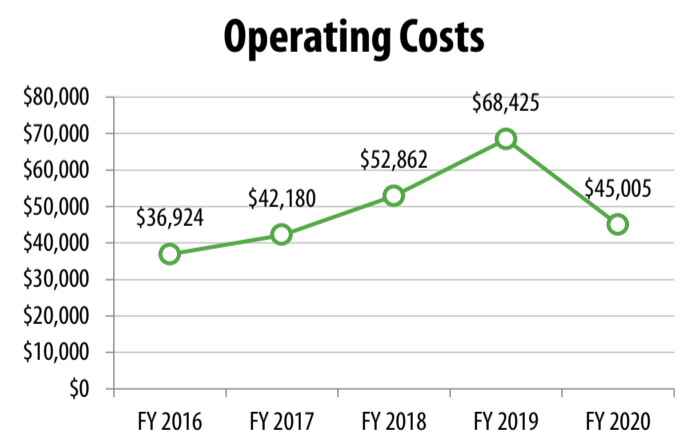
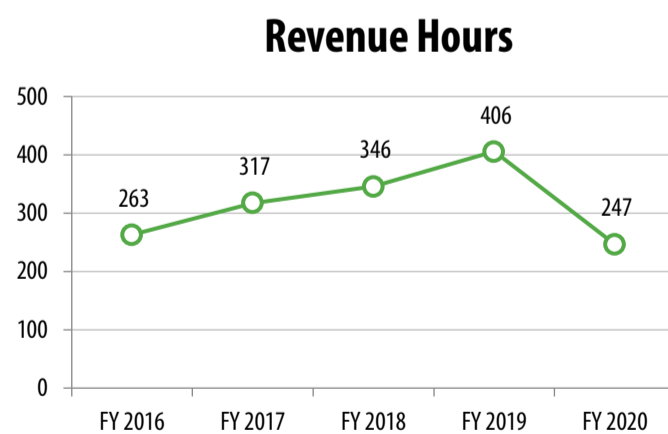
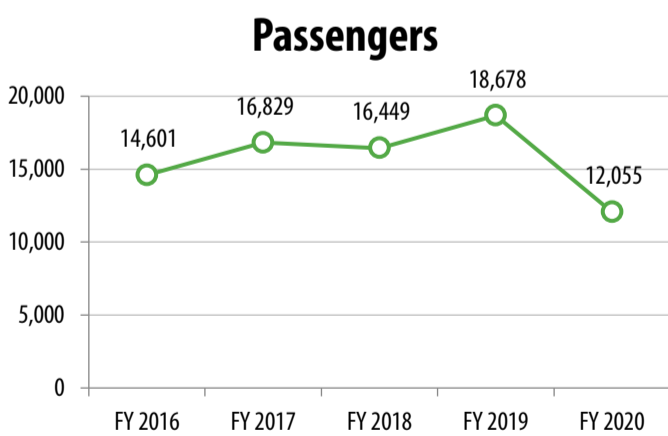
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	12,055	1,507	102	247	31	2	2,525	316	21
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>12,055</b>	<b>1,507</b>	<b>102</b>	<b>247</b>	<b>31</b>	<b>2</b>	<b>2,525</b>	<b>316</b>	<b>21</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$45,005	\$5,626	\$381	\$8,395	\$1,049	\$71	\$36,610	\$4,576	\$310
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$45,005</b>	<b>\$5,626</b>	<b>\$381</b>	<b>\$8,395</b>	<b>\$1,049</b>	<b>\$71</b>	<b>\$36,610</b>	<b>\$4,576</b>	<b>\$310</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	17.3	\$3.04	\$182.58	18.7%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>17.3</b>	<b>\$3.04</b>	<b>\$182.58</b>	<b>18.7%</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 2016	14,601	263	\$36,924	\$12,809	\$24,115	31.7	\$1.65	\$140.50	34.7%
FY 2017	16,829	317	\$42,180	\$12,227	\$29,953	31.5	\$1.78	\$132.89	29.0%
FY 2018	16,449	346	\$52,862	\$9,533	\$43,329	23.7	\$2.63	\$152.82	18.0%
FY 2019	18,678	406	\$68,425	\$12,625	\$55,800	21.3	\$2.99	\$168.66	18.5%
FY 2020	12,055	247	\$45,005	\$8,395	\$36,610	21.4	\$3.04	\$182.58	18.7%



Days of Service: School Days  
 Avg Freq (Wkdy Peak): 5 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 9%  
 % transfer (to route): 3%  
 % Clipper usage: 6%



FY 2019/20 DATA

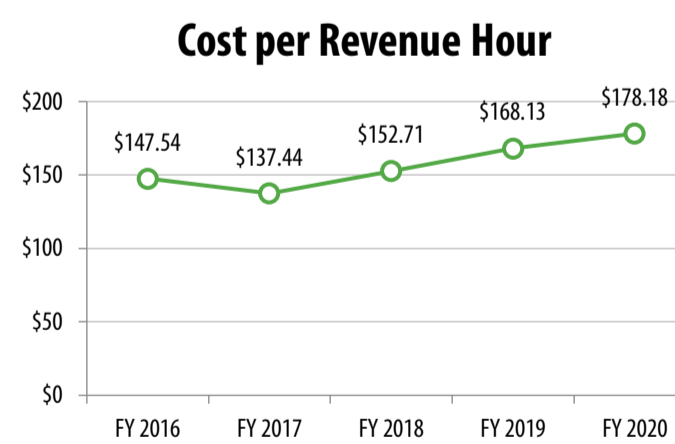
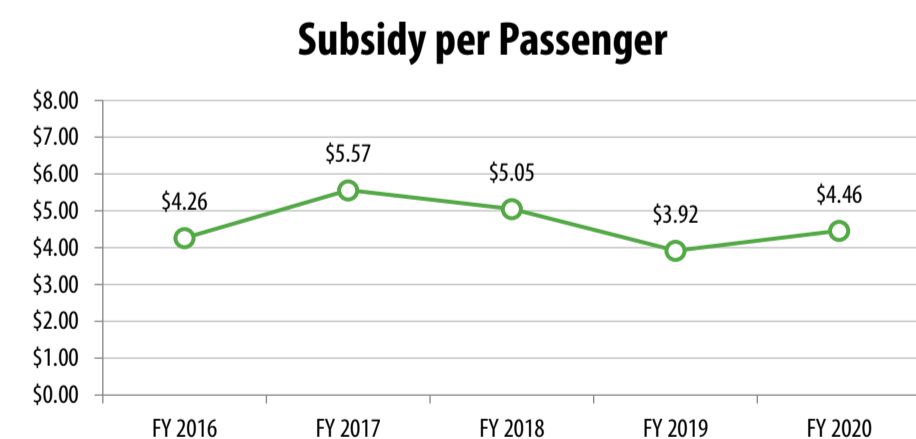
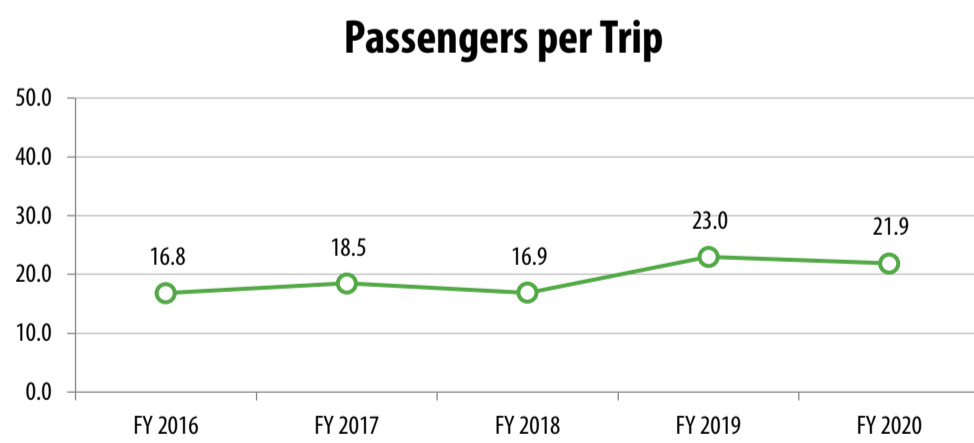
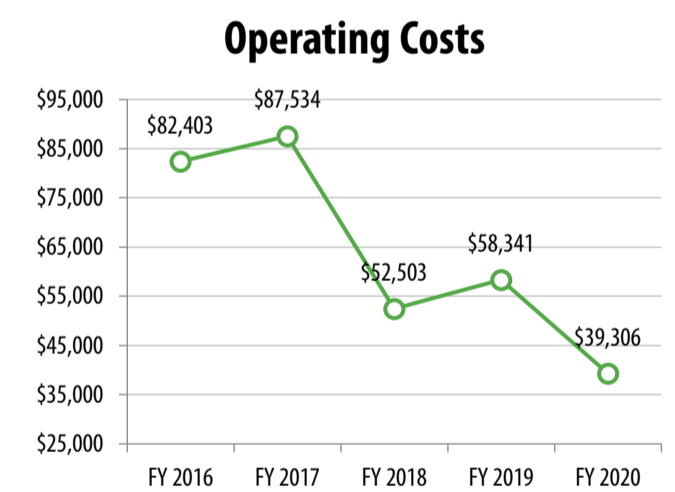
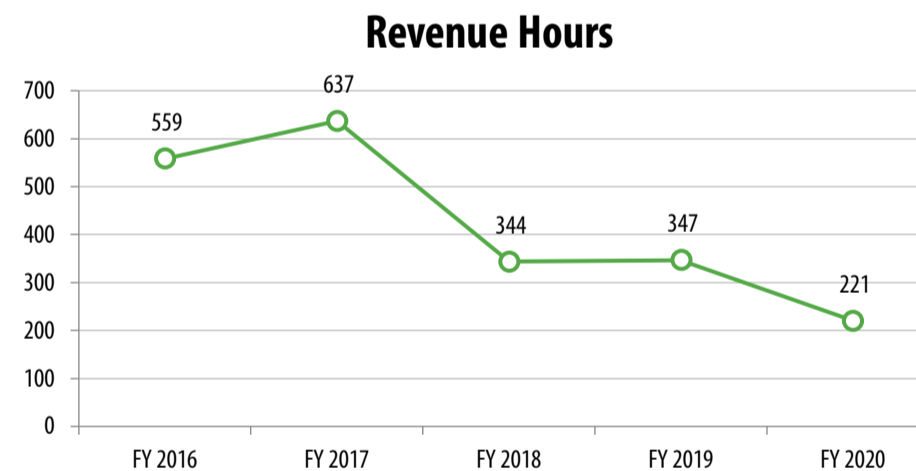
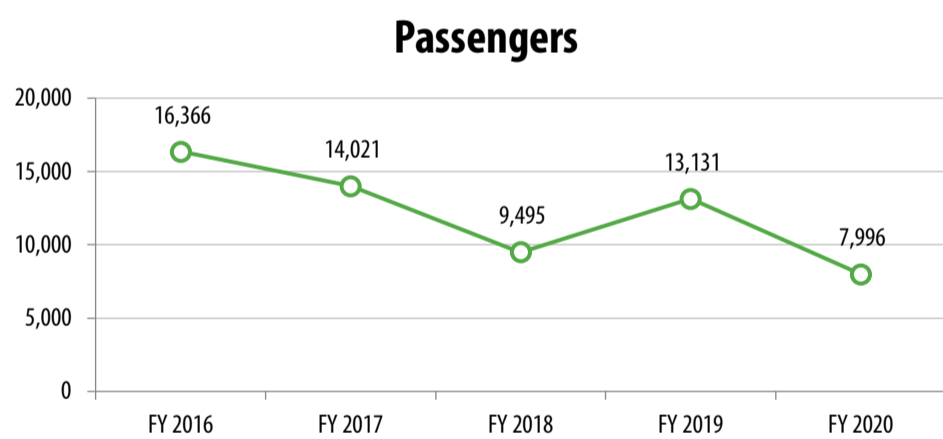
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	7,996	1,000	66	221	28	2	2,622	328	21
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>7,996</b>	<b>1,000</b>	<b>66</b>	<b>221</b>	<b>28</b>	<b>2</b>	<b>2,622</b>	<b>328</b>	<b>21</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$39,306	\$4,913	\$322	\$3,635	\$454	\$30	\$35,671	\$4,459	\$292
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$39,306</b>	<b>\$4,913</b>	<b>\$322</b>	<b>\$3,635</b>	<b>\$454</b>	<b>\$30</b>	<b>\$35,671</b>	<b>\$4,459</b>	<b>\$292</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	14.2	\$4.46		9.2%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>14.2</b>	<b>\$4.46</b>	<b>\$178.18</b>	<b>9.2%</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 2016	16,366	559	\$82,403	\$12,638	\$69,765	16.8	\$4.26	\$147.54	15.3%
FY 2017	14,021	637	\$87,534	\$9,504	\$78,030	18.5	\$5.57	\$137.44	10.9%
FY 2018	9,495	344	\$52,503	\$4,578	\$47,925	16.9	\$5.05	\$152.71	8.7%
FY 2019	13,131	347	\$58,341	\$6,851	\$51,490	23.0	\$3.92	\$168.13	11.7%
FY 2020	7,996	221	\$39,306	\$3,635	\$35,671	21.9	\$4.46	\$178.18	9.2%





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

FY 2020 Farebox Recovery: 12%  
 % transfer (to route): 0%  
 % Clipper usage: 3%

FY 2019/20 DATA

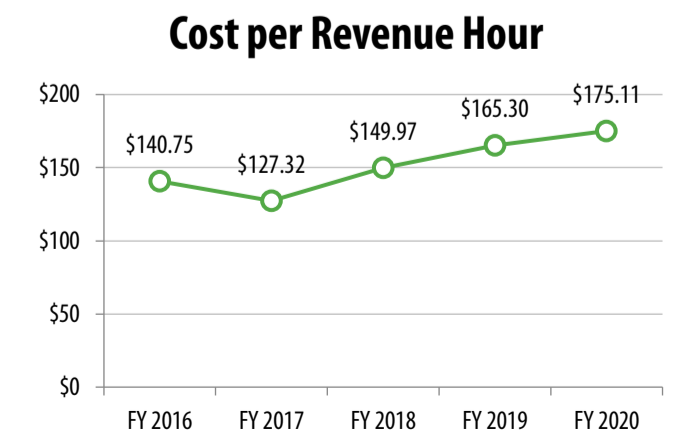
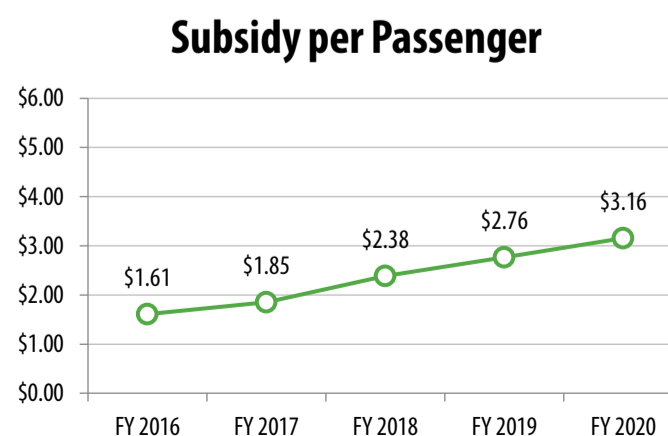
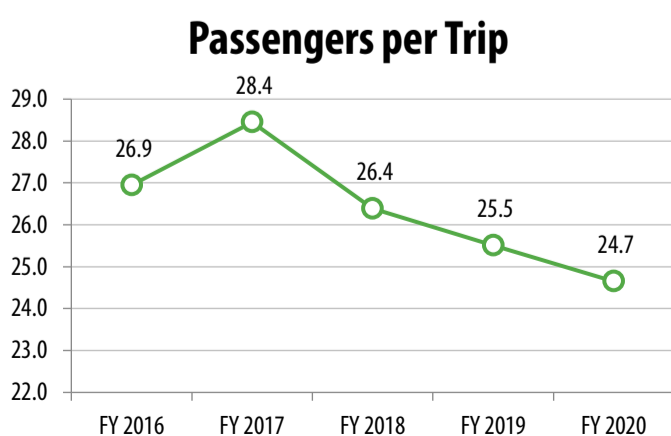
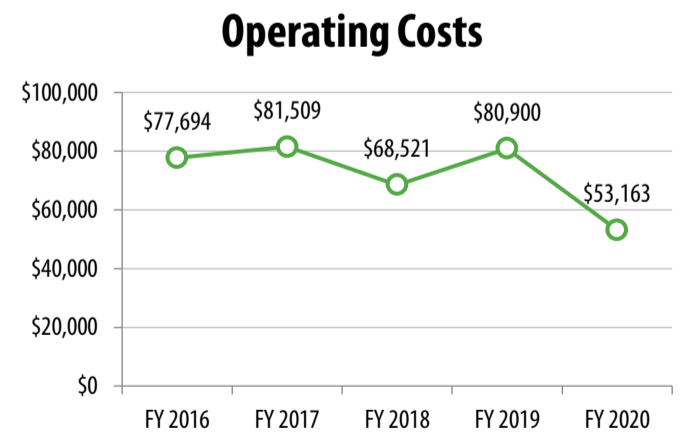
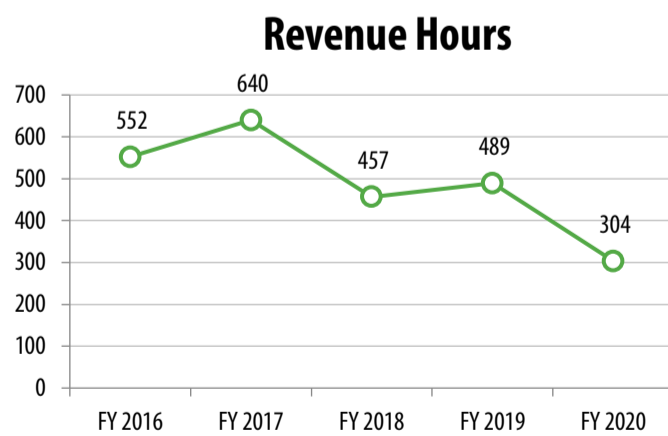
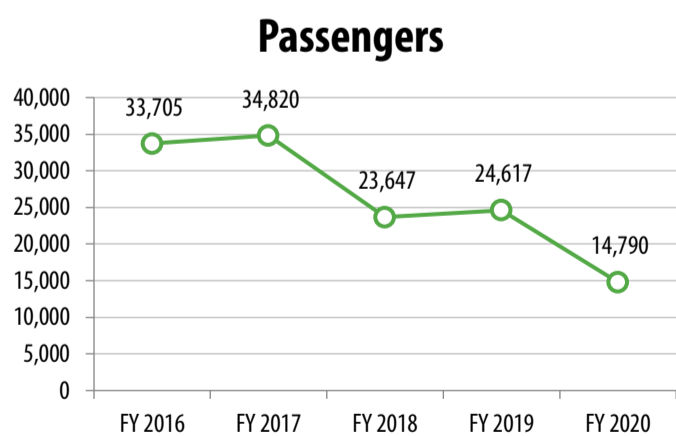
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	14,790	1,849	123	304	38	3	2,184	273	18
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>14,790</b>	<b>1,849</b>	<b>123</b>	<b>304</b>	<b>38</b>	<b>3</b>	<b>2,184</b>	<b>273</b>	<b>18</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$53,163	\$6,645	\$443	\$6,497	\$812	\$54	\$46,666	\$5,833	\$389
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$53,163</b>	<b>\$6,645</b>	<b>\$443</b>	<b>\$6,497</b>	<b>\$812</b>	<b>\$54</b>	<b>\$46,666</b>	<b>\$5,833</b>	<b>\$389</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	16.5	\$3.16	\$175.11	12.2%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>16.5</b>	<b>\$3.16</b>	<b>\$175.11</b>	<b>12.2%</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 2016	33,705	552	\$77,694	\$23,478	\$54,216	26.9	\$1.61	\$140.75	30.2%
FY 2017	34,820	640	\$81,509	\$17,140	\$64,369	28.4	\$1.85	\$127.32	21.0%
FY 2018	23,647	457	\$68,521	\$12,134	\$56,387	26.4	\$2.38	\$149.97	17.7%
FY 2019	24,617	489	\$80,900	\$12,837	\$68,063	25.5	\$2.76	\$165.30	15.9%
FY 2020	14,790	304	\$53,163	\$6,497	\$46,666	24.7	\$3.16	\$175.11	12.2%





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 5 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 21%  
 % transfer (to route): 0%  
 % Clipper usage: 9%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	24,474	3,059	207	425	53	4	6,327	791	54
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>24,474</b>	<b>3,059</b>	<b>207</b>	<b>425</b>	<b>53</b>	<b>4</b>	<b>6,327</b>	<b>791</b>	<b>54</b>

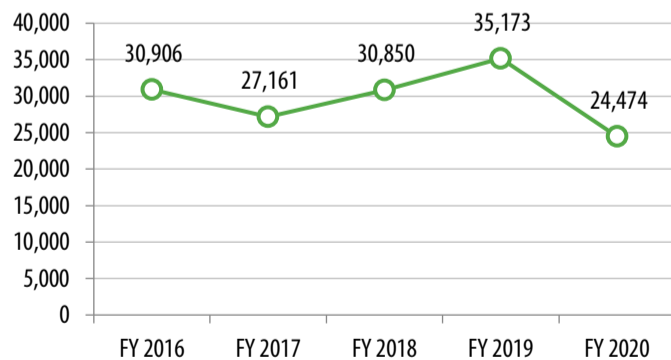
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$79,049	\$9,881	\$670	\$16,479	\$2,060	\$140	\$62,570	\$7,821	\$530
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$79,049</b>	<b>\$9,881</b>	<b>\$670</b>	<b>\$16,479</b>	<b>\$2,060</b>	<b>\$140</b>	<b>\$62,570</b>	<b>\$7,821</b>	<b>\$530</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	21.0	\$2.56	\$186.17	20.8%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>21.0</b>	<b>\$2.56</b>	<b>\$186.17</b>	<b>20.8%</b>

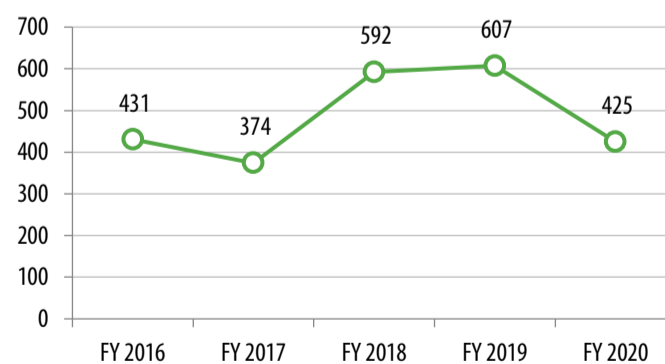
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	30,906	431	\$68,366	\$28,456	\$39,910	31.7	\$1.29	\$158.77	41.6%
FY 2017	27,161	374	\$56,273	\$18,859	\$37,414	31.3	\$1.38	\$150.58	33.5%
FY 2018	30,850	592	\$95,816	\$20,918	\$74,898	26.5	\$2.43	\$161.80	21.8%
FY 2019	35,173	607	\$107,220	\$26,421	\$80,799	29.4	\$2.30	\$176.55	24.6%
FY 2020	24,474	425	\$79,049	\$16,479	\$62,570	32.5	\$2.56	\$186.17	20.8%

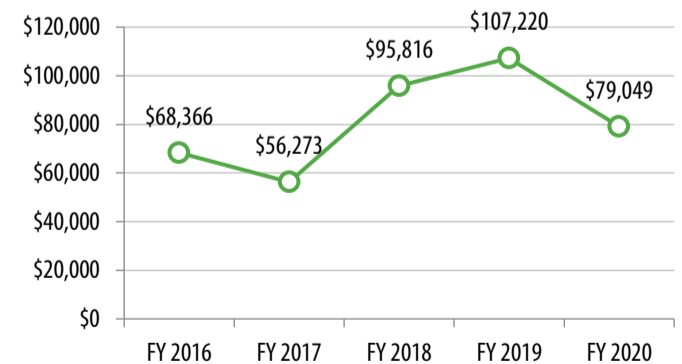
**Passengers**



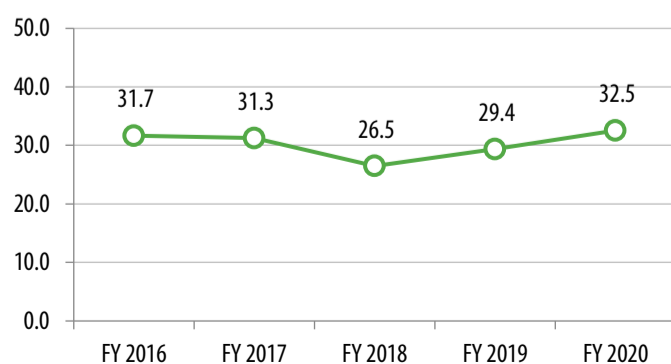
**Revenue Hours**



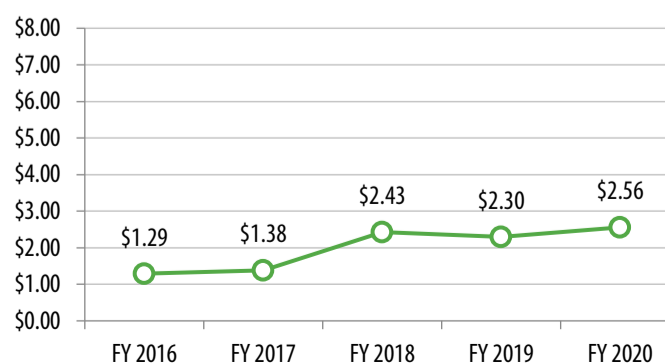
**Operating Costs**



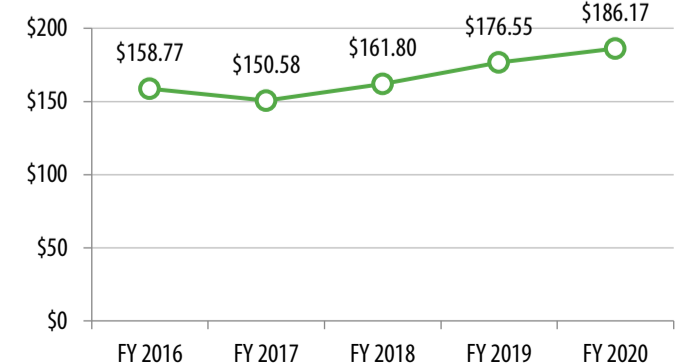
**Passengers per Trip**



**Subsidy per Passenger**



**Cost per Revenue Hour**





Days of Service: Wkdy  
 Avg Freq (Wkdy Peak): -  
 Avg Freq (Wkdy Non-Peak): 30 min  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 40%  
 % transfer (to route): 30%  
 % Clipper usage: 8%

FY 2019/20 DATA

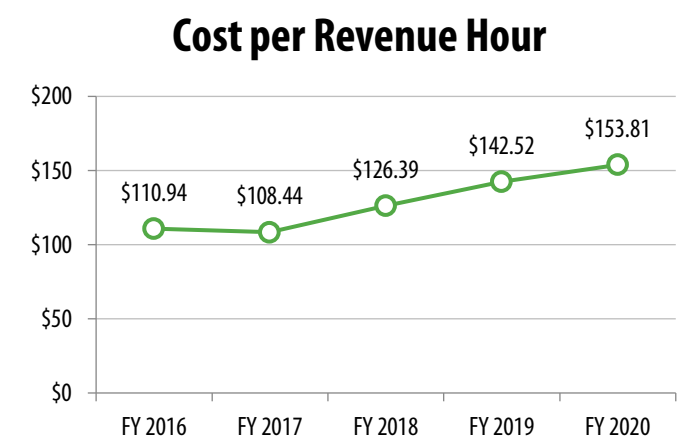
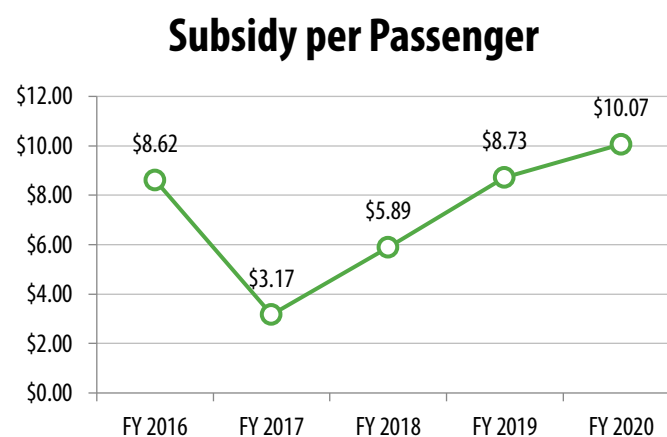
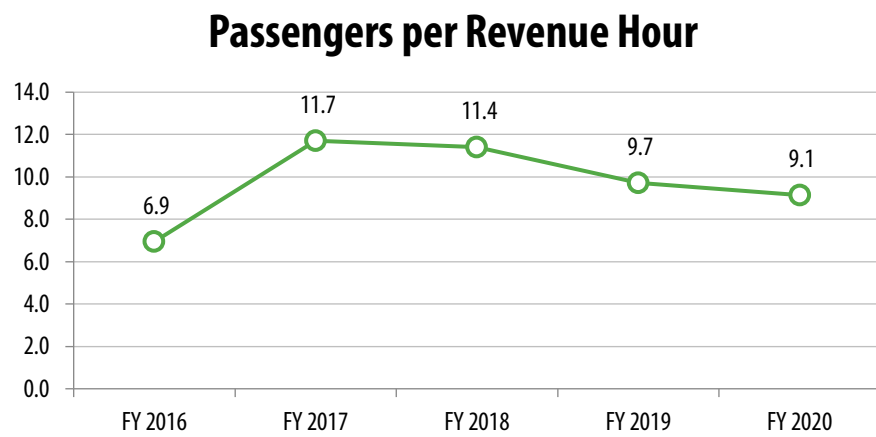
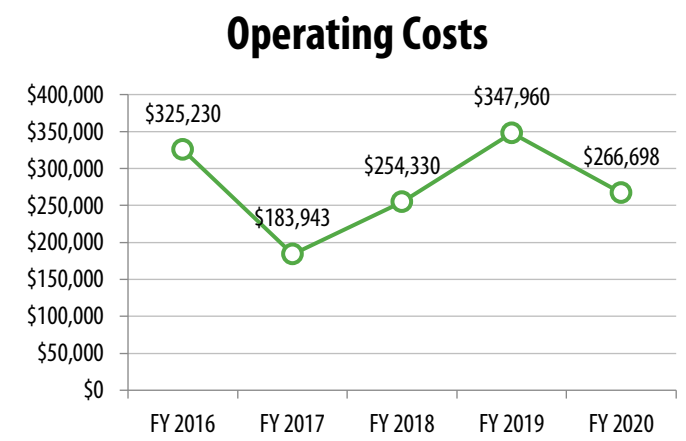
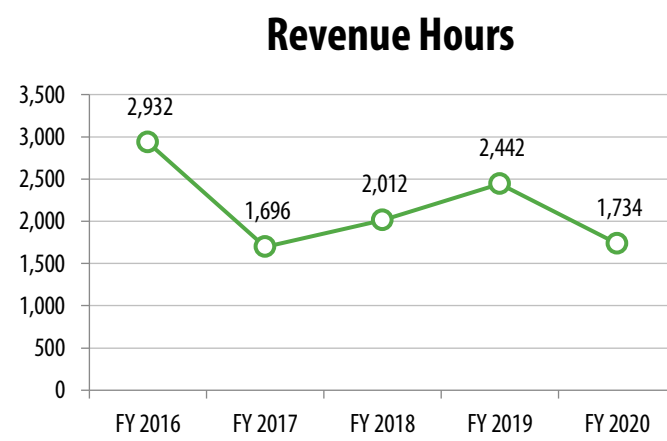
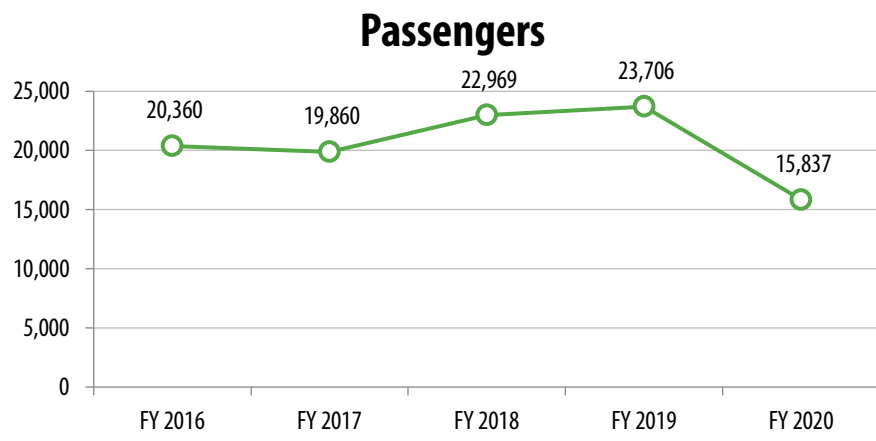
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	15,837	1,980	138	1,734	217	15	18,289	2,286	159
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>15,837</b>	<b>1,980</b>	<b>138</b>	<b>1,734</b>	<b>217</b>	<b>15</b>	<b>18,289</b>	<b>2,286</b>	<b>159</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$266,698	\$33,337	\$2,319	\$107,272	\$13,409	\$933	\$159,426	\$19,928	\$1,386
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$266,698</b>	<b>\$33,337</b>	<b>\$2,319</b>	<b>\$107,272</b>	<b>\$13,409</b>	<b>\$933</b>	<b>\$159,426</b>	<b>\$19,928</b>	<b>\$1,386</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.1	\$10.07	\$153.81	40.2%
Saturday	-	\$-	-	- %
Sunday	-	\$-	-	- %
<b>Total</b>	<b>9.1</b>	<b>\$10.07</b>	<b>\$153.81</b>	<b>40.2%</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 2016	20,360	2,932	\$325,230	\$149,686	\$175,544	6.9	\$8.62	\$110.94	46.0%
FY 2017	19,860	1,696	\$183,943	\$121,007	\$62,936	11.7	\$3.17	\$108.44	65.8%
FY 2018	22,969	2,012	\$254,330	\$118,935	\$135,395	11.4	\$5.89	\$126.39	46.8%
FY 2019	23,706	2,442	\$347,960	\$141,125	\$206,835	9.7	\$8.73	\$142.52	40.6%
FY 2020	15,837	1,734	\$266,698	\$107,272	\$159,426	9.1	\$10.07	\$153.81	40.2%





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 4 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 10%  
 % transfer (to route): 4%  
 % Clipper usage: 16%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	6,906	863	59	387	48	3	5,680	710	48
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>6,906</b>	<b>863</b>	<b>59</b>	<b>387</b>	<b>48</b>	<b>3</b>	<b>5,680</b>	<b>710</b>	<b>48</b>

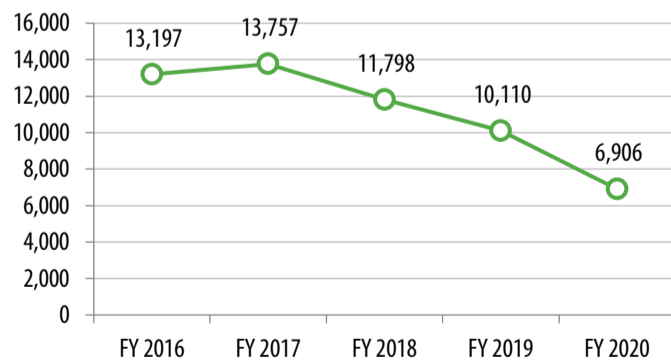
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$62,677	\$7,835	\$531	\$6,309	\$789	\$53	\$56,368	\$7,046	\$478
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$62,677</b>	<b>\$7,835</b>	<b>\$531</b>	<b>\$6,309</b>	<b>\$789</b>	<b>\$53</b>	<b>\$56,368</b>	<b>\$7,046</b>	<b>\$478</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.4	\$8.16		10.1%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>9.4</b>	<b>\$8.16</b>	<b>\$162.12</b>	<b>10.1%</b>

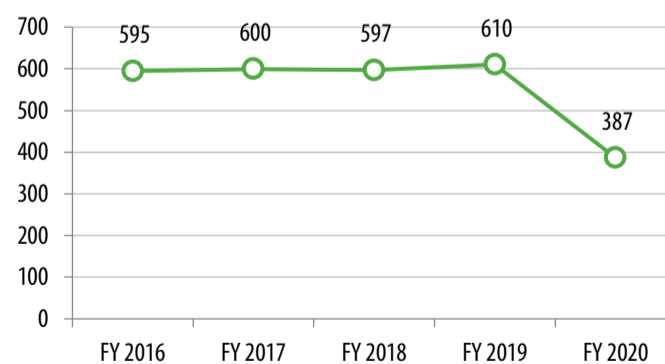
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	13,197	595	\$77,991	\$12,684	\$65,307	18.2	\$4.95	\$131.17	16.3%
FY 2017	13,757	600	\$72,469	\$11,570	\$60,899	19.3	\$4.43	\$120.86	16.0%
FY 2018	11,798	597	\$82,641	\$9,917	\$72,724	16.1	\$6.16	\$138.40	12.0%
FY 2019	10,110	610	\$92,787	\$9,402	\$83,385	13.5	\$8.25	\$152.06	10.1%
FY 2020	6,906	387	\$62,677	\$6,309	\$56,368	14.6	\$8.16	\$162.12	10.1%

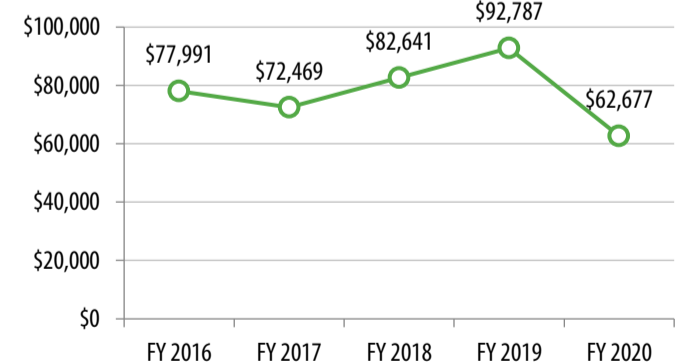
**Passengers**



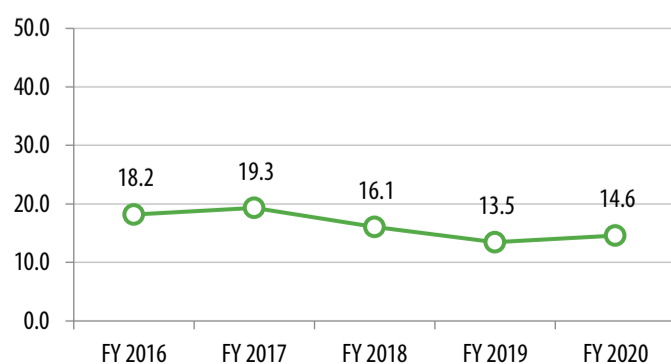
**Revenue Hours**



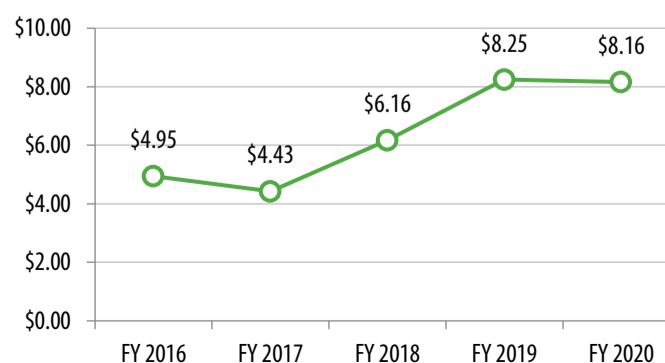
**Operating Costs**



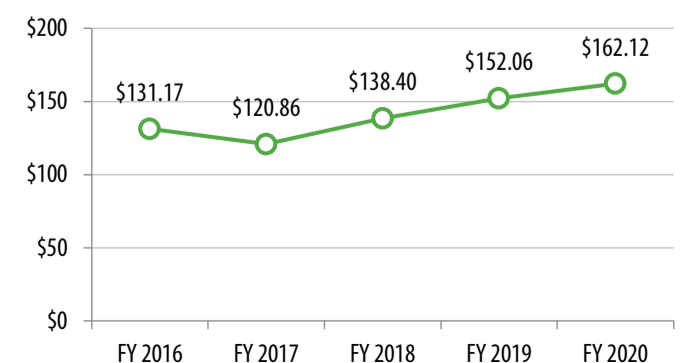
**Passengers per Trip**



**Subsidy per Passenger**



**Cost per Revenue Hour**







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

FY 2020 Farebox Recovery: 11%  
 % transfer (to route): 0%  
 % Clipper usage: 24%

FY 2019/20 DATA

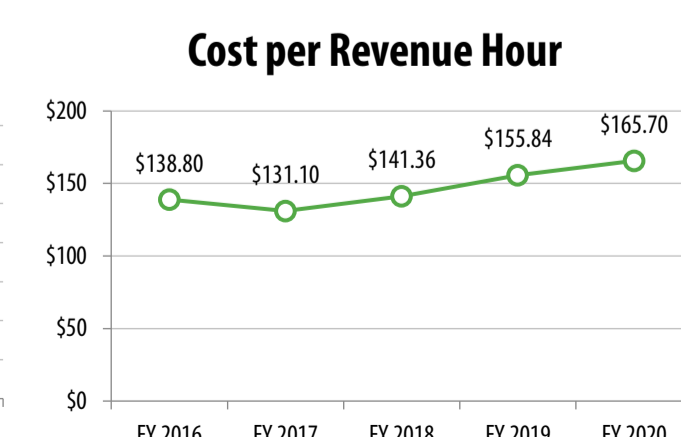
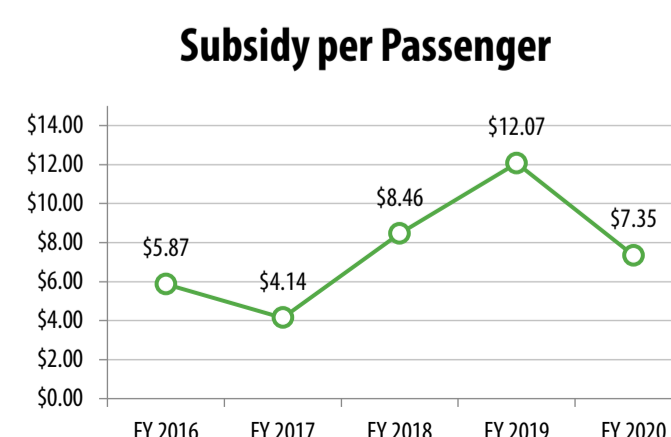
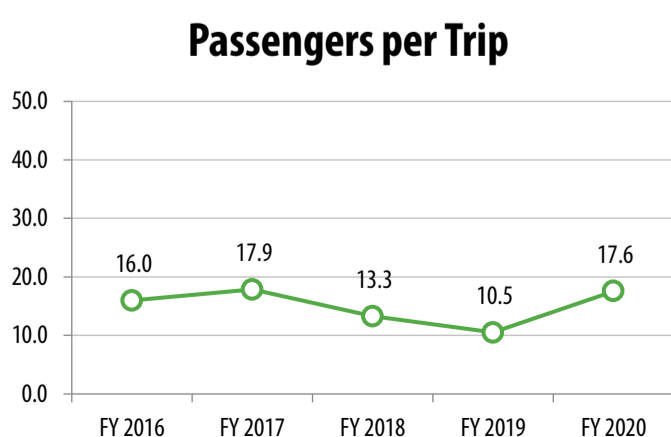
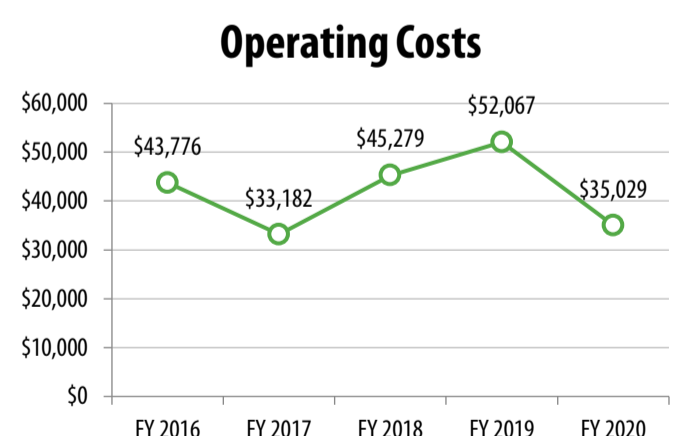
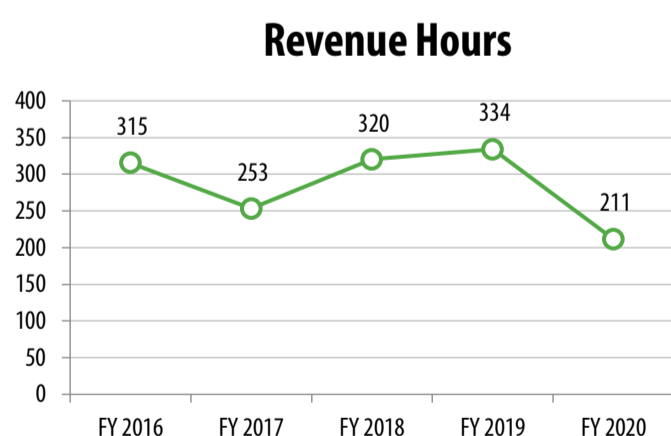
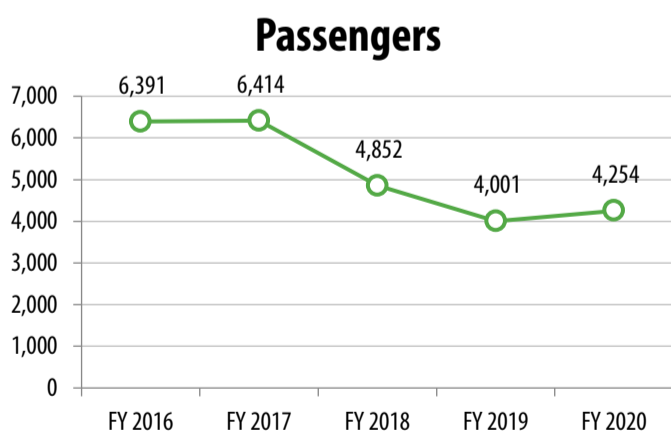
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	4,254	532	35	211	26	2	2,393	299	20
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>4,254</b>	<b>532</b>	<b>35</b>	<b>211</b>	<b>26</b>	<b>2</b>	<b>2,393</b>	<b>299</b>	<b>20</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$35,029	\$4,379	\$289	\$3,780	\$473	\$31	\$31,249	\$3,906	\$258
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$35,029</b>	<b>\$4,379</b>	<b>\$289</b>	<b>\$3,780</b>	<b>\$473</b>	<b>\$31</b>	<b>\$31,249</b>	<b>\$3,906</b>	<b>\$258</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.7	\$7.35		10.8%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>11.7</b>	<b>\$7.35</b>	<b>\$165.70</b>	<b>10.8%</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 2016	6,391	315	\$43,776	\$6,241	\$37,535	16.0	\$5.87	\$138.80	14.3%
FY 2017	6,414	253	\$33,182	\$6,635	\$26,547	17.9	\$4.14	\$131.10	20.0%
FY 2018	4,852	320	\$45,279	\$4,233	\$41,046	13.3	\$8.46	\$141.36	9.3%
FY 2019	4,001	334	\$52,067	\$3,789	\$48,278	10.5	\$12.07	\$155.84	7.3%
FY 2020	4,254	211	\$35,029	\$3,780	\$31,249	17.6	\$7.35	\$165.70	10.8%





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 2-3 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 20%  
 % transfer (to route): 18%  
 % Clipper usage: 2%

FY 2019/20 DATA

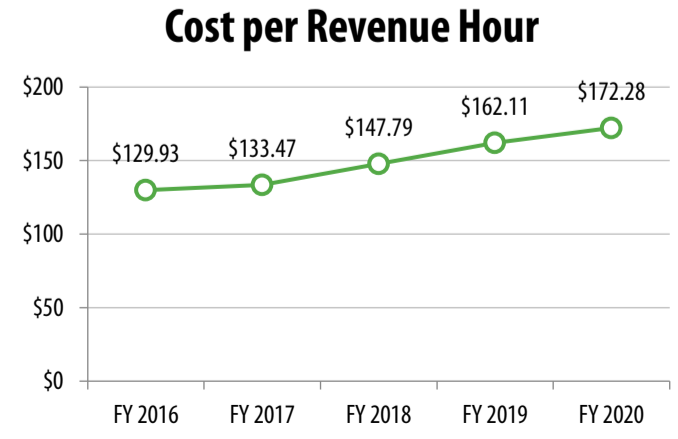
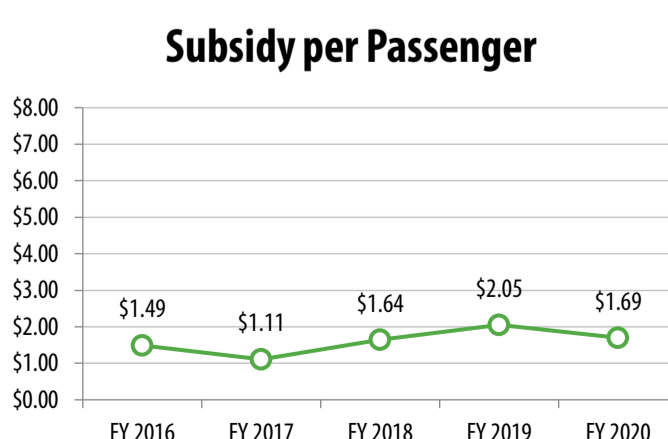
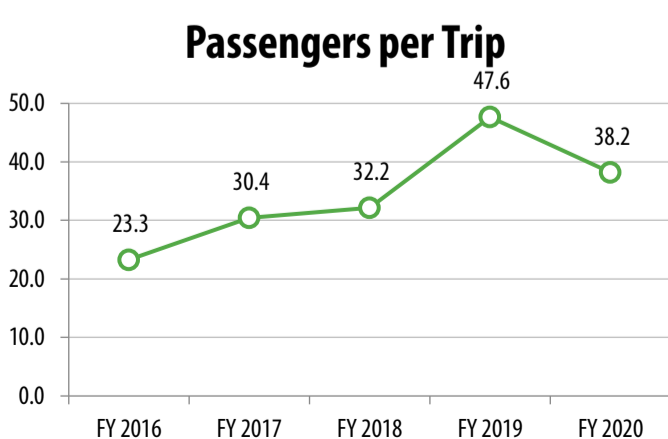
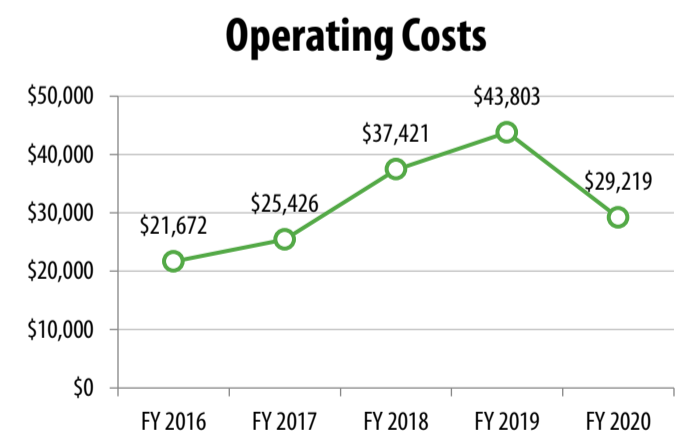
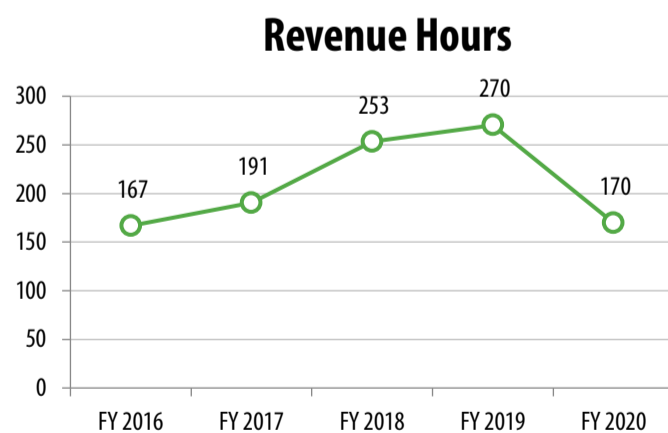
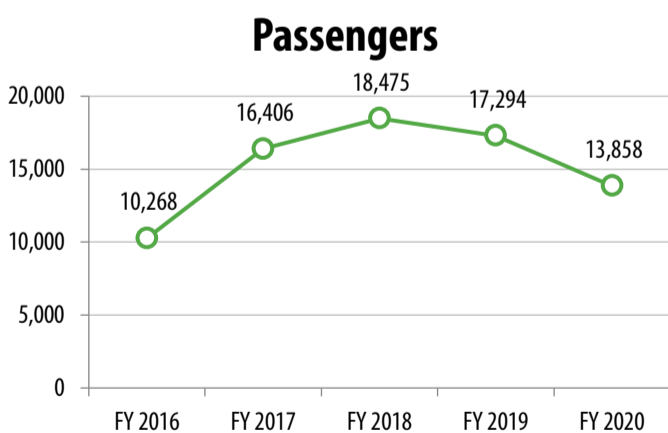
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	13,858	1,732	115	170	21	1	1,787	223	15
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>13,858</b>	<b>1,732</b>	<b>115</b>	<b>170</b>	<b>21</b>	<b>1</b>	<b>1,787</b>	<b>223</b>	<b>15</b>

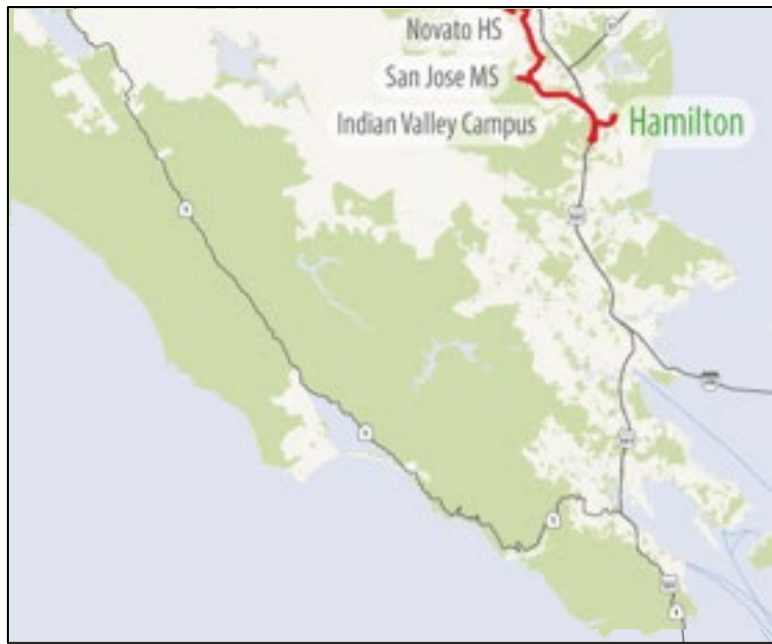
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$29,219	\$3,652	\$241	\$5,753	\$719	\$48	\$23,466	\$2,933	\$194
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	0	\$-	\$-	\$-
<b>Total</b>	<b>\$29,219</b>	<b>\$3,652</b>	<b>\$241</b>	<b>\$5,753</b>	<b>\$719</b>	<b>\$48</b>	<b>\$23,466</b>	<b>\$2,933</b>	<b>\$194</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	25.7	\$1.69	\$172.28	19.7%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>25.7</b>	<b>\$1.69</b>	<b>\$172.28</b>	<b>19.7%</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 2016	10,268	167	\$21,672	\$6,341	\$15,331	23.3	\$1.49	\$129.93	29.3%
FY 2017	16,406	191	\$25,426	\$7,258	\$18,168	30.4	\$1.11	\$133.47	28.5%
FY 2018	18,475	253	\$37,421	\$7,095	\$30,326	32.2	\$1.64	\$147.79	19.0%
FY 2019	17,294	270	\$43,803	\$8,314	\$35,489	47.6	\$2.05	\$162.11	19.0%
FY 2020	13,858	170	\$29,219	\$5,753	\$23,466	38.2	\$1.69	\$172.28	19.7%





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 2-3 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 6%  
 % transfer (to route): 3%  
 % Clipper usage: 1%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	5,157	645	43	208	26	2	3,276	410	28
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>5,157</b>	<b>645</b>	<b>43</b>	<b>208</b>	<b>26</b>	<b>2</b>	<b>3,276</b>	<b>410</b>	<b>28</b>

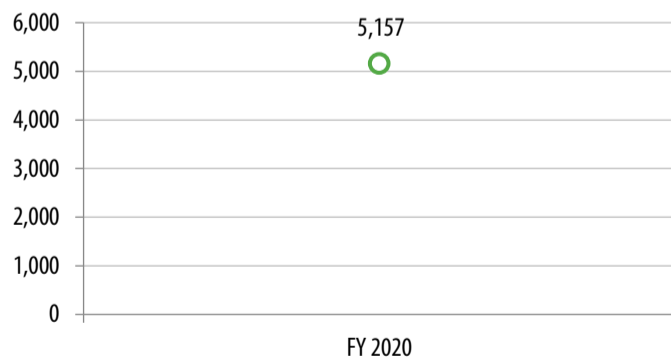
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$33,632	\$4,204	\$283	\$2,133	\$267	\$18	\$31,499	\$3,937	\$265
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	0	\$-	\$-	\$-
<b>Total</b>	<b>\$33,632</b>	<b>\$4,204</b>	<b>\$283</b>	<b>\$2,133</b>	<b>\$267</b>	<b>\$18</b>	<b>\$31,499</b>	<b>\$3,937</b>	<b>\$265</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	147.3	\$6.11		6.3%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>147.3</b>	<b>\$6.11</b>	<b>\$161.54</b>	<b>6.3%</b>

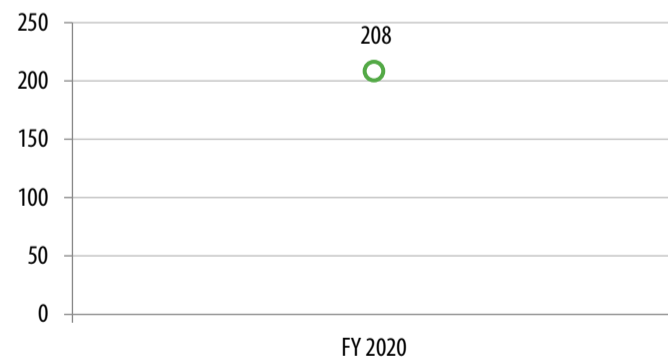
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2017	-	-	-	-	-	-	-	-	-
FY 2018	-	-	-	-	-	-	-	-	-
FY 2019	-	-	-	-	-	-	-	-	-
FY 2020	5,157	208	\$33,632	\$2,133	\$31,499	13.6	\$6.11	\$161.54	6.3%

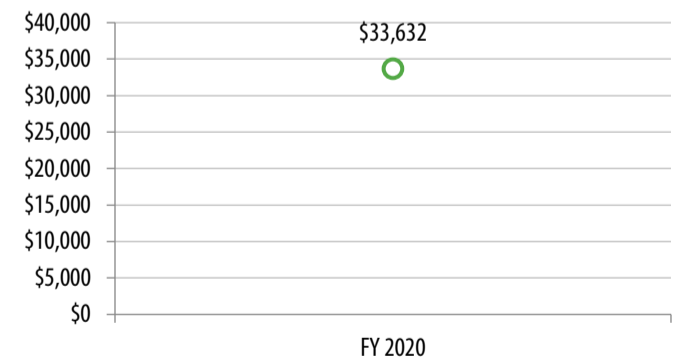
**Passengers**



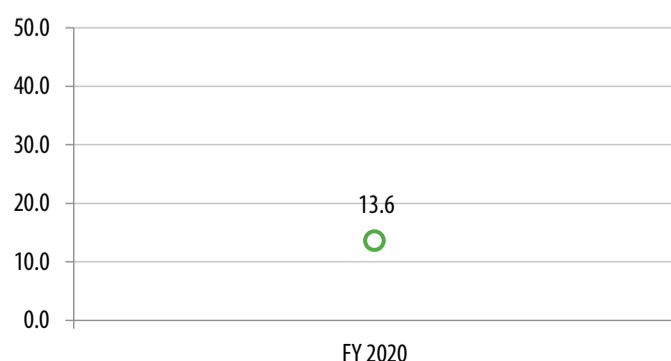
**Revenue Hours**



**Operating Costs**



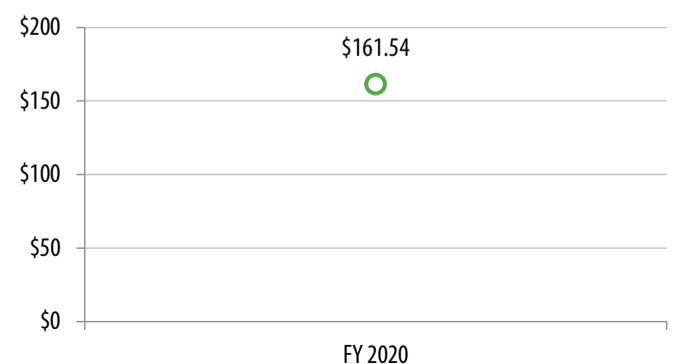
**Passengers per Trip**

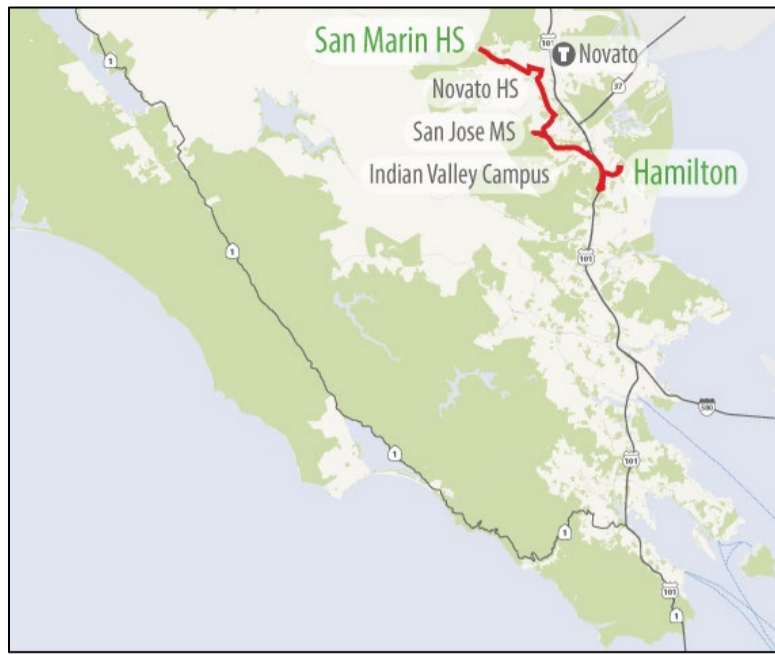


**Subsidy per Passenger**



**Cost per Revenue Hour**





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 4-5 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 16%  
 % transfer (to route): 2%  
 % Clipper usage: 4%

FY 2019/20 DATA

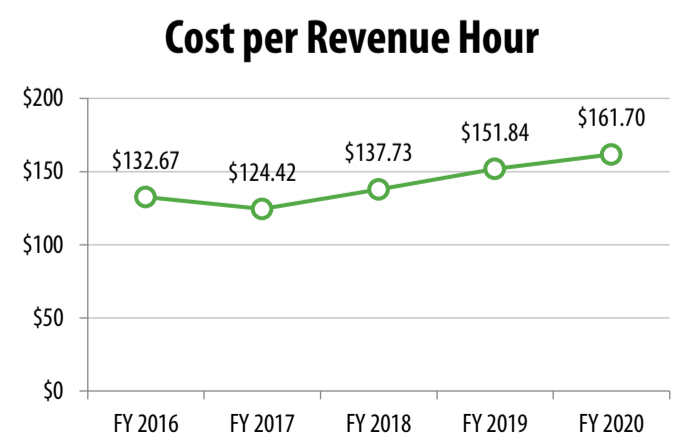
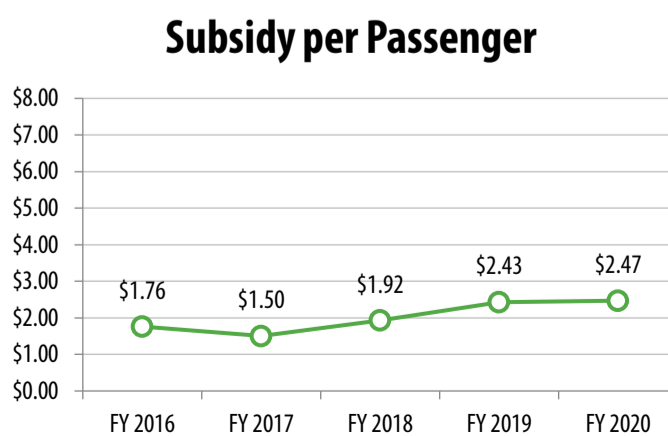
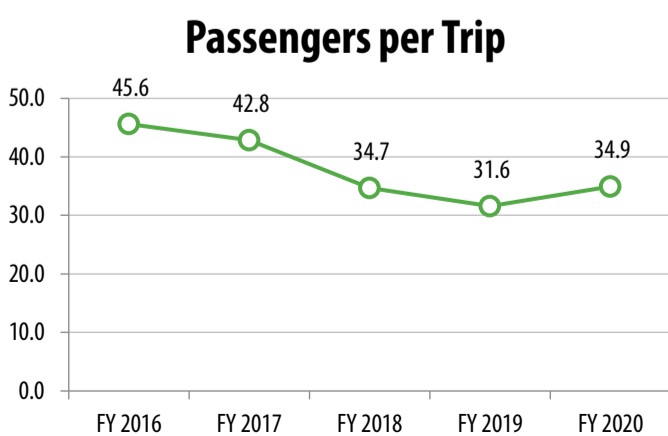
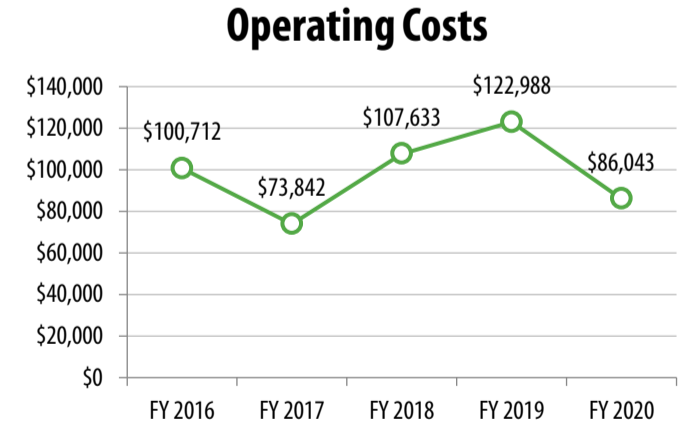
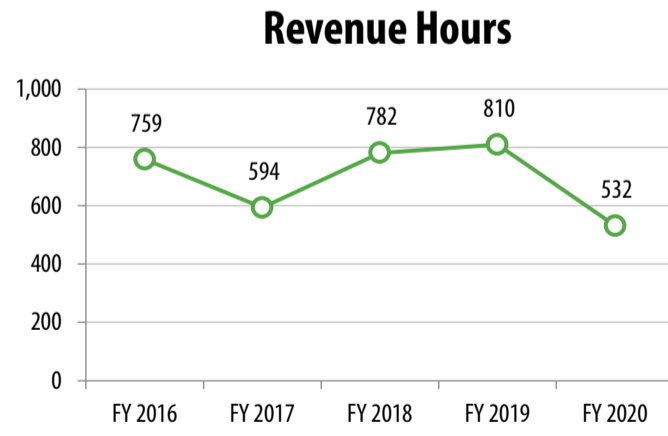
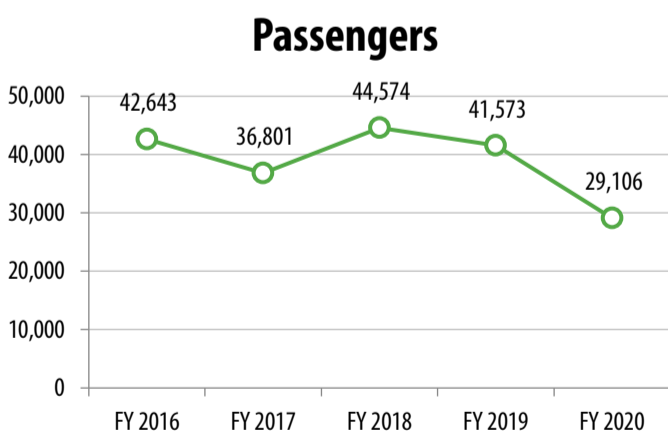
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	29,106	3,638	245	532	67	4	7,001	875	59
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>29,106</b>	<b>3,638</b>	<b>245</b>	<b>532</b>	<b>67</b>	<b>4</b>	<b>7,001</b>	<b>875</b>	<b>59</b>

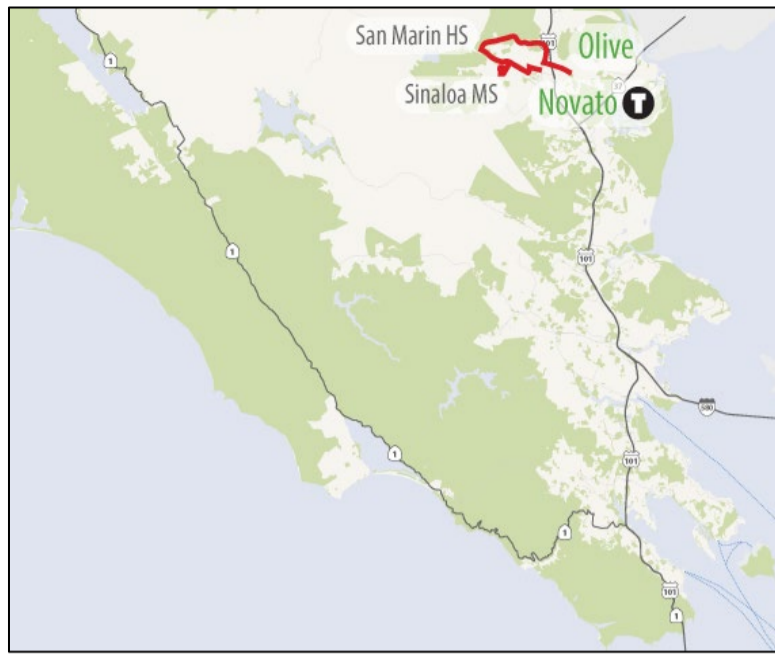
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$86,043	\$10,755	\$723	\$14,172	\$1,772	\$119	\$71,871	\$8,984	\$604
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$86,043</b>	<b>\$10,755</b>	<b>\$723</b>	<b>\$14,172</b>	<b>\$1,772</b>	<b>\$119</b>	<b>\$71,871</b>	<b>\$8,984</b>	<b>\$604</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	22.7	\$2.47	\$161.70	16.5%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>22.7</b>	<b>\$2.47</b>	<b>\$161.70</b>	<b>16.5%</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 2016	42,643	759	\$100,712	\$25,851	\$74,861	45.6	\$1.76	\$132.67	25.7%
FY 2017	36,801	594	\$73,842	\$18,463	\$55,379	42.8	\$1.50	\$124.42	25.0%
FY 2018	44,574	782	\$107,633	\$21,865	\$85,768	34.7	\$1.92	\$137.73	20.3%
FY 2019	41,573	810	\$122,988	\$21,951	\$101,037	31.6	\$2.43	\$151.84	17.8%
FY 2020	29,106	532	\$86,043	\$14,172	\$71,871	34.9	\$2.47	\$161.70	16.5%





Days of Service: School Days  
 Avg Freq (Wkdy Peak): 3 trips  
 Avg Freq (Wkdy Non-Peak): -  
 Avg Freq (Wked): -

FY 2020 Farebox Recovery: 16%  
 % transfer (to route): 1%  
 % Clipper usage: 7%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	8,578	1,072	72	226	28	2	2,303	288	19
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>8,578</b>	<b>1,072</b>	<b>72</b>	<b>226</b>	<b>28</b>	<b>2</b>	<b>2,303</b>	<b>288</b>	<b>19</b>

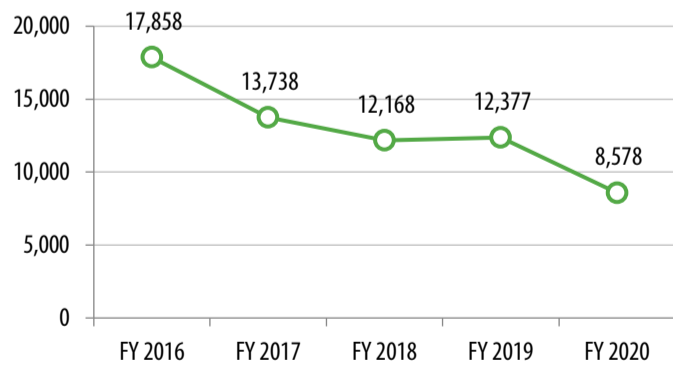
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$34,829	\$4,354	\$293	\$5,679	\$710	\$48	\$29,150	\$3,644	\$245
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$34,829</b>	<b>\$4,354</b>	<b>\$293</b>	<b>\$5,679</b>	<b>\$710</b>	<b>\$48</b>	<b>\$29,150</b>	<b>\$3,644</b>	<b>\$245</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	23.2	\$3.40	\$154.45	16.3%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>23.2</b>	<b>\$3.40</b>	<b>\$154.45</b>	<b>16.3%</b>

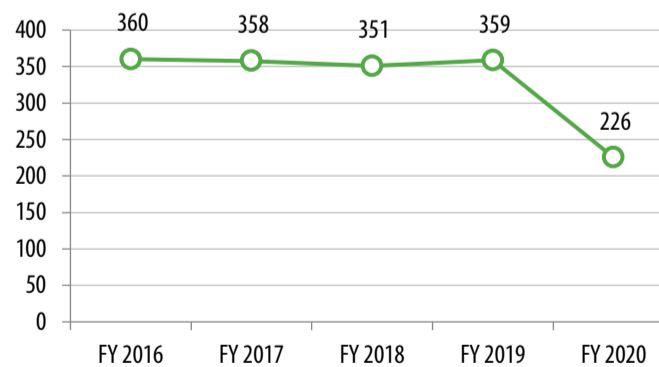
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	17,858	360	\$46,133	\$14,660	\$31,473	31.1	\$1.76	\$128.08	31.8%
FY 2017	13,738	358	\$41,965	\$8,847	\$33,118	25.5	\$2.41	\$117.29	21.1%
FY 2018	12,168	351	\$45,902	\$6,145	\$39,757	33.0	\$3.27	\$130.85	13.4%
FY 2019	12,377	359	\$52,039	\$7,327	\$44,712	32.7	\$3.61	\$145.16	14.1%
FY 2020	8,578	226	\$34,829	\$5,679	\$29,150	36.0	\$3.40	\$154.45	16.3%

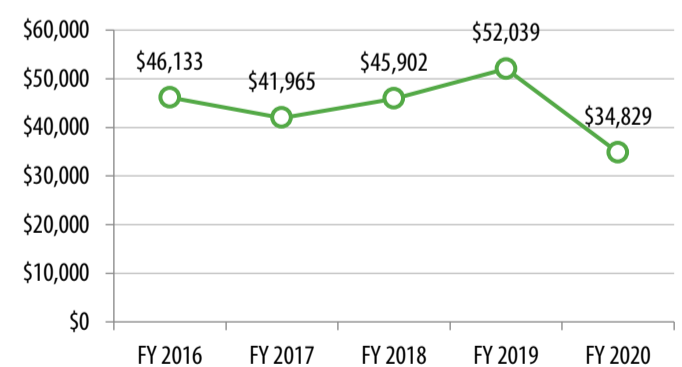
**Passengers**



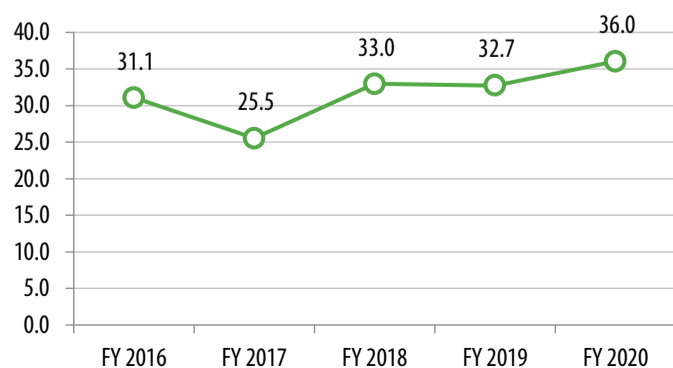
**Revenue Hours**



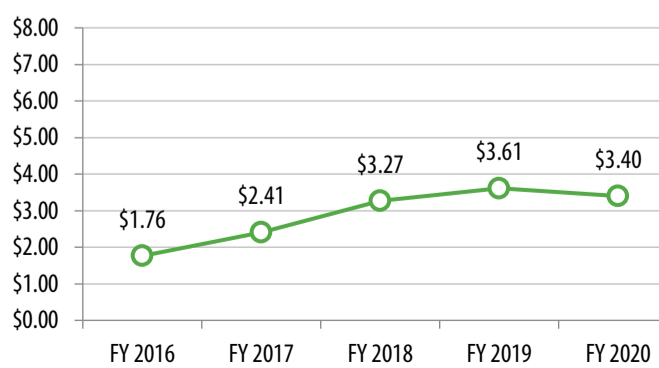
**Operating Costs**



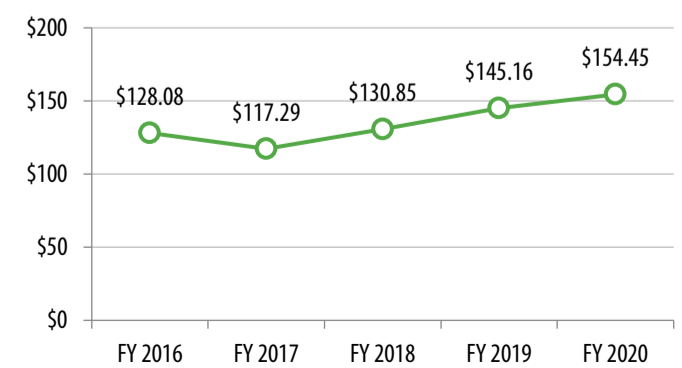
**Passengers per Trip**



**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 2020 Farebox Recovery: 8%  
 % transfer (to route): 62%  
 % Clipper usage: 20%

FY 2019/20 DATA

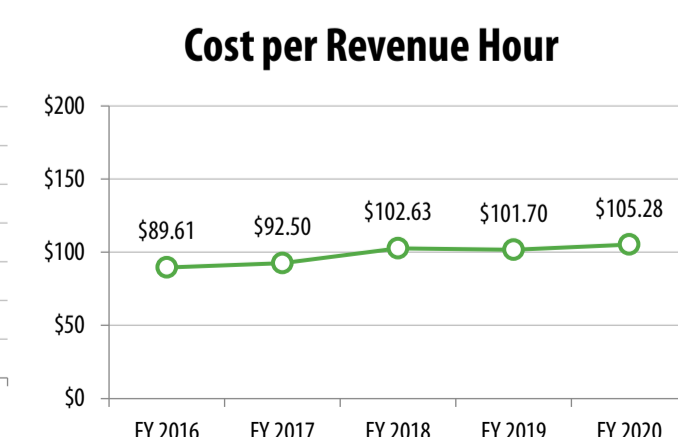
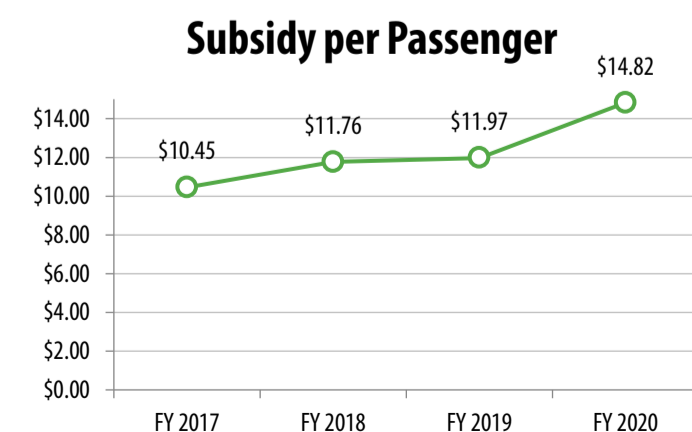
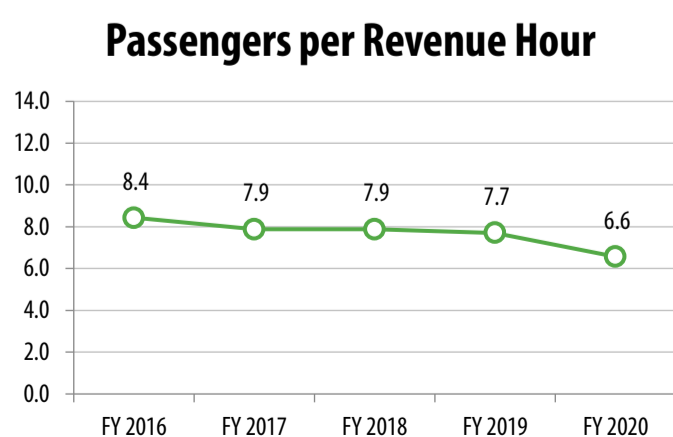
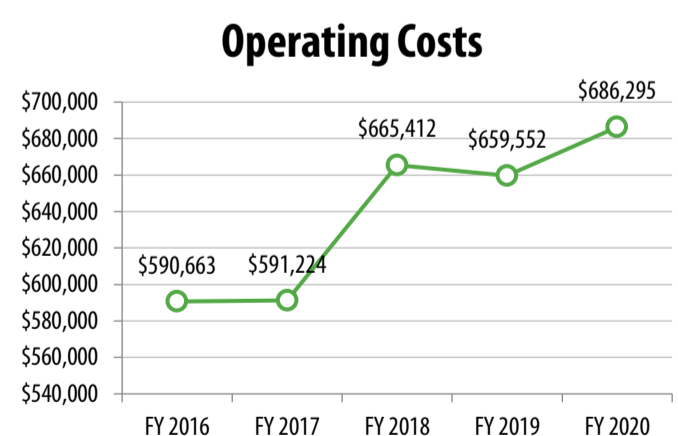
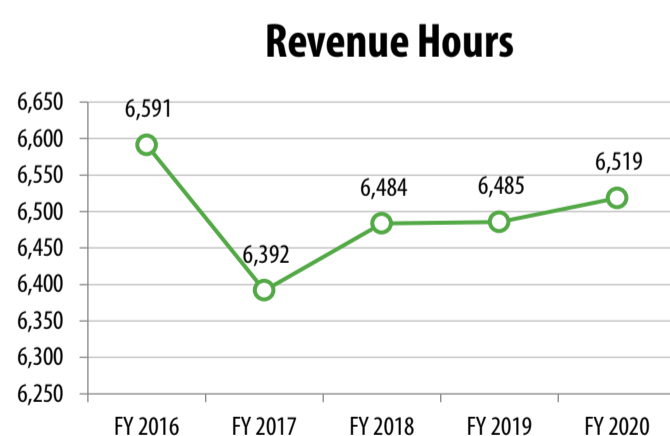
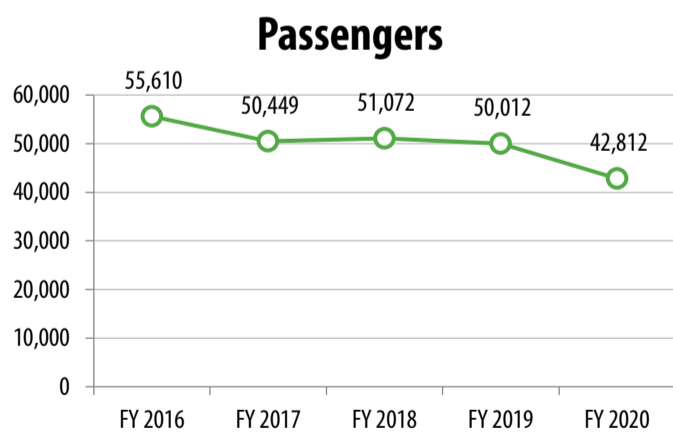
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	33,360	2,780	131	5,146	429	20	61,289	5,107	241
Saturday	4,831	403	93	637	53	12	10,931	911	210
Sunday	4,621	385	77	735	61	12	12,609	1,051	210
<b>Total</b>	<b>42,812</b>	<b>3,568</b>	<b>117</b>	<b>6,519</b>	<b>543</b>	<b>18</b>	<b>84,829</b>	<b>7,069</b>	<b>232</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$539,610	\$44,968	\$2,124	\$42,332	\$3,528	\$167	\$497,278	\$41,440	\$1,958
Saturday	\$68,033	\$5,669	\$1,308	\$4,763	\$397	\$92	\$63,270	\$5,273	\$1,217
Sunday	\$78,652	\$6,554	\$1,311	\$4,794	\$400	\$80	\$73,858	\$6,155	\$1,231
<b>Total</b>	<b>\$686,295</b>	<b>\$57,191</b>	<b>\$1,875</b>	<b>\$51,889</b>	<b>\$4,324</b>	<b>\$142</b>	<b>\$634,406</b>	<b>\$52,867</b>	<b>\$1,733</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.5	\$14.91		7.8%
Saturday	7.6	\$13.10		7.0%
Sunday	6.3	\$15.98		6.1%
<b>Total</b>	<b>6.6</b>	<b>\$14.82</b>	<b>\$105.28</b>	<b>7.6%</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 2016	55,610	6,591	\$590,663	\$73,164	\$517,499	8.4	\$9.31	\$89.61	12.4%
FY 2017	50,449	6,392	\$591,224	\$64,101	\$527,123	7.9	\$10.45	\$92.50	10.8%
FY 2018	51,072	6,484	\$665,412	\$64,723	\$600,689	7.9	\$11.76	\$102.63	9.7%
FY 2019	50,012	6,485	\$659,552	\$60,690	\$598,862	7.7	\$11.97	\$101.70	9.2%
FY 2020	42,812	6,519	\$686,295	\$51,889	\$634,406	6.6	\$14.82	\$105.28	7.6%





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 2020 Farebox Recovery: 8%  
 % transfer (to route): 35%  
 % Clipper usage: 16%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	49,536	4,128	195	7,294	608	29	66,119	5,510	260
Saturday	7,602	634	146	1,292	108	25	12,413	1,034	239
Sunday	5,792	483	97	1,491	124	25	14,315	1,193	239
<b>Total</b>	<b>62,930</b>	<b>5,244</b>	<b>172</b>	<b>10,077</b>	<b>840</b>	<b>28</b>	<b>92,847</b>	<b>7,737</b>	<b>254</b>

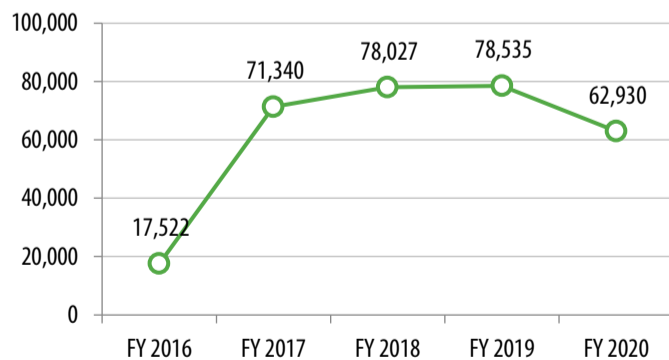
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$741,706	\$61,809	\$2,920	\$61,478	\$5,123	\$242	\$680,228	\$56,686	\$2,678
Saturday	\$131,601	\$10,967	\$2,531	\$9,664	\$805	\$186	\$121,937	\$10,161	\$2,345
Sunday	\$152,041	\$12,670	\$2,534	\$7,854	\$655	\$131	\$144,187	\$12,016	\$2,403
<b>Total</b>	<b>\$1,025,348</b>	<b>\$85,446</b>	<b>\$2,801</b>	<b>\$78,996</b>	<b>\$6,583</b>	<b>\$216</b>	<b>\$946,352</b>	<b>\$78,863</b>	<b>\$2,586</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.8	\$13.73		8.3%
Saturday	5.9	\$16.04		7.3%
Sunday	3.9	\$24.89		5.2%
<b>Total</b>	<b>6.2</b>	<b>\$15.04</b>	<b>\$101.75</b>	<b>7.7%</b>

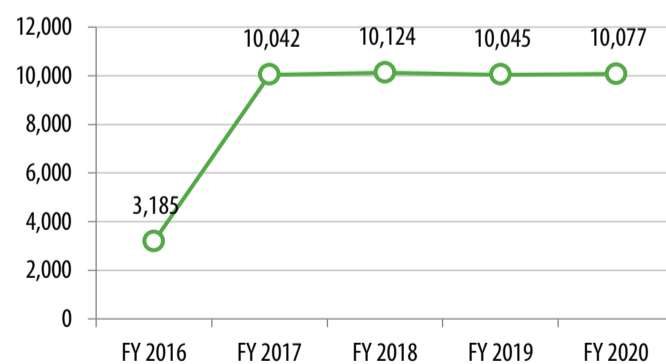
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	17,522	3,185	\$280,634	\$28,092	\$252,542	5.5	\$14.41	\$88.12	10.0%
FY 2017	71,340	10,042	\$904,806	\$103,912	\$800,894	7.1	\$11.23	\$90.10	11.5%
FY 2018	78,027	10,124	\$1,007,459	\$103,529	\$903,930	7.7	\$11.58	\$99.52	10.3%
FY 2019	78,535	10,045	\$980,234	\$96,253	\$883,981	7.8	\$11.26	\$97.59	9.8%
FY 2020	62,930	10,077	\$1,025,348	\$78,996	\$946,352	6.2	\$15.04	\$101.75	7.7%

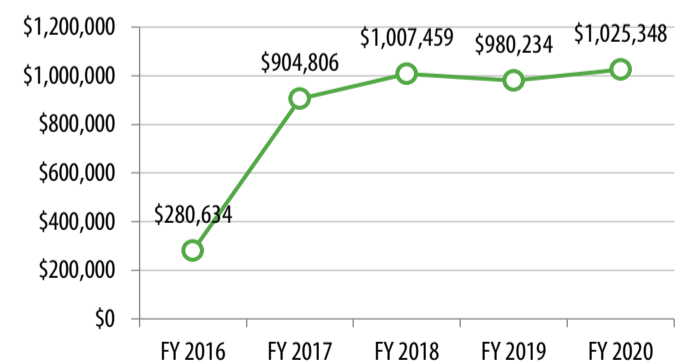
**Passengers**



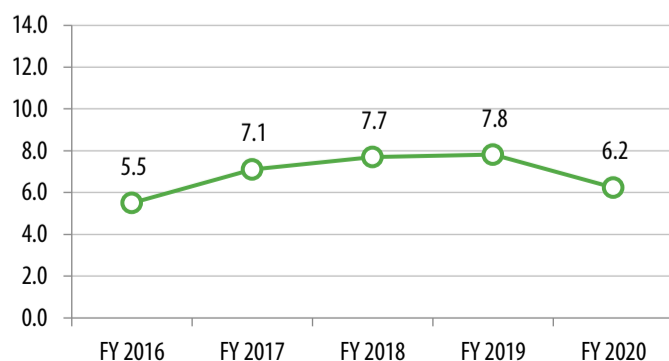
**Revenue Hours**



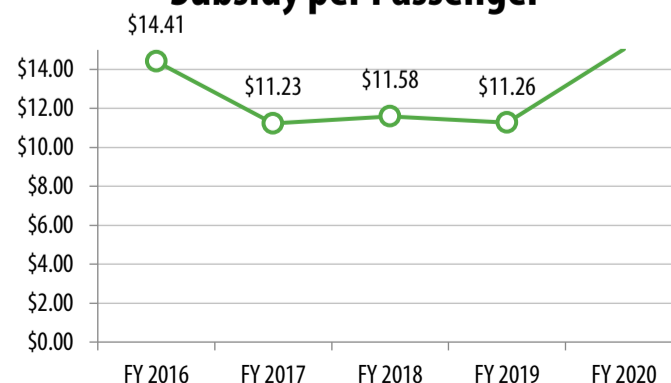
**Operating Costs**



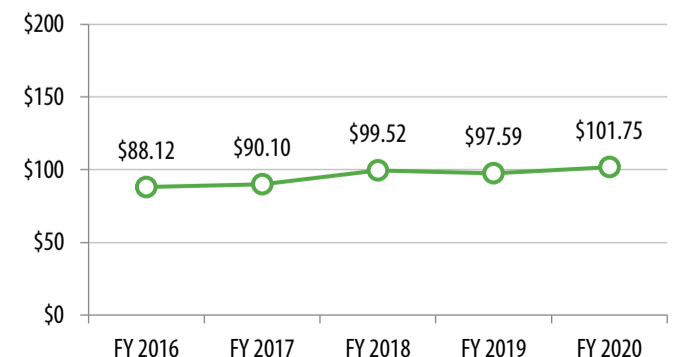
**Passengers per Revenue Hour**

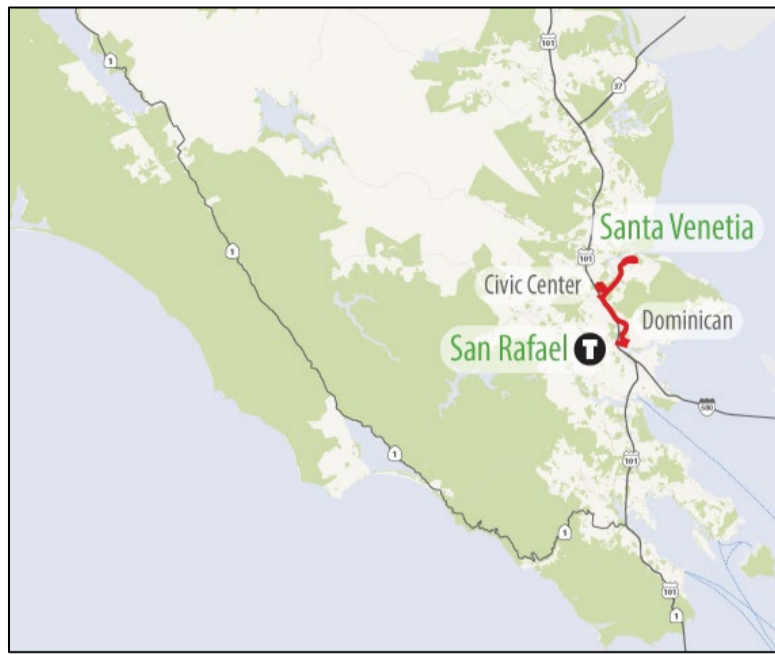


**Subsidy per Passenger**



**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 2020 Farebox Recovery: 8%  
 % transfer (to route): 35%  
 % Clipper usage: 12%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	26,366	2,197	104	3,319	277	13	38,956	3,246	153
Saturday	2,891	241	56	490	41	9	5,829	486	112
Sunday	2,652	221	44	565	47	9	6,715	560	112
<b>Total</b>	<b>31,909</b>	<b>2,659</b>	<b>87</b>	<b>4,374</b>	<b>365</b>	<b>12</b>	<b>51,500</b>	<b>4,292</b>	<b>141</b>

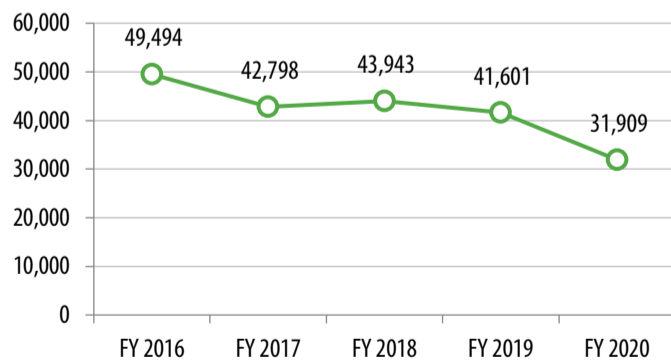
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$344,376	\$28,698	\$1,356	\$28,546	\$2,379	\$112	\$315,830	\$26,319	\$1,243
Saturday	\$50,689	\$4,224	\$975	\$3,181	\$265	\$61	\$47,508	\$3,959	\$914
Sunday	\$58,504	\$4,875	\$975	\$2,808	\$234	\$47	\$55,696	\$4,641	\$928
<b>Total</b>	<b>\$453,569</b>	<b>\$37,797</b>	<b>\$1,239</b>	<b>\$34,535</b>	<b>\$2,878</b>	<b>\$94</b>	<b>\$419,034</b>	<b>\$34,920</b>	<b>\$1,145</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7.9	\$11.98		8.3%
Saturday	5.9	\$16.43		6.3%
Sunday	4.7	\$21.00		4.8%
<b>Total</b>	<b>7.3</b>	<b>\$13.13</b>	<b>\$103.69</b>	<b>7.6%</b>

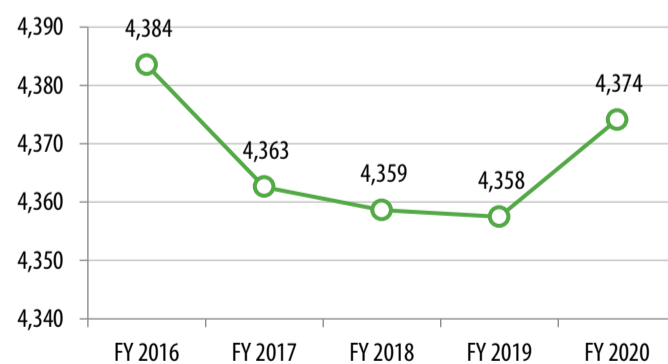
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	49,494	4,384	\$388,005	\$59,296	\$328,709	11.3	\$6.64	\$88.51	15.3%
FY 2017	42,798	4,363	\$399,203	\$52,001	\$347,202	9.8	\$8.11	\$91.51	13.0%
FY 2018	43,943	4,359	\$441,126	\$47,757	\$393,369	10.1	\$8.95	\$101.21	10.8%
FY 2019	41,601	4,358	\$435,018	\$44,384	\$390,634	9.5	\$9.39	\$99.83	10.2%
FY 2020	31,909	4,374	\$453,569	\$34,535	\$419,034	7.3	\$13.13	\$103.69	7.6%

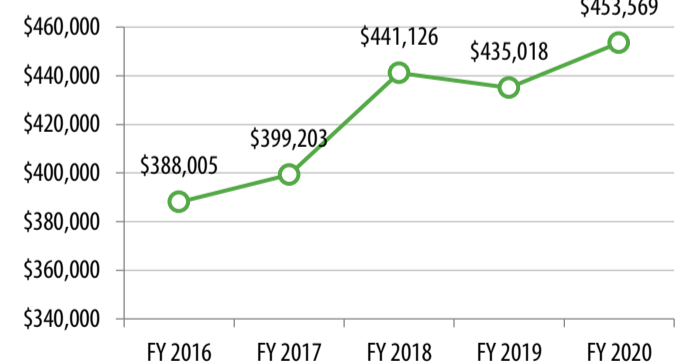
Passengers



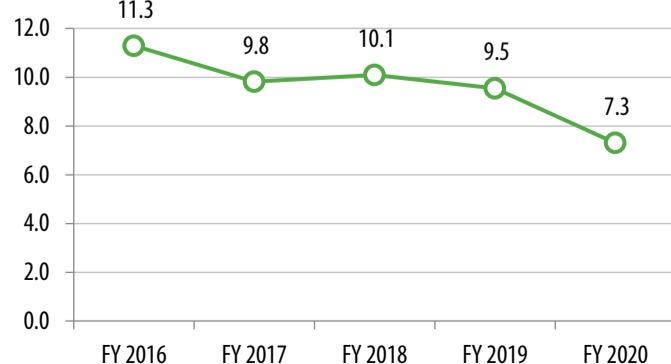
Revenue Hours



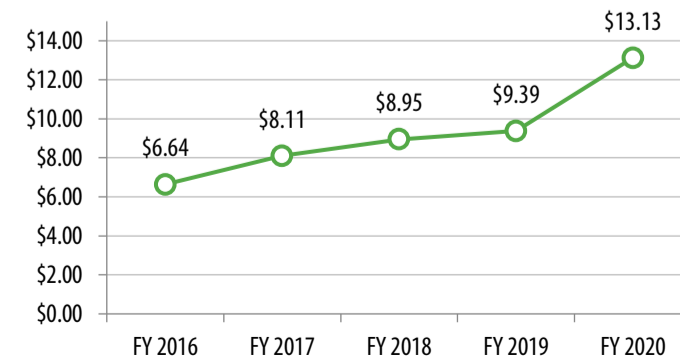
Operating Costs



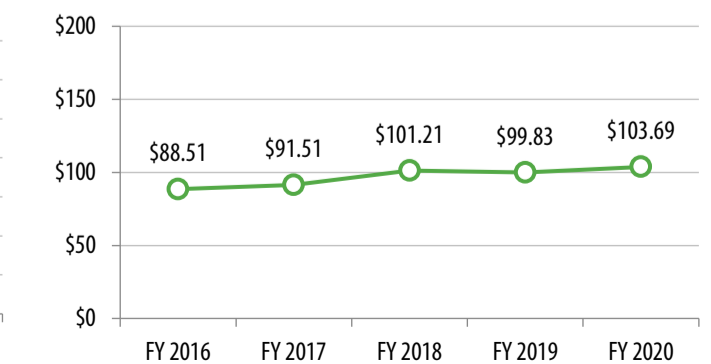
Passengers per Revenue Hour



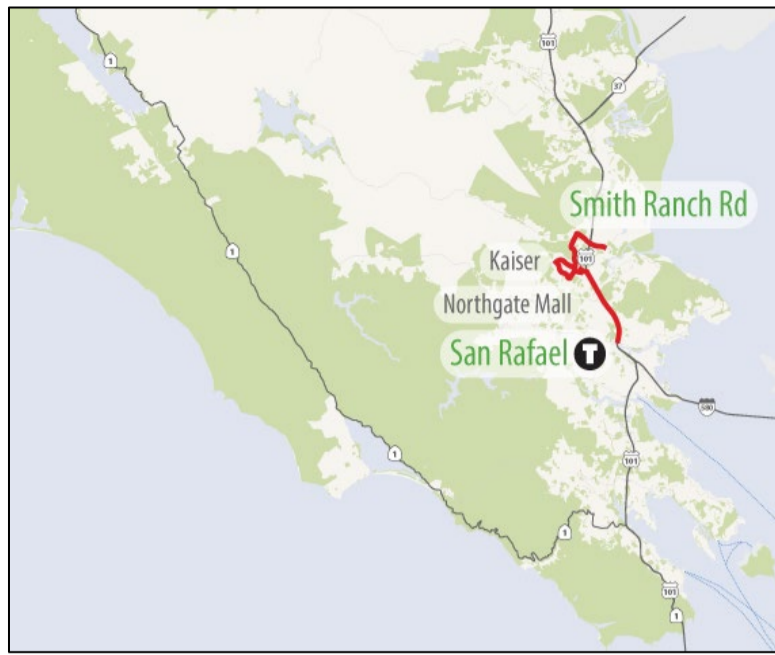
Subsidy per Passenger



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 2020 Farebox Recovery: 10%  
 % transfer (to route): 39%  
 % Clipper usage: 11%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	33,605	2,800	132	3,026	252	12	28,816	2,401	113
Saturday	4,333	361	83	620	52	12	5,778	482	111
Sunday	3,924	327	65	715	60	12	6,660	555	111
<b>Total</b>	<b>41,862</b>	<b>3,489</b>	<b>114</b>	<b>4,360</b>	<b>363</b>	<b>12</b>	<b>41,255</b>	<b>3,438</b>	<b>113</b>

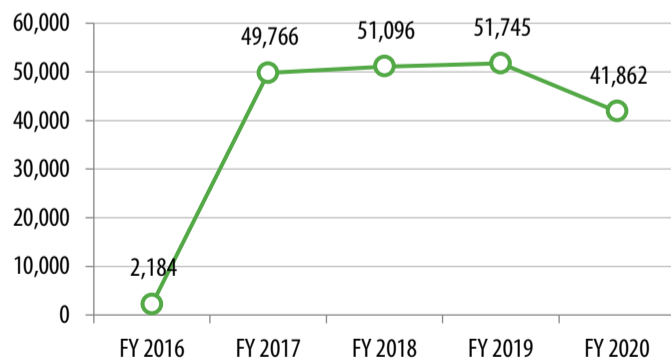
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$308,301	\$25,692	\$1,214	\$32,415	\$2,701	\$128	\$275,886	\$22,991	\$1,086
Saturday	\$62,837	\$5,236	\$1,208	\$5,164	\$430	\$99	\$57,673	\$4,806	\$1,109
Sunday	\$72,558	\$6,047	\$1,209	\$4,757	\$396	\$79	\$67,801	\$5,650	\$1,130
<b>Total</b>	<b>\$443,696</b>	<b>\$36,975</b>	<b>\$1,212</b>	<b>\$42,336</b>	<b>\$3,528</b>	<b>\$116</b>	<b>\$401,360</b>	<b>\$33,447</b>	<b>\$1,097</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.1	\$8.21		10.5%
Saturday	7.0	\$13.31		8.2%
Sunday	5.5	\$17.28		6.6%
<b>Total</b>	<b>9.6</b>	<b>\$9.59</b>	<b>\$101.76</b>	<b>9.5%</b>

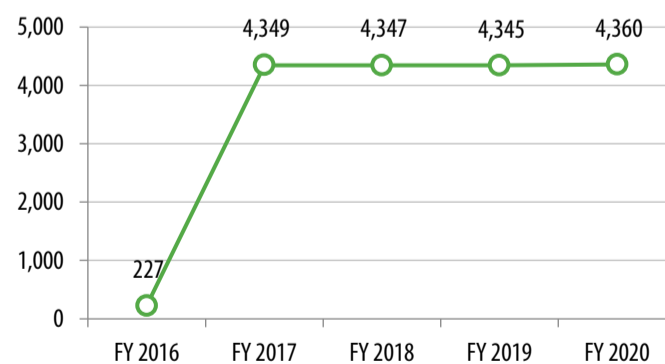
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	2,184	227	\$19,695	\$3,137	\$16,558	9.6	\$7.58	\$86.95	15.9%
FY 2017	49,766	4,349	\$391,596	\$56,968	\$334,628	11.4	\$6.72	\$90.04	14.5%
FY 2018	51,096	4,347	\$432,567	\$54,153	\$378,414	11.8	\$7.41	\$99.52	12.5%
FY 2019	51,745	4,345	\$424,120	\$50,902	\$373,218	11.9	\$7.21	\$97.62	12.0%
FY 2020	41,862	4,360	\$443,696	\$42,336	\$401,360	9.6	\$9.59	\$101.76	9.5%

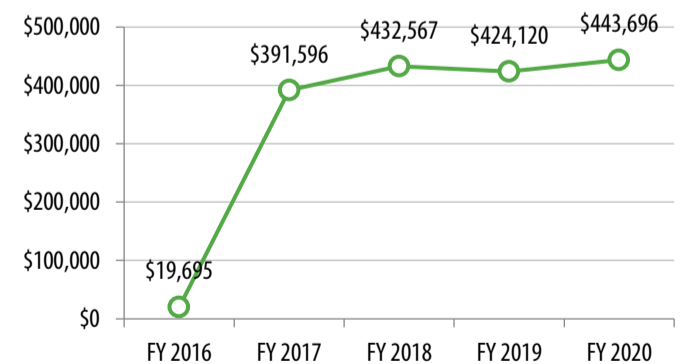
Passengers



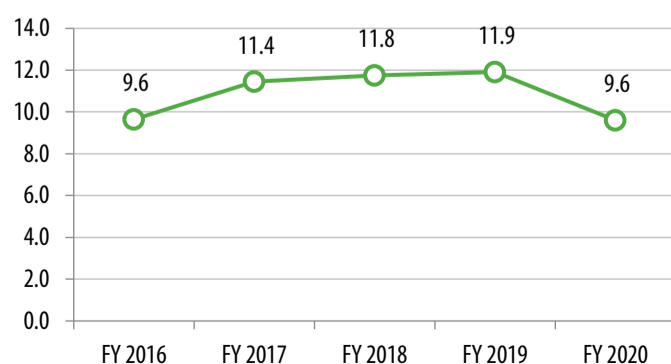
Revenue Hours



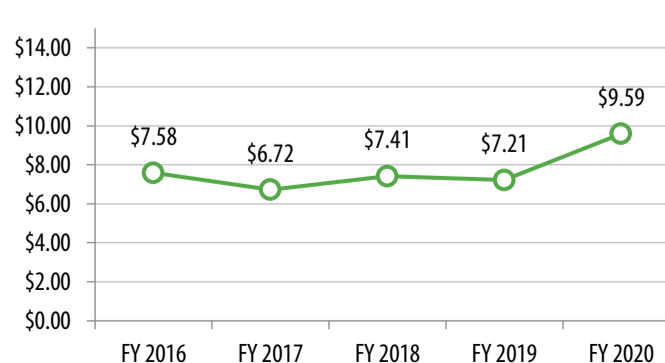
Operating Costs



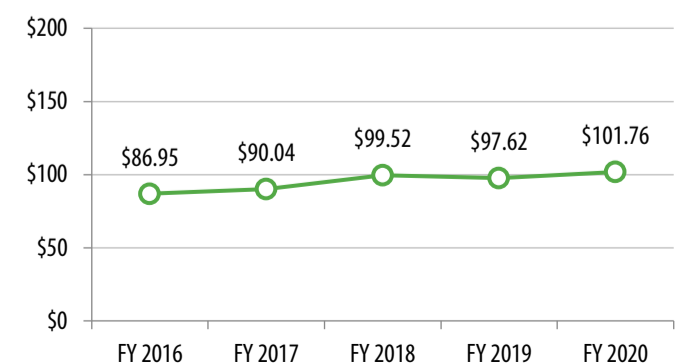
Passengers per Revenue Hour

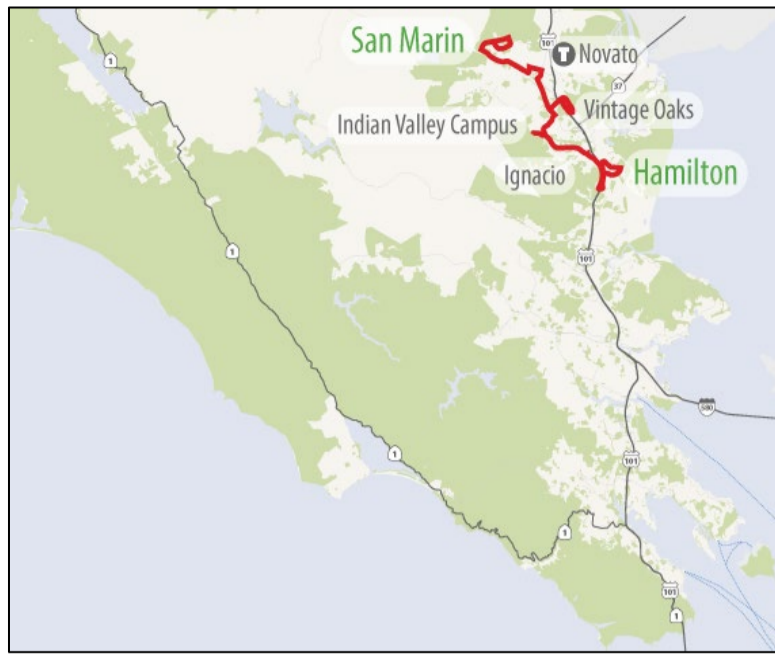


Subsidy per Passenger



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 2020 Farebox Recovery: 8%  
 % transfer (to route): 26%  
 % Clipper usage: 6%

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	66,642	5,554	262	6,775	565	27	96,013	8,001	378
Saturday	10,425	869	200	1,290	108	25	18,058	1,505	347
Sunday	9,786	816	163	1,488	124	25	20,832	1,736	347
<b>Total</b>	<b>86,853</b>	<b>7,238</b>	<b>237</b>	<b>9,553</b>	<b>796</b>	<b>26</b>	<b>134,904</b>	<b>11,242</b>	<b>369</b>

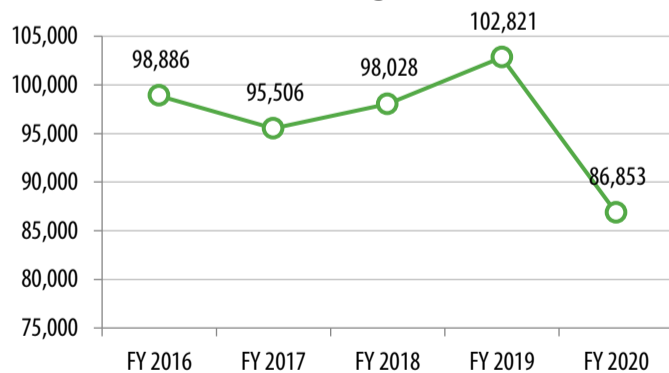
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$712,366	\$59,364	\$2,805	\$58,855	\$4,905	\$232	\$653,511	\$54,459	\$2,573
Saturday	\$135,051	\$11,254	\$2,597	\$9,969	\$831	\$192	\$125,082	\$10,424	\$2,405
Sunday	\$156,112	\$13,009	\$2,602	\$9,893	\$824	\$165	\$146,219	\$12,185	\$2,437
<b>Total</b>	<b>\$1,003,529</b>	<b>\$83,627</b>	<b>\$2,742</b>	<b>\$78,717</b>	<b>\$6,560</b>	<b>\$215</b>	<b>\$924,812</b>	<b>\$77,068</b>	<b>\$2,527</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.8	\$9.81		8.3%
Saturday	8.1	\$12.00		7.4%
Sunday	6.6	\$14.94		6.3%
<b>Total</b>	<b>9.1</b>	<b>\$10.65</b>	<b>\$105.05</b>	<b>7.8%</b>

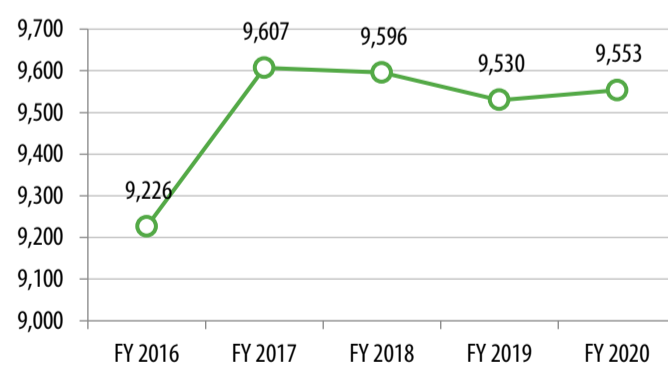
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	98,886	9,226	\$831,623	\$120,959	\$710,664	10.7	\$7.19	\$90.14	14.5%
FY 2017	95,506	9,607	\$889,019	\$101,823	\$787,196	9.9	\$8.24	\$92.54	11.5%
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	\$93,342	\$873,310	10.8	\$8.49	\$101.43	9.7%
FY 2020	86,853	9,553	\$1,003,529	\$78,717	\$924,812	9.1	\$10.65	\$105.05	7.8%

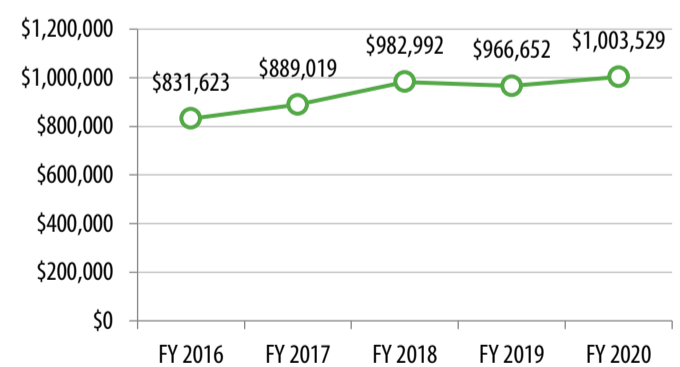
Passengers



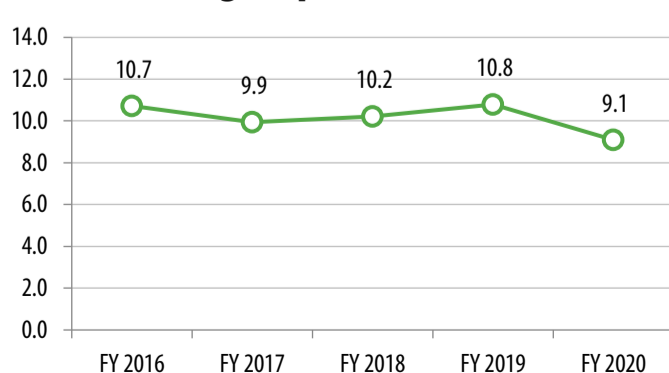
Revenue Hours



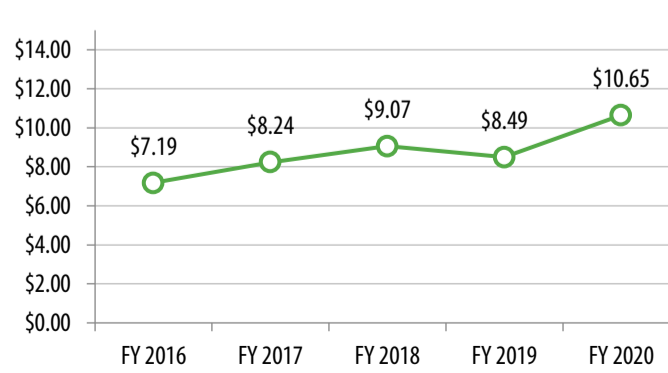
Operating Costs



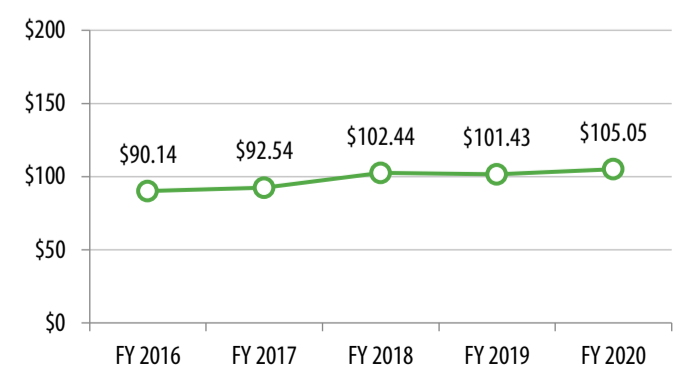
Passengers per Revenue Hour

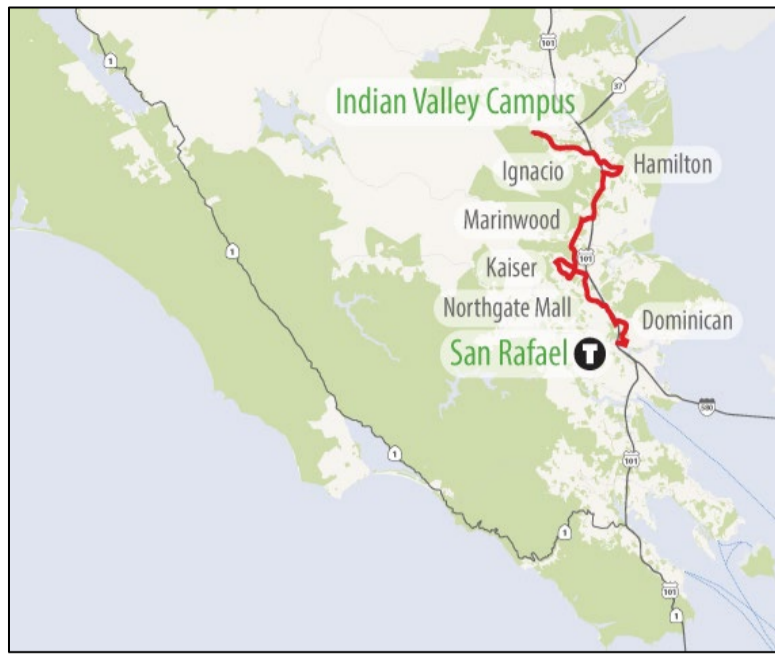


Subsidy per Passenger



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 2020 Farebox Recovery: **8%**  
 % transfer (to route): **30%**  
 % Clipper usage: **15%**

FY 2019/20 DATA

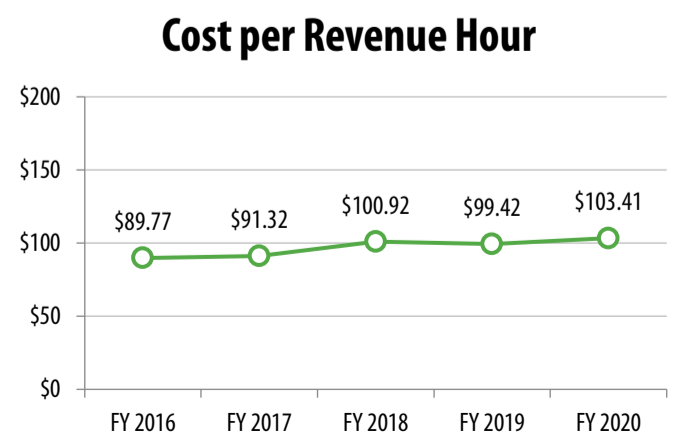
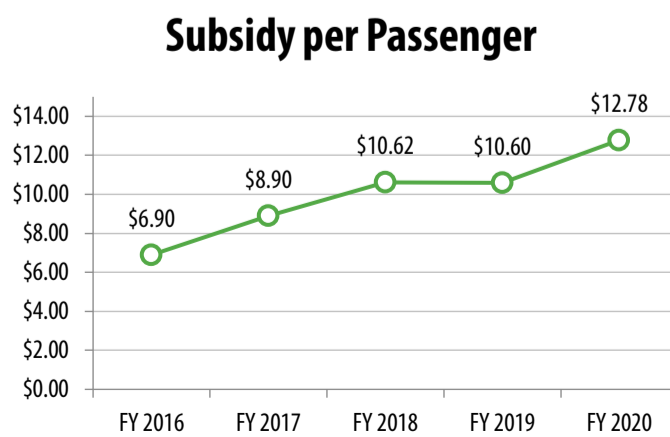
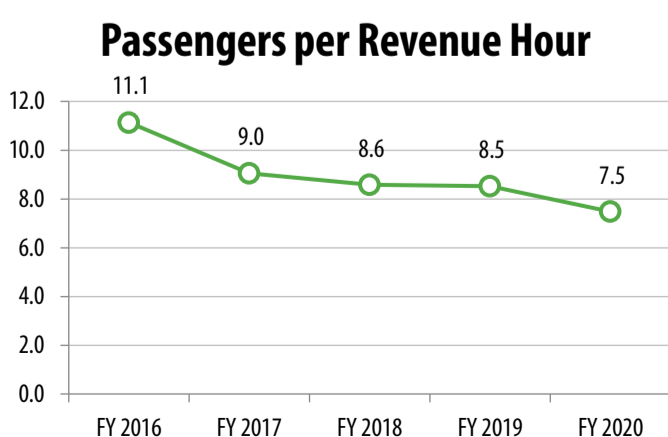
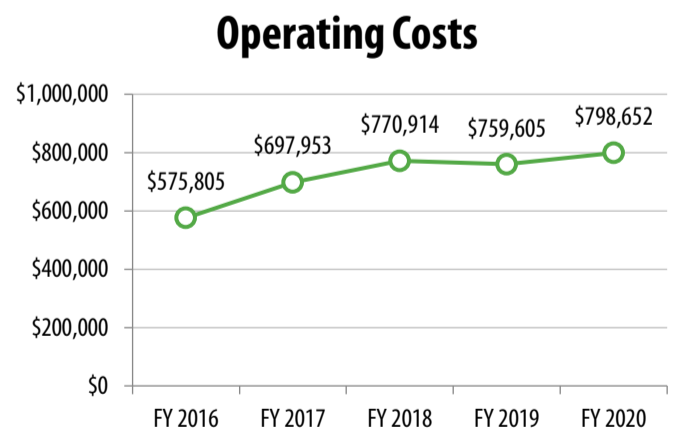
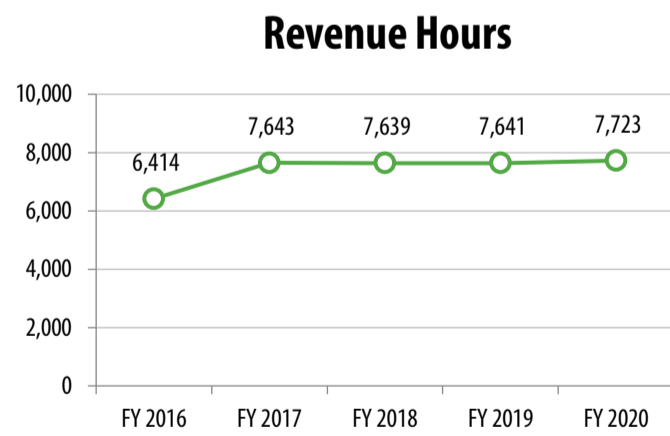
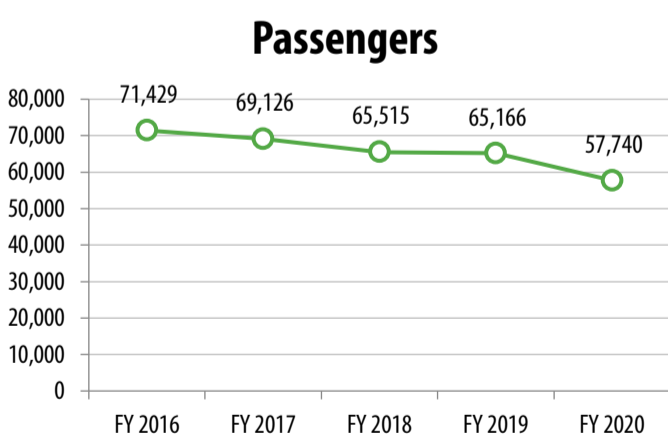
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	57,740	4,812	227	7,723	644	30	85,669	7,139	337
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>57,740</b>	<b>4,812</b>	<b>227</b>	<b>7,723</b>	<b>644</b>	<b>30</b>	<b>85,669</b>	<b>7,139</b>	<b>337</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$798,652	\$66,554	\$3,144	\$60,724	\$5,060	\$239	\$737,928	\$61,494	\$2,905
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$798,652</b>	<b>\$66,554</b>	<b>\$3,144</b>	<b>\$60,724</b>	<b>\$5,060</b>	<b>\$239</b>	<b>\$737,928</b>	<b>\$61,494</b>	<b>\$2,905</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7.5	\$12.78	\$103.41	7.6%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>7.5</b>	<b>\$12.78</b>	<b>\$103.41</b>	<b>7.6%</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 2016	71,429	6,414	\$575,805	\$83,288	\$492,517	11.1	\$6.90	\$89.77	14.5%
FY 2017	69,126	7,643	\$697,953	\$82,621	\$615,332	9.0	\$8.90	\$91.32	11.8%
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	\$68,880	\$690,725	8.5	\$10.60	\$99.42	9.1%
FY 2020	57,740	7,723	\$798,652	\$60,724	\$737,928	7.5	\$12.78	\$103.41	7.6%





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

FY 2020 Farebox Recovery: 18%  
% transfer (to route): -  
% Clipper usage: -

FY 2019/20 DATA

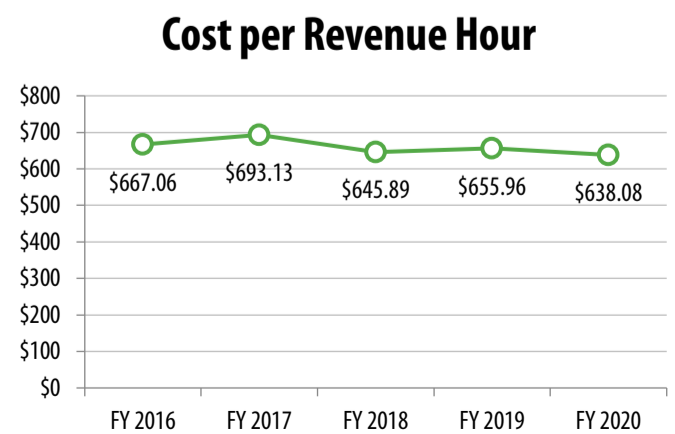
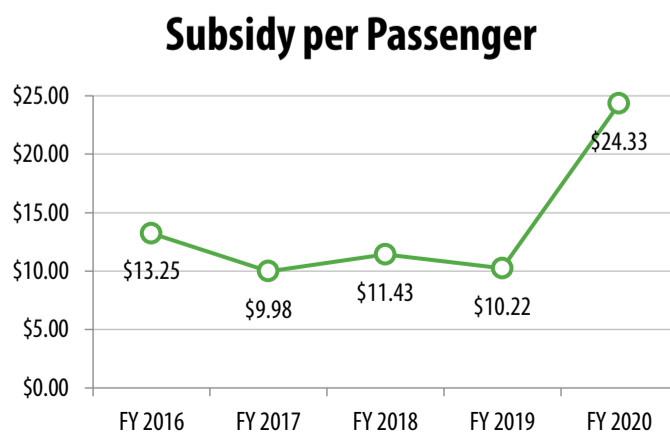
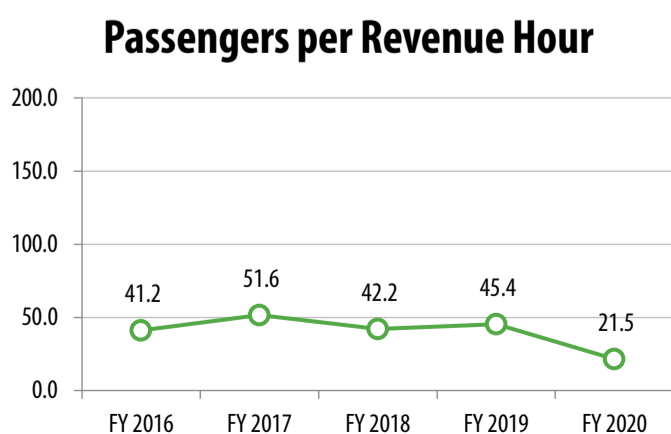
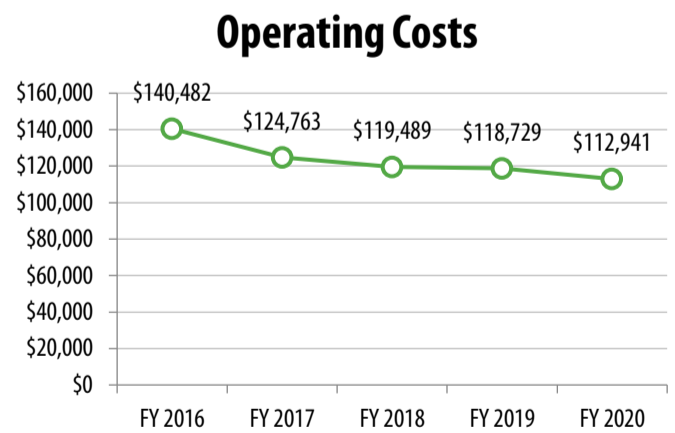
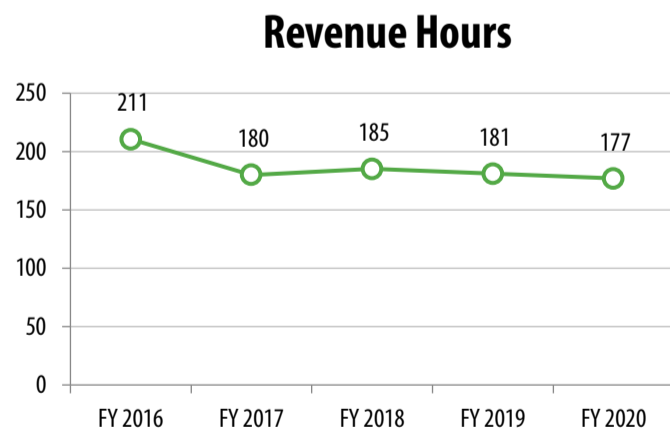
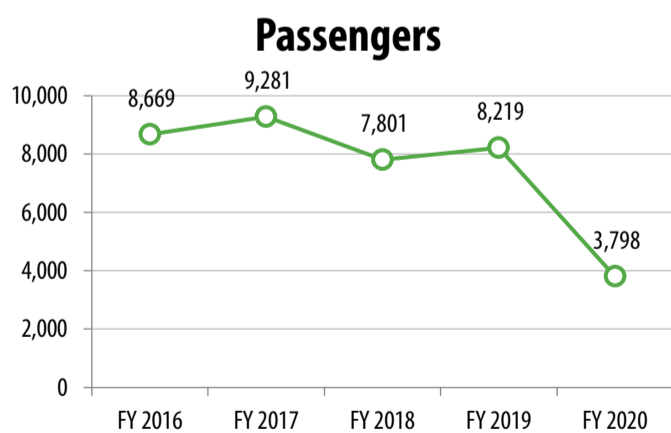
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	3,798	345	21	177	16	1	1,611	146	9
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>3,798</b>	<b>345</b>	<b>21</b>	<b>177</b>	<b>16</b>	<b>1</b>	<b>1,611</b>	<b>146</b>	<b>9</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$112,941	\$10,267	\$638	\$20,536	\$1,867	\$116	\$92,405	\$8,400	\$522
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$112,941</b>	<b>\$10,267</b>	<b>\$638</b>	<b>\$20,536</b>	<b>\$1,867</b>	<b>\$116</b>	<b>\$92,405</b>	<b>\$8,400</b>	<b>\$522</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	21.5	\$24.33	\$638.08	18.2%
Saturday	-	\$-	-	- %
Sunday	-	\$-	-	- %
<b>Total</b>	<b>21.5</b>	<b>\$24.33</b>	<b>\$638.08</b>	<b>18.2%</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 2016	8,669	211	\$140,482	\$25,658	\$114,824	41.2	\$13.25	\$667.06	18.3%
FY 2017	9,281	180	\$124,763	\$32,170	\$92,593	51.6	\$9.98	\$693.13	25.8%
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	177	\$112,941	\$20,536	\$92,405	21.5	\$24.33	\$638.08	18.2%





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

FY 2020 Farebox Recovery: 66%  
% transfer (to route): -  
% Clipper usage: -

FY 2019/20 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	76,792	6,981	434	1,048	95	6	11,894	1,081	67
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>76,792</b>	<b>6,981</b>	<b>434</b>	<b>1,048</b>	<b>95</b>	<b>6</b>	<b>11,894</b>	<b>1,081</b>	<b>67</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$668,599	\$60,782	\$3,777	\$440,368	\$40,033	\$2,488	\$228,231	\$20,748	\$1,289
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$668,599</b>	<b>\$60,782</b>	<b>\$3,777</b>	<b>\$440,368</b>	<b>\$40,033</b>	<b>\$2,488</b>	<b>\$228,231</b>	<b>\$20,748</b>	<b>\$1,289</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	73.3	\$2.97	\$638.04	65.9%
Saturday	-	\$-	-	-%
Sunday	-	\$-	-	-%
<b>Total</b>	<b>73.3</b>	<b>\$2.97</b>	<b>\$638.04</b>	<b>65.9%</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 2016	129,635	870	\$579,937	\$385,753	\$194,184	149.1	\$1.50	\$666.98	66.5%
FY 2017	127,219	1,065	\$738,585	\$440,896	\$297,689	119.4	\$2.34	\$693.25	59.7%
FY 2018	125,370	1,095	\$707,377	\$487,153	\$220,224	114.5	\$1.76	\$646.01	68.9%
FY 2019	110,034	1,071	\$702,886	\$465,141	\$237,745	102.7	\$2.16	\$656.04	66.2%
FY 2020	76,792	1,048	\$668,599	\$440,368	\$228,231	73.3	\$2.97	\$638.04	65.9%

