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## System Performance Summary for FY 2018/19

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This report summarizes the unaudited operational performance of Marin Transit local transit services for FY 2018/19 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 2018/19.

Marin Transit made very few changes to routes and services that impacted performance in FY 2018/19. Effective August 20, 2018, Marin Transit extended select trips on Route 122 to serve East San Rafael. This extension provides hourly service between 8:30 am and 3:00 pm on school days only. The new service operates as a pilot project and help the District test demand for fixed route service to the San Rafael neighborhoods of Peacock Gaps, Glenwood, Bayside Acres, Lock Lomond, and Country Club. Staff continues to monitor the significant increases in services that went into effect in June 2016 and have made incremental changes since to address underperforming route segments. In the line of these efforts, and as part of the 2020 SRTP, staff are considering new service changes for FY 2019/20.

The most significant change to services in FY 2018/19 was the launch of the on-demand Marin Transit Connect which began full revenue service in July of 2018. The 1-year pilot program has been extended into 2020, and staff are continuing to monitor the service.

Overall, Marin Transit provided nearly 3.3 million unlinked passenger trips in FY 2018/19 with over 251,000 revenue hours of service. Compared to FY 2017/18, these numbers represent a 0.9% decrease in unlinked passenger trips and a 3.0% increase in revenue hours. Decline in ridership was experienced across all programs except demand response services, and growth in service levels was focused on Marin Transit Connect, Muir Woods Shuttle, supplemental routes and other Marin Access services. The system-wide productivity rate was 12.9 riders per hour, about 3.8% lower than FY 2017/18, and passenger revenues also decreased slightly (-1.4%). Due to higher operating costs, passenger subsidy increased slightly to a system-wide average of \$7.89 per passenger.

### Fixed Route

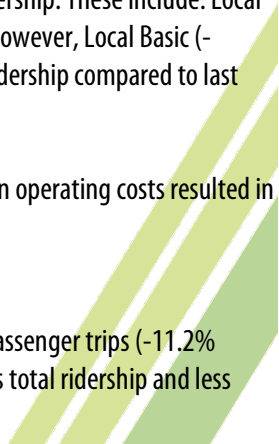
Fixed Route operations carried nearly 3 million unlinked passenger trips in FY 2018/19 with 180,040 revenue hours. These totals represent 91% of the District's total trips and 72% of revenue hours. Compared to FY 2017/18, unlinked passenger trips on fixed route services decreased by 0.8% and revenue hours decreased by 0.1%. Overall productivity was 16.5 passengers per hour, which is approximately 0.6% lower than the 16.7 mark last fiscal year.


Compared to FY 2017/18, about half of fixed-route typologies experienced an increase in overall ridership. These include: Local Trunkline (+0.1%), Local Connector (+0.6%), Supplemental (+2.7%), and Partnership (+3.2%). However, Local Basic (-2.3%), Muir Woods Shuttle (-2.1%), and Rural (-4.1%) service experienced a modest decrease in ridership compared to last year.

Total passenger revenue slightly decreased (-1.7%) in FY 2018/19 compared to last year. Increases in operating costs resulted in a decrease in overall farebox recovery from 15.7% to 15.1% in FY 2018/19.

### Yellow Bus

In FY 2018/19, yellow bus service for the Ross Valley School District carried over 118,000 unlinked passenger trips (-11.2% compared to last year) and operated 1,252 revenue hours. These totals represent 4% of the District's total ridership and less





than 1% of revenue hours. Passenger revenues decreased 3.4% due to lower pass sales. This fall in revenues decreased overall farebox recovery from 62.6% last year to 57.4% in FY 2018/19.

### **Demand Response**

Demand Response programs carried 137,713 unlinked passenger trips in FY 2018/19 and provided 69,890 revenue hours of service. These totals represent 4% of the District’s total trips and 28% of revenue hours. Compared to FY 2017/18, unlinked passenger trips on demand response services increased by 7.1% (+9,102 trips) and revenue hours increased by 12.2%. Overall productivity was 2 passengers per hour, slightly lower than last fiscal year.

Ridership on local paratransit decreased slightly, and the Novato Dial-A-Ride increased in FY 2018/19 compared to the prior year. Rural Dial-A-Ride consists of the Dillon Beach/Tomales and Point Reyes Station Dial-A-Ride. Point Reyes Station Dial-A-Ride experienced growth in ridership, while Dillon Beach decreased.

Passenger revenues for demand response services remained relatively constant compared to last year.

Marin Transit Connect’s performance metrics for FY 2018/19 show continued growth throughout the pilot program.

### **Other Services**

Other Marin Access Mobility Management services include the Volunteer Driver and Catch-A-Ride programs. In FY 2018/19, these programs provided 28,494 unlinked passenger trips, about 1% of the District’s total trips. Compared to the prior fiscal year, ridership decreased by 5% mostly due to the Volunteer Driver programs.

### **Performance Goals**

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The District’s 2018-2027 Short-Range Transit Plan identifies fifteen different goals and associated metrics that staff use to evaluate system performance. The Board further adjusted these performance targets on April 2, 2018 to better reflect current conditions. Performance goals at the route level are measured in both productivity (unlinked passengers per 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, Partnership, or Connect service typologies.

Table 3 on page 6 provides a detailed summary of annual FY 2018/19 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
Regular Local	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, 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/Tomales DAR, Point Reyes DAR	2	\$35.00

Using the productivity goals identified in Table 1, all fixed routes except Local Basic routes collectively met their unlinked passenger per hour goals. Twelve of these routes did not meet their productivity targets. These include: Routes 17, 22, 23, 23X, 29, 49, 71X, 125, 139, 219 and 228. In the previous fiscal year, 12 routes did not meet this target. Figure 1 provides FY 2018/19 productivity levels and respective productivity goals by service typology and at the route level.

Route 35 was the most productive local fixed-route service excluding Supplemental, and carried an average of 29.1 passengers per hour. Route 154 (Olive – San Marin HS – Sinaloa MS - Novato) was the best performing supplemental route with 32.7 passengers per trip.

Overall Local Fixed Route service typologies and Demand Response programs did not meet their goal for cost effectiveness. Most Supplemental services met their subsidy targets. Nineteen individual routes and four demand response services did not meet their subsidy target in FY 2018/19. This was a slight increase compared to last year. Figure 2 provides a breakdown of FY 2018/19 subsidy levels and respective subsidy goals by service typology and at the individual route level.

### Ridership Trends

In FY 2018/19, there was an overall 0.8% decrease in fixed-route ridership with minimal changes in service levels to the prior fiscal year. This is a positive trend for Marin Transit given that bus ridership—reported by the National Transit Database—declined more precipitously (2.2% nationwide) during FY 2018/19 compared to the prior year. Within in the Bay Area, most peer agencies experienced ridership declines between 1% and 7%. These include County Connection, SamTrans, Napa VINE and Sonoma County Transit Golden Gate Transit reported a slight decrease of 1.6% in fixed route bus ridership.

Weather conditions can also contribute to changes in ridership patterns and activity. FY 2018/19 experienced much more rain than the previous fiscal year, which tends to decrease ridership. Gas prices also increased 6.6%, which is another factor that typically leads to increased transit usage.

In FY 2018/19, there were no major service changes. There was a slight decrease in the number of overall transfers for passengers using cash to pay their original fare. 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 2018/19, the overall transfer ratio has slightly dropped from 1.31 to 1.30. When estimating linked passenger trips based on these ratios, the number of individual Marin Transit passengers in FY 2018/19 remained relatively constant compared to last year.

Overall demand for Marin Access mobility management programs increased by 7.1% from FY 2017/18 to FY 2018/19. Changes in ridership varied from program to program. The largest increase was experienced by Connect, a new program for FY 2018/19, and the largest decline was on Volunteer Driver (-5.8%).

Local paratransit experienced a decline in ridership of -2.6%. Ridership levels returned to historic levels from FY 2015/16 though were still 9.6% below the District's all-time passenger high of 132,680 annual trips in FY 2014/15.

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

**Table 2: Factors Impacting Ridership Comparison**

Factor	FY 2017/18	FY 2018/19	Impact	
Calendar	Weekdays	254	256	--
	Weekends & Holidays	114	114	--
	Muir Woods Shuttle	139	155	▲
Transfer Ratio (ratio of unlinked to linked trips)		1.30	1.31	--
Service Disruptions	Canceled service (trips)	357	550	▼▼▼
Rainfall (inches)		21.18	46.97	▼▼
Gas Prices		\$3.66	\$3.90	▲
Unemployment Rate		2.6%	2.4%	--


**FY 2019/20 Performance Outlook**

The District operates nearly 250,000 annual hours of service across all programs in Marin County. These service levels have continuously increased since 2010 to provide more frequency and expanded transit options for Marin County residents. The District does not anticipate significant expansion in the local fixed route program in FY 2019/20 but is considering small changes to the network affected by SMART extensions and schedule changes, in addition to some changes to routes serving the Canal neighborhood.

The District anticipates continued growth in Marin Access service levels in FY 2019/20 based on the following changes:

- Marin Transit Connect, implemented in May 2018, will test an expanded service area as the pilot continues through June 2020.
- Local paratransit demand continues to increase, and service hours are expected to grow.

Last November, Marin County voters approved a local Measure AA and statewide Proposition 6 on the ballot. Measure AA is Marin County's transportation sales tax renewal designated for transportation projects. Over two-thirds of voters approved the measure, and it will continue the current half cent sales tax for another 30 years. Proposition 6 is a ballot measure that



proposed to repeal the state’s Road Repair and Accountability Act (SB1), which continues to levy a 12 cent per gallon tax on gasoline and raised vehicle registration fees. Measure AA and SB1 revenues make up a significant portion of Marin Transit’s operating budget. The renewal of Measure AA and unsuccessful repeal of Proposition 6 have significant implications for Marin Transit’s financial outlook and will allow the District to continue sustained service levels into the future given the certainty of operating funding sources.

The District is also recommending changes to its fare policy that could have impacts in the upcoming year. Staff is focused on creating a revenue-neutral plan though policy changes could impact behavior and change ridership patterns on services. This is especially true for Marin Access services where riders often use multiple services and programs to maintain their mobility.



**Table 3: System-wide Performance Statistics, FY 2018/19**

Route	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Pass. Trips Per Rev Hr (Trip)	Subsidy Per Passenger	Farebox Recovery
<b>Fixed Route</b>	<b>2,978,991</b>	<b>180,040</b>	<b>\$22,816,049</b>	<b>\$3,441,925</b>	<b>16.5</b>	<b>\$6.50</b>	<b>15.1%</b>
<b>Local Trunkline</b>	<b>1,144,014</b>	<b>44,159</b>	<b>\$6,685,521</b>	<b>\$1,152,810</b>	<b>25.9</b>	<b>\$4.84</b>	<b>17.2%</b>
35	669,515	22,993	\$3,462,825	\$659,940	29.1	\$4.19	19.1%
36	360,024	13,707	\$2,045,874	\$349,952	26.3	\$4.71	17.1%
71X	114,475	7,459	\$1,176,822	\$142,918	15.3	\$9.03	12.1%
<b>Local Basic</b>	<b>970,114</b>	<b>64,103</b>	<b>\$7,978,547</b>	<b>\$1,059,205</b>	<b>15.1</b>	<b>\$7.13</b>	<b>13.3%</b>
17	251,013	14,940	\$2,252,002	\$287,580	16.8	\$7.83	12.8%
22	202,297	17,484	\$1,739,825	\$243,184	11.6	\$7.40	14.0%
23	193,127	11,066	\$1,610,299	\$213,697	17.5	\$7.23	13.3%
23X	44,339	2,827	\$416,564	\$44,516	15.7	\$8.39	10.7%
29	38,827	2,943	\$433,473	\$38,905	13.2	\$10.16	9.0%
49	240,511	14,843	\$1,526,384	\$231,323	16.2	\$5.38	15.2%
<b>Local Connector</b>	<b>389,880</b>	<b>42,403</b>	<b>\$4,225,348</b>	<b>\$414,451</b>	<b>9.2</b>	<b>\$9.77</b>	<b>9.8%</b>
219	50,012	6,485	\$659,576	\$60,690	7.7	\$11.97	9.7%
228	78,535	10,045	\$980,273	\$96,253	7.8	\$11.26	9.8%
233	41,601	4,358	\$435,038	\$44,384	9.5	\$9.39	10.2%
245	51,745	4,345	\$424,140	\$50,902	11.9	\$7.21	12.0%
251	102,821	9,530	\$966,689	\$93,342	10.8	\$8.49	9.7%
257	65,166	7,641	\$759,632	\$68,880	8.5	\$10.60	9.1%
<b>Supplemental</b>	<b>176,954</b>	<b>4,232</b>	<b>\$678,586</b>	<b>\$109,517</b>	<b>41.8 (25.2)</b>	<b>\$3.22</b>	<b>16.1%</b>
113	18,678	406	\$68,427	\$12,625	46.0 (21.3)	\$2.99	18.5%
115	13,131	347	\$58,342	\$6,851	37.8 (23.0)	\$3.92	11.7%
117	24,617	489	\$80,902	\$12,837	50.3 (25.5)	\$2.76	15.9%
119	35,173	607	\$107,222	\$26,421	57.9 (29.4)	\$2.30	24.6%
125	10,110	610	\$92,790	\$9,402	16.6 (13.5)	\$8.25	10.1%
139	4,001	334	\$52,069	\$3,789	12.0 (10.5)	\$12.07	7.3%
145	17,294	270	\$43,804	\$8,314	64.0 (30.1)	\$2.05	19.0%
151	41,573	810	\$122,990	\$21,951	51.3 (31.6)	\$2.43	17.8%
154	12,377	359	\$52,040	\$7,327	34.5 (32.7)	\$3.61	14.1%
<b>Recreational</b>	<b>160,412</b>	<b>6,542</b>	<b>\$1,102,266</b>	<b>\$447,315</b>	<b>24.5</b>	<b>\$4.08</b>	<b>40.6%</b>
66	160,412	6,542	\$1,102,266	\$447,315	24.5	\$4.08	40.6%
<b>Rural</b>	<b>113,911</b>	<b>16,158</b>	<b>\$1,797,815</b>	<b>\$117,502</b>	<b>7.0</b>	<b>\$14.25</b>	<b>6.5%</b>
61	33,933	5,515	\$606,573	\$37,278	6.2	\$16.78	6.1%
68	79,978	10,643	\$1,191,242	\$80,224	7.5	\$13.89	6.7%
<b>Partnership</b>	<b>23,706</b>	<b>2,442</b>	<b>\$347,966</b>	<b>\$141,125</b>	<b>9.7</b>	<b>\$8.73</b>	<b>40.6%</b>
122	23,706	2,442	\$347,966	\$141,125	9.7	\$8.73	40.6%
<b>Yellow Bus</b>	<b>118,253</b>	<b>1,252</b>	<b>\$871,363</b>	<b>\$499,832</b>	<b>94.4 (38.4)</b>	<b>\$3.14</b>	<b>57.4%</b>
Hidden Valley	8,219	181	\$125,918	\$34,691	45.4 (22.7)	\$11.10	27.6%
White Hill	110,034	1,071	\$745,445	\$465,141	102.7 (40.5)	\$2.55	62.4%
<b>Demand Response</b>	<b>137,713</b>	<b>69,890</b>	<b>\$5,755,022</b>	<b>\$257,898</b>	<b>2.0</b>	<b>\$39.92</b>	<b>4.5%</b>
Local Paratransit	119,913	60,218	\$4,884,261	\$224,020	2.0	\$38.86	4.6%
Connect	12,128	6,804	\$658,072	\$24,118	1.8	\$52.27	3.7%
Novato DAR	5,013	2,498	\$189,099	\$8,166	2.0	\$36.09	4.3%
Dillon DAR	390	255	\$16,256	\$951	1.5	\$39.24	5.9%
Pt Reyes DAR	269	116	\$7,334	\$643	2.3	\$24.87	8.8%
<b>Other Services</b>	<b>28,494</b>	<b>-</b>	<b>\$520,202</b>	<b>\$29,870</b>	<b>-</b>	<b>\$17.21</b>	<b>5.7%</b>
Volunteer Driver <sup>(1)</sup>	14,126	-	\$137,253	-	-	\$9.72	0.0%
Catch-A-Ride <sup>(1)</sup>	14,368	-	\$382,949	\$29,870	-	\$24.57	7.8%
<b>Total</b>	<b>3,263,451</b>	<b>251,182</b>	<b>\$29,962,636</b>	<b>\$4,229,525</b>	<b>12.9</b>	<b>\$7.89</b>	<b>14.1%</b>

Unaudited

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

Figure 1: FY 2018/19 Passengers per Revenue Hour by Route

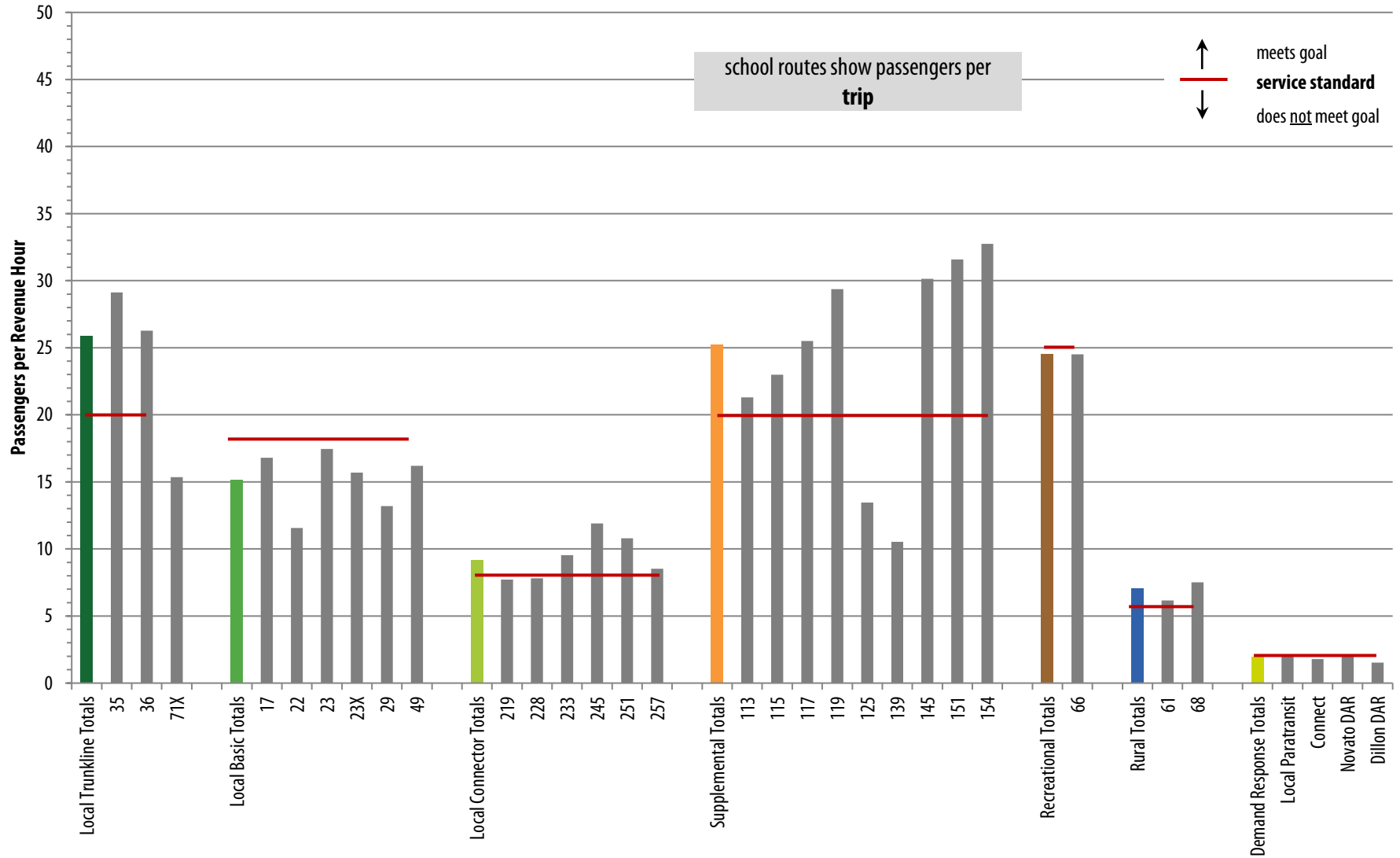
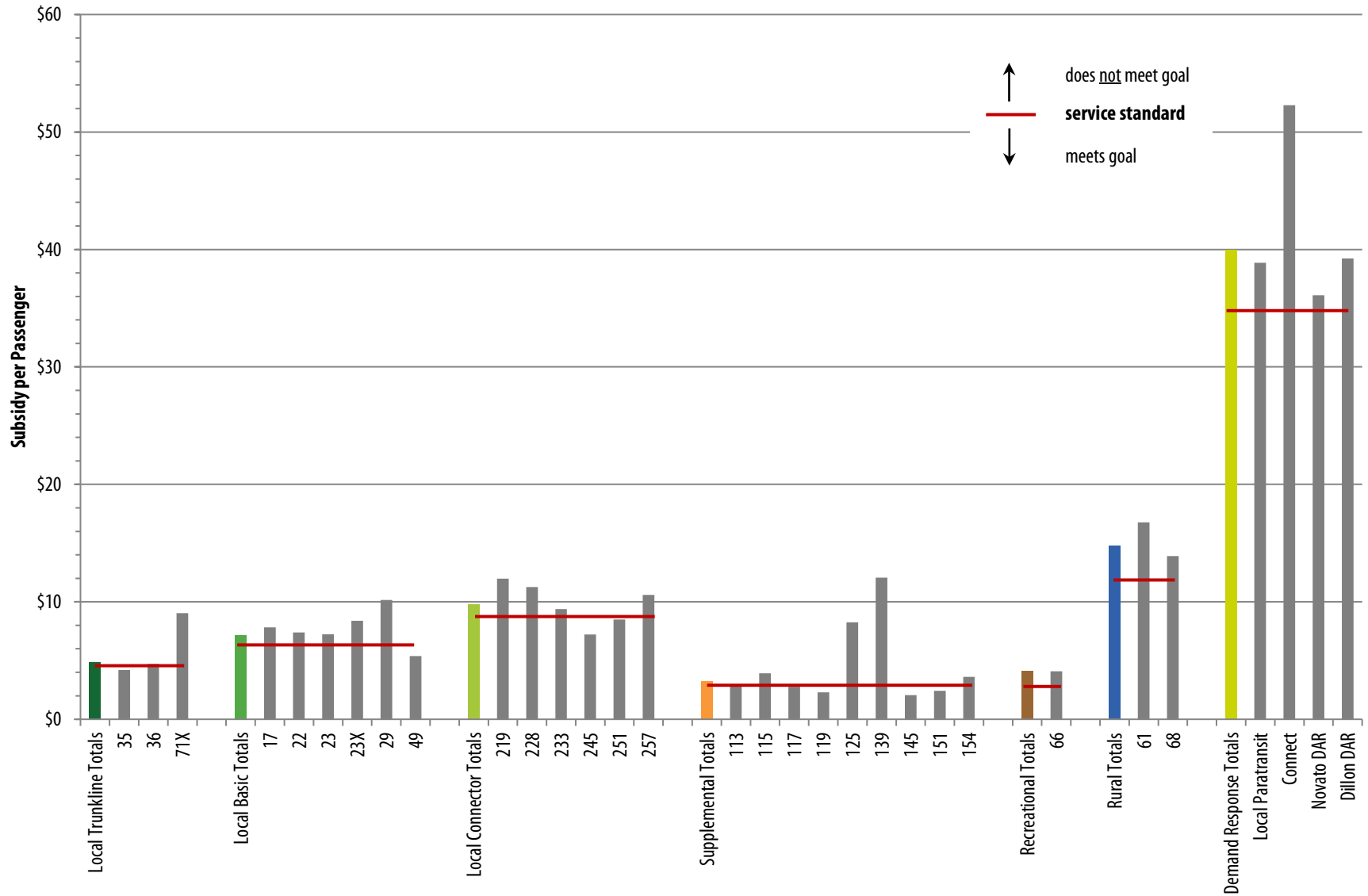


Figure 2: FY 2018/19 Subsidy per Passenger by Route





## Attachment A: Route Profiles

17	Sausalito – Marin City – Mill Valley – San Rafael
22	San Rafael Transit Center – San Anselmo – Marin City
23	Fairfax – San Anselmo – San Rafael – Canal
23X	Manor – Fairfax – San Anselmo – San Rafael – Canal
29	Canal – San Rafael Transit Center – Larkspur – College of Marin – Marin General
35	Canal – San Rafael Transit Center – Marin Civic Center – Northgate Mall – Novato
36	Canal – San Rafael Transit Center – Marin City
49	Novato – Ignacio – Hamilton – Marin Civic Center – San Rafael Transit Center
61	West Marin Stagecoach (Sausalito – Marin City – Mill Valley – Stinson Beach – Bolinas)
66	Muir Woods Shuttle
68	West Marin Stagecoach (San Rafael Transit Center – San Anselmo – Pt. Reyes Station – Inverness)
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
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 2019 Farebox Recovery: 13%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

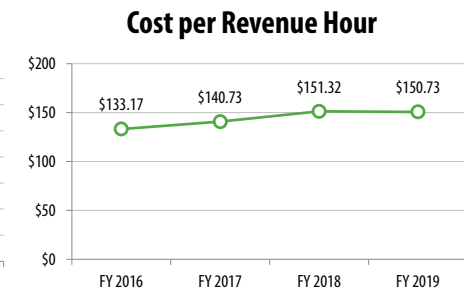
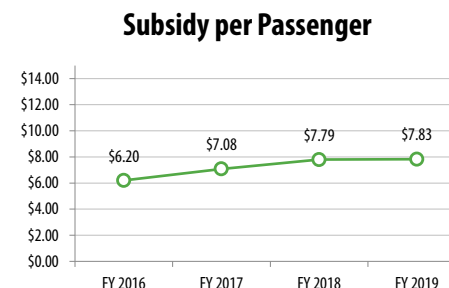
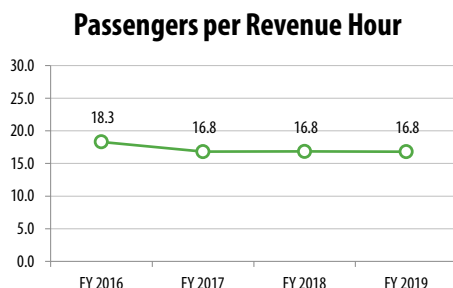
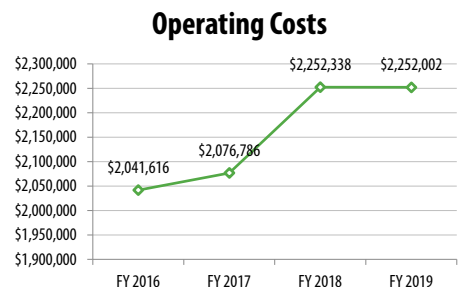
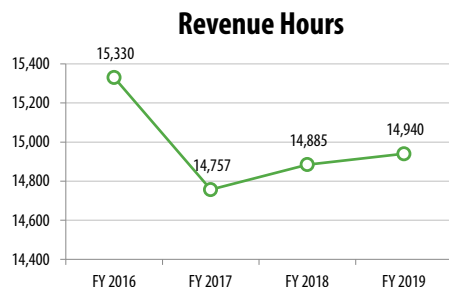
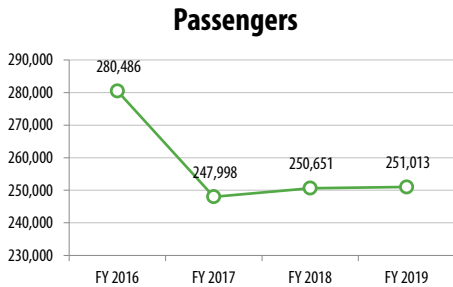
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	196,964	16,414	782	11,650	971	46	174,198	14,517	691
Saturday	27,219	2,268	523	1,542	128	30	24,640	2,053	474
Sunday	26,830	2,236	440	1,748	146	29	27,836	2,320	456
<b>Total</b>	<b>251,013</b>	<b>20,918</b>	<b>688</b>	<b>14,940</b>	<b>1,245</b>	<b>41</b>	<b>226,674</b>	<b>18,890</b>	<b>621</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,754,489	\$146,207	\$6,962	\$222,076	\$18,506	\$881	\$1,532,413	\$127,701	\$6,081
Saturday	\$233,389	\$19,449	\$4,488	\$33,026	\$2,752	\$635	\$200,363	\$16,697	\$3,853
Sunday	\$264,124	\$22,010	\$4,330	\$32,478	\$2,707	\$532	\$231,646	\$19,304	\$3,797
<b>Total</b>	<b>\$2,252,002</b>	<b>\$187,667</b>	<b>\$6,170</b>	<b>\$287,580</b>	<b>\$23,965</b>	<b>\$788</b>	<b>\$1,964,422</b>	<b>\$163,702</b>	<b>\$5,382</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	16.9	\$7.78		12.7%
Saturday	17.7	\$7.36		14.2%
Sunday	15.3	\$8.63		12.3%
<b>Total</b>	<b>16.8</b>	<b>\$7.83</b>	<b>\$150.73</b>	<b>12.8%</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	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	\$2,252,002	\$287,580	\$1,964,422	16.8	\$7.83	\$150.73	12.8%





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 2019 Farebox Recovery: 14%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	173,424	14,452	688	14,399	1,200	57	122,223	10,185	485
Saturday	15,412	1,284	296	1,420	118	27	14,074	1,173	271
Sunday	13,461	1,122	221	1,665	139	27	16,510	1,376	271
<b>Total</b>	<b>202,297</b>	<b>16,858</b>	<b>554</b>	<b>17,484</b>	<b>1,457</b>	<b>48</b>	<b>152,807</b>	<b>12,734</b>	<b>419</b>

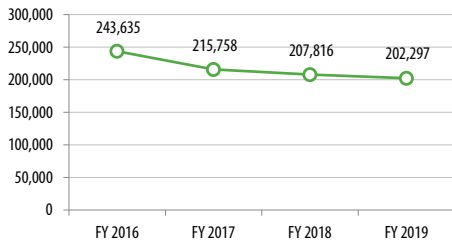
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,430,331	\$119,194	\$5,676	\$208,644	\$17,387	\$828	\$1,221,687	\$101,807	\$4,848
Saturday	\$142,406	\$11,867	\$2,739	\$18,336	\$1,528	\$353	\$124,070	\$10,339	\$2,386
Sunday	\$167,088	\$13,924	\$2,739	\$16,204	\$1,350	\$266	\$150,884	\$12,574	\$2,474
<b>Total</b>	<b>\$1,739,825</b>	<b>\$144,985</b>	<b>\$4,767</b>	<b>\$243,184</b>	<b>\$20,265</b>	<b>\$666</b>	<b>\$1,496,641</b>	<b>\$124,720</b>	<b>\$4,100</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	12.0	\$7.04		14.6%
Saturday	10.9	\$8.05		12.9%
Sunday	8.1	\$11.21		9.7%
<b>Total</b>	<b>11.6</b>	<b>\$7.40</b>	<b>\$99.51</b>	<b>14.0%</b>

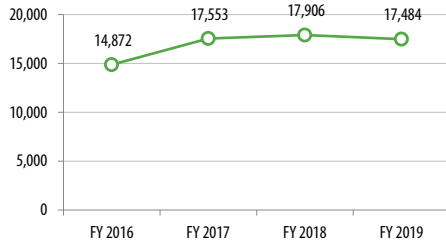
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 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	\$1,739,825	\$243,184	\$1,496,641	11.6	\$7.40	\$99.51	14.0%

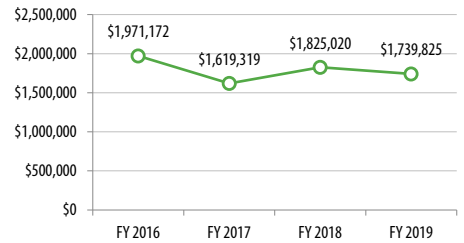
**Passengers**



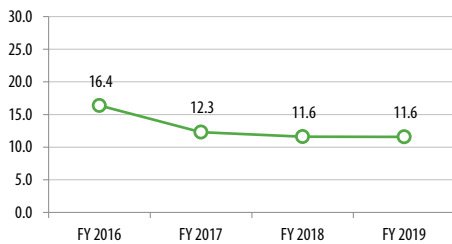
**Revenue Hours**



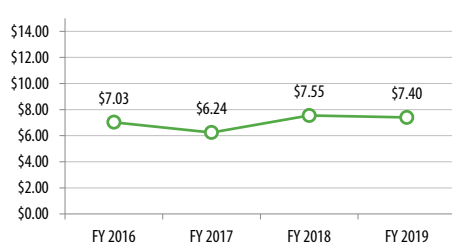
**Operating Costs**



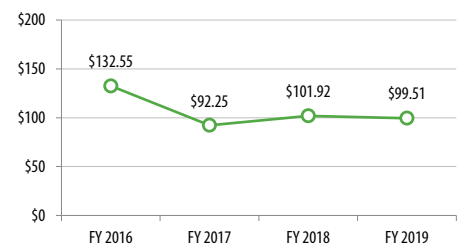
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**





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

FY 2019 Farebox Recovery: 13%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	141,843	11,820	563	8,014	668	32	64,180	5,348	255
Saturday	27,357	2,280	526	1,435	120	28	11,448	954	220
Sunday	23,927	1,994	392	1,617	135	27	13,002	1,083	213
<b>Total</b>	<b>193,127</b>	<b>16,094</b>	<b>529</b>	<b>11,066</b>	<b>922</b>	<b>30</b>	<b>88,630</b>	<b>7,386</b>	<b>243</b>

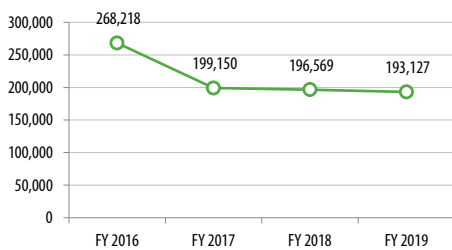
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,166,112	\$97,176	\$4,627	\$154,690	\$12,891	\$614	\$1,011,422	\$84,285	\$4,014
Saturday	\$208,943	\$17,412	\$4,018	\$30,936	\$2,578	\$595	\$178,007	\$14,834	\$3,423
Sunday	\$235,244	\$19,604	\$3,856	\$28,071	\$2,339	\$460	\$207,173	\$17,264	\$3,396
<b>Total</b>	<b>\$1,610,299</b>	<b>\$134,192</b>	<b>\$4,412</b>	<b>\$213,697</b>	<b>\$17,808</b>	<b>\$585</b>	<b>\$1,396,602</b>	<b>\$116,384</b>	<b>\$3,826</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	17.7	\$7.13		13.3%
Saturday	19.1	\$6.51		14.8%
Sunday	14.8	\$8.66		11.9%
<b>Total</b>	<b>17.5</b>	<b>\$7.23</b>	<b>\$145.52</b>	<b>13.3%</b>

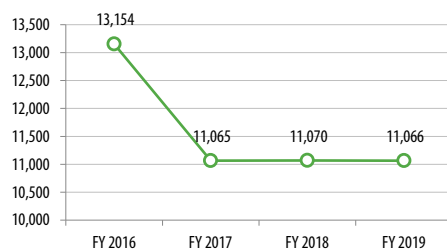
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$1,610,299	\$213,697	\$1,396,602	17.5	\$7.23	\$145.52	13.3%

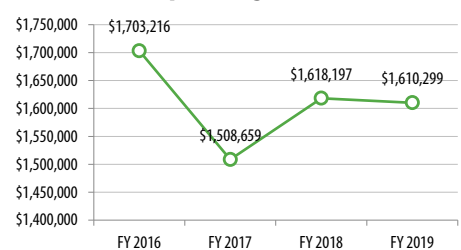
**Passengers**



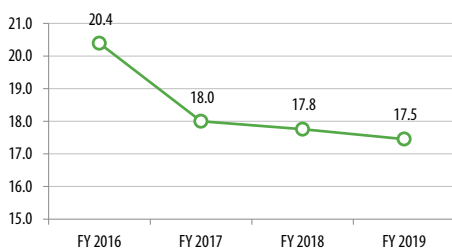
**Revenue Hours**



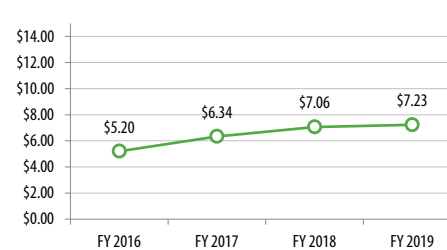
**Operating Costs**



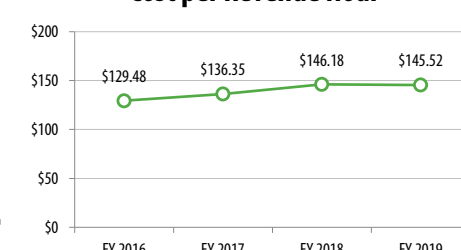
**Passengers per Revenue Hour**

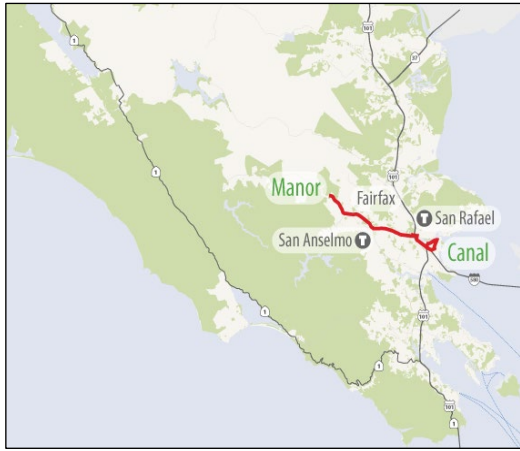


**Subsidy per Passenger**



**Cost per Revenue Hour**





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

FY 2019 Farebox Recovery: **11%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	44,339	3,695	176	2,827	236	11	26,938	2,245	107
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>44,339</b>	<b>3,695</b>	<b>176</b>	<b>2,827</b>	<b>236</b>	<b>11</b>	<b>26,938</b>	<b>2,245</b>	<b>107</b>

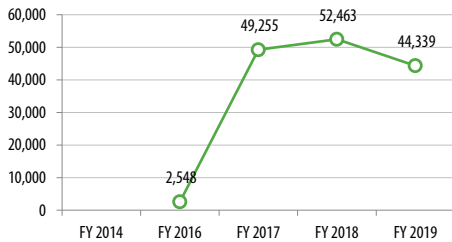
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$416,564	\$34,714	\$1,653	\$44,516	\$3,710	\$177	\$372,048	\$31,004	\$1,476
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$416,564</b>	<b>\$34,714</b>	<b>\$1,653</b>	<b>\$44,516</b>	<b>\$3,710</b>	<b>\$177</b>	<b>\$372,048</b>	<b>\$31,004</b>	<b>\$1,476</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	15.7	\$8.39	\$147.36	10.7%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>15.7</b>	<b>\$8.39</b>	<b>\$147.36</b>	<b>10.7%</b>

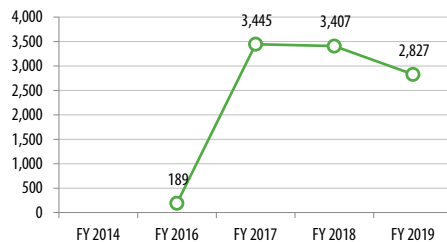
Historic Trends

	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	\$416,564	\$44,516	\$372,048	15.7	\$8.39	\$147.36	10.7%

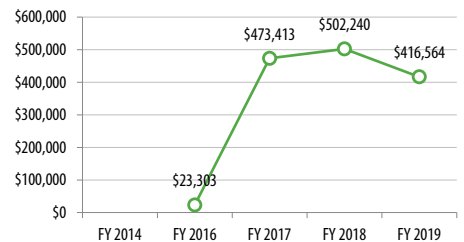
**Passengers**



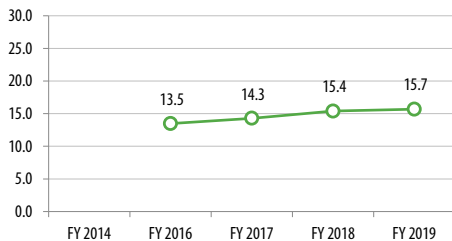
**Revenue Hours**



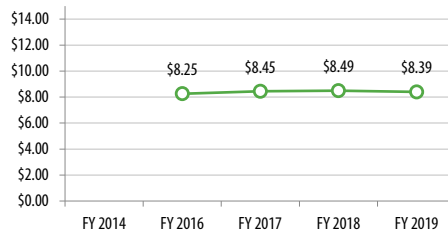
**Operating Costs**



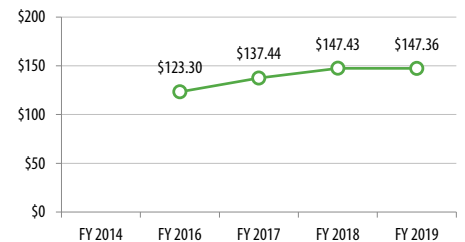
**Passengers per Revenue Hour**



**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 2019 Farebox Recovery: **9%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	38,827	3,236	154	2,943	245	12	30,005	2,500	119
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>38,827</b>	<b>3,236</b>	<b>154</b>	<b>2,943</b>	<b>245</b>	<b>12</b>	<b>30,005</b>	<b>2,500</b>	<b>119</b>

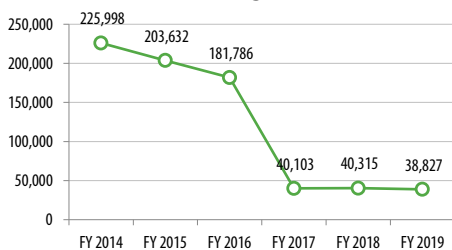
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$433,473	\$36,123	\$1,720	\$38,905	\$3,242	\$154	\$394,568	\$32,881	\$1,566
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$433,473</b>	<b>\$36,123</b>	<b>\$1,720</b>	<b>\$38,905</b>	<b>\$3,242</b>	<b>\$154</b>	<b>\$394,568</b>	<b>\$32,881</b>	<b>\$1,566</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.2	\$10.16		9.0%
Saturday	-	\$ -		- %
Sunday	-	\$ -		- %
<b>Total</b>	<b>13.2</b>	<b>\$10.16</b>	<b>\$147.27</b>	<b>9.0%</b>

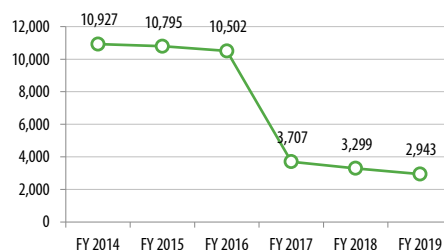
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 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	\$433,473	\$38,905	\$394,568	13.2	\$10.16	\$147.27	9.0%

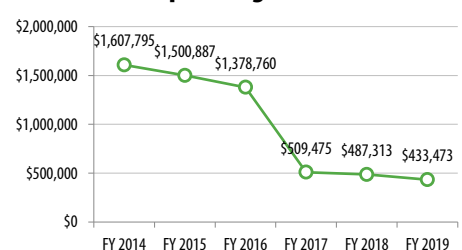
**Passengers**



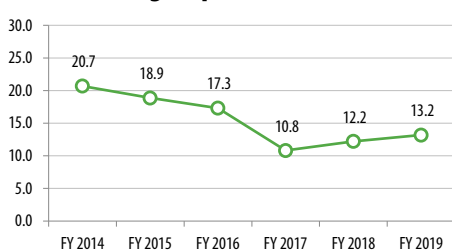
**Revenue Hours**



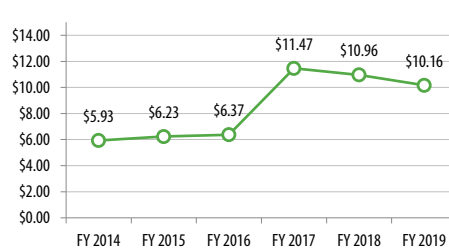
**Operating Costs**



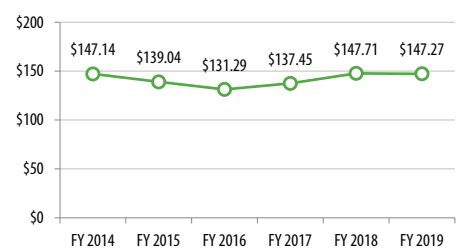
**Passengers per Revenue Hour**



**Subsidy per Passenger**



**Cost per Revenue Hour**





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

FY 2019 Farebox Recovery: 19%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	503,270	41,939	1,997	16,877	1,406	67	223,439	18,620	887
Saturday	83,099	6,925	1,598	2,814	235	54	43,354	3,613	834
Sunday	83,146	6,929	1,363	3,301	275	54	50,853	4,238	834
<b>Total</b>	<b>669,515</b>	<b>55,793</b>	<b>1,834</b>	<b>22,993</b>	<b>1,916</b>	<b>63</b>	<b>317,646</b>	<b>26,471</b>	<b>870</b>

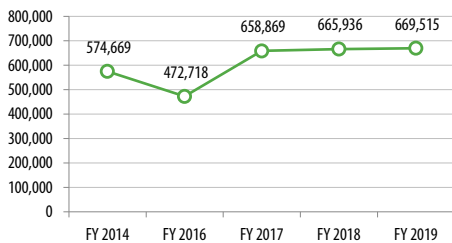
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$2,535,209	\$211,267	\$10,060	\$483,001	\$40,250	\$1,917	\$2,052,208	\$171,017	\$8,144
Saturday	\$426,955	\$35,580	\$8,211	\$88,256	\$7,355	\$1,697	\$338,699	\$28,225	\$6,513
Sunday	\$500,661	\$41,722	\$8,208	\$88,683	\$7,390	\$1,454	\$411,978	\$34,332	\$6,754
<b>Total</b>	<b>\$3,462,825</b>	<b>\$288,569</b>	<b>\$9,487</b>	<b>\$659,940</b>	<b>\$54,995</b>	<b>\$1,808</b>	<b>\$2,802,885</b>	<b>\$233,574</b>	<b>\$7,679</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	29.8	\$4.08		19.1%
Saturday	29.5	\$4.08		20.7%
Sunday	25.2	\$4.95		17.7%
<b>Total</b>	<b>29.1</b>	<b>\$4.19</b>	<b>\$150.61</b>	<b>19.1%</b>

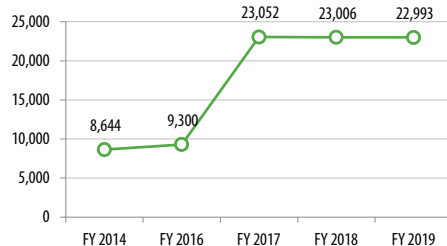
Historic Trends

	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	\$3,462,825	\$659,940	\$2,802,885	29.1	\$4.19	\$150.61	19.1%

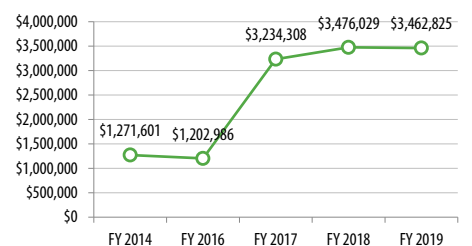
Passengers



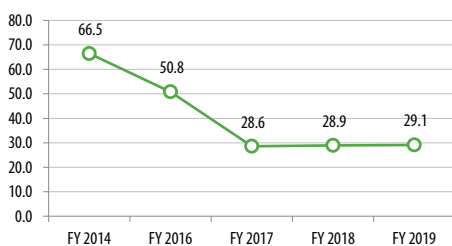
Revenue Hours



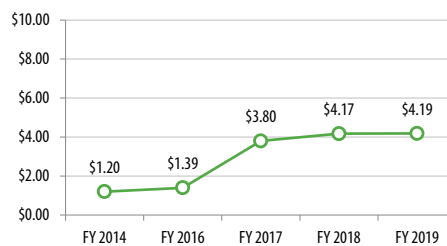
Operating Costs



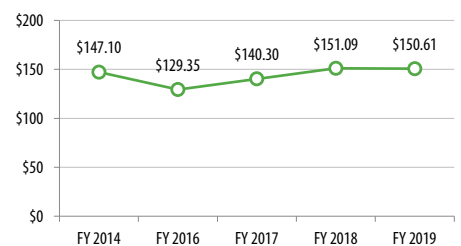
Passengers per Revenue Hour



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 2019 Farebox Recovery: 17%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	291,964	24,330	1,159	9,979	832	40	133,158	11,097	528
Saturday	34,423	2,869	662	1,715	143	33	24,162	2,013	465
Sunday	33,637	2,803	551	2,013	168	33	28,330	2,361	464
<b>Total</b>	<b>360,024</b>	<b>30,002</b>	<b>986</b>	<b>13,707</b>	<b>1,142</b>	<b>38</b>	<b>185,650</b>	<b>15,471</b>	<b>509</b>

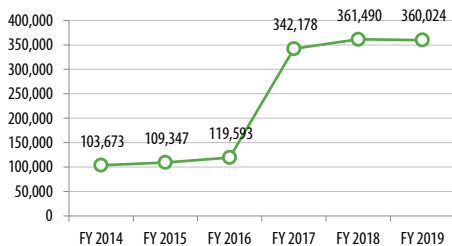
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,486,618	\$123,885	\$5,899	\$276,630	\$23,053	\$1,098	\$1,209,988	\$100,832	\$4,802
Saturday	\$257,346	\$21,446	\$4,949	\$36,854	\$3,071	\$709	\$220,492	\$18,374	\$4,240
Sunday	\$301,910	\$25,159	\$4,949	\$36,468	\$3,039	\$598	\$265,442	\$22,120	\$4,352
<b>Total</b>	<b>\$2,045,874</b>	<b>\$170,490</b>	<b>\$5,605</b>	<b>\$349,952</b>	<b>\$29,163</b>	<b>\$959</b>	<b>\$1,695,922</b>	<b>\$141,327</b>	<b>\$4,646</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	29.3	\$4.14		18.6%
Saturday	20.1	\$6.41		14.3%
Sunday	16.7	\$7.89		12.1%
<b>Total</b>	<b>26.3</b>	<b>\$4.71</b>	<b>\$149.26</b>	<b>17.1%</b>

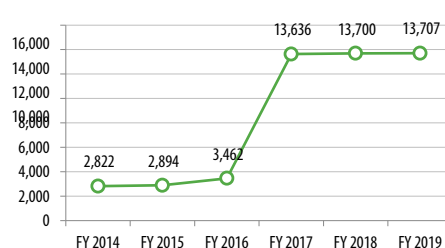
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2015	109,347	2,894	\$402,355	\$110,471	\$291,884	37.8	\$2.67	\$139.05	27.5%
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	\$2,045,874	\$349,952	\$1,695,922	26.3	\$4.71	\$149.26	17.1%

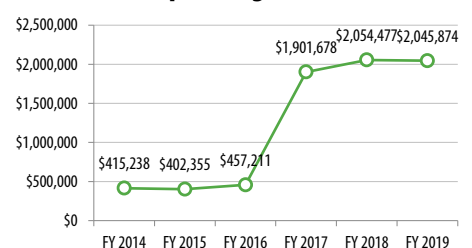
Passengers



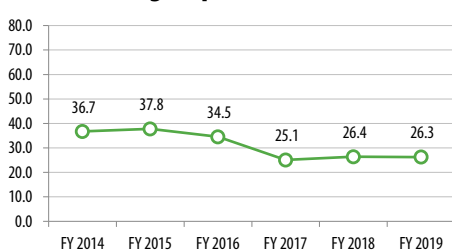
Revenue Hours



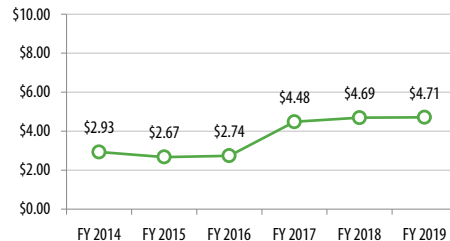
Operating Costs



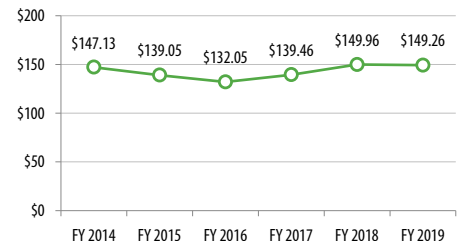
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour







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

FY 2019 Farebox Recovery: 15%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	201,960	16,830	801	11,529	961	46	148,434	12,370	589
Saturday	19,930	1,661	383	1,525	127	29	18,548	1,546	357
Sunday	18,621	1,552	305	1,789	149	29	21,759	1,813	357
<b>Total</b>	<b>240,511</b>	<b>20,043</b>	<b>659</b>	<b>14,843</b>	<b>1,237</b>	<b>41</b>	<b>188,741</b>	<b>15,728</b>	<b>517</b>

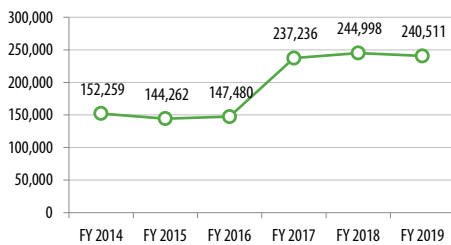
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,185,595	\$98,800	\$4,705	\$191,546	\$15,962	\$760	\$994,049	\$82,837	\$3,945
Saturday	\$156,786	\$13,066	\$3,015	\$20,001	\$1,667	\$385	\$136,785	\$11,399	\$2,630
Sunday	\$184,003	\$15,334	\$3,016	\$19,776	\$1,648	\$324	\$164,227	\$13,686	\$2,692
<b>Total</b>	<b>\$1,526,384</b>	<b>\$127,199</b>	<b>\$4,182</b>	<b>\$231,323</b>	<b>\$19,277</b>	<b>\$634</b>	<b>\$1,295,061</b>	<b>\$107,922</b>	<b>\$3,548</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	17.5	\$4.92		16.2%
Saturday	13.1	\$6.86		12.8%
Sunday	10.4	\$8.82		10.7%
<b>Total</b>	<b>16.2</b>	<b>\$5.38</b>	<b>\$102.84</b>	<b>15.2%</b>

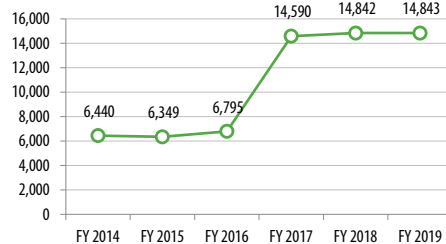
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$1,526,384	\$231,323	\$1,295,061	16.2	\$5.38	\$102.84	15.2%

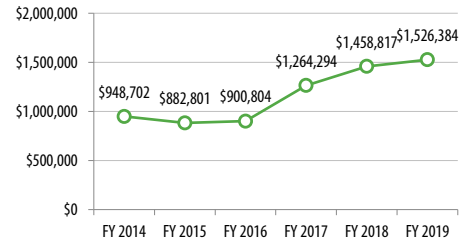
Passengers



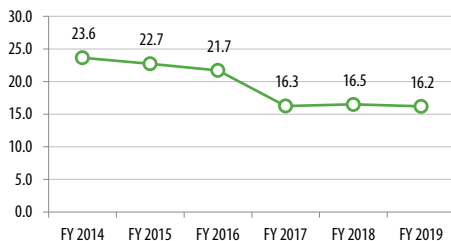
Revenue Hours



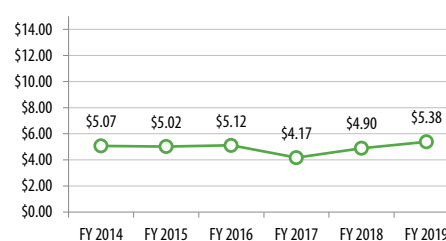
Operating Costs



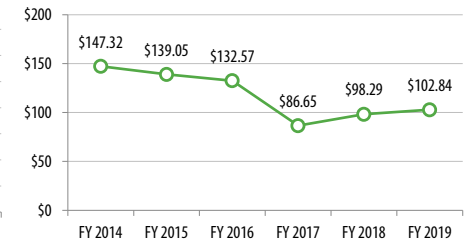
Passengers per Revenue Hour



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 2019 Farebox Recovery: 6%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

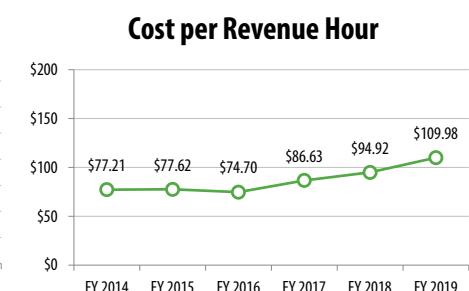
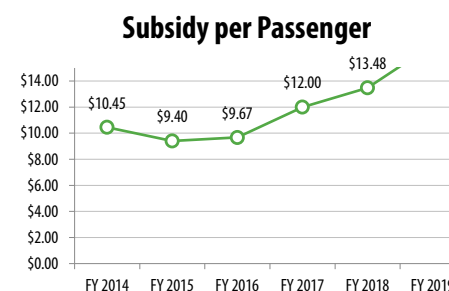
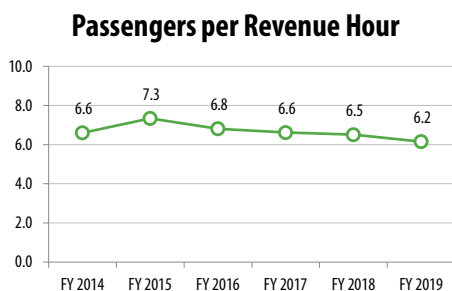
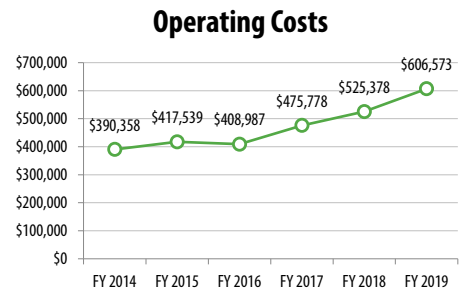
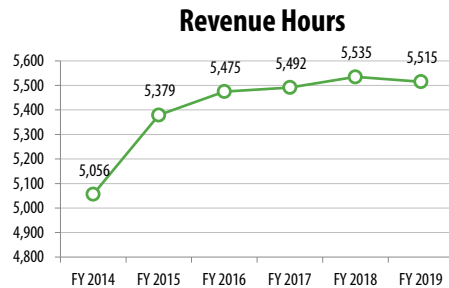
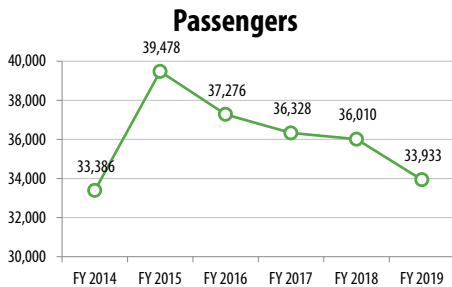
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	15,810	1,318	64	2,595	216	10	44,788	3,732	181
Saturday	9,344	779	180	1,338	112	26	21,131	1,761	406
Sunday	8,779	732	135	1,582	132	24	25,041	2,087	385
<b>Total</b>	<b>33,933</b>	<b>2,828</b>	<b>93</b>	<b>5,515</b>	<b>460</b>	<b>15</b>	<b>90,960</b>	<b>7,580</b>	<b>249</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$285,976	\$23,831	\$1,153	\$15,750	\$1,313	\$64	\$270,226	\$22,519	\$1,090
Saturday	\$146,676	\$12,223	\$2,821	\$11,131	\$928	\$214	\$135,545	\$11,295	\$2,607
Sunday	\$173,921	\$14,493	\$2,676	\$10,397	\$866	\$160	\$163,524	\$13,627	\$2,516
<b>Total</b>	<b>\$606,573</b>	<b>\$50,548</b>	<b>\$1,662</b>	<b>\$37,278</b>	<b>\$3,107</b>	<b>\$102</b>	<b>\$569,295</b>	<b>\$47,441</b>	<b>\$1,560</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	6.1	\$17.09		5.5%
Saturday	7.0	\$14.51		7.6%
Sunday	5.5	\$18.63		6.0%
<b>Total</b>	<b>6.2</b>	<b>\$16.78</b>	<b>\$109.98</b>	<b>6.1%</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	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	\$606,573	\$37,278	\$569,295	6.2	\$16.78	\$109.98	6.1%





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 2019 Farebox Recovery: 41%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	22,165	7,388	568	957	319	25	12,863	4,288	330
Saturday	63,387	5,282	1,268	2,468	206	49	31,346	2,612	627
Sunday	74,860	6,238	1,152	3,117	260	48	39,338	3,278	605
<b>Total</b>	<b>160,412</b>	<b>13,368</b>	<b>1,042</b>	<b>6,542</b>	<b>545</b>	<b>42</b>	<b>83,547</b>	<b>6,962</b>	<b>543</b>

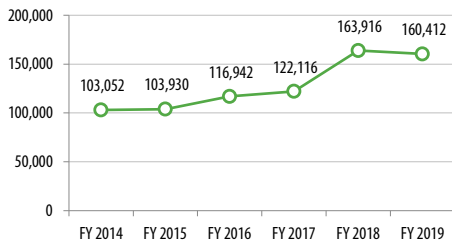
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$145,340	\$48,447	\$3,727	\$79,676	\$26,559	\$2,043	\$65,664	\$21,888	\$1,684
Saturday	\$422,438	\$35,203	\$8,449	\$172,168	\$14,347	\$3,443	\$250,270	\$20,856	\$5,005
Sunday	\$534,488	\$44,541	\$8,223	\$195,471	\$16,289	\$3,007	\$339,017	\$28,251	\$5,216
<b>Total</b>	<b>\$1,102,266</b>	<b>\$91,856</b>	<b>\$7,158</b>	<b>\$447,315</b>	<b>\$37,276</b>	<b>\$2,905</b>	<b>\$654,951</b>	<b>\$54,579</b>	<b>\$4,253</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	23.2	\$2.96		54.8%
Saturday	25.7	\$3.95		40.8%
Sunday	24.0	\$4.53		36.6%
<b>Total</b>	<b>24.5</b>	<b>\$4.08</b>	<b>\$168.48</b>	<b>40.6%</b>

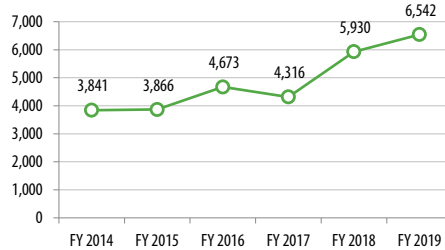
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$1,102,266	\$447,315	\$654,951	24.5	\$4.08	\$168.48	40.6%

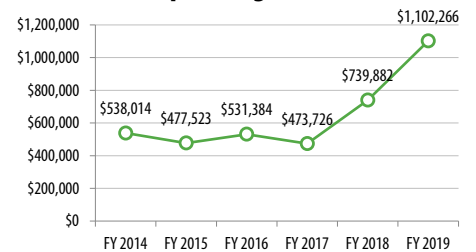
Passengers



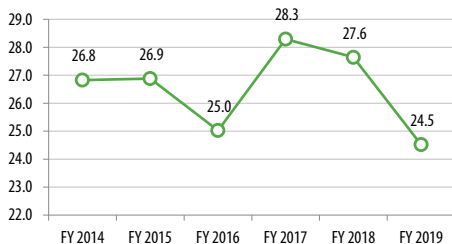
Revenue Hours



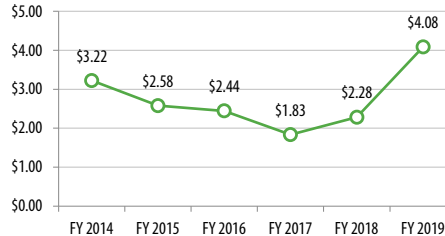
Operating Costs



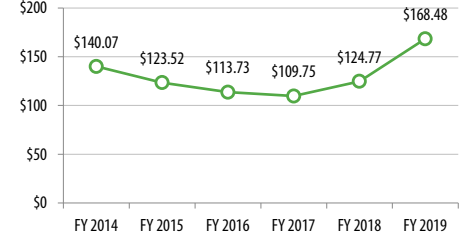
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour



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

FY 2019 Farebox Recovery: **7%**  
 % transfer (to route): -  
 % Clipper usage: -



FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	61,869	5,156	249	7,172	598	29	131,496	10,958	530
Saturday	9,193	766	177	1,534	128	30	28,161	2,347	542
Sunday	8,916	743	137	1,937	161	30	35,234	2,936	542
<b>Total</b>	<b>79,978</b>	<b>6,665</b>	<b>219</b>	<b>10,643</b>	<b>887</b>	<b>29</b>	<b>194,892</b>	<b>16,241</b>	<b>534</b>

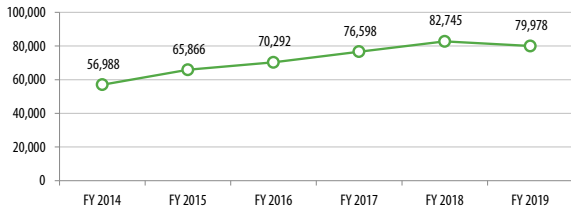
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$803,077	\$66,923	\$3,238	\$61,940	\$5,162	\$250	\$741,137	\$61,761	\$2,988
Saturday	\$171,419	\$14,285	\$3,297	\$9,407	\$784	\$181	\$162,012	\$13,501	\$3,116
Sunday	\$216,746	\$18,062	\$3,335	\$8,877	\$740	\$137	\$207,869	\$17,322	\$3,198
<b>Total</b>	<b>\$1,191,242</b>	<b>\$99,270</b>	<b>\$3,264</b>	<b>\$80,224</b>	<b>\$6,685</b>	<b>\$220</b>	<b>\$1,111,018</b>	<b>\$92,585</b>	<b>\$3,044</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	8.6	\$11.98		7.7%
Saturday	6.0	\$17.62		5.5%
Sunday	4.6	\$23.31		4.1%
<b>Total</b>	<b>7.5</b>	<b>\$13.89</b>	<b>\$111.93</b>	<b>6.7%</b>

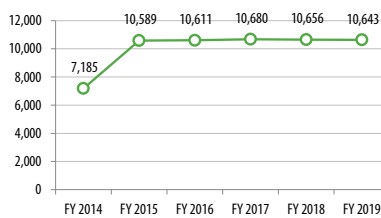
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$1,191,242	\$80,224	\$1,111,018	7.5	\$13.89	\$111.93	6.7%

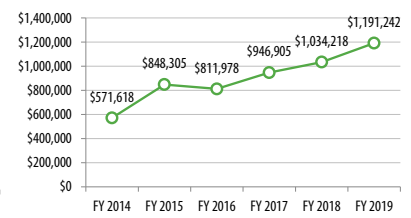
Passengers



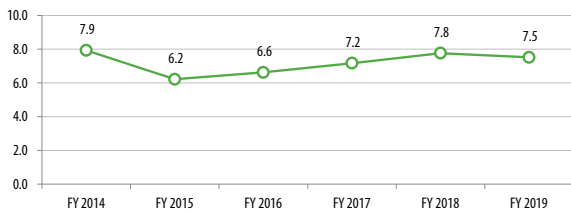
Revenue Hours



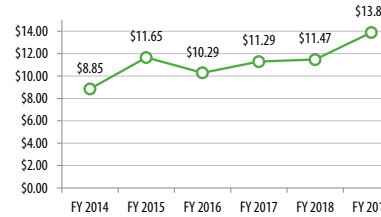
Operating Costs



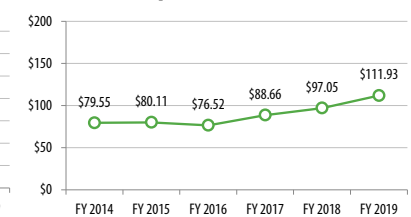
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





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

FY 2019 Farebox Recovery: **12%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

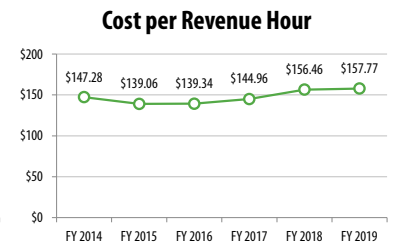
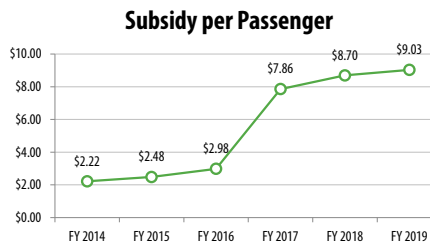
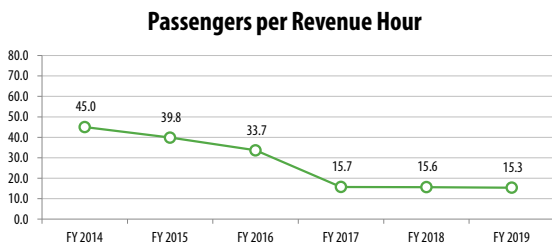
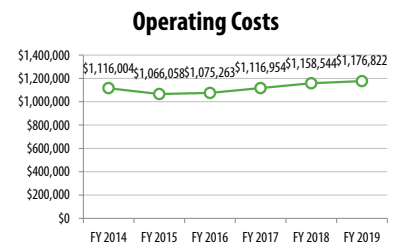
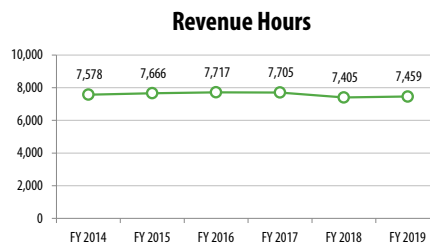
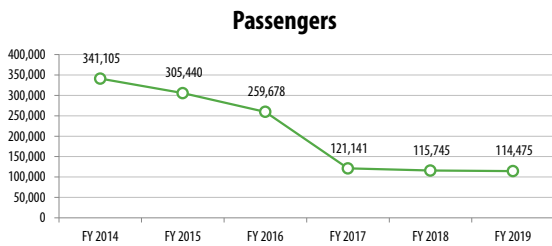
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	114,475	-	-	7,405	-	-	162,875	-	-
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>114,475</b>	-	-	<b>7,405</b>	-	-	<b>162,875</b>	-	-

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$1,158,544	\$ -	\$ -	\$142,918	\$ -	\$ -	\$1,015,626	\$ -	\$ -
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$1,158,544</b>	<b>\$0</b>	<b>\$0</b>	<b>\$142,918</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,015,626</b>	<b>\$0</b>	<b>\$0</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	15.5	\$8.87		12.3%
Saturday	-	\$ -		- %
Sunday	-	\$ -		- %
<b>Total</b>	<b>15.5</b>	<b>\$8.87</b>	<b>\$156.46</b>	<b>12.3%</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	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	\$1,176,822	\$142,918	\$1,033,904	15.3	\$9.03	\$157.77	12.1%





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

FY 2019 Farebox Recovery: 18%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

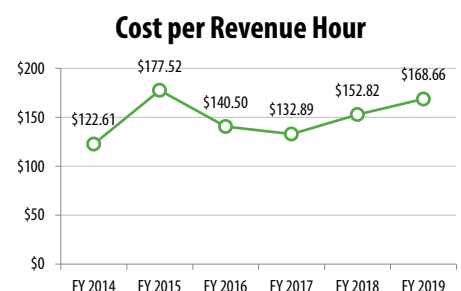
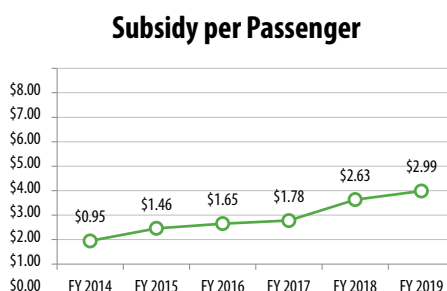
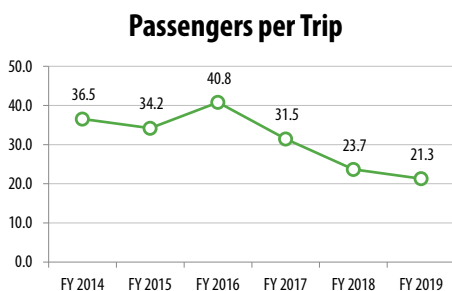
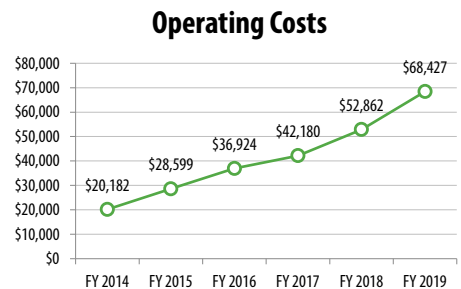
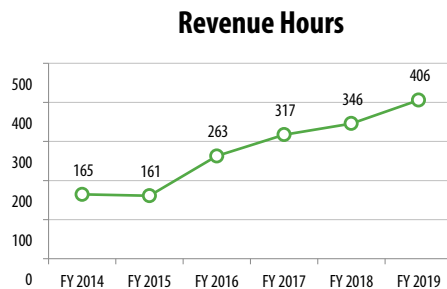
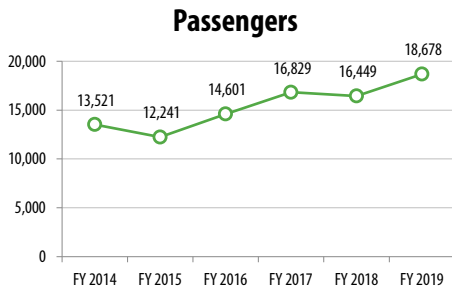
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	18,678	1,698	99	406	37	2	3,861	351	21
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>18,678</b>	<b>1,698</b>	<b>99</b>	<b>406</b>	<b>37</b>	<b>2</b>	<b>3,861</b>	<b>351</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	\$68,427	\$6,221	\$364	\$12,625	\$1,148	\$67	\$55,802	\$5,073	\$297
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$68,427</b>	<b>\$6,221</b>	<b>\$364</b>	<b>\$12,625</b>	<b>\$1,148</b>	<b>\$67</b>	<b>\$55,802</b>	<b>\$5,073</b>	<b>\$297</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	26.9	\$2.99	\$168.66	18.5%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>26.9</b>	<b>\$2.99</b>	<b>\$168.66</b>	<b>18.5%</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	14,601	263	\$36,924	\$12,809	\$24,115	40.8	\$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	\$68,427	\$12,625	\$55,802	21.3	\$2.99	\$168.66	18.5%





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

FY 2019 Farebox Recovery: **12%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

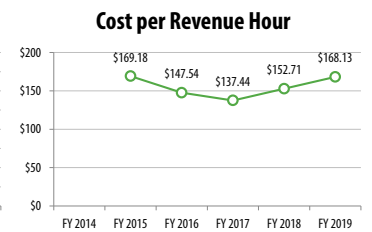
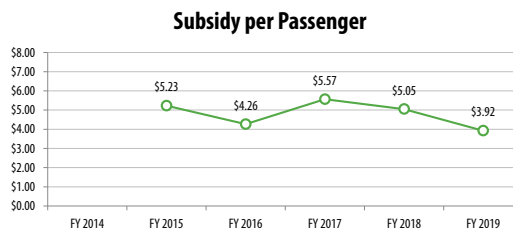
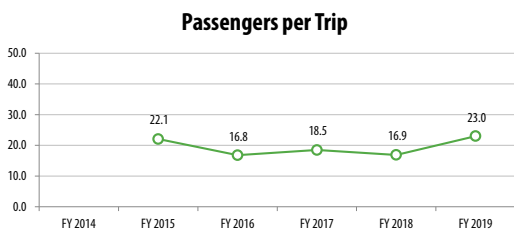
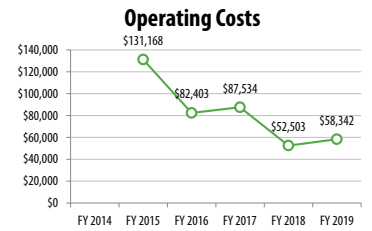
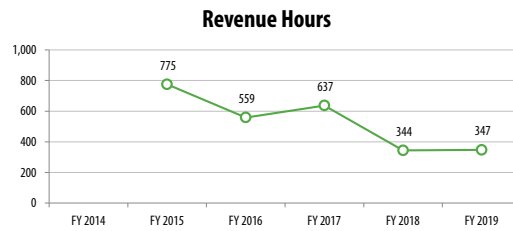
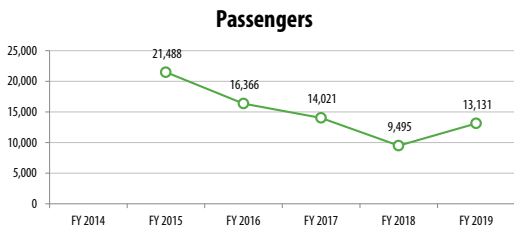
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	13,131	1,194	68	347	32	2	4,131	376	22
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>13,131</b>	<b>1,194</b>	<b>68</b>	<b>347</b>	<b>32</b>	<b>2</b>	<b>4,131</b>	<b>376</b>	<b>22</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$58,342	\$5,304	\$304	\$6,851	\$623	\$36	\$51,491	\$4,681	\$268
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$58,342</b>	<b>\$5,304</b>	<b>\$304</b>	<b>\$6,851</b>	<b>\$623</b>	<b>\$36</b>	<b>\$51,491</b>	<b>\$4,681</b>	<b>\$268</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	23.4	\$3.92		11.7%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>23.4</b>	<b>\$3.92</b>	<b>\$168.13</b>	<b>11.7%</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	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	\$58,342	\$6,851	\$51,491	23.0	\$3.92	\$168.13	11.7%





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

FY 2019 Farebox Recovery: 16%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

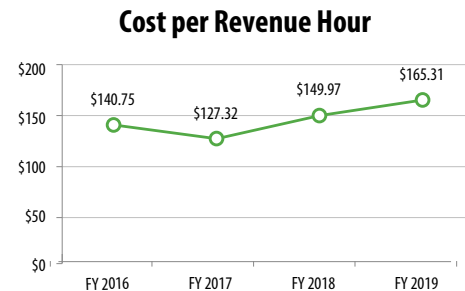
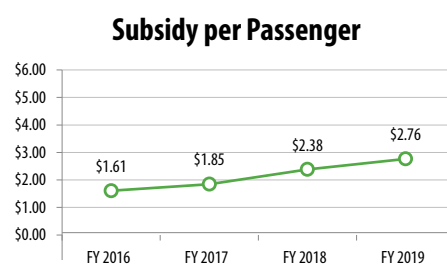
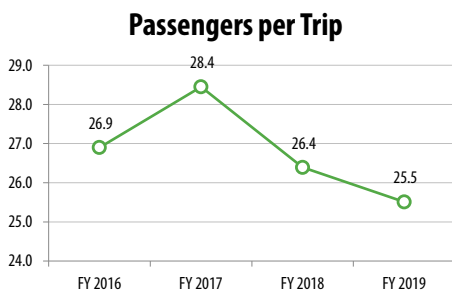
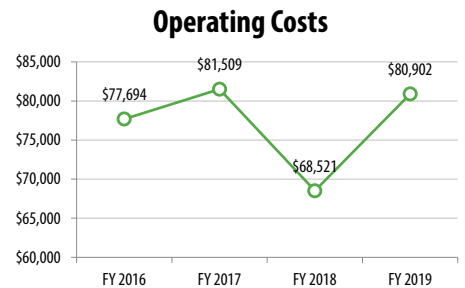
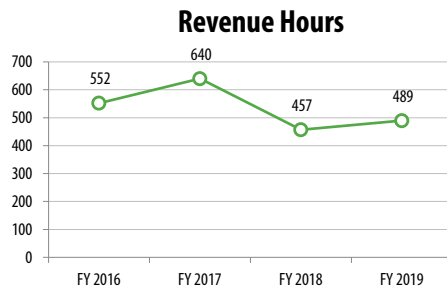
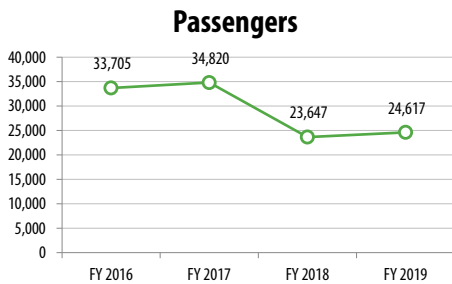
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	24,617	2,238	127	489	44	3	3,521	320	18
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>24,617</b>	<b>2,238</b>	<b>127</b>	<b>489</b>	<b>44</b>	<b>3</b>	<b>3,521</b>	<b>320</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	\$80,902	\$7,355	\$417	\$12,837	\$1,167	\$66	\$68,065	\$6,188	\$351
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$80,902</b>	<b>\$7,355</b>	<b>\$417</b>	<b>\$12,837</b>	<b>\$1,167</b>	<b>\$66</b>	<b>\$68,065</b>	<b>\$6,188</b>	<b>\$351</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	27.5	\$2.76	\$165.31	15.9%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>27.5</b>	<b>\$2.76</b>	<b>\$165.31</b>	<b>15.9%</b>

Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 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	\$80,902	\$12,837	\$68,065	25.5	\$2.76	\$165.31	15.9%







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

FY 2019 Farebox Recovery: 25%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	35,173	3,198	187	607	55	3	9,524	866	51
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>35,173</b>	<b>3,198</b>	<b>187</b>	<b>607</b>	<b>55</b>	<b>3</b>	<b>9,524</b>	<b>866</b>	<b>51</b>

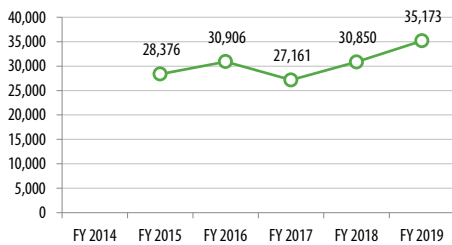
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$107,222	\$9,747	\$570	\$26,421	\$2,402	\$141	\$80,801	\$7,346	\$430
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$107,222</b>	<b>\$9,747</b>	<b>\$570</b>	<b>\$26,421</b>	<b>\$2,402</b>	<b>\$141</b>	<b>\$80,801</b>	<b>\$7,346</b>	<b>\$430</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	30.2	\$2.30	\$176.56	24.6%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>30.2</b>	<b>\$2.30</b>	<b>\$176.56</b>	<b>24.6%</b>

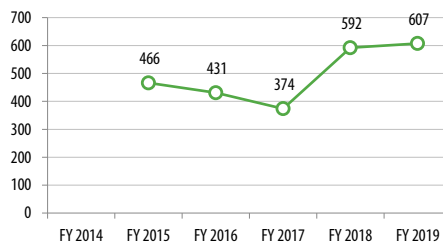
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	30,906	431	\$68,366	\$28,456	\$39,910	34.7	\$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	\$107,222	\$26,421	\$80,801	29.4	\$2.30	\$176.56	24.6%

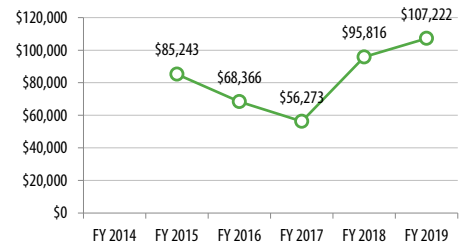
Passengers



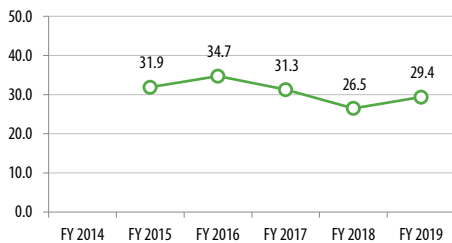
Revenue Hours



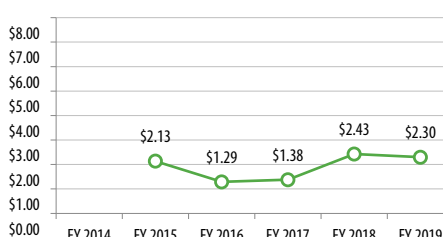
Operating Costs



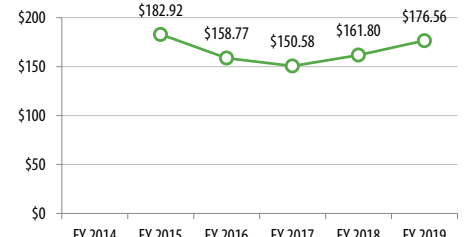
Passengers per Trip



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 2019 Farebox Recovery: **41%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

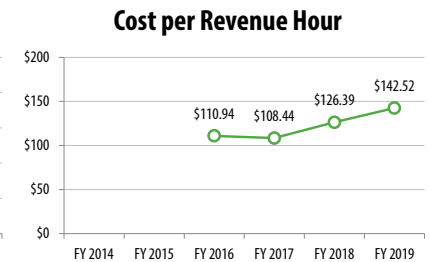
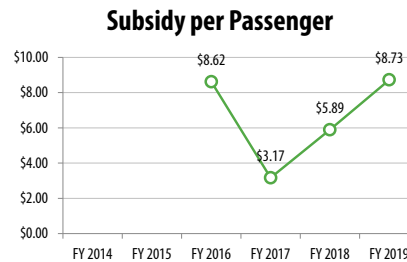
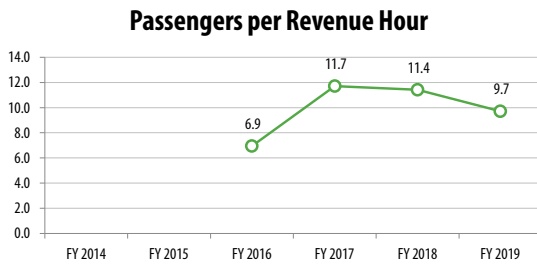
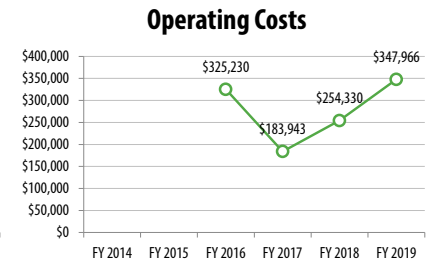
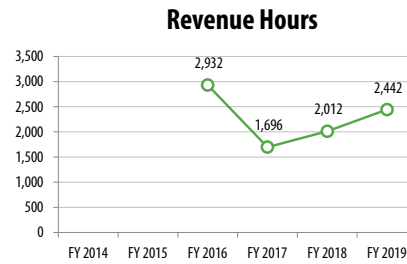
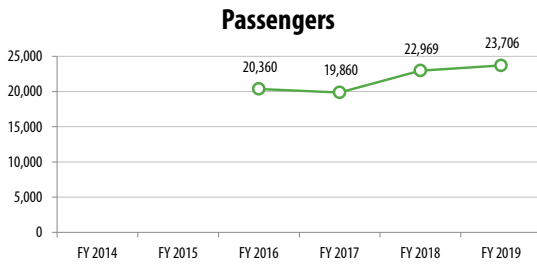
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	23,706	2,371	141	2,442	244	15	25,773	2,577	153
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>23,706</b>	<b>2,371</b>	<b>141</b>	<b>2,442</b>	<b>244</b>	<b>15</b>	<b>25,773</b>	<b>2,577</b>	<b>153</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$347,966	\$34,797	\$2,071	\$141,125	\$14,113	\$840	\$206,841	\$20,684	\$1,231
Saturday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
Sunday	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-	\$-
<b>Total</b>	<b>\$347,966</b>	<b>\$34,797</b>	<b>\$2,071</b>	<b>\$141,125</b>	<b>\$14,113</b>	<b>\$840</b>	<b>\$206,841</b>	<b>\$20,684</b>	<b>\$1,231</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	9.7	\$8.73		40.6%
Saturday	-	\$-		-%
Sunday	-	\$-		-%
<b>Total</b>	<b>9.7</b>	<b>\$8.73</b>	<b>\$142.52</b>	<b>40.6%</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	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	\$347,966	\$141,125	\$206,841	9.7	\$8.73	\$142.52	40.6%





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

FY 2019 Farebox Recovery: 10%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	10,110	919	54	610	55	3	9,037	822	48
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>10,110</b>	<b>919</b>	<b>54</b>	<b>610</b>	<b>55</b>	<b>3</b>	<b>9,037</b>	<b>822</b>	<b>48</b>

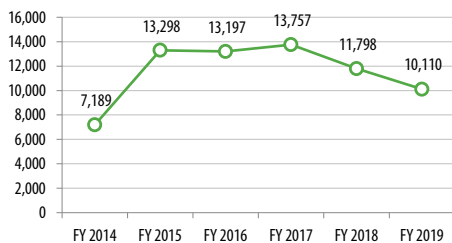
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$92,790	\$8,435	\$494	\$9,402	\$855	\$50	\$83,388	\$7,581	\$444
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$92,790</b>	<b>\$8,435</b>	<b>\$494</b>	<b>\$9,402</b>	<b>\$855</b>	<b>\$50</b>	<b>\$83,388</b>	<b>\$7,581</b>	<b>\$444</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	13.8	\$8.25		10.1%
Saturday	-	\$ -		- %
Sunday	-	\$ -		- %
<b>Total</b>	<b>13.8</b>	<b>\$8.25</b>	<b>\$152.06</b>	<b>10.1%</b>

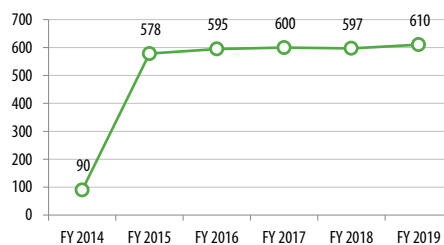
Historic Trends

	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	18.5	\$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	\$92,790	\$9,402	\$83,388	13.5	\$8.25	\$152.06	10.1%

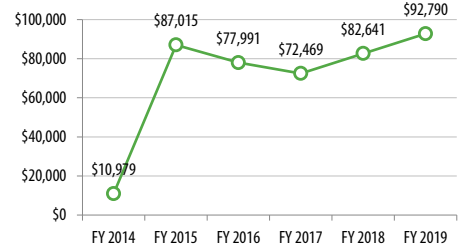
Passengers



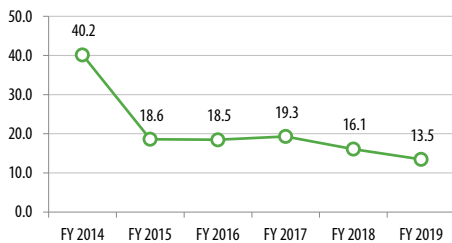
Revenue Hours



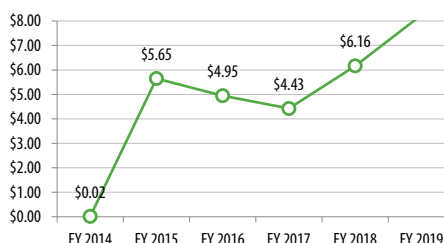
Operating Costs



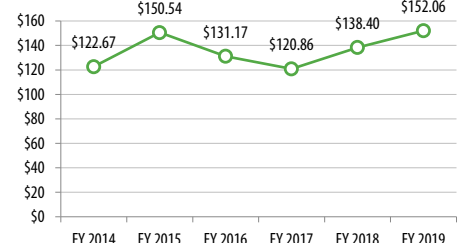
Passengers per Trip



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 2019 Farebox Recovery: 7%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

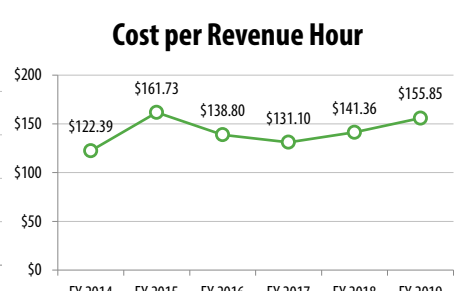
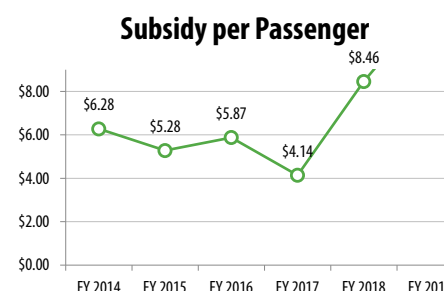
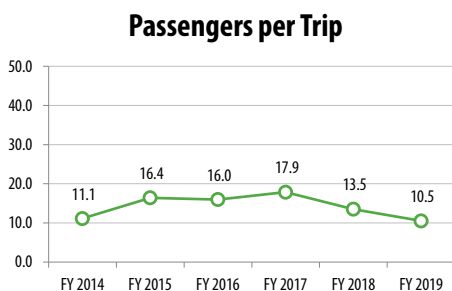
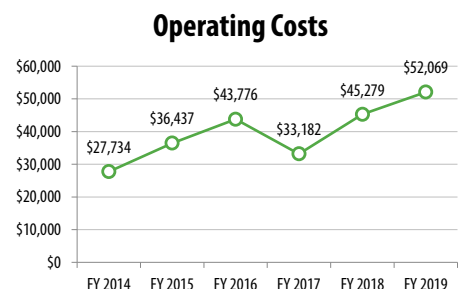
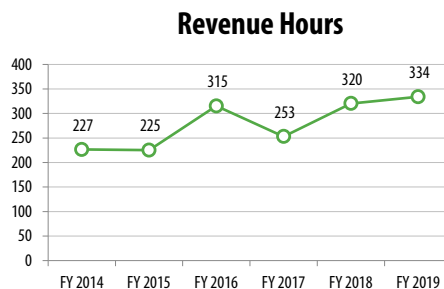
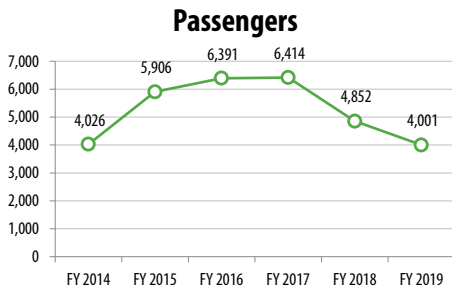
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	4,001	364	21	334	30	2	3,624	329	19
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>4,001</b>	<b>364</b>	<b>21</b>	<b>334</b>	<b>30</b>	<b>2</b>	<b>3,624</b>	<b>329</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	\$52,069	\$4,734	\$274	\$3,789	\$344	\$20	\$48,280	\$4,389	\$254
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$52,069</b>	<b>\$4,734</b>	<b>\$274</b>	<b>\$3,789</b>	<b>\$344</b>	<b>\$20</b>	<b>\$48,280</b>	<b>\$4,389</b>	<b>\$254</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.0	\$12.07		7.3%
Saturday	-	\$ -		- %
Sunday	-	\$ -		- %
<b>Total</b>	<b>11.0</b>	<b>\$12.07</b>	<b>\$155.85</b>	<b>7.3%</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	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	13.5	\$8.46	\$141.36	9.3%
FY 2019	4,001	334	\$52,069	\$3,789	\$48,280	10.5	\$12.07	\$155.85	7.3%





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

FY 2019 Farebox Recovery: 19%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	17,294	1,572	90	270	25	1	2,843	258	15
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>17,294</b>	<b>1,572</b>	<b>90</b>	<b>270</b>	<b>25</b>	<b>1</b>	<b>2,843</b>	<b>258</b>	<b>15</b>

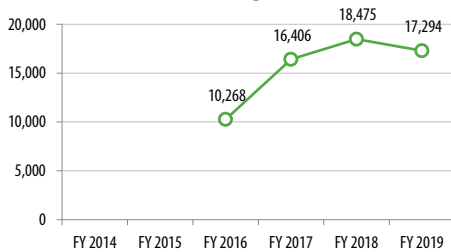
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$43,804	\$3,982	\$228	\$8,314	\$756	\$43	\$35,490	\$3,226	\$185
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	0	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$43,804</b>	<b>\$3,982</b>	<b>\$228</b>	<b>\$8,314</b>	<b>\$756</b>	<b>\$43</b>	<b>\$35,490</b>	<b>\$3,226</b>	<b>\$185</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	32.1	\$2.05	\$162.12	19.0%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>32.1</b>	<b>\$2.05</b>	<b>\$162.12</b>	<b>19.0%</b>

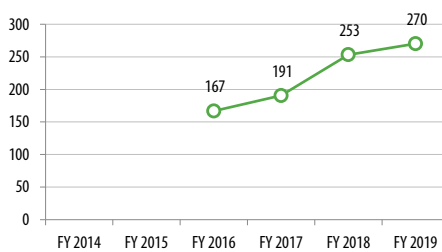
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	10,268	167	\$21,672	\$6,341	\$15,331	39.6	\$1.49	\$129.93	29.3%
FY 2017	16,406	191	\$25,426	\$7,258	\$18,168	37.2	\$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	\$43,804	\$8,314	\$35,490	30.1	\$2.05	\$162.12	19.0%

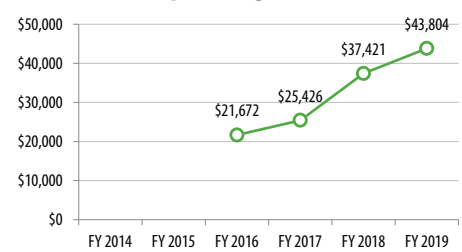
Passengers



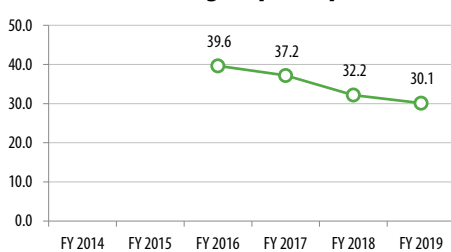
Revenue Hours



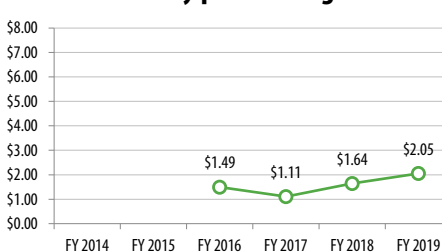
Operating Costs



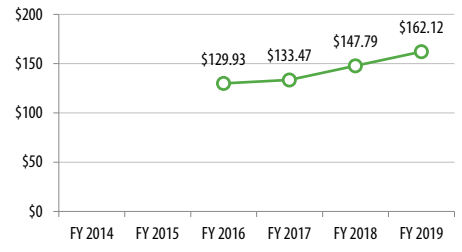
Passengers per Trip



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 2019 Farebox Recovery: 18%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

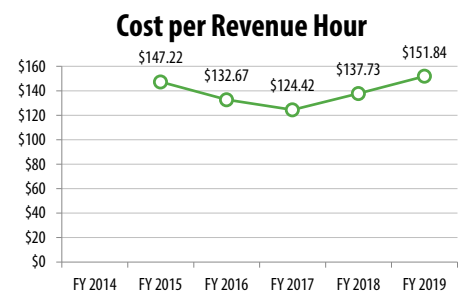
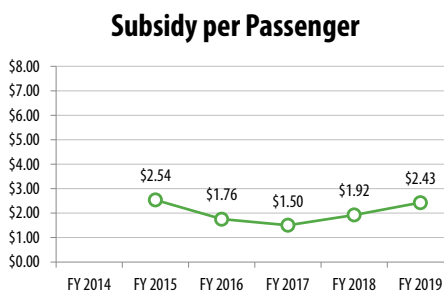
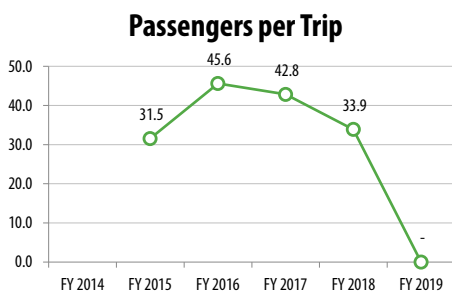
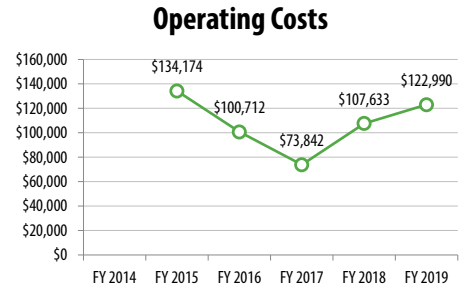
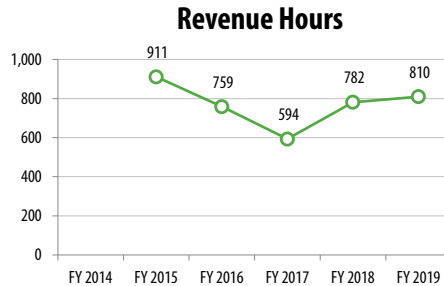
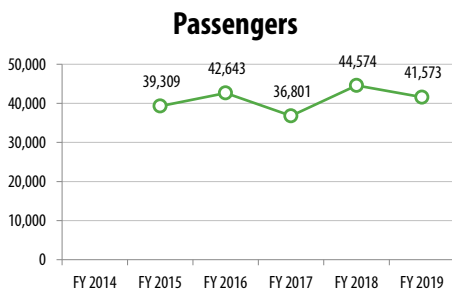
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	41,573	3,779	220	810	74	4	10,895	990	58
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>41,573</b>	<b>3,779</b>	<b>220</b>	<b>810</b>	<b>74</b>	<b>4</b>	<b>10,895</b>	<b>990</b>	<b>58</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$122,990	\$11,181	\$651	\$21,951	\$1,996	\$116	\$101,039	\$9,185	\$535
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$122,990</b>	<b>\$11,181</b>	<b>\$651</b>	<b>\$21,951</b>	<b>\$1,996</b>	<b>\$116</b>	<b>\$101,039</b>	<b>\$9,185</b>	<b>\$535</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	32.4	\$2.43	\$151.84	17.8%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>32.4</b>	<b>\$2.43</b>	<b>\$151.84</b>	<b>17.8%</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	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	33.9	\$1.92	\$137.73	20.3%
FY 2019	41,573	810	\$122,990	\$21,951	\$101,039	-	\$2.43	\$151.84	17.8%





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

FY 2019 Farebox Recovery: 14%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	12,377	1,125	65	359	33	2	3,661	333	19
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>12,377</b>	<b>1,125</b>	<b>65</b>	<b>359</b>	<b>33</b>	<b>2</b>	<b>3,661</b>	<b>333</b>	<b>19</b>

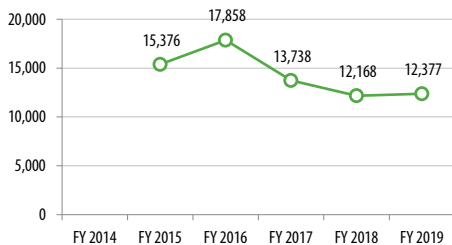
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$52,040	\$4,731	\$275	\$7,327	\$666	\$39	\$44,713	\$4,065	\$237
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$52,040</b>	<b>\$4,731</b>	<b>\$275</b>	<b>\$7,327</b>	<b>\$666</b>	<b>\$39</b>	<b>\$44,713</b>	<b>\$4,065</b>	<b>\$237</b>

	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	33.5	\$3.61	\$145.16	14.1%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>33.5</b>	<b>\$3.61</b>	<b>\$145.16</b>	<b>14.1%</b>

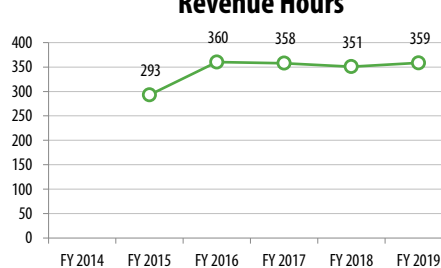
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Trip	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	32.2	\$3.27	\$130.85	13.4%
FY 2019	12,377	359	\$52,040	\$7,327	\$44,713	-	\$3.61	\$145.16	14.1%

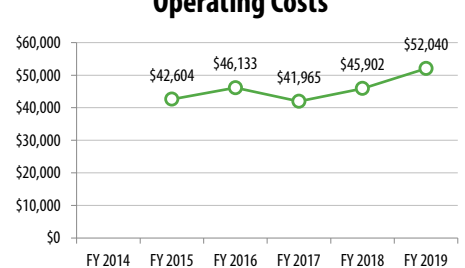
**Passengers**



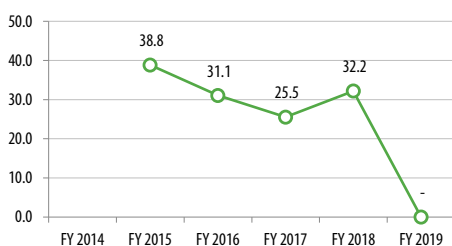
**Revenue Hours**



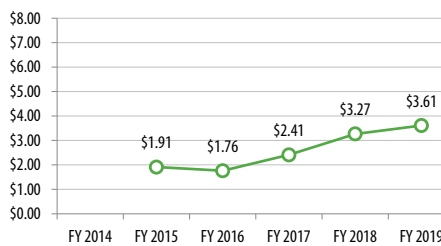
**Operating Costs**



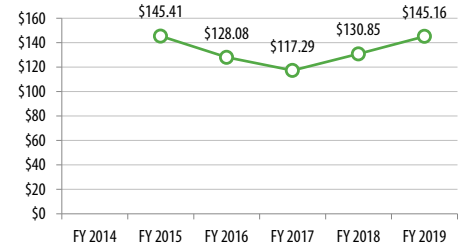
**Passengers per Trip**

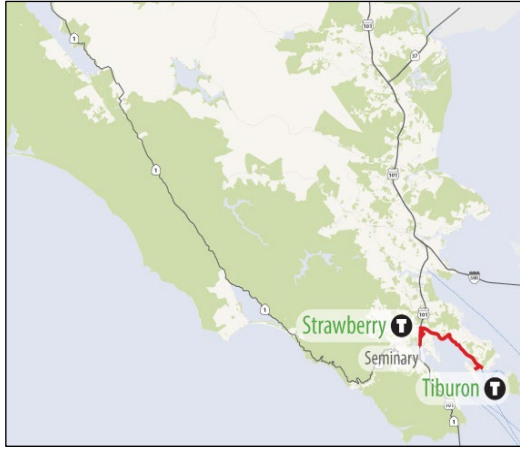


**Subsidy per Passenger**



**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 2019 Farebox Recovery: 9%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	40,186	3,349	159	5,105	425	20	60,813	5,068	241
Saturday	5,225	435	100	635	53	12	10,931	911	210
Sunday	4,601	383	75	745	62	12	12,823	1,069	210
<b>Total</b>	<b>50,012</b>	<b>4,168</b>	<b>137</b>	<b>6,485</b>	<b>540</b>	<b>18</b>	<b>84,567</b>	<b>7,047</b>	<b>232</b>

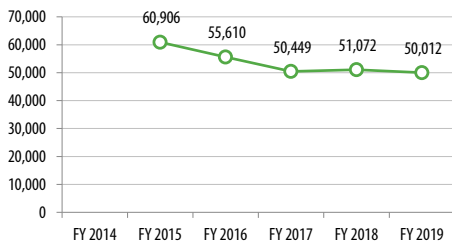
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$516,044	\$43,004	\$2,048	\$50,087	\$4,174	\$199	\$465,957	\$38,830	\$1,849
Saturday	\$66,022	\$5,502	\$1,270	\$5,465	\$455	\$105	\$60,557	\$5,046	\$1,165
Sunday	\$77,510	\$6,459	\$1,271	\$5,138	\$428	\$84	\$72,372	\$6,031	\$1,186
<b>Total</b>	<b>\$659,576</b>	<b>\$54,965</b>	<b>\$1,807</b>	<b>\$60,690</b>	<b>\$5,058</b>	<b>\$166</b>	<b>\$598,886</b>	<b>\$49,907</b>	<b>\$1,641</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	7.9	\$11.60		9.7%
Saturday	8.2	\$11.59		8.3%
Sunday	6.2	\$15.73		6.6%
<b>Total</b>	<b>7.7</b>	<b>\$11.97</b>	<b>\$101.70</b>	<b>9.2%</b>

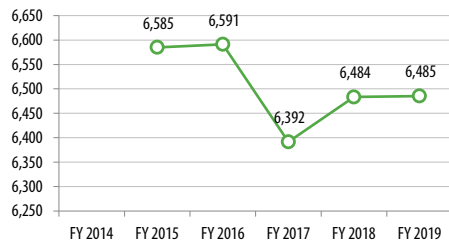
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$659,576	\$60,690	\$598,886	7.7	\$11.97	\$101.70	9.2%

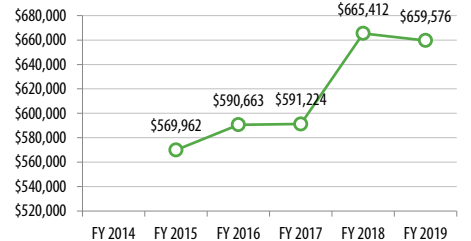
Passengers



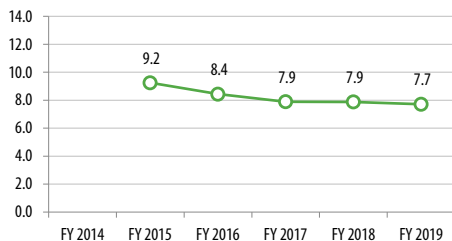
Revenue Hours



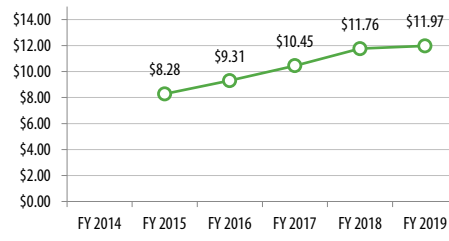
Operating Costs



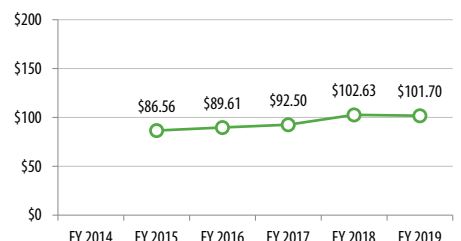
Passengers per Revenue Hour



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 2019 Farebox Recovery: 10%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	62,650	5,221	249	7,237	603	29	65,594	5,466	260
Saturday	9,256	771	178	1,291	108	25	12,401	1,033	238
Sunday	6,629	552	109	1,517	126	25	14,562	1,213	239
<b>Total</b>	<b>78,535</b>	<b>6,545</b>	<b>215</b>	<b>10,045</b>	<b>837</b>	<b>28</b>	<b>92,556</b>	<b>7,713</b>	<b>254</b>

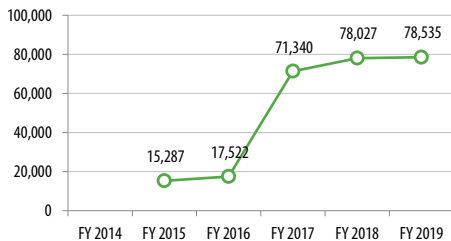
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$704,788	\$58,732	\$2,797	\$75,225	\$6,269	\$299	\$629,563	\$52,464	\$2,498
Saturday	\$126,580	\$10,548	\$2,434	\$11,726	\$977	\$226	\$114,854	\$9,571	\$2,209
Sunday	\$148,905	\$12,409	\$2,441	\$9,302	\$775	\$152	\$139,603	\$11,634	\$2,289
<b>Total</b>	<b>\$980,273</b>	<b>\$81,689</b>	<b>\$2,686</b>	<b>\$96,253</b>	<b>\$8,021</b>	<b>\$264</b>	<b>\$884,020</b>	<b>\$73,668</b>	<b>\$2,422</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	8.7	\$10.05		10.7%
Saturday	7.2	\$12.41		9.3%
Sunday	4.4	\$21.06		6.2%
<b>Total</b>	<b>7.8</b>	<b>\$11.26</b>	<b>\$97.59</b>	<b>9.8%</b>

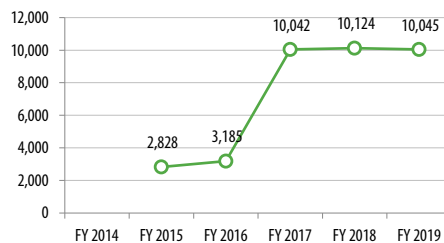
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$980,273	\$96,253	\$884,020	7.8	\$11.26	\$97.59	9.8%

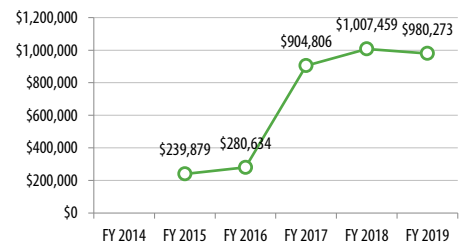
Passengers



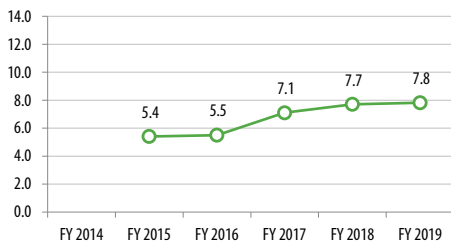
Revenue Hours



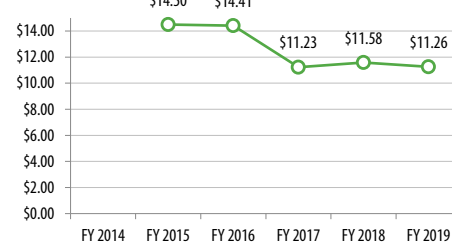
Operating Costs



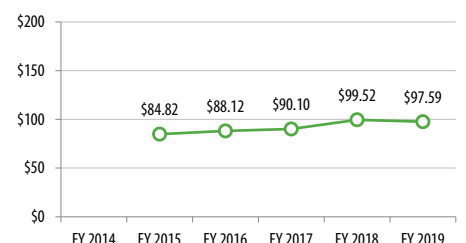
Passengers per Revenue Hour



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 2019 Farebox Recovery: 10%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	34,514	2,876	137	3,293	274	13	38,650	3,221	153
Saturday	3,851	321	74	490	41	9	5,829	486	112
Sunday	3,236	270	53	574	48	9	6,824	569	112
<b>Total</b>	<b>41,601</b>	<b>3,467</b>	<b>114</b>	<b>4,358</b>	<b>363</b>	<b>12</b>	<b>51,303</b>	<b>4,275</b>	<b>141</b>

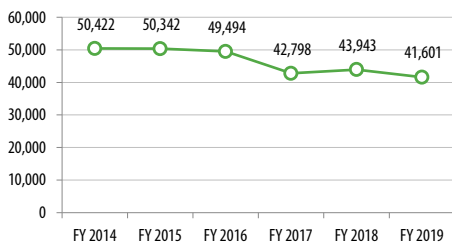
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$328,644	\$27,387	\$1,304	\$36,341	\$3,028	\$144	\$292,303	\$24,359	\$1,160
Saturday	\$48,964	\$4,080	\$942	\$4,256	\$355	\$82	\$44,708	\$3,726	\$860
Sunday	\$57,430	\$4,786	\$941	\$3,787	\$316	\$62	\$53,643	\$4,470	\$879
<b>Total</b>	<b>\$435,038</b>	<b>\$36,253</b>	<b>\$1,192</b>	<b>\$44,384</b>	<b>\$3,699</b>	<b>\$122</b>	<b>\$390,654</b>	<b>\$32,555</b>	<b>\$1,070</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	10.5	\$8.47		11.1%
Saturday	7.9	\$11.61		8.7%
Sunday	5.6	\$16.58		6.6%
<b>Total</b>	<b>9.5</b>	<b>\$9.39</b>	<b>\$99.84</b>	<b>10.2%</b>

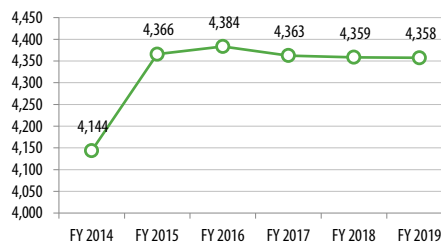
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 2016	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	\$435,038	\$44,384	\$390,654	9.5	\$9.39	\$99.84	10.2%

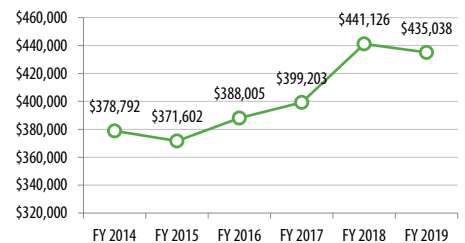
Passengers



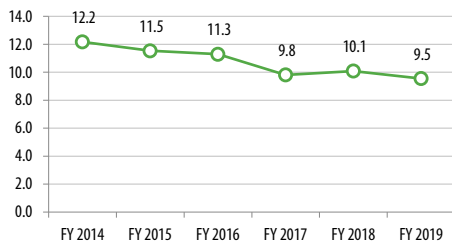
Revenue Hours



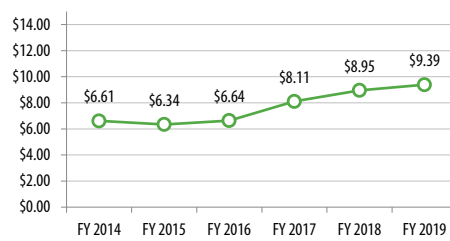
Operating Costs



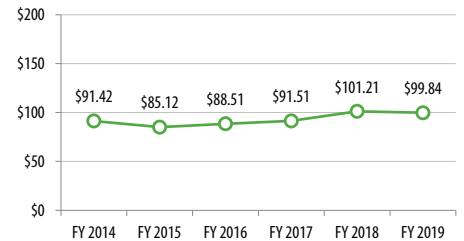
Passengers per Revenue Hour

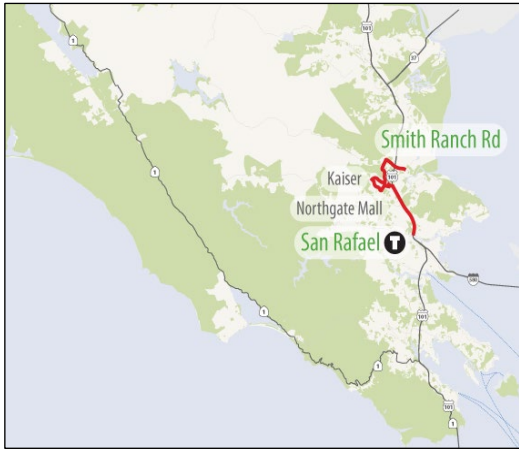


Subsidy per Passenger



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 2018 Farebox Recovery: 13%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	43,197	3,600	171	3,000	250	12	28,614	2,384	114
Saturday	4,138	345	80	631	53	12	5,890	491	113
Sunday	3,761	313	62	715	60	12	6,667	556	109
<b>Total</b>	<b>51,096</b>	<b>4,258</b>	<b>140</b>	<b>4,347</b>	<b>362</b>	<b>12</b>	<b>41,171</b>	<b>3,431</b>	<b>113</b>

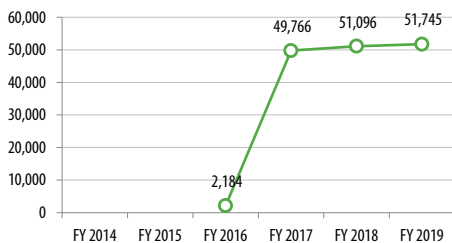
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$298,685	\$24,890	\$1,185	\$43,321	\$3,610	\$172	\$255,364	\$21,280	\$1,013
Saturday	\$62,778	\$5,232	\$1,207	\$5,518	\$460	\$106	\$57,260	\$4,772	\$1,101
Sunday	\$71,104	\$5,925	\$1,166	\$5,314	\$443	\$87	\$65,790	\$5,483	\$1,079
<b>Total</b>	<b>\$432,567</b>	<b>\$36,047</b>	<b>\$1,185</b>	<b>\$54,153</b>	<b>\$4,513</b>	<b>\$148</b>	<b>\$378,414</b>	<b>\$31,535</b>	<b>\$1,037</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	14.4	\$5.91		14.5%
Saturday	6.6	\$13.84		8.8%
Sunday	5.3	\$17.49		7.5%
<b>Total</b>	<b>11.8</b>	<b>\$7.41</b>	<b>\$99.52</b>	<b>12.5%</b>

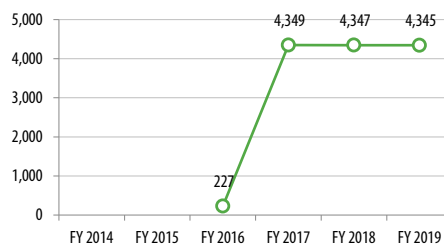
Historic Trends

	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	\$424,140	\$50,902	\$373,238	11.9	\$7.21	\$97.62	12.0%

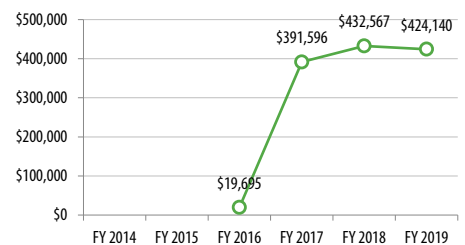
Passengers



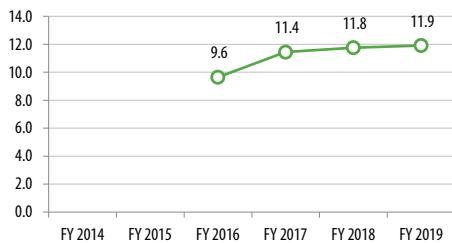
Revenue Hours



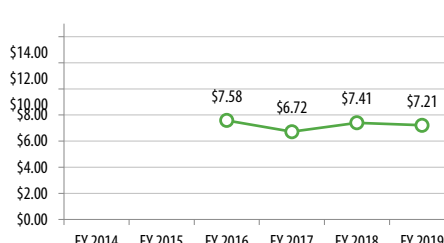
Operating Costs



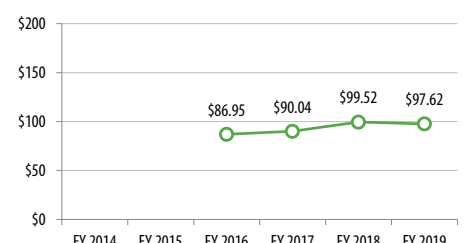
Passengers per Revenue Hour



Subsidy per Passenger



Cost per Revenue Hour





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

FY 2019 Farebox Recovery: 10%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	79,773	6,648	317	6,726	561	27	95,283	7,940	378
Saturday	11,812	984	227	1,290	108	25	18,058	1,505	347
Sunday	11,236	936	184	1,514	126	25	21,184	1,765	347
<b>Total</b>	<b>102,821</b>	<b>8,568</b>	<b>282</b>	<b>9,530</b>	<b>794</b>	<b>26</b>	<b>134,526</b>	<b>11,210</b>	<b>369</b>

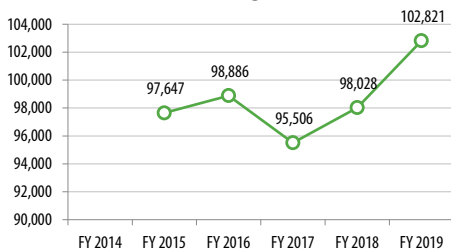
	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$682,143	\$56,845	\$2,707	\$69,922	\$5,827	\$277	\$612,221	\$51,018	\$2,429
Saturday	\$130,822	\$10,902	\$2,516	\$11,681	\$973	\$225	\$119,141	\$9,928	\$2,291
Sunday	\$153,724	\$12,810	\$2,520	\$11,739	\$978	\$192	\$141,985	\$11,832	\$2,328
<b>Total</b>	<b>\$966,689</b>	<b>\$80,557</b>	<b>\$2,648</b>	<b>\$93,342</b>	<b>\$7,779</b>	<b>\$256</b>	<b>\$873,347</b>	<b>\$72,779</b>	<b>\$2,393</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	11.9	\$7.67		10.3%
Saturday	9.2	\$10.09		8.9%
Sunday	7.4	\$12.64		7.6%
<b>Total</b>	<b>10.8</b>	<b>\$8.49</b>	<b>\$101.44</b>	<b>9.7%</b>

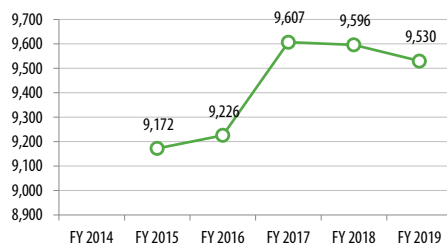
Historic Trends

	Passengers	Revenue Hours	Operating Costs	Passenger Revenue	Operating Subsidy	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
FY 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	\$966,689	\$93,342	\$873,347	10.8	\$8.49	\$101.44	9.7%

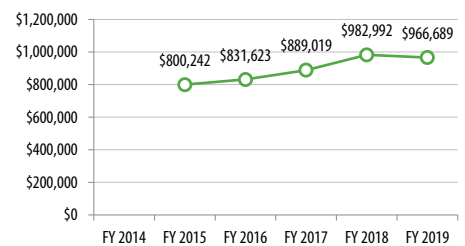
Passengers



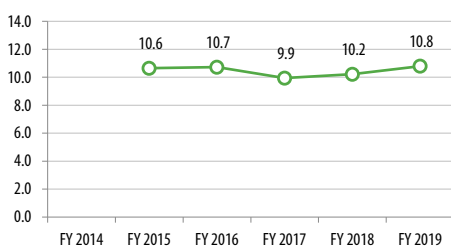
Revenue Hours



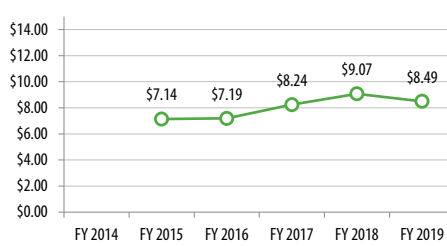
Operating Costs



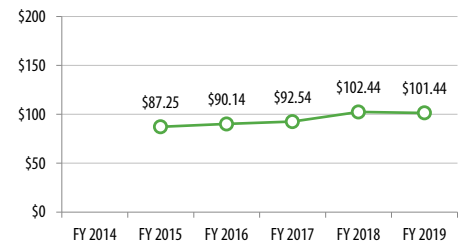
Passengers per Revenue Hour

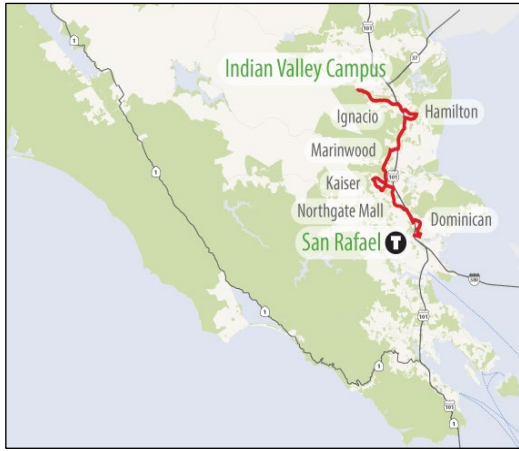


Subsidy per Passenger



Cost per Revenue Hour





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

FY 2019 Farebox Recovery: **9%**  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

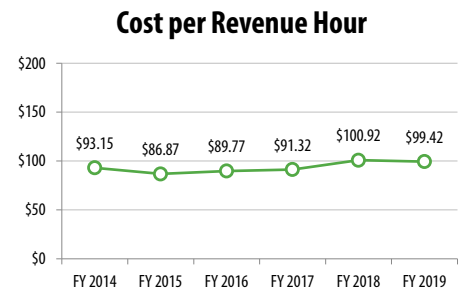
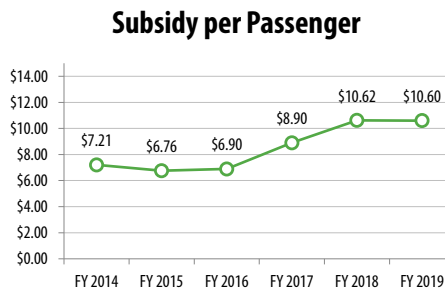
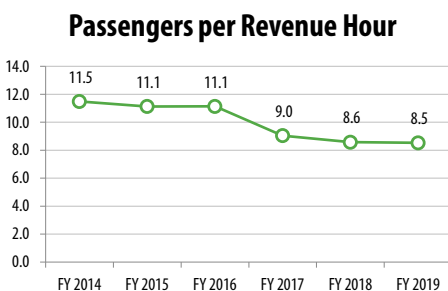
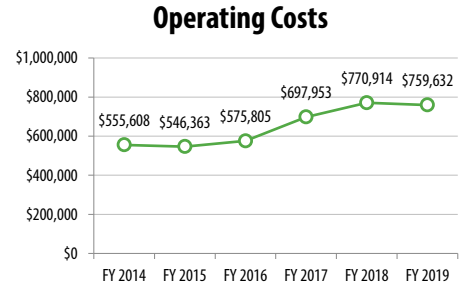
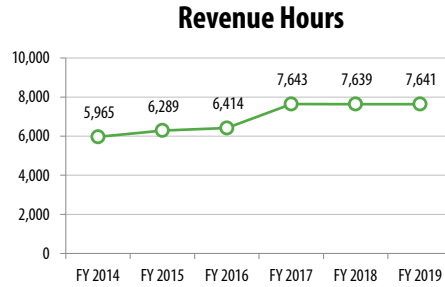
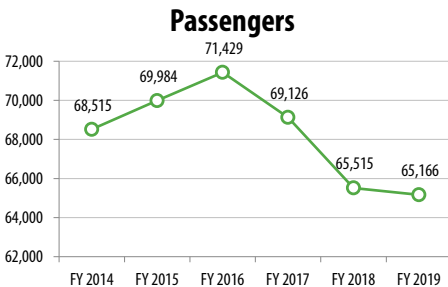
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	65,154	5,430	259	7,641	637	30	85,669	7,139	340
Saturday	-	-	-	-	-	-	-	-	-
Sunday	12	-	-	-	-	-	-	-	-
<b>Total</b>	<b>65,166</b>	<b>5,431</b>	<b>259</b>	<b>7,641</b>	<b>637</b>	<b>30</b>	<b>85,669</b>	<b>7,139</b>	<b>340</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$759,632	\$63,303	\$3,014	\$68,858	\$5,738	\$273	\$690,774	\$57,565	\$2,741
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$22	\$ -	\$ -	(\$22)	\$ -	\$ -
<b>Total</b>	<b>\$759,632</b>	<b>\$63,303</b>	<b>\$3,014</b>	<b>\$68,880</b>	<b>\$5,740</b>	<b>\$273</b>	<b>\$690,752</b>	<b>\$57,563</b>	<b>\$2,741</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	8.5	\$10.60		9.1%
Saturday	-	\$ -		- %
Sunday	#DIV/0!	(\$1.83)		- %
<b>Total</b>	<b>8.5</b>	<b>\$10.60</b>	<b>\$99.42</b>	<b>9.1%</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	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	\$759,632	\$68,880	\$690,752	8.5	\$10.60	\$99.42	9.1%





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

FY 2019 Farebox Recovery: 28%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

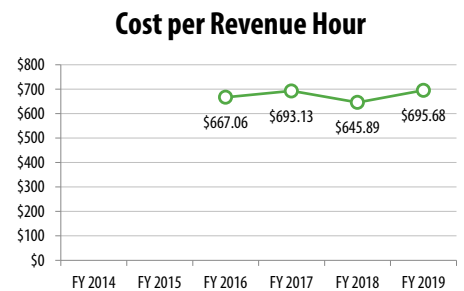
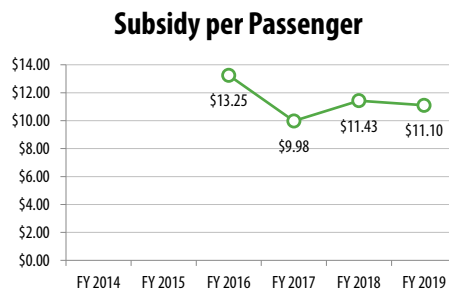
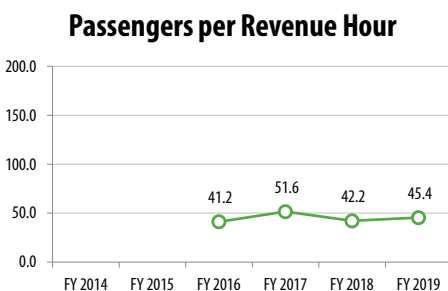
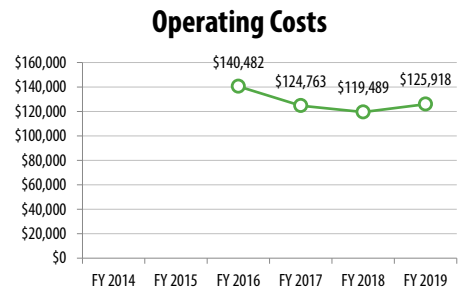
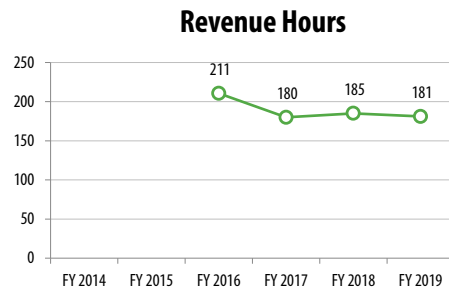
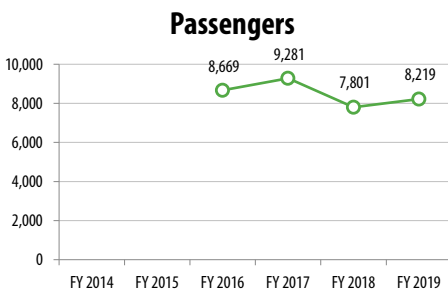
	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	8,219	747	42	181	16	1	1,647	150	8
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>8,219</b>	<b>747</b>	<b>42</b>	<b>181</b>	<b>16</b>	<b>1</b>	<b>1,647</b>	<b>150</b>	<b>8</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$125,918	\$11,447	\$646	\$34,691	\$3,154	\$178	\$91,227	\$8,293	\$468
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$125,918</b>	<b>\$11,447</b>	<b>\$646</b>	<b>\$34,691</b>	<b>\$3,154</b>	<b>\$178</b>	<b>\$91,227</b>	<b>\$8,293</b>	<b>\$468</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	45.4	\$11.10	\$695.68	27.6%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>45.4</b>	<b>\$11.10</b>	<b>\$695.68</b>	<b>27.6%</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	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	\$125,918	\$34,691	\$91,227	45.4	\$11.10	\$695.68	27.6%





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

FY 2019 Farebox Recovery: 69%  
 % transfer (to route): -  
 % Clipper usage: -

FY 2018/19 DATA

	Passengers			Revenue Hours			Revenue Miles		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	125,370	11,397	643	1,095	100	6	12,432	1,130	64
Saturday	-	-	-	-	-	-	-	-	-
Sunday	-	-	-	-	-	-	-	-	-
<b>Total</b>	<b>125,370</b>	<b>11,397</b>	<b>643</b>	<b>1,095</b>	<b>100</b>	<b>6</b>	<b>12,432</b>	<b>1,130</b>	<b>64</b>

	Operating Costs			Passenger Revenue			Operating Subsidy		
	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily	Annual	Avg Monthly	Avg Daily
Weekday	\$707,377	\$64,307	\$3,628	\$487,153	\$44,287	\$2,498	\$220,224	\$20,020	\$1,129
Saturday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Sunday	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>Total</b>	<b>\$707,377</b>	<b>\$64,307</b>	<b>\$3,628</b>	<b>\$487,153</b>	<b>\$44,287</b>	<b>\$2,498</b>	<b>\$220,224</b>	<b>\$20,020</b>	<b>\$1,129</b>

	Passengers per Revenue Hour	Subsidy per Passenger	Cost per Revenue Hour	Farebox Recovery
Weekday	114.5	\$1.76	\$646.01	68.9%
Saturday	-	\$ -	-	- %
Sunday	-	\$ -	-	- %
<b>Total</b>	<b>114.5</b>	<b>\$1.76</b>	<b>\$646.01</b>	<b>68.9%</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	\$745,445	\$465,141	\$280,304	102.7	\$2.55	\$695.77	62.4%

