

Central Contra Costa Transit Authority (CCCTA)

ID Number: 9078
 www.cccta.org/
 2477 Arnold Industrial Way
 Concord, CA 94520-5327

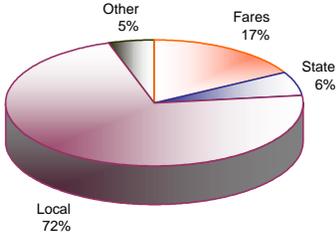
Chief Executive Officer: Rick Ramacier,
 General Manager
 (925)676-1976

System Wide Information

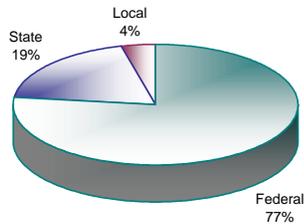
Modal Information

| General Information | | Financial Information | | Characteristics | | Demand | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|----------------------|--|---------------------|--|-------------------------|--------------------|--------------|-----------------------------|-----------------|---------------------------|---------|--|------------|---------|--|-----------|---------|---------------------------|-----------|--------------------------------------|--------------------------------|--------|---|------------------------------|---------|------------------------------|--|---|------|--|---|-------|----------------------------|-----|-----|--------------------------------------|----|----|--------------------|-----|-----|----------------|-----|-----|-----------|---|----|-------------------|---|---|------------|--|-----------------|--|
| Urbanized Area (UZA) Statistics — 1990 Census | | Fare Revenues Earned | | <table border="0" style="width: 100%;"> <tr><td>Operating Expense</td><td style="text-align: right;">\$17,357,809</td><td style="text-align: right;">\$2,455,407</td></tr> <tr><td>Capital Funding</td><td style="text-align: right;">\$3,054,781</td><td style="text-align: right;">\$3,371</td></tr> <tr><td>Annual Passenger Miles</td><td style="text-align: right;">20,338,499</td><td style="text-align: right;">882,291</td></tr> <tr><td>Annual Vehicle Revenue Miles</td><td style="text-align: right;">3,421,043</td><td style="text-align: right;">960,808</td></tr> <tr><td>Annual Unlinked Trips</td><td style="text-align: right;">4,794,730</td><td style="text-align: right;">112,963</td></tr> <tr><td>Average Weekday Unlinked Trips</td><td style="text-align: right;">17,730</td><td style="text-align: right;">427</td></tr> <tr><td>Annual Vehicle Revenue Hours</td><td style="text-align: right;">264,178</td><td style="text-align: right;">58,934</td></tr> <tr><td>Fixed Guideway Directional Route Miles</td><td style="text-align: right;">0.0</td><td style="text-align: right;">N/A</td></tr> <tr><td>Vehicles Available for Maximum Service</td><td style="text-align: right;">116</td><td style="text-align: right;">40</td></tr> <tr><td>Average Fleet Age in Years</td><td style="text-align: right;">8.3</td><td style="text-align: right;">4.7</td></tr> <tr><td>Vehicles Operated in Maximum Service</td><td style="text-align: right;">98</td><td style="text-align: right;">36</td></tr> <tr><td>Peak to Base Ratio</td><td style="text-align: right;">2.1</td><td style="text-align: right;">N/A</td></tr> <tr><td>Percent Spares</td><td style="text-align: right;">18%</td><td style="text-align: right;">11%</td></tr> <tr><td>Incidents</td><td style="text-align: right;">7</td><td style="text-align: right;">12</td></tr> <tr><td>Patron Fatalities</td><td style="text-align: right;">0</td><td style="text-align: right;">0</td></tr> </table> | | Operating Expense | \$17,357,809 | \$2,455,407 | Capital Funding | \$3,054,781 | \$3,371 | Annual Passenger Miles | 20,338,499 | 882,291 | Annual Vehicle Revenue Miles | 3,421,043 | 960,808 | Annual Unlinked Trips | 4,794,730 | 112,963 | Average Weekday Unlinked Trips | 17,730 | 427 | Annual Vehicle Revenue Hours | 264,178 | 58,934 | Fixed Guideway Directional Route Miles | 0.0 | N/A | Vehicles Available for Maximum Service | 116 | 40 | Average Fleet Age in Years | 8.3 | 4.7 | Vehicles Operated in Maximum Service | 98 | 36 | Peak to Base Ratio | 2.1 | N/A | Percent Spares | 18% | 11% | Incidents | 7 | 12 | Patron Fatalities | 0 | 0 | Bus | | Response | |
| Operating Expense | \$17,357,809 | \$2,455,407 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Capital Funding | \$3,054,781 | \$3,371 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Passenger Miles | 20,338,499 | 882,291 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Miles | 3,421,043 | 960,808 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Unlinked Trips | 4,794,730 | 112,963 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Weekday Unlinked Trips | 17,730 | 427 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Hours | 264,178 | 58,934 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fixed Guideway Directional Route Miles | 0.0 | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Available for Maximum Service | 116 | 40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Fleet Age in Years | 8.3 | 4.7 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service | 98 | 36 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Peak to Base Ratio | 2.1 | N/A | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Percent Spares | 18% | 11% | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Incidents | 7 | 12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Patron Fatalities | 0 | 0 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| San Francisco—Oakland, CA | | Sources of Operating Funds Expended | | <table border="0" style="width: 100%;"> <tr><td colspan="2">Performance Measures</td></tr> <tr><td colspan="2">Service Efficiency</td></tr> <tr><td>Operating Expense per Vehicle Revenue Mile</td><td style="text-align: right;">\$5.07</td><td style="text-align: right;">\$2.56</td></tr> <tr><td>Operating Expense per Vehicle Revenue Hour</td><td style="text-align: right;">\$65.70</td><td style="text-align: right;">\$41.66</td></tr> <tr><td colspan="2">Cost Effectiveness</td></tr> <tr><td>Operating Expense per Passenger Mile</td><td style="text-align: right;">\$0.85</td><td style="text-align: right;">\$2.78</td></tr> <tr><td>Operating Expense per Unlinked Passenger Trip</td><td style="text-align: right;">\$3.62</td><td style="text-align: right;">\$21.74</td></tr> <tr><td colspan="2">Service Effectiveness</td></tr> <tr><td>Unlinked Passenger Trips per Vehicle Revenue Mile</td><td style="text-align: right;">1.40</td><td style="text-align: right;">0.12</td></tr> <tr><td>Unlinked Passenger Trips per Vehicle Revenue Hour</td><td style="text-align: right;">18.15</td><td style="text-align: right;">1.92</td></tr> </table> | | | | Performance Measures | | Service Efficiency | | Operating Expense per Vehicle Revenue Mile | \$5.07 | \$2.56 | Operating Expense per Vehicle Revenue Hour | \$65.70 | \$41.66 | Cost Effectiveness | | Operating Expense per Passenger Mile | \$0.85 | \$2.78 | Operating Expense per Unlinked Passenger Trip | \$3.62 | \$21.74 | Service Effectiveness | | Unlinked Passenger Trips per Vehicle Revenue Mile | 1.40 | 0.12 | Unlinked Passenger Trips per Vehicle Revenue Hour | 18.15 | 1.92 | | | | | | | | | | | | | | | | | | | | | |
| Performance Measures | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Efficiency | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense per Vehicle Revenue Mile | \$5.07 | \$2.56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense per Vehicle Revenue Hour | \$65.70 | \$41.66 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Cost Effectiveness | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense per Passenger Mile | \$0.85 | \$2.78 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Operating Expense per Unlinked Passenger Trip | \$3.62 | \$21.74 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Effectiveness | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unlinked Passenger Trips per Vehicle Revenue Mile | 1.40 | 0.12 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unlinked Passenger Trips per Vehicle Revenue Hour | 18.15 | 1.92 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Square Miles | 874 | Passenger Fares | \$3,409,524 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Population | 3,629,516 | Local Funds | 14,339,290 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Population Ranking out of 405 UZA's | 6 | State Funds | 1,185,650 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Area Statistics | | Federal Assistance | 22,405 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Square Miles | 200 | Other Funds | 901,976 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Population | 477,000 | Total Operating Funds Expended | \$19,858,845 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Consumption | | Summary of Operating Expenses | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Passenger Miles | 21,220,790 | Salaries, Wages and Benefits | \$12,823,090 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Unlinked Trips | 4,907,693 | Materials and Supplies | 1,592,210 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Weekday Unlinked Trips | 18,157 | Purchased Transportation | 2,455,407 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Saturday Unlinked Trips | 5,347 | Other Operating Expenses | 2,942,509 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Average Sunday Unlinked Trips | 340 | Total Operating Expenses | \$19,813,216 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Service Supplied | | Reconciling Cash Expenditures | \$45,629 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Miles | 4,381,851 | Sources of Capital Funds Expended | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Annual Vehicle Revenue Hours | 323,112 | Local Funds | \$129,788 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Available for Maximum Service | 156 | State Funds | 567,017 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service | 134 | Federal Assistance | 2,361,347 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Base Period Requirement | 47 | Total Capital Funds Expended | \$3,058,152 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Vehicles Operated in Maximum Service | | Uses of Capital Funds | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | Directly Operated | Purchased Transportation | | Rolling Stock | Facilities and Other | Total | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Bus | 98 | 0 | Bus | \$2,865,039 | \$189,742 | \$3,054,781 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Demand Response | 0 | 36 | Demand Response | 3,371 | 0 | 3,371 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Total | 98 | 36 | Total | \$2,868,410 | \$189,742 | \$3,058,152 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Sources of Operating Funds Expended



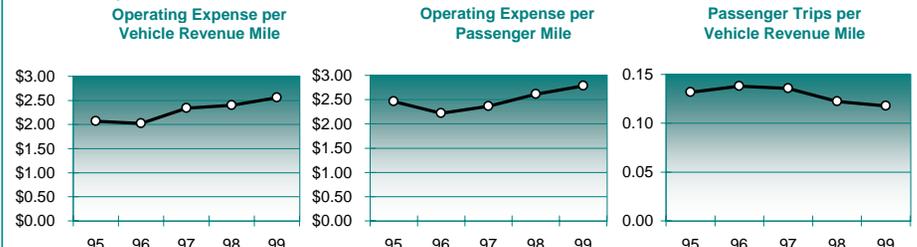
Sources of Capital Funds Expended



Bus



Demand Response



Data Source: 1999 National Transit Database